SOCIAL IMPACT ASSESSMENT REPORT

IRT PHASE 2A WORK PACKAGE W1- CHICHESTER-IMAN HARON ROAD TO CLAREMONT BOULEVARD/HAWTHORNE ROAD INTERSECTION

CITY OF CAPE TOWN

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By

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EXECUTIVE SUMMARY

INTRODUCTION AND LOCATION

SMEC South Africa (Pty) Ltd was appointed by the City of Cape Town (CoCT) to plan and design infrastructure associated with Phase 2A of the Integrated Rapid Transport (IRT) system, also known as the Lansdowne-Wetton Corridor. The Lansdowne-Wetton corridor is divided into two separate work phases, namely W1 and W2.

To enable Heritage Western Cape (HWC) – Impact Assessment Committee (IACom) to make a ruling regarding the Heritage Impact Assessment (HIA) of IRT Phase 2A's work-package W1 (Chichester Road-Iman Haron Road to Claremont Boulevard/Hawthorne Road Intersection), a Social Impact Assessment (SIA) was required. The purpose of the SIA study is to identify and assess the social factors that have a bearing on W1. Tony Barbour was appointed to undertake a specialist Social Impact Assessment (SIA) for W1 as part of the HIA study.

SUMMARY OF KEY FINDINGS

The findings are based on:

- Review of key policy and land use planning documents that are relevant to the proposed development and the site.
- Review of the information on the history of the study area.
- Review of project related information.
- Interviews with affected property owners and other stakeholders.
- Experience with social impacts associated with linear infrastructure projects.

The key findings are summarised under the following sections:

- Fit with policy and planning.
- Construction phase impacts.
- Operational phase impacts.
- No-development option.

COMMENT ON INTERVIEWS

Based on the initial design (December 2020) all the properties that required full acquisition were owned by the City of Cape Town and were vacant. No privately owned properties were therefore impacted by the need for the owners or tenants to relocate. The interviews undertaken as part of the SIA therefore focussed on a selection of properties that were most likely to be impacted by the construction and operation phases of W1, specifically businesses. These interviews were conducted in February 2021.

A revised design was prepared in April 2021. The revised design would result in 5 privately owned residential properties requiring full acquisition. The owners of the affected properties were interviewed in finalising the SIA. However, a decision on the final design had not been taken at the time of preparing the SIA. In the event that the properties will need to be acquired, it is assumed that the City of Cape will follow the required legal process for acquiring the properties, which includes informing the affected property owners and compensating them at full market related rates.

POLICY AND PLANNING ISSUES

The findings of the review indicate that the development of W1 and the provision of safe, accessible, affordable public transport is supported by all the relevant policy and land use planning documents that pertain to the study area, specifically the Western Cape PSDF, CoCT SDF and IDP and the Southern District Plan.

Western Cape PSDF is based on five spatial principles of which three, spatial justice, spatial efficiency and accessibility are of specific relevance to W1. The CoCT SDF highlights the spatial and socio-economic inequalities associated with Apartheid planning and the fact that the city's urban poor are forced to travel – at great cost – from highly dense, under-serviced, predominantly informal areas to sparsely populated, well-serviced areas of the city where employment opportunities are located. Many of the city's urban poor live in the areas that will benefit from W1.

The CoCT SDF and IDP highlight the key role played by Transit-Oriented Development (TOD) and the establishment of an efficient, integrated public transport system in creating a more inclusive, integrated, and vibrant city that addresses the legacies of apartheid with regard to the built environment, rectifies existing imbalances in the distribution of different types of residential development, and avoids the creation of new structural imbalances in the delivery of services.

The Cape Flats DP identifies the challenges associated with east west mobility and importance of the Wetton/Lansdowne Road Corridor in terms of improving access and mobility.

The establishment of the W1 and associated MyCiti bus route is therefore fully supported by key policy and land use planning documents.

CONSTRUCTION PHASE IMPACTS

The key social issues associated with the construction phase include:

Potential positive impacts

- Creation of business and employment opportunities

Business opportunities

The capital expenditure associated with W1 would be approximately 374 million (2021 rand values). Most of the work associated with the construction phase will be undertaken by local contractors and most of the building materials will be sourced from locally based suppliers. This will represent a positive injection of capital into the local economy. The proposed development would therefore represent a significant opportunity for the local construction and building sector.

Employment opportunities

The construction phase will extend over a period of 2 years and create approximately 300 employment opportunities. Of this total 45% (135) would be low skilled workers, 40% (120) semi-skilled workers and 15% (45) high skilled workers. The total annual wage bill over two years would be in the region of R 88 million (2020 rand values). Most of the wage bill will be spent in the local CCT economy. This would in turn benefit local business.

Most of the employment opportunities are likely to benefit local Historically Disadvantaged (HD) members of the community. This would represent a significant opportunity for the local building sector and members of the local community who are employed in the building sector. The project should also be viewed within the context of the current economic climate in South Africa and the impact of COVID 19. The proposed development would therefore represent a significant opportunity for the local construction sector.

Potential negative impacts

- Impacts associated with the presence of construction workers on site.
- Security and safety impacts associated with the presence of construction workers.
- Noise, dust, and safety impacts associated with construction related activities and the movement of heavy vehicles.
- Disruptions and impact on access to businesses and residences.

The significance of the potential negative impacts associated with presence of construction workers and associated safety and security issues was assessed to be of ***Low Negative*** significance with mitigation. The significance of the impacts associated with extended disruptions will be ***High Negative*** without mitigation and ***Medium Negative*** with mitigation.

Construction related activities will impact on the movement of traffic along Chichester and Iman Haron Road over the 2-year construction phase and result in delays. The construction activities will also impact on access to residential areas, schools, places of worship and business. Commercial and residential properties along the entire extent of W1, including Garfield Road and or Loch Road, will be impacted to some degree. In the cases of Chichester and Iman Haron these impacts are unavoidable and will need to be managed to ensure that the impacts are minimised, specifically the impacts on local businesses. The impacts on Garfield Road can be avoided by establishing the bus turn-around facility in Loch Road (Option 2).

Chichester Road

The commercial properties located along Chichester Road that stand to be impacted include Access Park, Kenilworth Centre and motor vehicle dealerships located between Garfield and Loch Road. Any form of extended disruption would have a negative impact on the financial viability of these businesses, which in turn has the potential to result in job losses. The residential areas that abut onto Chichester Road between Loch and Rosemead Avenue, and Rosemead Avenue and 1st Avenue (on both the south and north of Chichester Road) will be the most impacted. Measures will need to be taken to ensure that the access to these properties is maintained during the construction phase.

Iman Haron Road

The commercial properties along the south of Iman Haron between Cook Road and the Villagers Office Park that will be impacted include the motor dealerships and shops located between Cook and Livingstone Road, and the businesses located between Livingstone and Stanley Road, including Curtain Corner, Olympic Cycles, Olympic Locksmiths, Thule etc., and Tyger Wheel and Tyre. The commercial properties located on the south of Iman Haron between 1st Avenue and Oakfield Road that will be impacted include Tyre Mart, Midas, Poolside Services, Pampered Paws etc. The construction phase will also impact on access to Livingstone High School,

Abbots College, the Claremont Post Office, and Claremont Police Station which all gain access directly off Iman Haron.

All of the commercial properties, specifically the properties located along Iman Haron, rely on direct access of Iman Haron. Any form of extended disruption would have a negative impact on the financial viability of these businesses, which in turn has the potential to result in job losses.

The residential properties along Iman Haron that will be impacted include the two or three residential properties located next to Olympic Cycles (to the west) and the residential properties located on the southern side of Iman Haron between Oakfield Road and the Stanhope Bridge are likely to be the most exposed.

Garfield Road-bus turn-around facility

The construction of the proposed bus turn-around facility in Garfied Road will impact on access to small businesses located along the eastern section of Garfield Road. Any form of extended disruption would have a negative impact on the financial viability of these businesses, which in turn has the potential to result in job losses. In terms of Options, Option 1B will have the most significant impact, followed by Option 1A and Option 1A-Alternative 2. This is due to impact on the central parking area. The impact on the central parking area associated with Option 1A-Alternative 1, the establishment of an embayment area for three buses along the eastern section of Garfield Road near the intersection with Alamein Road, will be significantly lower. Option 1A-Alternative 1, is therefore the preferred option for the establishment of a turn-around facility in Garfield Road.

Loch Road-bus turn-around facility

The impacts associated with the construction of Option 2, the establishment of an embayment area for three buses along the eastern section of Loch Road near the intersection between Loch Road will be lower than the impacts associated with the construction of a turn-around facility in Garfield Road. This is due to the limited number of business (Master Cars) that will be impacted, and the lower number of parking areas affected. Option 2 is therefore the preferred option for the establishment of a bus turn-around facility for W1.

Table 1 summarises the social impacts associated with the construction phase.

Table 1: Summary of social impacts during construction phase

Impact	Significance No Mitigation	Significance With Enhancement /Mitigation
Creation of business and employment opportunities	Medium (+)	Medium (+)
Presence of construction workers and potential impacts on family structures and social networks	Low (-)	Low (-)
Threat to safety and security	Low (-)	Low (-)
Impact of construction related activities (dust, noise, safety etc.)	Medium (-)	Low (-)
Disruptions and impact on access to businesses and residences		
• **Chichester and Iman Haron**	High (-)	Medium (-)
• **Option 1B**	High (-)	High (-)[1]
• **Option 1A and Alternative 2**	High (-)	Medium (-)
• **Option 1A-Alternative 1**	Low (-)	Low (-)
• **Option 2**	Low (-)	Low (-)

OPERATIONAL PHASE IMPACTS

The key social issues associated with the operational phase include:

Potential positive impacts

- Provision of safe, efficient, and affordable public transport.
- Upgrade and landscape Chichester and Iman Haron Road.

W1, which forms part of Phase 2A of the MyCiTi service, will provide safe, affordable, accessible, and efficient public transport for residents that live in Khayelitsha and Mitchells Plain and enable them to access work and retail opportunities in Claremont and Wynberg. The significance of this benefit is rated a ***High Positive.***

The W1 project also creates an opportunity to up-grade and landscape the area adjacent to Chichester and Iman Haron Road and in so doing create opportunities to improve the interface between the road and the adjacent residential areas and support the use of non-motorised transport.

Potential negative impacts

Impact on private properties

The findings of the assessment of the impact on property owners indicate that the design of W1 has sought to minimise the number of private properties that require full acquisition. This is in line with accepted international best practice. In terms of the December 2020 design, five houses owned by the CoCT will be demolished to accommodate W1. The properties are vacant. No tenants will be therefore be affected. 24 hour security has also be provided to ensure that the properties are not

[1] Not possible to mitigate the impact associated with the loss of parking areas for local business along Garfield Road.

illegally occupied. No households or individuals will therefore be impacted by the demolition of the five houses.

Based on the revised design of April 2021, five privately owned residential properties would require full acquisition. As indicated above, a final decision on the preferred design has not been taken. Based on the findings of the SIA the impacts associated with properties affected by full acquisition can be mitigated by full, market related compensation. This also applies to the properties impacted by the April 2021 design for W1. In this regard the City of Cape Town has a formal land acquisition process that is aligned with accepted best practice of providing full compensation at market related prices. The compensation process should also be:

- Fair and transparent.
- Include the option of an independent valuation if requested. The costs of the independent valuation should be covered by the CoCT.

The City of Cape Town should also inform the affected property owners as soon as possible if a decision is taken to approve the revised design of April 2021.

The need to relocate the current activities at 127 Belvedere Road (Signarama) can also be avoided if the recommended mitigation measures are implemented.

Impacts associated with bus turn-around facilities
Three bus turn-around facility options for W1 have been identified. Two of the options are located in Garfield Road (Option 1A and 1B) and one option is located in Loch Road (Option 2). The number of buses using the facilities on a daily basis would be in the region of 12-15 and the use of the transition area would be largely confined to the am peak.

Turnaround Option 1B-Garfield Road
The section of Garfield Road between Chichester and Iman Haron splits into two roads seprated by a treed middle area that currently provides parking (~90) for for customers and employees associated with the small business located along the eastern section of Garfield Road. The impacts associated with Option 1B will be two-fold. Firstly, in terms of loss of parking spaces for customers and the impact that this will have on the financial viability of the affected businesses. This will also result in job losses. Secondly, the establishment of a hard, surfaced parking area will impact negatively on the areas sense of place. This impact will be felt by customers, local business and residents of the flats located to the west of Garfield Road that overlook the treed parking area. Option 1B is therefore not supported by the findings of the SIA.

Turnaround Option 1A-Garfield Road
Option 1A cuts across the central parking area and consists of 3 bays for bus inspection and driver change. The buses will then drive to the Wynberg Depot where they will be parked before returning for the pm peak. No buses will be parked in the area. There are a number of benefits associated Option 1A compared to 1B, these include:

- The southern and northern "informal" parking areas will be retained.
- The majority of trees will be retained, specifically in the southern and northern "informal" parking areas.

- No buses will be parked on the site during the day. The area will be a transition area as opposed to a parking area.

However, Option 1A will impact on the central parking area, which provides parking for ~ 40 vehicles (approximately 50% of the available parking). Option 1A would also involve the eastern section of Garfield Road being turned into a one way heading south. A number of business owners indicated that this was not acceptable as it would impact on access by clients. In addition, concerns were also raised about the use of the northern and southern "informal" parking areas, and if the use of these areas for parking in the future would be formalised by the City of Cape Town. The current proposals for the proposed turn-around facility do not provide any guarantee that these areas can or will continue to be used for parking.

In this regard two potential alternatives were identified for consideration.

Option 1A-Alternative 1
Alternative 1 involves the ***e***stablish an embayment area along the eastern section of Garfield Road as opposed to cutting across the existing "formal" parking area. This is similar to the design for Option 2 in Loch Road. The construction of an embayment will also have less impact during the construction phase and cost less than Option 1A and 1B. Option 1A-Alternative 1 would result in the loss of some existing trees in the northern informal parking area. Option 1A-Alternative 1, is therefore the preferred option for the establishment of a turn-around facility in Garfield Road. The Heritage Assessment would therefore need to consider the loss against the potential social benefits associated with reducing the loss of parking.

Option 1A-Alternative 2
Alternative 2 involves moving the current alignment of bus transition area to the north, so that it reduces the impact on the central parking area. The traffic engineers have indicated that entrance would need to consider the proximity to Alamein Street. Alternative 2 would also result in the loss of some existing trees in the northern informal parking area. The Heritage Assessment would therefore need to consider the loss against the potential social benefits associated with reducing the loss of parking.

Turnaround Option 2-Loch Road
Option 2 is located along the eastern boundary of Loch Road, near the intersection with Chichester Road, and consists of 3 bays for bus inspection and driver change. The buses will then drive to the Wynberg Depot where they will be parked before returning to Chichester Road for the pm peak. No buses will be parked in the area. The technical reports prepared by SMEC indicates that there is sufficient space along Loch Road for three buses and the provision of a bus driver change and inspection area with a small footprint.

Based on the findings of the SIA turnaround Option 2 is likely to have the least impact of all the proposed bus turn-around facilities on adjacent land uses in the area. The option of extending the facility towards and or in front of the City of Cape Town sub-station should also be investigated. This would reduce the potential impact on the operations associated with Master Cars and the number of trees that would need to be removed. The turn-around area would also be located further away from the intersection between Loch and Chichester Road. This would improve traffic safety. Option 2 is also better located in terms of access to the Wynberg Depot.

Option 2 is therefore the preferred option for the establishment of a bus turnaround facility for W1.

Table 2 summarises the significance of the impacts associated with the operational phase.

Table 2: Summary of social impacts during operational phase

Impact	Significance No Mitigation / Enhancement	Significance With Mitigation/ Enhancement
Provision of safe, efficient, and affordable public transport	Medium (+)	High (+)
Upgrade and landscape Chichester and Iman Haron Road.	Medium (+)	High (+)
Loss of private property	Medium (-)[2]	Low (+)[3]
Impact of bus turn around facilities • **Option 1B** • **Option 1A** • **Option 2**	 High (-) Medium (-) Medium (-)	 High (-) Medium (+)[4] High (+)

NO DEVELOPMENT OPTION

The No-Development Option represents a lost opportunity to implement the CoCTs Transit-Oriented Development (TOD) approach to spatial planning and would be contrary to the stated objectives and principles contained in the CoCT SDF and IDP. The No-Development Option is not supported.

CONCLUSIONS AND RECOMMENDATIONS

As indicated in Section 2, legislation and policy embody and reflect key societal norms, values, and developmental goals. The legislative and policy context therefore plays an important role in identifying, assessing, and evaluating the significance of potential social impacts associated with any given proposed development. An assessment of the "policy and planning fit" of the proposed development therefore constitutes a key aspect of the Social Impact Assessment (SIA). In this regard, assessment of "planning fit" conforms to international best practice for conducting SIAs. Furthermore, it also constitutes a key reporting requirement in terms of the applicable Western Cape Department of Environmental Affairs and Development Planning's *Guidelines for Social Impact Assessment* (2007).

The findings of the review of key provincial and local level policy and planning documents indicates that the development of W1 and the provision of safe, accessible, affordable public transport is fully supported by the relevant policy and land use planning documents that pertain to the study area, specifically the Western Cape PSDF, CoCT SDF and IDP and the Southern District Plan.

[2] Assumes that adequate compensation is not paid to affected property owners
[3] Assumes that adequate compensation is paid to affected property owners
[4] Assumes the establishment of Option 1A-Alternative 1.

The findings of the SIA also indicate that the design of W1 has sought to minimise the number of private properties that require full acquisition. This applies to both the December 2020 and April 2021 designs. This is in line with accepted international best practice.

The most significant negative impacts associated with W1 that require attention are:

Disruption and impact on access to businesses during construction
The construction activities will impact on access to business, specifically businesses located along Iman Haron and Garfield Road (associated with proposed bus turn-around area). Any form of extended disruption would have a negative impact on the financial viability of the affected businesses, which in turn has the potential to result in job losses.

The impacts associated with disruptions to businesses along Iman Haron cannot be avoided. However, with careful planning and management they can be mitigated. This includes compensation for losses caused by extended disruptions.

The impacts associated with the construction of a bus turn-around facility in Garfield Road (Option 1A and 1B) can however be avoided by establishing the turn-around facility in Loch Road (Option 2). As indicated below, Option 2 is the preferred option for the establishment of a bus-turn around facility for W1. Alternatively, they can be effectively mitigated by establishing Option 1A-Alternative 1 (embayment area along Garfield Road).

Impacts on private property owners
The 5 privately owned properties may require full acquisition, namely:

- 24 Eastry Road, Claremont, erf 52257.
- 35 Chichester Road, Claremont, erf 146671.
- 33 Chichester Road, Claremont, erf 52256.
- 29 Chichester Road, Claremont, erf 52255.
- 127 Belvedere Road, Claremont, erf 52254.

The impacts can be mitigated by full and fair market related compensation. The need to relocate the current activities at 127 Belvedere Road (Signarama) can also be avoided if the recommended mitigation measures are implemented.

Impacts associated with bus turn-around facilities
The most socially preferred option would be the establishment of a bus transition area that minimises the loss of existing parking areas and impacts on adjacent land uses, specifically businesses in Garfield Road. Based on the findings of the SIA the preferred option is:

- Option 2-Loch Road.
- The second choice is Option 1A-Alternative 1-Garfield Road.

Both Option 2-Loch Road and Option 1A-Alternative 1-Garfield Road involve the establishment of embayment's.

Recommendations
- Where possible existing large trees should be retained.

- The avenue of fever trees located adjacent to the Master Cars motor dealership near the intersection with Loch Road should be maintained.
- Emergency phones should be installed at bus stops. These can be used to call emergency service providers should the need arise.
- A pedestrian crossing should be established in the vicinity of 1st Avenue to improve access for pedestrians to the commercial activities located along the northern section of Iman Haron between Livingstone Road and Stanley Road.
- Consideration should be given to the establishment of a memorial to Uyinene Mrwetyana in the open space in front of the Claremont Post Office.
- The design of bus stops shelters should consider prevailing north-westerly winter wind and rain directions to ensure that passengers are adequately protected from the rain.
- Where possible the interface between Lynwood Gardens and Chichester Road should be softened.
- The use of the northern and southern "informal" parking areas along Garfield Road should be formalised.
- Garfield Road should remain a two-way street regardless of the bus turn-around option selected.
- Cover the costs associated with relocation.
- The City of Cape Town should meet with the owners of Signarama (127 Belvedere Road) to discuss how operations 127 Belvedere Road (erf 52254) can continue, while at the same time accommodating the needs of W1. This would involve option of leasing and or purchasing erf 52255 (29 Chichester Road) from the City of Cape Town.

ACRONYMS

CoCT	City of Cape Town
DEA&DP	Department of Environmental Affairs and Development Planning
DEA	Department of Environmental Affairs
EIA	Environmental Impact Assessment
GDP	Gross Domestic Product
HD	Historically Disadvantaged
IDP	Integrated Development Plan
LED	Local Economic Development
PSDF	Provincial Spatial Development Framework
SDF	Spatial Development Framework
SDP	Spatial Development Plan
SIA	Social Impact Assessment
WCP	Western Cape Province

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SECTION 1: INTRODUCTION

1.1 INTRODUCTION

SMEC South Africa (Pty) Ltd was appointed by the City of Cape Town (CoCT) to plan and design infrastructure associated with Phase 2A of the Integrated Rapid Transport (IRT) system, also known as the Lansdowne-Wetton Corridor. The Lansdowne-Wetton corridor is divided into two separate work phases, namely W1 and W2. W1 is associated with the section from the M5 Kromboom Park Way near the intersection near Access Park, in the east, to the Claremont Boulevard/Hawthorne Road intersection, in the west (Figure 1.1).

To enable Heritage Western Cape (HWC) – Impact Assessment Committee (IACom) to make a ruling regarding the Heritage Impact Assessment (HIA) of IRT Phase 2A's work-package W1 a Social Impact Assessment (SIA) was required. The purpose of the SIA study is to identify and assess the social factors that have a bearing on W1. Tony Barbour was appointed to undertake a specialist Social Impact Assessment (SIA) for W1 as part of the HIA study.

Figure 1.1: Location of W1 (Work Phase 1)

1.2 TERMS OF REFERENCE AND APPROACH TO STUDY

The terms of reference and approach to the SIA included:

- Description and understanding of the proposed intervention (type, scale, and location), the settlements, and communities likely to be affected by the proposed project.
- Collection of baseline data on the current social and economic environment.
- Identification of historical and current key land uses located along and adjacent to the proposed route.
- Review of key policies, planning reports and baseline social and socio-economic data on the area, including City of Cape Town Integrated Development Plan and Spatial Development Framework.
- Identification of issues related to tenure and ownership rights along the proposed route.
- Identification of key activities that take place along and adjacent to the proposed route.
- Identification of possible future development proposals and land uses along and adjacent to the proposed route.
- Identification of the components associated with the construction and operational phase of the proposed project.
- Interviews with key affected parties.
- Identification and assessment of key social issues as well as potential impacts (negative and positive) associated with the construction and operational phase of the proposed project.
- Identification of appropriate measures to avoid, mitigate, enhance and/or compensate for potential social impacts.

The approach to the SIA study is based on the Western Cape Department of Environmental Affairs and Development Planning Guidelines for Social Impact Assessment (DEADP, 2007).

The identification of potential social issues associated with proposed facility is based on observations from site visits and interviews with key stakeholders, review of relevant documentation and experience with similar projects. Annexure A contains a list of the secondary information reviewed and interviews conducted. Annexure B outlines the assessment methodology used to assign significance ratings during the assessment phase.

1.3 OVERVIEW OF PROJECT

The implementation of the MyCiTi infrastructure along a section of the 2.9km section that stretches from the Chichester Road-M5 Kromboom Park Way intersection near Access Park, in the east, to the Claremont Boulevard/Hawthorne Road intersection (next to the Stanhope Bridge), in the west, is referred to as work-package W1. The route runs along Chichester Road for approximately 1.4 km before intersecting with Iman Haron near Livingstone High School in Harfield. From here the route runs along Iman Haron for approximately 850m to the Claremont Boulevard/Hawthorne Road intersection near Stanhope Bridge, and includes a section of Claremont Boulevard on the western side of the railway line adjacent to the Claremont train station and a short section of Palmyra Road (Figure 1.1).

This section is referred to as W1 and forms part of Phase 2A, (the Lansdowne-Wetton Corridor (LWC) of the MyCiti Integrated Rapid Transit (IRT) System, which will link the south-eastern suburbs (Mitchells Plain and Khayelitsha, etc.) to locations along the southern suburbs rail line, such as Claremont and Wynberg. Phase 2A forms part of the city-wide initiative to improve the City's public transport networks.

The MyCiTi bus route along this section of road will consist of a dedicated bus lane that runs along centre of the road with normal traffic lanes in each direction on each side of the bus lane. The current conceptual layout comprises of a predominantly unidirectional bus lane (AM peak direction inbound) with two bus stop locations. The first bus stop is at the intersection of Imam Haron Road and 3rd Avenue. The second bus stop is between the intersections of Chichester Road/Garfield Road and Chichester Road/Doncaster Road. Figure 1.2 show the overall location of W1.

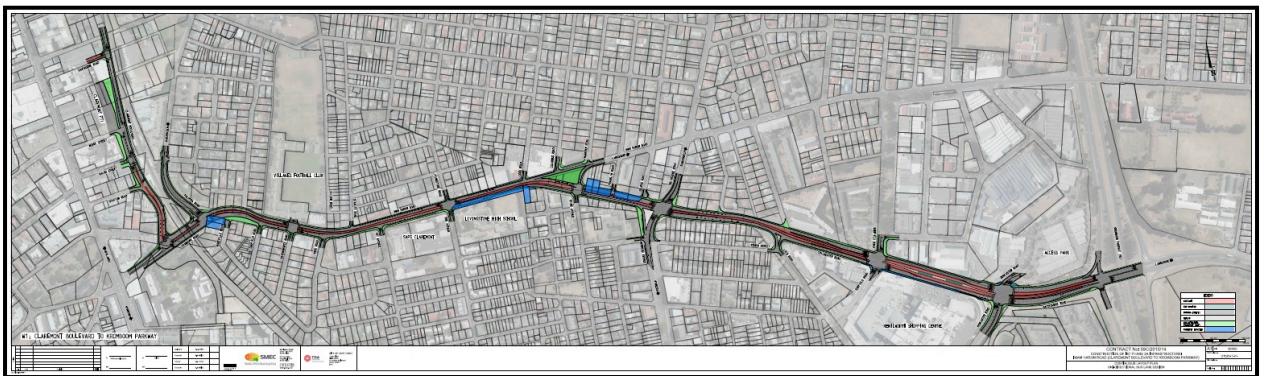


Figure 1.2: Long section W1-Chichester Road-M5 Kromboom Park Way to Claremont Boulevard/Hawthorne Road Intersection

In terms of affected properties, based on the initial design (December 2020) a total of 42 properties were affected by the proposed route. Of this total 31 properties are owned by the City of Cape Town, 10 properties are privately owned and 1 is owned by the state. A total five residential properties would require full acquisition. All of these properties are owned by the City of Cape Town. In terms of the initial design no private residential properties were affected by full acquisition.

The revised design was prepared in April 2021. An additional 18 properties were affected, of which 14 are privately owned and the remaining 4 are owned by the City of Cape Town. Of the 14 privately owned properties, 5 residential properties would be impacted by full acquisition. However, a decision on the final design had not been taken at the time of preparing the SIA.

In terms of the design, three bus turn-around facility options were identified. Two (Option 1A and 1B) are located in Garfield Road, and one (Option 2) is located in Loch Road.

1.4 ASSUMPTIONS AND LIMITATIONS

1.4.1 Assumptions

Fit with planning and policy requirements
Legislation and policies reflect societal norms and values. The legislative and policy context therefore plays an important role in identifying and assessing the potential social impacts associated with a proposed development. In this regard a key component of the SIA process is to assess the proposed development in terms of its fit with key planning and policy documents. Should the findings of the study therefore indicate that the proposed development in its current format does not conform to the spatial principles and guidelines contained in the relevant legislation and planning documents, and there are no significant or unique opportunities created by the development, the development cannot be supported.

The findings of the review indicate that the development of W1 and the provision of safe, accessible, affordable public transport is supported by all the relevant policy and land use planning documents that pertain to the study area, specifically the Western Cape PSDF, CoCT SDF and IDP and the Southern District Plan.

Interviews and impacts associated with full acquisition
As indicated above, based on the initial design (December 2020) all the properties that required full acquisition were owned by the City of Cape Town and were vacant. No privately owned properties were therefore impacted by the need for the owners or tenants to relocate. The interviews undertaken as part of the SIA therefore focussed on a selection of properties that were most likely to be impacted by the construction and operation phases of W1, specifically businesses. It was not possible to meet with all the property owners. Most of the issues raised by the affected property owners interviewed are likely to be relevant to the affected landowners who were not interviewed. These interviews were conducted in February 2021.

However, as indicated above, a revised design was prepared in April 2021. The revised design would result in 5 privately owned residential properties requiring full acquisition. However, a decision on the final design had not been taken at the time of preparing the SIA. The potentially affected property owners have been interviewed in finalising the SIA. In the event that the properties will need to be acquired, it is assumed that the City of Cape will follow the required legal process for acquiring the properties, which includes informing the affected property owners and compensating them at full market related rates. Based on the findings of the SIA for W2 (Barbour and van der Merwe, 2020), the impacts associated with properties affected by full acquisition can be mitigated by full, market related compensation.

1.4.2 Limitations

Interviews with affected landowners
The focus of the interviews was on properties that require full acquisition and businesses that stand to be impacted by the bus turn around facility. Interviews were not conducted with property owners whose properties did not require full acquisition.

1.5 SPECIALIST DETAILS

Tony Barbour, the lead author of this report is an independent specialist with 26 years' experience in the field of environmental management. In terms of SIA experience Tony Barbour has undertaken in the region of 260 SIA's and is the author of the Guidelines for Social Impact Assessments for EIA's adopted by the Department of Environmental Affairs and Development Planning (DEA&DP) in the Western Cape in 2007. Annexure C contains a copy of CV for Tony Barbour.

Schalk van der Merwe, the co-author of this report, has an MPhil in Environmental Management from the University of Cape Town and has worked closely with Tony Barbour on a number of SIAs over the last fourteen years.

1.6 DECLARATION OF INDEPENDENCE

This confirms that Tony Barbour and Schalk van der Merwe, the specialist consultants responsible for undertaking the study and preparing the report, are independent and do not

have vested or financial interests in proposed project being either approved or rejected. Annexure D contains a signed declaration of independence.

1.7 REPORT STUCTURE

The report is divided into five sections, namely:

- Section 1: Introduction.
- Section 2: Policy and planning context.
- Section 3: Demographic overview of study area.
- Section 4: Historical overview of the study area.
- Section 5: Identification and assessment of social key issues.
- Section 6: Summary of key findings and recommendations.

SECTION 2: POLICY AND PLANNING ENVIRONMENT

2.1 INTRODUCTION

Legislation and policy embody and reflect key societal norms, values, and developmental goals. The legislative and policy context therefore plays an important role in identifying, assessing, and evaluating the significance of potential social impacts associated with any given proposed development. An assessment of the "policy and planning fit[5]" of the proposed development therefore constitutes a key aspect of the Social Impact Assessment (SIA). In this regard, assessment of "planning fit" conforms to international best practice for conducting SIAs. Furthermore, it also constitutes a key reporting requirement in terms of the applicable Western Cape Department of Environmental Affairs and Development Planning's *Guidelines for Social Impact Assessment* (2007).

For the purposes of the meeting the objectives of the SIA the following national, provincial, and local level policy and planning documents were reviewed, namely:

- National Environmental Management Act (107 of 1998).
- Western Cape Provincial Spatial Development Framework (2014).
- Cape Town Spatial Development Framework (2018).
- City of Cape Town Integrated Development Plan (2017-2022).
- Southern District Plan (2012).

2.2 NATIONAL ENVIRONMENTAL MANAGEMENT (ACT 107 OF 1998)

The preamble to NEMA and the principles contained therein have a significant bearing on the need to identify and assess social impacts. In this regard the preamble refers to a number of the basic rights set out in Chapter 2 (Bill of Rights) of the Constitution. These include reference to the right of all persons to an environment that is not harmful to his or her health or well-being, the need for the State to respect, protect, promote and fulfil the social, economic and environmental rights of everyone and strive to meet the basic needs of previously disadvantaged communities, and the promotion of sustainable development that requires the integration of social, economic and environmental factors in the planning, implementation and evaluation of decisions to ensure that development serves present and future generations. The following NEMA principles have a bearing on the proposed development:

- Environmental management must place people and their needs at the forefront of its concern, and serve their physical, psychological, developmental, cultural and social interests equitably.
- Development must be socially, environmentally and economically sustainable.

[5] Planning fit" can simply be described as the extent to which any relevant development satisfies the core criteria of appropriateness, need, and desirability, as defined or circumscribed by the relevant applicable legislation and policy documents at a given time.

- Environmental management must be integrated, acknowledging that all elements of the environment are linked and interrelated, and it must take into account the effects of decisions on all aspects of the environment and all people in the environment by pursuing the selection of the best practicable environmental option.
- Environmental justice must be pursued so that adverse environmental impacts shall not be distributed in such a manner as to unfairly discriminate against any person, particularly vulnerable and disadvantaged persons.
- Equitable access to environmental resources, benefits and services to meet basic human needs and ensure human well-being must be pursued and special measures may be taken to ensure access thereto by categories of persons disadvantaged by unfair discrimination.
- The participation of all interested and affected parties in environmental governance must be promoted, and all people must have the opportunity to develop the understanding, skills and capacity necessary for achieving equitable and effective participation, and participation by vulnerable and disadvantaged persons must be ensured.
- Decisions must take into account the interests, needs and values of all interested and affected parties, and this includes recognising all forms of knowledge, including traditional and ordinary knowledge.
- Community well-being and empowerment must be promoted through environmental education, the raising of environmental awareness, the sharing of knowledge and experience and other appropriate means.
- The social, economic and environmental impacts of activities, including disadvantages and benefits, must be considered, assessed and evaluated, and decisions must be appropriate in light of such consideration and assessment.
- Decisions must be taken in an open and transparent manner, and access to information must be provided in accordance with the law.
- The environment is held in public trust for the people. The beneficial use of environmental resources must serve the public interest and the environment must be protected as the peoples' common heritage; and,
- The vital role of women and youth in environmental management and development must be recognised and their full participation therein must be promoted.

2.3 PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

The aim of the Western Cape Provincial Spatial Development Framework (PSDF) (2014) is to:

- Give spatial expression to the national (i.e., NDP) and provincial (i.e. OneCape 2040) development agendas;
- Serve as basis for coordinating, integrating and aligning 'on the ground' delivery of national and provincial departmental programmes.
- Support municipalities to fulfil their Municipal Planning mandate in line with the national and provincial agendas; and
- Communicate government's spatial development intentions to the private sector and civil society.

The PSDF is based on a number of spatial principles, namely:

- Spatial justice.
- Sustainability and resilience.
- Spatial efficiency.

- Accessibility.
- Quality and liveability.

Spatial efficiency and accessibility are of specific relevance to the project.

Spatial justice

A socially just society is based on the principles of equality, solidarity, and inclusion. While equal opportunity targets everyone in the community, social justice targets the marginalised and disadvantaged groups in society. Inclusionary settlements focus on the public realm rather than on private enclaves; support civic interaction and equitable access throughout the public environment; and make urban opportunities accessible to all – especially the poor. Past spatial and other development imbalances should be redressed through improved access to and use of land by disadvantaged communities.

Sustainability and resilience

Land development should be spatially compact, resource-frugal, compatible with cultural and scenic landscapes, and should not involve the conversion of high potential agricultural land or compromising eco-systems. Resilience is about the capacity to withstand shocks and disturbances such as climate change or economic crises, and to use such events to catalyse renewal, novelty, and innovation. The focus should be on creating complex, diverse, and resilient spatial systems that are sustainable in all contexts.

Spatial efficiency

Efficiency relates to the form of settlements and use of resources - compaction as opposed to sprawl; mixed-use as opposed to mono-functional land uses; and prioritisation of public transport over private car use. When a settlement is compact higher densities provide thresholds to support viable public transport, reduce overall energy use, and lower user costs as travel distances are shorter and cheaper.

Accessibility

Improving access to services, facilities, employment, training and recreation, including improving the choice of safe and efficient transport modes (e.g., public transport, private vehicle, bicycle, walking and wheelchair) is essential to achieving the stated settlement transitions of the NDP and OneCape 2040. Accessibility is also defined by convenient and dignified access to private and public spaces for people with impaired mobility. Good and equitable access systems must prioritise the pedestrian, as well as provide routes for bikes, prams, wheelchairs, and public transport. An accessible system will offer a choice of routes supporting these modes and safe connections between places and communities.

Quality and liveability

The quality of an environment directly contributes to its liveability. A good environment is one that is legible, diverse, varied, and unique. The legibility of a place is contributed to by the existence of landmarks such as notable buildings and landscaping or well- defined public space as well as the legibility and structure of its street networks. Diverse environments provide a variety of opportunities, experiences, and choice. The more varied a place, the more valued because of the individual qualities that make it distinctive from other places. Liveable settlements feature a balance between individual and community, of logic and feeling, of order and random incident. In many cases, a town's public realm provides coherence and order while countless private ventures introduce variety and interest. One condition benefit from the other. The quality of public space can define the liveability of a

place. Public spaces are the living rooms to settlements where people meet, play, and relax. They need to be safe and attractive - features enabled by activity and surveillance.

The PSDF highlights the importance of promoting the development of integrated sustainable settlements. To achieve this the PSDF identifies five key spatial elements namely:

- Protecting and enhancing sense of place and settlement patterns.
- Improving accessibility at all scales.
- Promoting an appropriate land use mix and density in settlements.
- Ensuring effective and equitable social services and facilities.
- Supporting inclusive and sustainable housing.

The PSDF notes that access to opportunities and services is a keystone to building a strong regional economy and facilitating equitable access to opportunities and services in a financially sustainable manner. The PSDF notes that the fundamental spatial challenge is transforming the province's human settlement patterns so that all, especially the poor, can access the opportunities of urban environments (i.e., services, facilities and amenities; accommodation options; job and livelihood prospects; etc.). Settlement patterns and the provision of transport infrastructure need to assist in "closing down space" across the Province and within municipalities, to ultimately improve the affordability and viability of access to services and opportunities.

2.4 CAPE TOWN SPATIAL DEVELOPMENT FRAMEWORK

The CCT Municipal Spatial Development Framework (MSDF) (2018) sets out the City's spatial vision and development priorities in order to achieve a reconfigured, inclusive spatial form for the City. The MSDF gives spatial expression of the development priorities identified in the City's 5-year IDP cycle. The current MSDF was drafted in 2018 and is aligned with the 2017-2022 IDP cycle.

The spatial vision contained in the SDF is "The City is intent on building – in partnership with the private and public sector – a more inclusive, integrated and vibrant city that addresses the legacies of apartheid, rectifies existing imbalances in the distribution of different types of residential development, and avoids the creation of new structural imbalances in the delivery of services. Key to achieving this spatial transformation is transit-oriented development (TOD) and the densification and diversification of land uses."

The 2018 MSDF has retained the overarching guiding Spatial Development Priorities identified in the 2012 MSDF (and subsequently taken over into the 2012-2022 District Plans). The spatial strategies/ priorities include:

- Strategy 1: Building an inclusive, integrated, and vibrant City which addresses spatial imbalances in the distribution of different types of residential development and prevents new structural service delivery imbalances. The desired outcomes are a greater mix of income groups, land uses, population density, and the equitable and adequate provision of public services and facilities.
- Strategy 2: Manage urban grown and create a balance between urban development and environmental protection. The City actively promotes an urban form with higher densities and mixed land use patterns within an urban core, surrounded by transport zones and a BRT and rail network. The key objective is to achieve greater sustainability through the more efficient use of infrastructure, reduced carbon emissions and adequate protection of ecosystems and ecosystem functioning; and

- Strategy 3: Plan for employment and improved access to economic opportunities. The 2018 MSDF notes that the extent to which Cape Town realises its spatial development goals is directly linked to its ability to sustain employment-generating economic growth in the medium term and to reduce accessibility costs for the urban poor.

The 2018 MSDF however breaks with the 2012 MSDF on a key point. Whereas the 2012 MSDF envisaged the channelling of development pressure along two corridors in the north of the City, the 2018 MSDF calls for the abandonment of these corridors, and an inward-focused infill and densification approach instead (Figure 2.1).

A restructured urban form and functionality for Cape Town is premised on:

- Transit-Oriented development (TOD) and land use intensification (i.e., diversification and densification) in and around the corridors, nodal points and transit precincts serviced by an existing and future public transport network and a prioritisation of development and investment to support this approach.
- Acknowledging inherent natural and manmade risks and development directives.
- Preserving and enhancing the natural assets of the city.

The SDF highlights the mutually supportive relationship between land use and transportation which underpins the CoCTs focus on Transport Orientated Development (TOD). TOD principles adopted by the City that inform the SDF are:

- Intensification (densification and diversification) of land uses - prioritising higher density and a greater diversity of land uses within development corridors that include higher-order public transport routes with a particular focus on precincts associated with transit (Transit Accessible Precincts).
- Affordability – reducing the costs (time and money) and distances of transport for commuters; and the operating costs incurred by the City and other service providers to provide public transport.
- Accessibility – facilitating equal access to social and economic activity through strategically located urban development and the provision of safe public transport, non-motorised transport infrastructure; and
- Efficiency – providing an investment environment and differentiated levels of service that are conducive to and incentivises compact, inward urban growth and development

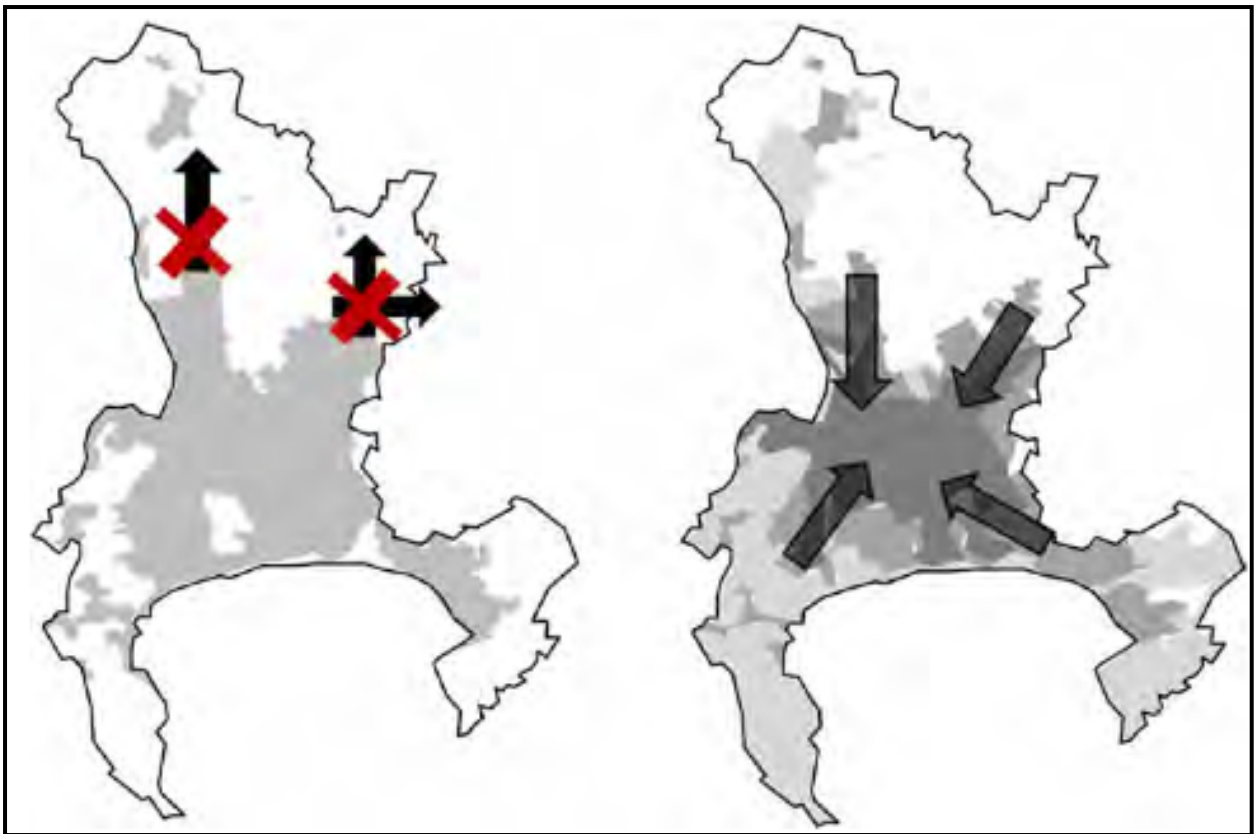


Figure 2.1: 2012 MSDF (left) and 2018 MSDF (right) long term development visions for the City (2018 MSDF)

The 2018 MSDF long term vision is therefore aimed at a more compact, integrated, and inclusive City which uses natural resources more efficiently and suffers from less traffic congestion pressure. This places an emphasis on densification, infill, and incremental growth in existing areas within or in adjacency to the existing urban edge. At the same time, the MSDF emphasizes the key importance of the City's biodiversity and scenic resources.

Based on this long-term vision, four primary Spatial Transformation Areas are identified to guide future City growth, namely:

- The Urban Inner Core, covering approximately 17% of the City area. The MSDF supports the prioritisation of public investment and incentivised private sector investment in support of growth areas in the Urban Inner Core.
- Incremental Growth and Consolidation Areas (IGCA), covering approximately 20% of the City area. Here the City is committed to servicing existing communities and where new development will be subject to infrastructure capacity.
- Discouraged Growth Areas (DGAs), covering approximately 28% of the City area. The City will not invest in DGAs, which include protected areas based on natural and agricultural assets, areas with a lack of social and physical infrastructure and areas that do not contribute to spatial transformation, inward growth, or the premise of Transit-Oriented Development (TOD)[6].

[6] Transit-oriented development (TOD) is a key concept in the 2018 MSDF. According to the MSDF, TOD is a multifaceted and targeted strategic land development approach to improved urban

- Critical Natural Asset Areas (CNAAs), covering approximately 34% of the City area: These are areas which contribute significantly to the City's future resilience and/or have protection status in law.

As indicated in Figure 2.2, the W1 project is located within the Urban Inner Core (UIC) area.

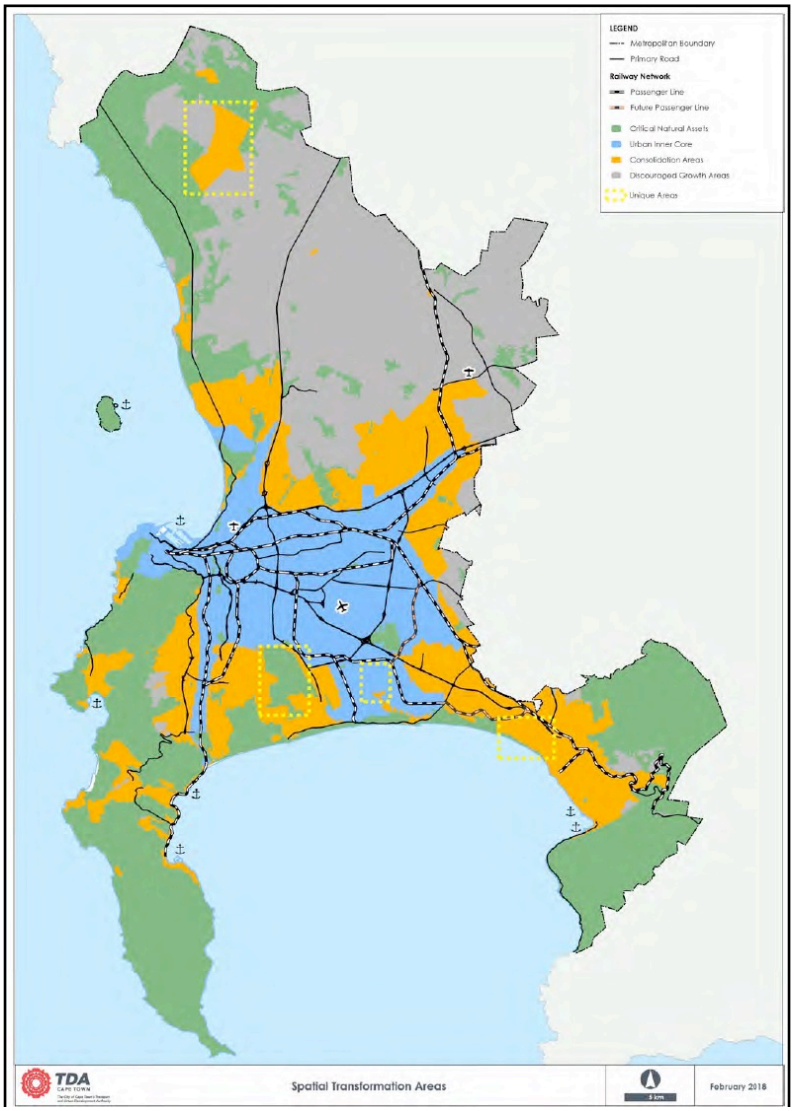


Figure 2.2: Spatial Transformation Areas[7]

The SDF notes that South African townships continue to exist on the outskirts of the city, removed from immediate employment opportunities and reliant on a challenged public transport system. The burden of the city's unsustainable spatial form is placed on the urban poor, located predominantly in the southeast and peripheral margins of the city. The city's

efficiencies and sustainability by integrating and aligning land development and public transport services provision

[7] Blue is the Urban Inner Core, Orange indicates IGDA's, Grey indicates DGA's, and green CNAA's.

urban poor are forced to travel – at great cost – from highly dense, under-serviced, predominantly informal areas to sparsely populated, well-serviced areas of the city where employment opportunities are located. The congestion of road and public transport networks also negatively impacts on all income and racial groups and the City's economic efficiency. A restructured urban form is required to address the Cape Town's historic imbalances, inefficiencies, and inequities and to accommodate future growth projections is required.

Of relevance to W1, the SDF notes that the restructured urban form is premised on Transit-Oriented Development (TOD), which involves land use intensification (namely diversification and densification) in and around the corridors, nodal points and transit precincts serviced by an existing and future public transportation network and a prioritisation of development and investment to support this approach.

TOD Transit-oriented development is the City's basis for land use intensification and targets higher-density, mixed land use development in close proximity to high-capacity, high-quality public transport. The TOD principles adopted by the City and fundamental to the MSDF are:

- Intensification (densification and diversification) of land uses - prioritising higher density and a greater diversity of land uses within development corridors that include higher-order public transport routes with a particular focus on precincts associated with transit (Transit Accessible Precincts).
- Affordability – reducing the costs (time and money) and distances of transport for commuters; and the operating costs incurred by the City and other service providers to provide public transport.
- Accessibility – facilitating equal access to social and economic activity through strategically located urban development and the provision of safe public transport, non-motorised transport infrastructure.
- Efficiency – providing an investment environment and differentiated levels of service that are conducive to and incentivises compact, inward urban growth and development.

A key component of TOD is Development Corridors and Development Nodes. The SDF defines Development Corridors as urban areas of high-intensity (i.e., dense and diverse) nodal or 'strip' development focussed around (a combination of) rail, high-capacity road and trunk bus routes. Development corridors are generally supported by a hierarchy of transport services that function as an integrated system to facilitate ease of movement for private and public transport users. Corridor development is focused predominantly on routes serviced by mass rapid public transport services (i.e., rail or bus rapid transport (BRT) trunks). As indicated in Figure 2.3, W1 has been identified aa Development Corridor that links the development nodes located in the Metro Southeast and the Claremont CBD.

The SDF notes that the Phase 1 of the MyCiTi service serves the West Coast along the R27 between Atlantis in the north, to the CBD and surrounding areas, and further south to Hout Bay. Additional routes include a route along the N2 which runs from the Civic Centre to the Cape Town International Airport, as well as Khayelitsha and Mitchells Plain. Phase 2A plans to extend services from Khayelitsha and Mitchells Plain through Philippi to Wynberg and Claremont.

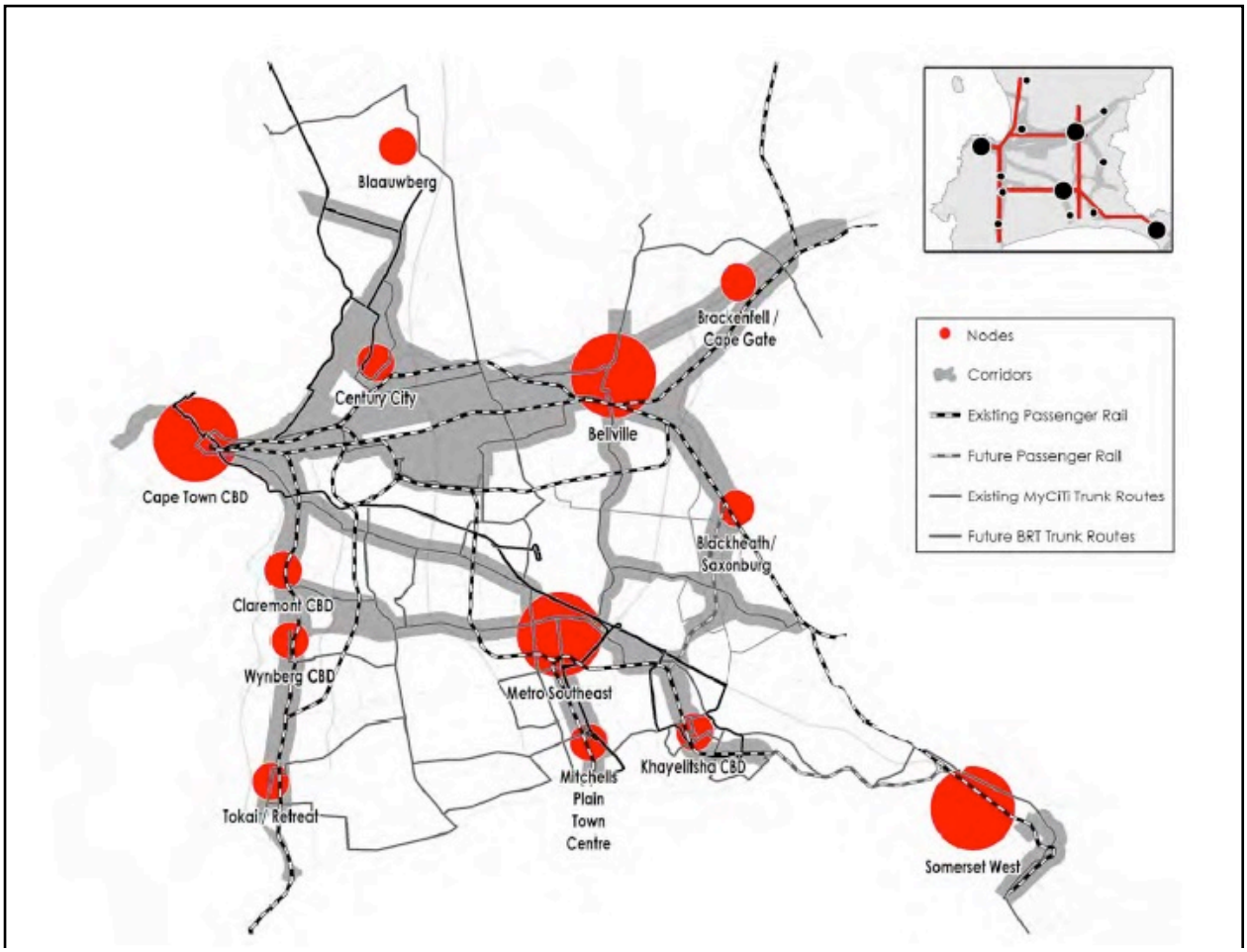


Figure 2.3: Conceptual development corridors and existing and emerging urban nodes

As indicated above, the SDF is informed by three spatial strategies, namely:

- Spatial strategy 1: Build an inclusive, integrated, vibrant city.
- Spatial strategy 2: Manage urban growth and create a balance between urban development and environmental protection.
- Spatial strategy 3: Plan for employment and improve access to economic opportunities.

There are policies associated with each strategy of which the following are relevant to W1.

Spatial Strategy 1: Building an inclusive, integrated, vibrant city[8]

Sub-strategy
Encourage integrated settlement patterns

- P1 Support the intensification and diversification of land use in areas supportive of transit-oriented development.

[8] Table 5: Spatial strategy 1: sub-strategies and policy statements

Promote accessible, citywide destination places

- P18: Provide efficient access to destination places where potential exists, especially in or near areas of high social need.

Transform the apartheid city

- P3 Redress existing imbalances in the distribution of different types of residential development, and actively pursue integration outcomes in future decision-making
- P5 Encourage public/private partnerships to develop integrated human settlements and diversify housing delivery.

Spatial Strategy 2: Manage urban growth, and create a balance between urban development[9]

Sub-strategy

Encourage a more compact form of development

- P19: Promote appropriate land use intensity.

Make efficient use of non-renewable resources

- P20: Enable resource efficient development.

Spatial Strategy 3: Plan for employment, and improve access to economic opportunities[10]

Sub-strategy

Promote inclusive, shared economic growth and development

- P32: Strengthen and improve access to existing business nodes through area-based interventions which are geared towards local assets and constraints.

Integrate land use, economic and transport planning and support the sustainable operation of the IPTN

- P35: Maintain, improve, and expand an integrated public transport service informed by the transport network
- P36: Ensure that new urban development is supported by appropriate public transport infrastructure and services
- P37: Include walking and cycling as essential components of land use planning.
- P39: Reinforce and enhance metropolitan development corridors.
- P40: Encourage medium-higher density forms of urban development to locate on bus, rail, or intermodal stations as well as along corridors and in nodes.

2.5 CITY OF CAPE TOWN INTEGRATED DEVELOPMENT PLAN

The City of Cape Town Integrated Development Plan (IDP) (2017-2022) represents the overarching strategic framework through which the CCT aims to realise the developmental vision for the city. The approach to the 2017–2022 IDP differs from previous IDPs. Previous IDP s attempted to cover most of the functions of the municipality and were more

[9] Table 6: Spatial strategy 2: sub-strategies and policy statements

[10] Table 7: Spatial strategy 3: sub-strategies and policy statements

operational. The 2017-2022 IDP has been conceptualised to be more strategic. In doing so the IDP consists of two main parts – a Strategic Plan, which contains the longer-term strategic vision, priorities and narrative, and an Implementation Plan, which focuses only on key strategic programmes, projects and initiatives that support the achievement of the priorities during the five-year period. The CCT's development vision rests on five Strategic Focus Areas (SFAs):

- SFA 1: Ensure that Cape Town continues to grow as an opportunity city.
- SFA 2: Make Cape Town an increasingly safe city.
- SFA 3: Make Cape Town an even more of a caring city.
- SFA 4: Ensure that Cape Town is an inclusive city; and,
- SFA 5: Make sure Cape Town continues to be a well-run city.

These five SFAs inform all the City's plans and policies. Spearheading this vision is a focus on infrastructure investment and maintenance to provide a sustainable drive for economic growth and development, greater economic freedom, and increased opportunities for investment and job creation.

The IDP highlights the key role played by transit-oriented development (TOD) in creating a more inclusive, integrated, and vibrant city that addresses the legacies of apartheid with regard to the built environment, rectifies existing imbalances in the distribution of different types of residential development, and avoids the creation of new structural imbalances in the delivery of services.

The IDP also identifies 11 Development Priorities that span the SFAs:

- Positioning Cape Town as a forward-looking, globally competitive business city.
- Leveraging technology for progress.
- Economic inclusion.
- Resource efficiency and security.
- Safe communities.
- Excellence in basic service delivery.
- Mainstreaming basic service delivery to informal settlements and backyard dwellers.
- Dense and transit-oriented urban growth and development.
- An efficient, integrated transport system.
- Building integrated communities.
- Operational sustainability.

Excellence in basis service delivery, dense and transit-oriented urban growth and development and an efficient, integrated transport system and building integrated communities are of specific relevance to W1.

Excellence in basic service delivery
The IDP notes that the City recognises that basic services are delivered through a wide range of interacting systems that drive vitality and human wellbeing. The IDP notes that basic services to households and businesses include the safe movement and transport of goods and people. Actions to help improve access and mobility related service delivery include transit-oriented and dense development to allow efficient, integrated utilisation of infrastructure.

Dense and transit-oriented urban growth and development
The IDP notes that like many other cities in the world, Cape Town continues to experience rapid urbanisation as more and more people move to the city in search of opportunities. In

South Africa, the challenges posed by rapid urbanisation are exacerbated by the legacy of apartheid spatial planning, which intentionally created a fragmented city where people were forced to live far from economic opportunities, without any investment to bring economic activity into those areas.

To address this is the City adopted the Transit-Oriented Development (TOD) Strategic Framework in May 2016, which sets a transit-led development agenda at all levels of the built environment. TOD is about changing, developing, and stimulating the built form of the city so that the movement patterns of people and goods are optimised in order to create urban efficiencies and enable social equality and economic development. The IDP notes that TOD brings a new approach to integrated spatial and transportation planning and will guide the development of Cape Town into a compact and well-connected urban space where development promotes economic and social efficiency, residents have easy access to efficient, sustainable, and affordable public transport, and living and breathing is easy, as shorter travelling distances will reduce carbon emissions from transport.

An efficient, integrated transport system
Integrated transport relates to integration in the transport environment, namely across road and rail modes, as well as the integration of public transport with the urban fabric so that it becomes a catalyst for safe and functional communities.

The IDP notes that apartheid spatial planning has resulted in transport inefficiencies, with many residents living far from places of work and leisure. By prioritising an efficient, integrated transport system, the City seeks to transform the transport system to be integrated across different modes, and to lead developmental transformation through TOD. This will ensure that Cape Town has an efficient, high-quality public transport system which enables residents to live car-independent lifestyles and enhance access to opportunities. Of specific relevance to W1 the IDP states that the City will continue to roll out MyCiTi as an integrated system that includes bus rapid transit (BRT), scheduled buses and minibus taxis.

Building integrated communities
The IDP notes that Apartheid created a fragmented city that located people far from economic opportunities, without the option to live, work and play in one area. Building integrated communities means proactively and directly working to reverse the impact and practices of apartheid to improve all Cape Town residents' quality of life. The achieve this the IDP notes that the City will dedicate resources and effort to the spatial transformation of Cape Town through programmes that facilitate integrated communities with a consolidated built form and multiple land uses, and through the implementation of inclusive land use and housing policies and TOD.

2.6 SOUTHERN DISTRICT PLAN (2014)[11]

The Southern District forms one of 8 Planning Districts (PD) that make up the City of Cape Town (CoCT) (Figure 2.4). District Plans (DP) informed by the city-wide Cape Town Spatial Development Framework (CTSDF) have been prepared for each PD. Each PD has turn been divided into sub-districts. The DP consists of two components, namely a Spatial Development Plan (SDP) and Environmental Management Framework (EMF).

[11] A revised Southern District Plan was published in April 2021. However, the plans are in Draft and have not been approved by the City of Cape Town.

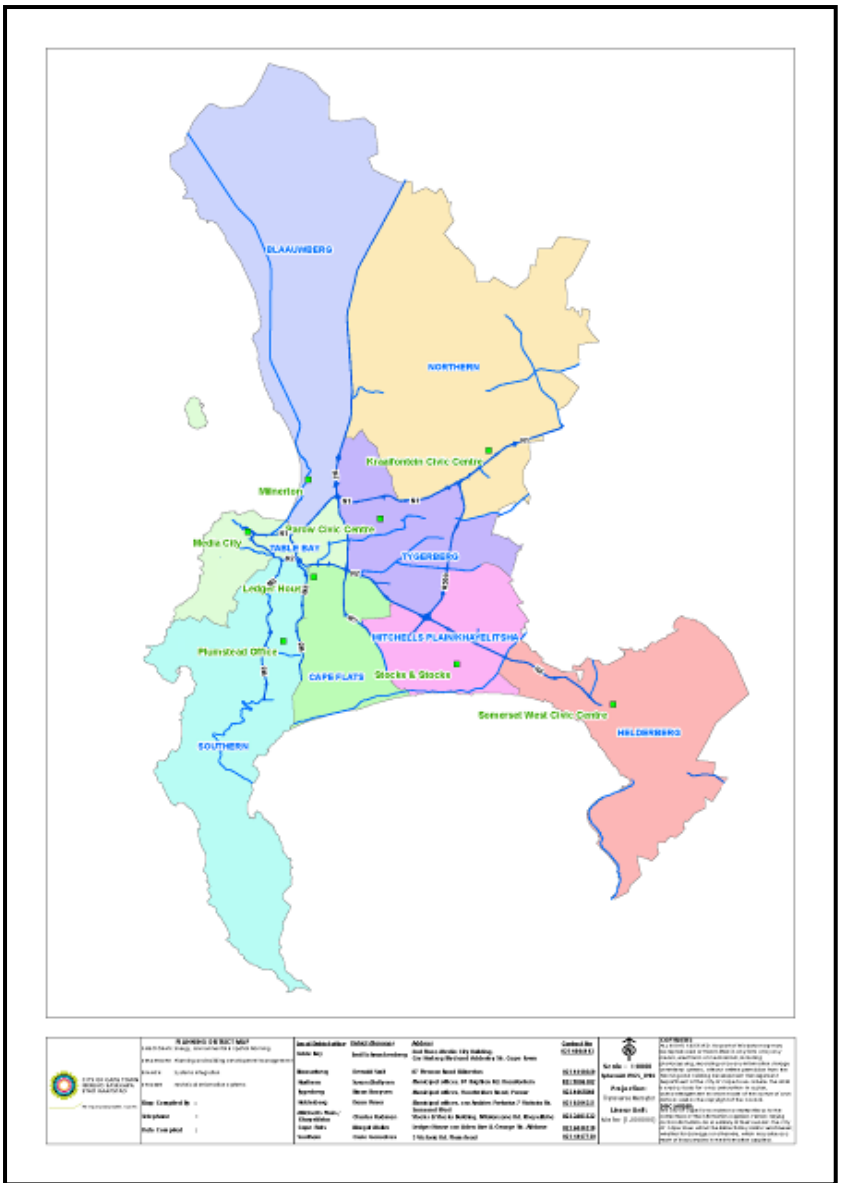


Figure 2.4: City of Cape Town Planning Districts. The W1 project falls within the Southern District

The DP is a medium-term plan (developed on a +/- 10-year planning frame) to guide spatial development processes within the district. In doing so the plan pursues several strategic actions including:

- Aligning with and facilitating the implementation of the Provincial Spatial Development Framework (PSDF), Cape Town's integrated Development Plan (IDP) and Cape Town Spatial Development Framework within the district.
- Performing part of a package of decision support tools to assist in land use and environmental decision making processes.
- Delineating fixes and sensitivities which will provide an informant to such statutory decision making processes.

- Clearly giving direction to the form and direction of areas for new urban development in the district in a manner that is in line with the principles and policies of higher-level planning frameworks.
- Providing a basis for land use change within the existing footprint at well as strategic public and private investment initiatives which will assist in achieving the principles and policies of higher-level planning frameworks.
- Informing the development of priorities for more detailed local area planning exercises and frameworks that should provide detailed guidance to land use management and public and private investment.

The DP notes that in terms of the hierarchy of plans and consistency principle the information contained in the DP must be consistent with higher order spatial plans and policies, specifically the City of Cape Town Spatial Development Framework (CTSDF) and Provincial SDF. Should the provisions of plans of a lower order in the hierarchy (including local scale structure plans) be deemed to be inconsistent with the CTSDF, the CTSDF will take precedence. As indicated above, the latest version of the CTSDF is dated 2018 and was therefore prepared after the 2012 Southern District DP.

The DP gives effect to the key spatial strategies proposed by the Cape Town Spatial Development Framework at a district scale. The CFDP lists three key strategies, namely:

- Strategy 1: Plan for employment and improve access to economic opportunities.
- Strategy 2: Manage urban growth and create a balance between urban development and environmental protection.
- Strategy 3: Build an inclusive, integrated, and vibrant city.

The key spatial strategies are informed a set of four key questions:

- What are the key spatial planning challenges facing the SD?
- What action is needed is needed to address these challenges?
- What are the general structuring elements and spatial concepts proposed by the CTSDF and district plan to contribute to addressing those challenges.
- Associated with these structuring elements and spatial concepts, what are the central spatial ideas around which proposals for the future spatial development of the SD will be built?

Strategy 1: Plan for employment and improve access to economic opportunities

Strategy 1 focuses on encouraging economic development, both formal and informal, in accessible locations in order to ensure that the opportunities they offer can be accessed by a broader range of people.

The section notes that relative to other districts, the SD enjoys good employment opportunities and has the highest average employment rate (86.57%) and lowest unemployment rate (13.43%). The district has the lowest Socio-Economic Status (SES) Index in the city (22.16% - district average across the city is 37.97%). This is a general measurement based on average per capita qualifications, unemployment, occupation skills, and household income. Although the district only accommodates 9.35% of the City's population is has 12% of all economic property in the city, including 18% of all commercial property.

The good employment opportunities in the district, as well as high land prices and difficulties for lower income households in accessing land to live, means many people

commute from outside the district to access employment. Most of these people travel into the area from the Cape Flats to the east. While Main Road corridor is well developed in terms of complementing north-south movement routes, east-west movement is not as well developed. In this regard east-west routes are insufficient, not sufficiently complementary, and hampered by constrained access over the railway line. Furthermore, despite being routes with high public transport occupancies (without which the road system would be so over congested to have virtually collapsed) the destinations and / or interchanges at high accessibility economic centres are generally inadequate.

Of relevance to the project the key spatial objectives identified to address the challenges facing the district include:

- Maximise nodal and development corridor opportunities.
- Facilitate better access.
- Improve public transport.

In terms of facilitating better access the SDP highlights the need to facilitate efficient movement into the district's economic centres, particularly from the Cape Flats. Improving public transport includes the development of an efficient, integrated, and complementary non-motorised and public transport network within and across the district.

The SDP highlights the importance of a multi-directional accessibility grid in terms of the functioning of the district. The SDP notes that the consolidating and improving east west linkage, particularly between the district and areas to the east is critical. This includes access to the Claremont, Wynberg and Retreat nodes in particular. This will facilitate access to the economic and social opportunities offered by the district, as well as reinforce existing and emerging nodes associated with these links. A key element of the "primary accessibility grid" for the SD includes the east-west system (Wetton-Lansdowne Road development route) connecting the southern arm of the City through the Philippi and Khayelitsha areas linking to the Helderberg generator (Strand / Somerset West).

The DP also highlights the importance of Development Corridors, which are defined as broad areas of high intensity urban development centred around activity and development routes. Development corridors are generally reinforced by a hierarchy of transport services which function as an integrated system to facilitate ease of movement for private and public transport users. The DP notes that corridor development is focused predominantly on activity / development routes serviced by mass rapid public transport services (i.e., rail or BRT). The combined operational capacity of the public and private transportation system supports a mix of land uses and enables the development of medium and high levels of land use intensity.

Of relevance the DP identifies the intensification in suitable locations abutting development and activity routes as a key objective. The DP also notes that pedestrian and cycle lanes should be provided along public transport routes and around public transport stops, stations and interchanges to facilitate safe and convenient access to public transport services.

Strategy 2: Manage urban growth and create a balance between urban development and environmental protection

Strategy 2 focuses on managing the pressures of urbanisation in a deliberate and coordinated manner and one that is environmentally sustainable. The section on Strategy 2 does not specifically identify issues that are pertinent to the project. However, the provision

of public transport does contribute towards supporting the objectives of environmental sustainability.

Strategy 3: Build an inclusive, integrated, and vibrant city

Strategy 3 focuses on redressing and transforming the apartheid city and encouraging more integrated settlement patterns. Furthermore, the intent is to enhance the quality and value of the qualitative aspects the urban fabric and the unique aspects of the City and district for its people as well as those that visit the area.

The high property princes in parts of the SD restrict access opportunities for lower income groups, which in turn requires them to commute to and from work opportunities in places like Wynberg, Claremont and Rondebosch. This has been exacerbated by the previous apartheid policies, which included the historic forced removal of coloured, and generally lower income, people from areas within the district (such as Harfield Village and Wynberg) and the subsequent "gentrification" of these areas over time, as well as the historical exclusion of Blacks from the city as a whole.

Section 6.1, Urban restructuring and upgrading: framework for capital investment, notes that the investment in transport infrastructure requires a fundamental shift from the historical approach to movement infrastructure development in this district. Key principles informing intervention around transport infrastructure that are of specific relevance to the project include:

- Prioritisation of public transport over private mobility.
- Prioritisation of interventions to support non-motorised transport above mobility.
- Prioritising interventions that will release economic development associated with the accessibility and opportunity grid.

High priority road-based public transport related projects recommended / proposed include developing public transport lanes on Lansdowne and Chichester Roads (inclusive of necessary road-widening).

Reference is made to Integrated Rapid Transport (IRT) trunk Routes. However, the DP notes that at the time of preparing the plan no IRT routes had been identified. The DP was finalised in 2014. The IRT routes were identified in 2015. Even though no IRT routes are identified, the DP state that the general alignment of proposed IRT trunk routes in the district with the accessibility grid (designated Activity Routes, Development Routes, and Activity Streets) should be supported. Measures should also be taken to ensure public transport infrastructure is complimentary to the identified land use and development role of the route. Of relevance to W1 the DP notes that this includes Wetton Road and Chichester – Doncaster Road. Future development of routes and the associated pavement areas, and land uses fronting these, should also take place with the potential IRT infrastructure improvements in mind (e.g., potential stations). This focus should also include NMT considerations.

Sub-district development guidelines

The SD is divided into five distinct geographical sub-districts. The W1 project is located in Sub-district 3: Mowbray to Muizenberg. This Sub-district includes all areas between Mowbray in the north (as defined by Settlers Way / N2) and Muizenberg in the south and bounded by the M5 (Kromboom Parkway) and Prince George Drive in the east and the M3 (Blue Route) in the west.

The spatial development objectives for Sub-district 1 include the development of the area based on a strong urban structure, and reinforcement of the development corridor. Existing and incipient development corridors and nodes should be reinforced and business development outside of the nodes (i.e., business intrusion into residential areas), unless in areas that Council policy has identified as areas for new nodes, is generally not to be encouraged.

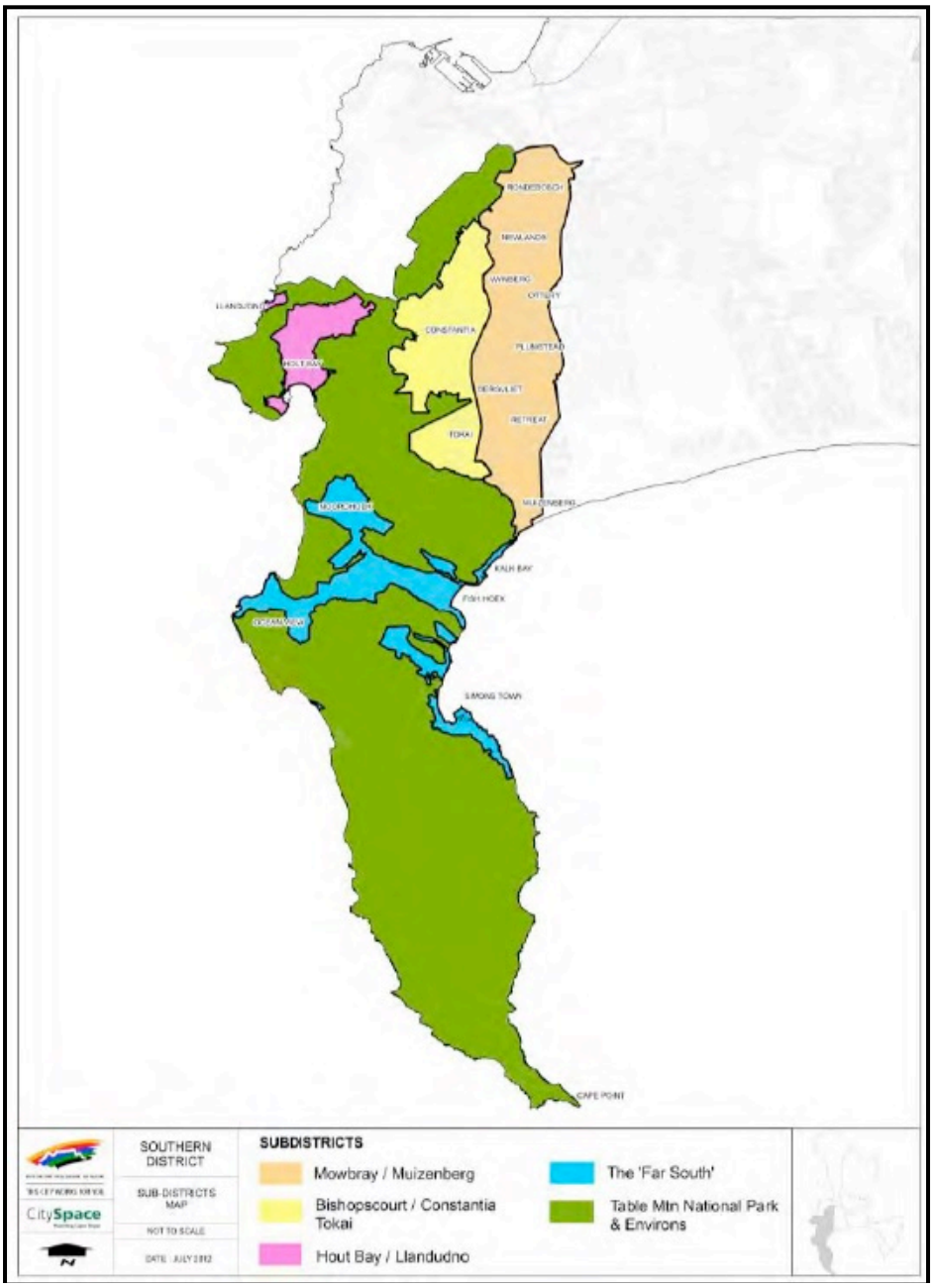


Figure 2.5: Sub-district 3: Mowbray to Muizenberg

SECTION 3: OVERVIEW OF STUDY AREA

3.1 INTRODUCTION

Section 3 provides an overview of the study area and the site with regard to:

- The administrative context.
- Overview of current housing backlog on Western Cape.
- Overview of the socio-economic conditions in the study area.
- Overview of site and surrounding land uses.

3.2 ADMINSTRATIVE CONTEXT

The W1 is located with the suburb of Claremont (Figure 3.1). The majority of the W1 is located between the Cape Town-Simon's Town railway line to the west and the M5 (Kromboom Park Way) to the east. The suburb of Claremont falls within Ward 58.

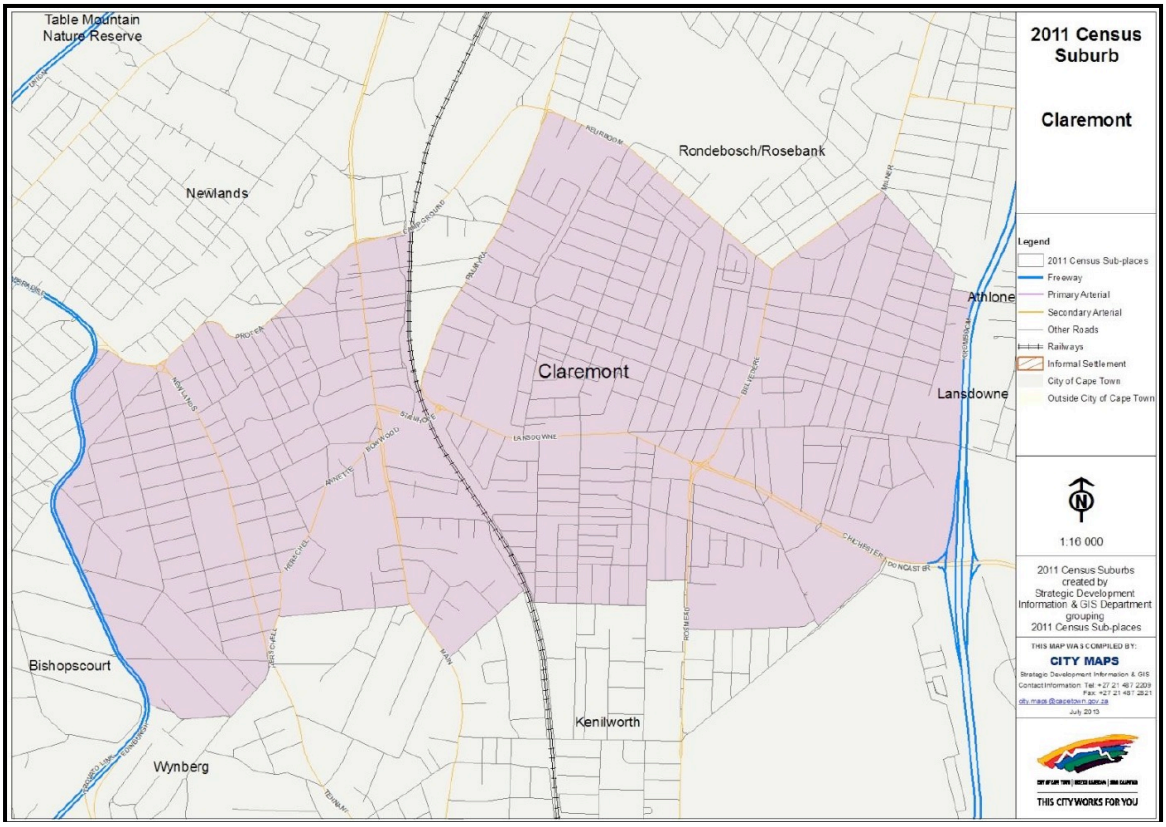


Figure 3.1: Claremont Suburb

3.3 SOCIO-ECONOMIC OVERVIEW OF STUDY AREA

The section below provides a broad overview of some of the key socio-economic indicators for Claremont Suburb. The information is based on the 2011 Census data. While these figures are dated, they still provide the study with an indication of the of the socio-economic profile and characteristics of the study area. These characteristics are unlikely to have changed significantly.

Population

The population in 2011 was 17 198 and the number of households was 7 365. The average household size was 2.34[12]. The majority of the population of in 2011 were Whites (64.1%), followed by Black Africans (16.8%), Coloureds (11.19.8%) and Asians (4.8%). The percentages for Ward 58, which includes Claremont and Rondebosch, were Whites (58.4%), followed by Black Africans (19.2%), Coloureds (13.4%) and Asians (4.8%) (Table 3.1). This demographic is likely to be similar in 2020.

The City of Cape Town information on Lansdowne does not provide information on languages spoken. However, the figures for Ward 58, which includes Claremont, indicate that English is the main language spoken at home (79%), followed by Afrikaans (7%), Other (4%) and IsiXhosa (3%). The percentages for Claremont are likely to be similar.

In terms of age structure, 14.4% were between 0 and 14 years of age, 75.1% fell within the 15 – 64 age group (economically active group), and 10.4% were older than 65 years of age (Table 3.2). Based on this data the dependency ratio for the suburb was 33 in 2011[13]. This is significantly lower than the City and provincial rate of 43.6% and 45% respectively. The national rate in 2011 was 52.7%. The age profiles and low dependency ratio reflect a large economically active population.

A lower dependency ratio implies less pressure on the working age portion of the population to support economic dependents (children and aged). This also has social, economic, and labour market implications. In this regard lower dependency ratio is often associated with a relative increase in the working age population, which in turn, can result in increased tax revenues and a reduction in inequality and economic hardship. At a municipal level, the increase in the working population results in a larger tax base from which local authorities can collect revenue for basic services rendered. This improves the financial sustainability of municipalities.

[12] A household is defined as a group of persons who live together and provide themselves jointly with food or other essentials for living, or a single person who lives alone (Statistics South Africa).

[13] The dependency ratio is the ratio of non-economically active dependents (usually people younger than 15 or older than 64) to the working age population group (15-64). The higher the dependency ratio the larger the percentage of the population dependent on the economically active age group. A high dependency ratio can cause serious problems for a country if a large proportion of a government's expenditure is on health, social security & education, which are most used by the youngest and the oldest in a population. The fewer people of working age, the fewer the people who can support schools, retirement pensions, disability pensions and other assistances to the youngest and oldest members of a population, often considered the most vulnerable members of society.

Table 3.1: Population Claremont

Population	Male		Female		Total	
	Total	%	Total	%	Total	%
Black African	1 492	8.7%	1 391	8.1%	2 883	16.8%
Coloured	868	5.0%	1 040	6.0%	1 908	11.1%
Asian	402	2.3%	429	2.5%	831	4.8%
White	5 160	30.0%	5 860	34.1%	11 020	64.1%
Other	274	1.6%	282	1.6%	556	3.2%
Total	8 196	47.7%	9 002	52.3%	17 198	100%

Source: Census 2011

Table 3.2: Age profile Claremont

Claremont Age	Black African		Coloured		Asian		White		Other		Total	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
0 to 4 years	195	6.8%	116	6.1%	40	4.8%	601	5.5%	46	8.3%	998	5.8%
5 to 14 years	203	7.0%	218	11.4%	72	8.6%	909	8.2%	84	15.1%	1 486	8.6%
15 to 24 years	854	29.6%	339	17.8%	255	30.5%	1 802	16.4%	93	16.7%	3 343	19.4%
25 to 64 years	1 508	52.3%	1 103	57.8%	432	51.7%	6 244	56.7%	290	52.1%	9 577	55.7%
65 years and older	122	4.2%	132	6.9%	36	4.3%	1 463	13.3%	44	7.9%	1 797	10.4%
Total	2 882	100.0%	1 908	100.0%	835	100.0%	11 019	100.0%	557	100.0%	17 201	100.0%

Source: Census 2011

Employment

The official unemployment rate in 2011 was 4.7%. The highest unemployment level affects Black Africans (9.2%), followed by Coloureds (5.83%) and Asians (5.34%) (Table 3.2). The unemployment levels are significantly lower than the rate for the Western Cape (21.6%) and City of Cape Town (25.9%). This reflects the middle to upper income character of the area.

Table 3.3: Employment Claremont

Labour Force Indicators	Black African	Coloured	Asian	White	Other	Total
Population aged 15 to 64 years	**2 367**	**1 440**	**687**	**8 049**	**384**	**12 927**
Labour Force	**1 305**	**978**	**393**	**5 934**	**255**	**8 865**
Employed	1 185	921	372	5 739	231	8 448
Unemployed	120	57	21	195	24	417
Not Economically Active	**1 062**	**462**	**294**	**2 115**	**129**	**4 062**
Discouraged Work-seekers	15	18	6	39	0	78
Other not economically active	1 047	444	288	2 076	129	3 984
Rates %						
Unemployment rate	9.20%	5.83%	5.34%	3.29%	9.41%	4.70%
Labour absorption rate	50.06%	63.96%	54.15%	71.30%	60.16%	65.35%
Labour Force participation rate	55.13%	67.92%	57.21%	73.72%	66.41%	68.58%

Source: Census 2011

Definitions:
- *Unemployment rate is the proportion of the labour force that is unemployed.*
- *The labour absorption rate is the proportion of working age (15 to 64 years) population that is employed.*
- *The labour force participation rate is the proportion of the working age population that is either employed or unemployed.*

Household Income

In terms of household income, the 2011 Census indicated that 7.3% of the population had no formal income, 3.3% earned between 1 and R1 600, and 4.3% earn between R 1 601 and R 3 200 per month (Table 3.4). 14.9% of households therefore have a monthly income of R3 200 or less. Based on the poverty gap indicator produced by the World Bank Development Research Group, which measures poverty using information from household per capita income/consumption, households that earn R 3 200 per month or less are regarded a falling below the poverty line[14]. Most of the vulnerable households in Lansdowne were Black African and Coloured households. In addition to creating social hardships, low-income levels also indicate a higher dependence on social grants, reduced spending in the local economy and less tax and rates revenue for the local municipality. The figure for the suburb of Claremont is significantly lower that the figure for the City of Cape Town. According to the 2011 Census, an estimated 47% of the CoCT's households had a formal income of less than R3 200 per month. This reflects the middle to upper income character of the suburb. The household income data also indicates that 42.2% of the households earn between R12 801 and R51 200 per month.

[14] This figure roughly corresponds to the defined (2011) upper-band poverty line value used in the National Development Plan.

Table 3.4: Monthly household income Claremont

Monthly Household Income	Black African		Coloured		Asian		White		Other		Total	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
No income	99	9.2%	48	6.8%	39	11.3 %	324	6.4%	24	13.6%	534	7.3%
R 1 - R 1 600	69	6.4%	42	5.9%	12	3.5%	114	2.3%	6	3.4%	243	3.3%
R 1 601 - R 3 200	93	8.7%	39	5.5%	24	7.0%	147	2.9%	15	8.5%	318	4.3%
R 3 201 - R 6 400	177	16.5 %	66	9.3%	45	13.0 %	375	7.4%	21	11.9%	684	9.3%
R 6 401 - R 12 800	177	16.5 %	96	13.5 %	42	12.2 %	681	13.5 %	21	11.9%	1 017	13.8%
R 12 801 - R 25 600	225	21.0 %	177	24.9 %	66	19.1 %	1 056	20.9 %	27	15.3%	1 551	21.1%
R 25 601 - R 51 200	141	13.2 %	147	20.7 %	75	21.7 %	1 197	23.7 %	36	20.3%	1 596	21.7%
R 51 201 - R 102 400	66	6.2%	75	10.5 %	30	8.7%	822	16.3 %	18	10.2%	1 011	13.7%
R 102 401 or more	24	2.2%	21	3.0%	12	3.5%	336	6.6%	9	5.1%	402	5.5%
Unspecified	0	0.0%	0	0.0%	0	0.0%	3	0.1%	0	0.0%	3	0.0%
Total	1 071	100%	711	100%	345	100%	5 055	100%	177	100%	7 359	100%

Source: Census 2011

Education

In terms of education levels 0.3 % of the population over 20 years of age has no schooling. The figures for Black Africans for no-schooling were higher (0.7%) than the other defined categories (Table 3.5). The figures indicate that 60.3 of the population over 20 years of age had completed Grade 12 and 28.2% had a higher qualification. The education levels for Lansdowne are significantly higher than the averages for the City of Cape, specifically in terms of matric (29.87%) and higher qualifications (16.6%). This reflects the middle to upper income character of the suburb and access to good education facilities.

Table 3.5: Adult Education Claremont

Ward 14 Adult Education (for all aged 20+)	Black African		Coloured		Asian		White		Other		Total	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
No schooling	12	0.7%	6	0.4%	3	0.5%	12	0.1%	3	0.7%	36	0.3%
Some primary	30	1.6%	36	2.7%	6	1.0%	54	0.6%	6	1.5%	132	1.0%
Completed primary	15	0.8%	36	2.7%	6	1.0%	24	0.3%	6	1.5%	87	0.7%
Some secondary	162	8.8%	186	13.8 %	60	9.6%	624	7.1%	36	8.9%	1 068	8.2%
Grade 12	633	34.4 %	450	33.5 %	189	30.3%	2 286	26.0 %	105	25.9 %	3 663	60.3%
Higher	975	52.9 %	618	46.0 %	357	57.2%	5 652	64.3 %	246	60.7 %	7 848	28.2%
Other	15	0.8%	12	0.9%	3	0.5%	141	1.6%	3	0.7%	174	1.3%
Total	1 842	100%	1 344	100%	624	100%	8 793	100%	405	100%	13 008	100%

Source: Census 2011

Type of Dwelling and Tenure Status

In terms of dwelling type, 99.5% of households live in formal dwellings, while only 0.1% informal dwellings were reported (Table 3.6). This indicates that Claremont is an established, middle to upper income suburb.

Table 3.6: Dwelling types in Claremont

Ward 69 Type of Dwelling	Black African		Coloured		Asian		White		Other		Total	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
Formal Dwelling	1 061	99.1 %	710	99.6 %	348	100.0 %	5 028	99.5 %	179	100.0 %	7 326	99.5%
Informal dwelling / shack in backyard	0	0.0%	0	0.0%	0	0.0%	3	0.1%	0	0.0%	3	0.0%
Informal dwelling / shack NOT in backyard	5	0.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	0.1%
Other	5	0.5%	3	0.4%	0	0.0%	23	0.5%	0	0.0%	31	0.4%
Total	1 071	100%	713	100%	348	100%	5 054	100%	179	100%	7 365	100%

Source: Census 2011

In terms of tenure status, 27.9 % of properties/ dwellings were owned and fully paid off, while a further 29.1 % were owned, but in the process of being paid off, and 40 % were rented. Only 1.8% of dwellings were occupied rent-free (Table 3.7). These figures indicate that Claremont has a stable middle-income population with a reliable source of income that has enabled them to purchase property and or rent accommodation. The figures also indicate that the area has high percentage of rental properties.

Table 3.7: Tenure status in Claremont

Tenure Status	Black African		Coloured		Asian		White		Other		Total	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
Owned and fully paid off	99	9.2%	117	16.4 %	65	18.7 %	1 737	34.4 %	40	22.5 %	2 058	27.9%
Owned but not yet paid off	142	13.2 %	162	22.7 %	93	26.7 %	1 696	33.6 %	51	28.7 %	2 144	29.1%
Rented	768	71.6 %	408	57.1 %	180	51.7 %	1 505	29.8 %	82	46.1 %	2 943	40.0%
Occupied rent-free	24	2.2%	21	2.9%	7	2.0%	74	1.5%	3	1.7%	129	1.8%
Other	39	3.6%	6	0.8%	3	0.9%	41	0.8%	2	1.1%	91	1.2%
Total	1 072	100%	714	100%	348	100%	5 053	100%	178	100%	7 365	100%

Source: Census 2011

Municipal Services

In terms of municipal services, 99.4% of households had access to piped water in their dwelling or inside their yard, 99.6% of households had access to a flush toilet connected to the public sewer system, 99.4% of households had their refuse removed at least once a week and 99.9% of households use electricity for lighting in their dwelling (Tables 3.8 – 3.10). This information indicates that Claremont is formal, established urban area that is well provided for in terms of municipal services.

Table 3.8: Access to piped water in Claremont

Access to Piped Water	Black African		Coloured		Asian		White		Other		Total	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
Piped water inside dwelling	1 053	98.3 %	708	99.2 %	345	100.0 %	5 031	99.6%	177	100.0%	7 314	99.4%
Piped water inside yard	15	1.4%	6	0.8%	0	0.0%	6	0.1%	0	0.0%	27	0.4%
Piped water outside yard: < 200m	0	0.0%	0	0.0%	0	0.0%	3	0.1%	0	0.0%	3	0.0%
Piped water outside yard: > 200m	0	0.0%	0	0.0%	0	0.0%	6	0.1%	0	0.0%	6	0.1%
No access to piped water	3	0.3%	0	0.0%	0	0.0%	3	0.1%	0	0.0%	6	0.1%
Total	1 071	100%	714	100%	345	100%	5 049	100%	177	100%	7 356	100%

Source: Census 2011

Table 3.9: Toilet Facilities in Claremont

Toilet Facility	Black African		Coloured		Asian		White		Other		Total	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
Flush toilet (connected to sewerage system)	1 062	98.9%	705	99.2 %	345	100.0 %	5 034	99.7 %	177	100.0 %	7 323	99.6%
Flush toilet (with septic tank)	3	0.3%	6	0.8%	0	0.0%	9	0.2%	0	0.0%	18	0.2%
Chemical toilet	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pit toilet with ventilation (VIP)	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pit toilet without ventilation	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bucket toilet	3	0.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	0.0%
Other	0	0.0%	0	0.0%	0	0.0%	3	0.1%	0	0.0%	3	0.0%
None	6	0.6%	0	0.0%	0	0.0%	3	0.1%	0	0.0%	9	0.1%
Total	1 074	100%	711	100%	345	100%	5 049	100%	177	100%	7 356	100%

Source: Census 2011

Table 3.10: Refuse Disposal in Claremont

Refuse Disposal	Black African		Coloured		Asian		White		Other		Total	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
Removed by local authority/private company at least once a week	1 062	99.4 %	705	98.3 %	342	98.3%	5 031	99.6 %	180	100.0 %	7 320	99.4%
Removed by local authority/private company less often	0	0.0%	3	0.4%	0	0.0%	12	0.2%	0	0.0%	15	0.2%
Communal refuse dump	3	0.3%	6	0.8%	3	0.9%	6	0.1%	0	0.0%	18	0.2%
Own refuse dump	0	0.0%	3	0.4%	0	0.0%	0	0.0%	0	0.0%	3	0.0%
No rubbish disposal	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	3	0.3%	0	0.0%	3	0.9%	3	0.1%	0	0.0%	9	0.1%
Total	1 068	100%	717	100%	348	100%	5 052	100%	180	100%	7 365	100%

Source: Census 2011

In terms of energy, 99.9 % of dwellings used electricity for lighting. For cooking purposes, 84.3% of dwellings used electricity, and 14.4% relied on gas. For heating purposes, 78.8% use electricity for heating and 9.9% used gas (Tables 3.11 – 3.13).

Table 3.11: Energy used for Lighting in Claremont

Energy used for Lighting	Black African		Coloured		Asian		White		Other		Total	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
Electricity	1 071	100.0 %	711	100.0 %	345	100.0%	5 046	99.8%	180	100.0%	7 353	99.9 %
Gas	0	0.0%	0	0.0%	0	0.0%	3	0.1%	0	0.0%	3	0.0%
Paraffin	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Candles	0	0.0%	0	0.0%	0	0.0%	3	0.1%	0	0.0%	3	0.0%
Solar	0	0.0%	0	0.0%	0	0.0%	3	0.1%	0	0.0%	3	0.0%
None	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	1 071	100%	711	100%	345	100%	5 055	100%	180	100%	7 362	100%

Source: Census 2011

Table 3.12: Energy used for Cooking in Claremont

Energy used for Cooking	Black African		Coloured		Asian		White		Other		Total	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
Electricity	996	92.7 %	645	90.7 %	294	84.5 %	4 128	81.6 %	150	83.3 %	6 213	84.3%
Gas	54	5.0%	60	8.4%	48	13.8 %	873	17.3 %	30	16.7 %	1 065	14.4%
Paraffin	0	0.0%	0	0.0%	0	0.0%	3	0.1%	0	0.0%	3	0.0%
Wood	0	0.0%	0	0.0%	0	0.0%	3	0.1%	0	0.0%	3	0.0%
Coal	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Animal dung	0	0.0%	0	0.0%	0	0.0%	6	0.1%	0	0.0%	6	0.1%
Solar	0	0.0%	0	0.0%	3	0.9%	3	0.1%	0	0.0%	6	0.1%
Other	24	2.2%	3	0.4%	3	0.9%	39	0.8%	0	0.0%	69	0.9%
None	0	0.0%	3	0.4%	0	0.0%	3	0.1%	0	0.0%	6	0.1%
Total	1 074	100%	711	100%	348	100%	5 058	100%	180	100%	7 371	100%

Source: Census 2011

Table 3.13: Energy used for Heating in Claremont

Energy used for Heating	Black African		Coloured		Asian		White		Other		Total	
	Num	%	Num	%	Num	%	Num	%	Num	%	Num	%
Electricity	915	85.0%	612	85.7 %	297	83.2 %	3 852	76.2 %	141	79.7 %	5 817	78.8%
Gas	54	5.0%	33	4.6%	39	10.9 %	594	11.8 %	12	6.8%	732	9.9%
Paraffin	6	0.6%	0	0.0%	0	0.0%	9	0.2%	0	0.0%	15	0.2%
Wood	21	1.9%	12	1.7%	6	1.7%	294	5.8%	6	3.4%	339	4.6%
Coal	3	0.3%	3	0.4%	0	0.0%	24	0.5%	3	1.7%	33	0.4%
Animal dung	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Solar	6	0.6%	3	0.4%	3	0.8%	51	1.0%	3	1.7%	66	0.9%
Other	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
None	72	6.7%	51	7.1%	12	3.4%	231	4.6%	12	6.8%	378	5.1%
Total	1 077	100%	714	100%	357	100%	5 055	100%	177	100%	7 380	100%

Source: Census 2011

SECTION 4: HISTORY OF THE STUDY AREA

4.1 INTRODUCTION

Section 4 provides an overview of the study area located along and adjacent to Chichester and Iman Haron Road. The overview includes:

- The history of development in the area located adjacent to and in the vicinity of Chichester and Iman Haron Road.
- An overview of the historic and current land uses in the area and along Chichester and Iman Haron Road.
- An overview of the current land uses along Chichester and Iman Haron Road.

4.2 OVERVIEW OF THE STUDY AREA

The proposed W1 route is located in the suburb of Claremont. Small portions border onto the adjacent suburbs of Lansdowne, Kenilworth, and Newlands (Figure 4.1). The suburb is named after Claremont Estate, a 19th century subdivision portion of the 18th century Weltevreden Estate. Claremont House was the home of Cape Premier Sir John Molteno during the 1870s. Claremont was part of the Claremont Municipality (1886-1913) until the latter was absorbed into the Cape Town Municipality.

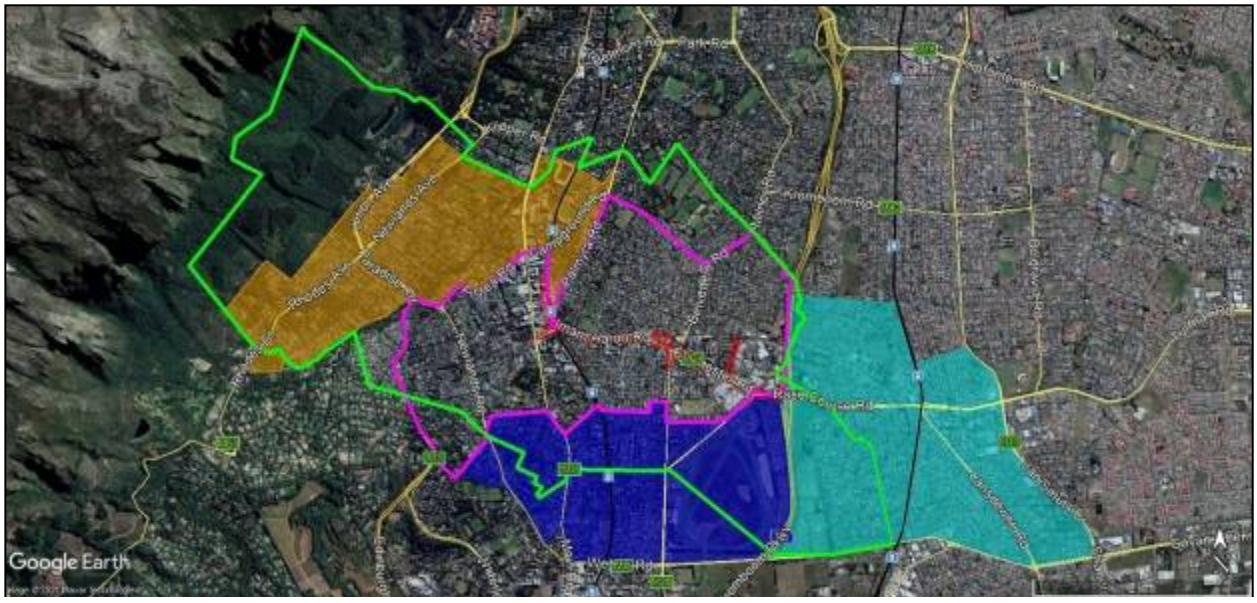


Figure 4.1: Route W1 (red outline) in relation to suburbs of Claremont (pink), Lansdowne (light blue fill), Kenilworth (dark blue) and Newlands (orange); green outline indicates old Claremont Municipality boundary, ca 1907 (Source: Google Earth 2019-05).

The Liesbeeck Valley historically formed part of the ancestral grazing of pastoralist Khoe-khoen groups. The Khoe-khoen are thought to have arrived in the Cape roughly 2000 years ago and absorbed displaced San ("Bushmen") hunter-gatherer groups living in the area at the time. The Khoe-khoen moved with their stock between seasonal grazing grounds. By the start of the colonial era (1652), the Liesbeeck Valley was being utilized by the inland Cochoqua for grazing at the start of summer.

The Liesbeeck Valley was the first area outside the City Bowl to attract Dutch settlement. Groote Schuur and Rustenburg (both in Rondebosch) were established as agricultural outposts by the VOC in 1657. More fertile, better watered and less exposed to the Southeaster than the City Bowl, the Liesbeeck Valley was also chosen to accommodate the first free burgher land grants. Initially, wheat production was the main focus. Early grants (1657) were located along the Liesbeeck River, largely to the north and west of the existing Claremont suburb. Early settlement was largely dictated by the availability of arable land access to perennial fresh water and proximity to Table Bay. The first land grant in Claremont was made in 1660, namely the core portion of Veldhuijzen Estate (later Feldhausen, then The Grove). By the end of the First Khoe-khoen-Dutch war (1659-1660), the Dutch were in undisputed possession of the Liesbeeck Valley.

Main Road is likely to have evolved along the course of a 1650s logging road from the Castle to Newlands Forest. The initial portion became established as a waggon road after the establishment of Groote Schuur and Rustenburg and the granting of the first free burgher farms. Other early freehold grants in and around Claremont include Paradijs (1666), de Oude Wijnberg (1683), Bosheuvel (1685), Papenboom (1695), Stellenberg (1697), Louwvliet (1718), and Questenburg (1718). These early grants were located within the Liesbeeck catchment, i.e., largely in the part of Claremont to the west of Main Road and were all accessed from Main Road.

The German visitor Otto Mentzel, writing of the period he spent in Cape Town (1733-1740) describes the Liesbeeck Valley as such: 'Were I to tell the truth about these estates lying in the vicinity of Salt River [Liesbeeck Valley] and not very distant from the City, then I must say they are generally very pleasantly situated, have excellent vineyards and orchards and the dwellings are sturdily and comfortably built, being even provided with glass windows, which are seldom seen in the platteland; but these farms are not so profitable that the owner could make a good living from them; therefore they belong, as a rule, to such town burghers as have means and are not forced to live on the products of their farms' (Mentzel, 1944: 28).

The strategic and logistical importance of Main Road increased after Simonstown was established as permanent winter harbour by the VOC in 1743. Weltevreden (1778) was the first major freehold grant which also included a portion of Lower Claremont (Figure 4.2).

Figure 4.2: Farming Estates in Claremont and Newlands portion of the Liesbeeck Valley indicated on a portion of Barbier and Van de Graaff's military map of the Peninsula, 1786. The property indicated as Welgeleegen was in fact granted as 'Weltevreden' in 1778 according to the relevant erf diagram (Source: Caart van der Situatie van de Caap de Goede Hoop (Archief van Oorlog, AA 281)).

Keurboom Farm (Black River catchment) to the north of Weltevreden was granted in 1807 and was entirely located in Lower Claremont. Main Road along its entire current alignment and extent was only established between 1812 and 1816 (Figure 4.3). This was largely linked to the British Navy declaring Simonstown its permanent base at the Cape in 1814. The Westerford Bridge across the Liesbeeck River was constructed as part of the upgrades. Palmyra Road, Lansdowne Road, Chichester Road, Rosmead Avenue and Doncaster Road evolved as access roads or public thoroughfares during the early decades of the 19th century. A property diagram from 1825 indicates the relevant portions of now Chichester Road, Hampstead Avenue and Rosmead Avenue in place as such.

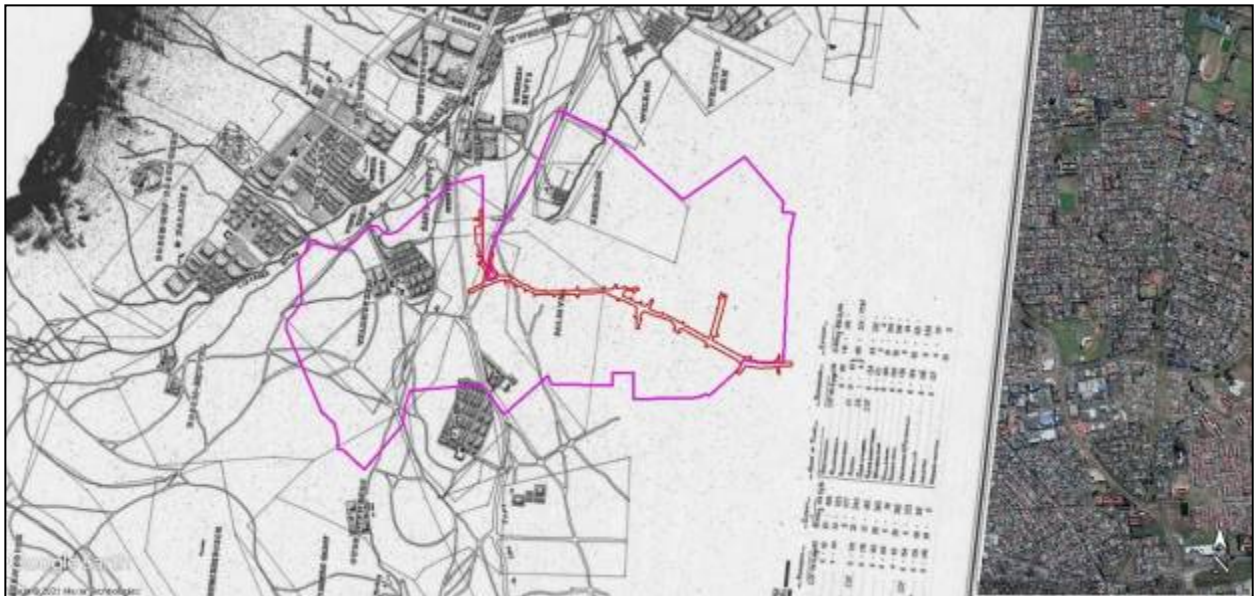


Figure 4.3: Route W1 (red outline) and Claremont suburb (pink) indicated on Thibault's 1812-3 survey of properties along Main Rd. Weltevreden Estate was still intact, but was now known as 'Palmyra' (Source: City of Cape Town)

Until the 1820s-1830s the Liesbeeck Valley estates were primarily used for agricultural purposes, both farming for market (crops like cereals, fruit and wine), as well as self-sufficiency (vegetables, fodder crops, livestock, dairy, poultry). The Napoleonic wars and their immediate aftermath saw a huge demand for Cape wine. Liesbeeck Valley farms now focused primarily on viticulture. The wines were locally popular, but of inferior quality to those produced on Constantia and the Drakenstein. By the 1820s the demand for Cape wine had subsided significantly. International trade had normalized, and the death of Napoleon meant that a large garrison of British troops was no longer needed on the island of St Helena. To compound matters, the decade or so leading up to the emancipation of slaves caused much uncertainty – and financial loss – in the Cape agricultural sector. The period also witnessed monetary reform at the Cape, causing further uncertainty.

The 1778 Weltevreden estate was split up from around 1823 (Figure 4.4). The portion to the south and west of Stanhope Bridge was transferred to PB Borcherds in 1824. By at least 1871 a house was located on the core of the subdivided property (approximately 70m south-west of Stanhope Bridge), and the property was known as Stanhope House. The house was later incorporated into the Good Shepard Convent (1920s). All relevant structures were demolished between the 1960 and 1968. The old grounds are now largely occupied by the large Marlborough Park residential apartment complex and grounds (sometime 1968-1977). Much of the remainder of Weltevreden eventually became known as Claremont. The property was transferred to RC Logie in 1841. A large portion (56 Morgen) located to the east of the railway line was split off in 1876. The entire land parcel was subdivided into 100 lots in 1881, one of the first large residential developments in Lower Claremont.

A large tract of '86 Morgen omtrent de Wynberg' ('near Wynberg') was granted to Charles Blair in 1825 to the south of the later Chichester Road and west of Doncaster Road. The diagram indicates an existing 'race course, 32.5 roods broad' in the south-easternmost portion of the property (0-250 m near-parallel to the north-west of the existing race course). This race course was likely in use for a number of decades. The Blair property was

subdivided into rural residential and building lots from 1881 onwards. All route-adjacent portions of the estate were subdivided off by 1883.

Figure 4.4: Route W1 (red outline) and Claremont suburb (pink) in relation to key original road-adjacent properties pre-urban subdivision. Grants and rural estates outlined in green, Crown Lots and later subdivisions outlined in yellow (Source: Information mapped from relevant diagrams).

The 1833 Cape Almanac still describes the area between Rondebosch and Wynberg as a producer of 'wine, fruit, and (fire) wood, with some grain also grown', but by this date some Liesbeeck Valley farms further to the north – such as Zorgvliet and Rygersdal - had already been sold to owners not deriving their main income from farming, in other words, as large rural estates or 'country residences'. This started an irreversible trend away from agricultural to residential land use.

What became Palmyra Estate was transferred as '18 Morgen of land adjoining Veldhuizen Estate at the VI milestone' in 1838. Palmyra was kept intact as a rural residential estate for most of the 19th century, with the first subdivision taking place only in 1891. The bulk of the property, including a portion adjacent to the W1 route, was subdivided off as residential erven of varying sizes between 1921 and 1928. Houses on 8 route-adjacent erven along Palmyra and Lansdowne Roads were demolished sometime 1968-1977, likely for the same reason as the demolitions across Lansdowne Road in Ravensworth. The erven along Lansdowne Road remain vacant, while those along Palmyra Road had been converted into formal parking areas. The old Palmyra homestead is located 120 m north of Lansdowne Road, off Montrose Ave. The Brookside Office Park (1996-2000) is now located on the easternmost portion of the old estate. Prior to that, the premises formed part of the Brookside Sporting Grounds.

The establishment of the first Malay community in the Claremont area appears to date to the 1840s. The Main Road Mosque, the second oldest mosque outside the Bo-Kaap in Cape Town, was constructed in 1851. By the turn of the 19th century many Malays owned homes and shops in Claremont and Newlands. Claremont's second oldest church, St Saviours Anglican Church (after Claremont Congregational Church, 1840) was constructed in 1853 (consecrated) on a portion of The Grove along Main Road donated to the church in 1850.

The structure was enlarged in 1880 and again in 1903. The land on which the adjacent disused St Saviour's Cemetery is located was transferred from the subdivided Grove Estate to the church in 1869.

The Southern Suburbs railway line from Cape Town to Wynberg was opened in 1864. Claremont and Newlands stations were initially the only stations in the study area. The railway line was of great consequence. Improved accessibility stimulated residential subdivision and the development of commerce and industry in proximity to the line. The first major residential subdivision was of the Grove Estate (1869). Claremont as 'village' essentially evolved from this core west of the railway line.

On the other hand, the line established a hard physical barrier which cut Claremont into two halves. The line soon became a socio-economic divide, separating Claremont into more prestigious 'Upper' and less prestigious 'Lower' parts to the west and east of the line, respectively. The railway line was extended from Wynberg to Muizenberg in 1882, and from Muizenberg to Simonstown in 1890. Kenilworth station was opened in 1882, mainly to provide access to the newly established racecourse and associated new residential areas. Harfield Road Station would only be constructed later.

Lots were laid out on ungranted and regranted Crown land in large parts of the 'Flats' (essentially the area of the Southern Suburbs railway line) from the late 1870s onwards. Claremont Crown Lots E and D which border onto portions of the W1 route, were first transferred in 1880, and split up soon afterwards. Lot D accommodated one of the first residential subdivisions in Lower Claremont, namely 25 building lots laid out to the south of Lansdowne Road between Basset (W) and Garfield (E) Roads in 1881. Only the portion of Garfield Road south of Lansdowne Road to Treehaven Road was initially constructed. Garfield Road was only constructed in its current extent once the Claremont Industrial Area was developed after 1954. The portion of Lot D between Pinetree and Loch Roads north of Chichester Road was laid out as 30 building lots in 1894. The portion bordering onto Chichester Road between Belvedere and Loch Roads was only laid out in 1939 (as Sussex Estate).

A portion of Lot E which contained the core portion of the Lansdowne Hotel premises was transferred to D Mudie and EJ Buchanan in 1881. By 1885 the Lansdowne Hotel was located on the site. It is likely that Lansdowne Road was named after the hotel. The original reference is likely the Old Lansdowne Stadium in Dublin, where the first international rugby match in history was played in 1878[15]. The Lansdowne Hotel's strategic location at the intersection with Chichester Road has made it an early and durable landmark. The hotel and associated liquor store were owned by Ohlsson's Cape Breweries for a number of decades. The hotel building is still located on the site and has been converted into a car dealership.

The 'triangle' located to the south-east of the Lansdowne / Chichester Road intersection to the south of the hotel also originally formed part of Lot E. This appears to have been an early commercial node. The corner property at the intersection is indicated as 'Key to the Flats – Shop, Stamps Sold' on the 1907 Map of the Claremont Municipality. It is still recorded on the 1939 Peninsula map edition. It was demolished sometime between 1953 and 1960 and has been vacant ever since. The last building on the balance of the 'triangle' was demolished sometime between 2015 and 2016. The entire 'triangle' between Chichester and Iman Haron is currently used for parking.

[15] http://www.rugbyfootballhistory.com/lansdowne.html

The Kenilworth Race Course located to the south of W1 was opened at its current location in 1882. The land was transferred to the Kenilworth Jockey Club in 1892. The Race Course directly precipitated the first major wave of residential subdivisions in Lower Claremont. Between 1881-1883 six large new residential estates were laid out, including Race Course township on the bulk of the old Blair grant (Figure 4.5). Plots near the course were advertised as 'splendid investment for money' in the in 'Wynberg Times' at the time. The extension of Chichester Road to the east, formally referred to as 'Kenilworth Station Road' in Lansdowne, became 'Race Course Road'. The equestrian theme has been continued with the post-1996 residential developments on the old Kromboom municipal farm south-west of the Chichester/ M5 intersection.

Figure 4.5: Route W1 (red outline) and Claremont suburb (pink) in relation to Claremont residential subdivisions 1880-1889 (light blue fill) and 1890-1899 (green) by general plan/ deduction plan filed. The 1876 Claremont Estate portion outlined in yellow; the unfilled area subdivided during the same period, but no general plan appears to have been filed (Source: Information mapped from relevant diagrams).

By the early 1880s Lansdowne Road was still referred to in descriptive terms ('road to Claremont station and the Flats'), but by 1885 it was known as Lansdowne Rd (likely named after the Lansdowne Hotel established at the intersection with Chichester Rd around 1881). Lansdowne Road was upgraded and extended from the Cape Flats railway line to Philippi in 1892, mainly in order to improve access from the newly established horticultural area to the Cape Town and Wynberg markets. Wetton- and Ottery Roads to the south were also upgraded from tracks to roads during the same period, and for the same reason. Until the late-1950s, Lansdowne Road ran uninterruptedly all the way to Crossroads, and was the main link between Claremont and the Cape Flats.

A Village Management Board was established for the emerging Claremont village in 1882. From 1884-1886 Claremont formed part of the short-lived Liesbeeck Municipality. After the latter was split up, Claremont formed part of Claremont Municipality. The Claremont municipal area was substantially larger than the modern suburb and included most of the current suburbs of Claremont and Newlands, as well as portions of Rondebosch, Lansdowne and Kenilworth.

Major Boyle's 1885 Map of the Southern suburbs still shows a sparse settlement pattern in Claremont, mainly concentrated along Main Road (Figure 6). Claremont now had a Town Hall. The African People's Organization (of which Dr Abdurrahman was later president) was later founded in the hall (1902). The block along Lansdowne Road between Livingstone and Chichester Roads on which the Lansdowne Hotel was located, constituted an early node in Lower Claremont. Note how Lansdowne Road and Chichester Roads still peter out to the east (Figure 4.6).

Figure 4.6: Route W1 (red outline) and Claremont suburb (pink) indicated on Major Boyle's 1885 Map of the Southern Suburbs. Indicated are St Saviours (circled purple), the Claremont Town Hall (light green), and the Lansdowne Hotel node (light blue). East of Hamilton Rd Lansdowne Rd was still a track (yellow), and Chichester Rd petered out east of Rosmead Ave (dark green) (Source: City of Cape Town)

In 1889 St Saviour's parish acquired a property in Lower Claremont on what would become the corner of Oxford and 2nd Avenue in order to establish a small church and school to cater to the needs of around 180 Coloured people then living in Lower Claremont. This was to become St Matthew's Church, still a key focal point for members of the old pre-1966 Lower Claremont community. The disused Muslim Cemetery on the corner of Palmyra and Stegman Roads was established around 1890, the date when the property was transferred to the 'Trustees of the Moslem Community, Claremont'. The Harvey Road Mosque (now Sunni Mosque) adjacent to Livingstone High School, was constructed sometime before 1907. It is the second oldest mosque in Claremont, and, like St Matthew's, it is still a key focal point for members of the old pre-1966 Lower Claremont community.

By the turn of the 19th century, Claremont had a strong commercial centre, concentrated along Main Road and was the most commercially developed of the Liesbeeck Valley villages. It had an impressive array of shops, including two department stores, and lead the way in the hotel trade, with four hotels. However, as Fransen (2004) points out, Claremont never evolved into a true 'village' in the sense of the more civic-minded Wynberg or Rondebosch. Its strategic location between the two however enabled it to establish a very dense and concentrated business/ commercial district anchored by Main Road and the Claremont

Station. Claremont was to maintain its reputation as an important shopping precinct until the 1950s, and, despite a slump in the 1960's, regained it during the 1970s.

A large tract of Crown land located to the east of the racecourse was earmarked for residential subdivision during the 1890s along with the 'triangle' now occupied by the Kenilworth Centre (Figure 4.7), but this did not materialize. Like the Kenilworth Race Course, the property is located on badly drained land at the headwaters of the Kromboom River, and was only granted late, in 1908 (apparently transferred to the Claremont Municipality and then the City). It remained largely vacant until the late 1990s when a number of large office parks and residential complexes were developed in the portion between the racecourse, Chichester Road and the M5.

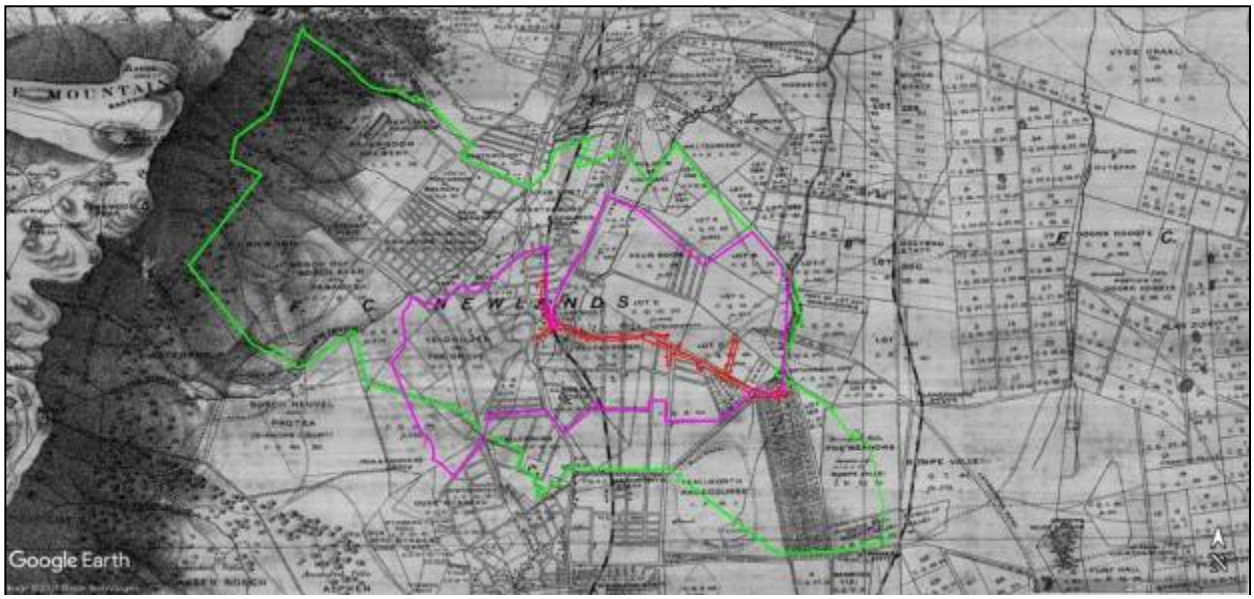


Figure 4.7: Route W1 (red outline) and Claremont suburb (pink) in relation to boundary of old Claremont Municipality (green), indicated on 1901 Map of the Cape Division (Source: CDNGI[16])

The Map of the Claremont Municipality compiled in 1907 indicates that the core portion of the existing Stanhope Bridge had been constructed, replacing the old level crossing (Figure 4.8). It was a single two-lane carriageway. The old Claremont Police Station was established around 1885, and by 1907 it was flanked by the post office. The Claremont Cricket and Football Ground had been established by this date. By 1931 it was used primarily for cricket, but from at least 1945 it was used primarily for soccer. The sporting ground fell into disuse between the 1968 and 1977 aerial surveys. It is currently used as a park and ride facility for Claremont station.

[16] Chief Directorate National Geo-spatial information. Please refer to List of Sources for individual items.

Figure 4.8: Route W1 (red outline) and Claremont suburb (pink) indicated on 1907 Map of Claremont Municipality. Indicated are the police station and post office (circled dark blue), the Claremont Cricket and Football Grounds (light blue), the Stegman Rd cemetery (dark green), Key of the Flats (light green), Harvey Rd Mosque (purple) and St Matthew's Church (orange) (Source: City of Cape Town).

The Masjid al Jaamiah, earlier more commonly referred to as the Stegman Street Mosque, was constructed in 1911 adjacent to a pre-existing Muslim cemetery (Stegman Street Cemetery, on the corner of Stegman and Palmyra Roads). The mosque was partially established on land acquired by members of the Claremont Muslim community in 1902.

Like other municipalities, Claremont Municipality lacked a sufficiently large rates base to implement major bulk service and road schemes and was absorbed into the Cape Town Municipality in 1913. Main Road witnessed a major upgrade in 1914 in order to improve the link to Wynberg. By 1926 the Main Road and adjoining streets had been tarred. In Lower Claremont, only Lansdowne Road and Palmyra road were tarred, with Chichester, Rosmead and Doncaster Roads still gravel roads (Figure 4.9). A number of large rural-residential estates such Stanhope, Ravensworth and Palmyra are still visible, but on the brink of transformation. Clareinch, sometime home of Judge Sir John Buchanan, was the last to be developed, and currently accommodates Claremont Police Station, the Post Office, and Telkom building. Rosmead House and Sussex Lodge.

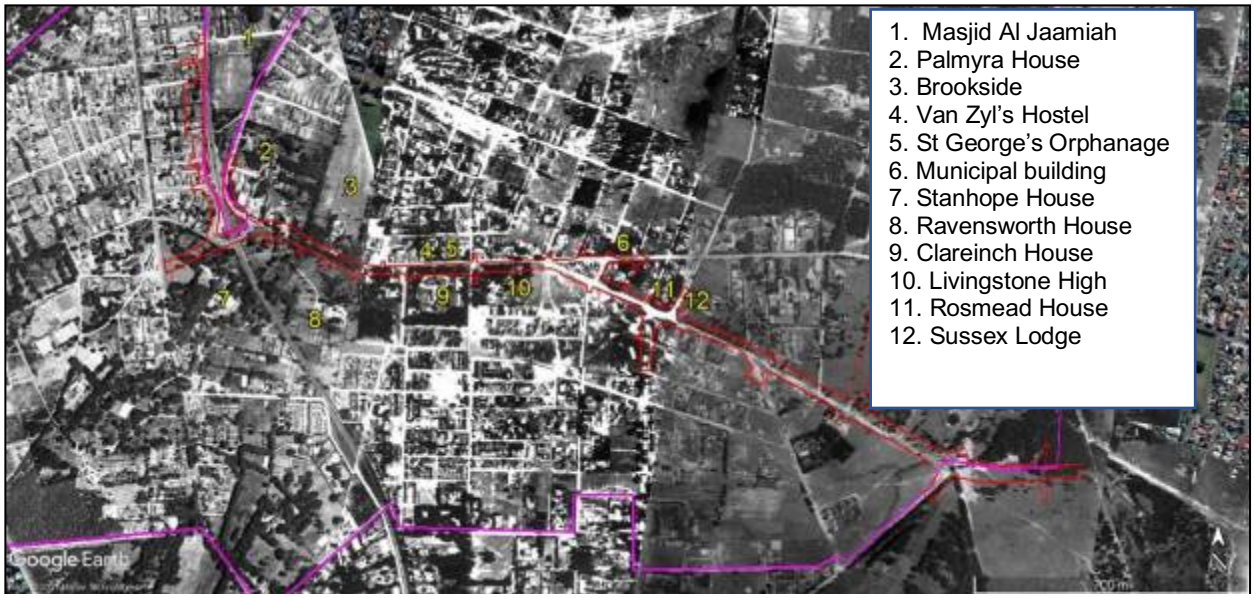


Figure 4.9: Route W1 (red outline) and Claremont suburb (pink) indicated on 1926 aerial survey, the first for the study area (Source: CDNGI)

Livingstone High School, an iconic institution in Lower Claremont, opened its doors to the first learners in February 1926. It is the second oldest school providing secondary education to Coloured learners in South Africa. Before 1926 the only secondary school open to Coloured learners was Trafalgar High (1912) in Woodstock. In the Claremont-Newlands-Lansdowne area 13 mission schools catered to the needs of Coloured learners, but only up to Standard 4 (Grade 6). A campaign was started by the Teacher's League of South Africa and the African People's Organisation (APO) to open a school in Claremont, which culminated in the opening of Livingstone High School. Dr Abdurrahman was one of the founding members. The school was initially housed in the old double-storey farm house and stables visible on the 1926 aerial survey. The curriculum initially included agricultural studies, but, unlike the Salesian Institute's farm in Lansdowne (established 1924), the surrounding context was not really agricultural. The school benefited from a strong and committed TPA and capable leadership from the start.

The Good Shepard Convent was constructed on the grounds of Stanhope House sometime between 1926 and 1931. It was demolished sometime between 1960 and 1968 to make way for the existing Marlborough Park high-rise apartment complex. Ravensworth Estate located to the south-east of the Stanhope bridge was established on another portion of the 1778 Weltevreden land. It was subdivided into residential lots as Ravensworth Estate in 1928. The original Ravensworth dwelling is located along Wade Road. A portion of the Bridge Court apartment block (1926-1945) located adjacent to the SE of Stanhope Bridge and another residential structure along Lansdowne Rd in Ravensworth estate were demolished sometime between 1968 and 1977, possibly in connection with the anticipated Claremont Bypass Scheme and associated improvements.

Harfield Road station was constructed sometime between 1926 and 1931. The first improvements to Livingstone High were made during the late 1920s and 1930s. A laboratory and woodwork and domestic science workrooms were the first new facilities to be added to Livingstone High's original inheritance of farm buildings. While the west- and north wings of the current building were constructed during the 1930s, senior learners were taught in large tents on the grounds.

Rosmead Central Primary was opened in 1941. It took over Livingstone High's Standard 5 (Grade 7) class and some of its pupils. An annual fête held at the school was a key event in the Lower Claremont social calendar into the late 1960s. Like Livingstone High, the school hosted community functions such as exhibitions, film screenings and dances throughout the year. By 1942 most of the route-adjacent portions of Claremont had become urbanized, including the area to the east of Stanhope Bridge which was laid out during the 1920s (Figure 4.10). While a number of further areas had been laid out, development is still to follow. This includes the area to the east of Rosmead Ave, which is still largely veld. Milnerville never took off, and the site was redeveloped during the 1970s as the large multi-storey Treehaven Close apartment complex located adjacent to Garfield Road.

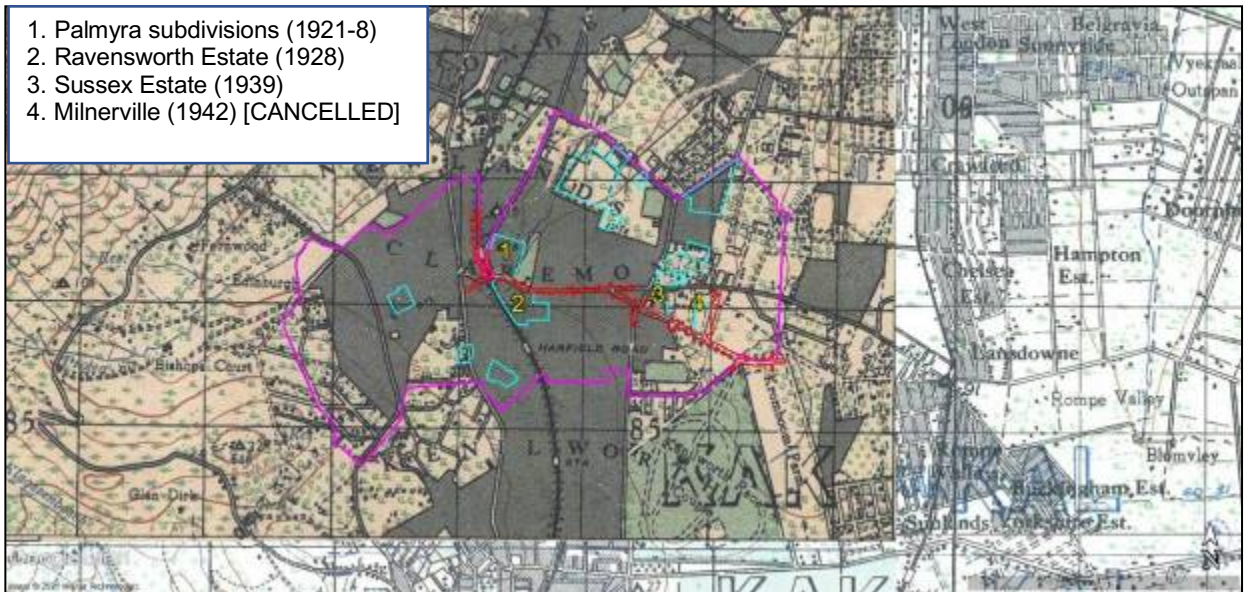


Figure 4.10: Route W1 (red outline) and Claremont suburb (pink) indicated on 1941-2 1: 50 000 topo-cadastral maps. Residential subdivisions in Claremont 1900-1942 outlined in light blue (Source: CDNGI)

St Ignatius Roman Catholic Church (on the corner of Wade and Imam Haron Roads) was established in 1934. By 1945 most of the roads in Lower Claremont had been tarred, but Chichester Road was still untarred east of Loch Road (Figure 4.11). The portion up to Doncaster Road was tarred by 1953. The period between 1926 and 1945 witnessed the construction of residential structures, including the large Banksia Place apartment block in the north-west of Claremont station. This and other surviving residential structures in its vicinity would be demolished to make way for parking and public transport-related land uses by 1996.

Figure 4.11: Route W1 (red outline) and Claremont suburb (pink) indicated on 1945 aerial survey. Key changes since 1926 aerial survey numbered (Source: CDNGI)

The Claremont Town Planning Scheme was adopted in 1952. The Scheme envisaged the concentration of commercial activity in the area to the west of the railway line and anchored on Main Road. With the major exception of Ravensworth, most of Lower Claremont south of Lansdowne Road as well as the areas adjacent to the west and south of the commercial area west of Main Road were zoned for general residential use, while the area to the north of the road (old Palmyra Estate, etc) were retained as single residential (Figure 4.12). According to Tomalin (1972), the relevant portion of the Scheme was essentially still unaltered 20 years later.

The old Claremont Town Hall was demolished sometime between the 1945 and 1953 aerial surveys. The portion of Chichester Road between Loch and Doncaster Road was tarred during this period, but it was still a single double-lane road. The old 'Key of the Flats' shop at the corner of Lansdowne and Chichester Road was demolished sometime between the 1953 and 1960 surveys. Ms Carlier was appointed principle of Livingstone High in 1955, a position she held until 1962. She was the first female principle appointed at a secondary-level co-ed school in South Africa. During the 1950s, and until the construction of the school's east wing, the old Clareinch house was used to accommodate the Grade 8 class.

Hadji Abdullah Haron (Imam Haron) was appointed imam of the Al Jaamiah mosque in 1956, the same year he joined the PAC. In 1958 Imam Haron and other members of his circle established the Claremont Muslin Youth Organization (CMYO), a religious youth movement with a strong focus on socio-economic and political issues. The movement was immediately at loggerheads with the state. In 1961 Imam Haron presided over a meeting of 4 000 Muslims protesting the Group Areas Act (GAA) held at the Drill Hall in the CBD. The meeting ended with the issuing of the famous 'The Call of Islam' statement. The crux of the statement was that Apartheid was not reconcilable with the core principles of Islam. It was signed by, amongst others, the CMYO and Claremont's imams.

Figure 4.12: Portion of route W1 (red outline) and Claremont suburb (pink) in relation to 1952 Claremont Township Scheme. Red fill indicates general residential zoning; beige single residential, and blue commercial (Source: Tomalin, 1972: Map 7)

The period between 1953 and 1960 saw the dualization of (Old) Stanhope Road and the establishment of the current intersection with Main Road. The portion of Lansdowne Road between Wade and Chichester Roads was also upgraded to its current extent. This impacted on the northernmost portions of 4 erven in the block between Wade Road and 1st Ave, but no structures were demolished. Glosderry Estate at the eastern terminus of the W1 route, was subdivided in 1954. A substantial portion was laid out for industrial/ manufacturing. This would become the Claremont Industrial Area. The first factories are already visible on the 1962 topo-cadastral map edition (Figure 4.13).

The period 1960-1966 saw the upgrade of the Chichester / Belvedere Road intersection to its current geometry, and the construction of the Race Course Road bridge across the Cape Flats line in Lansdowne. Chichester Road was widened to the north, impacting on portions of 4 residential properties between Belvedere (W) and Eastry (E) Roads, but affecting no structures. The bridge replaced a former level crossing in Lansdowne Rd, and cut Lansdowne Rd into two physically unconnected portions east and west of the line. Lansdowne Rd now no longer served as the main road from Claremont to the Cape Flats, a role which Chichester/ Race Course Road finally took over in 1977 when the bridge over the M5 was constructed.

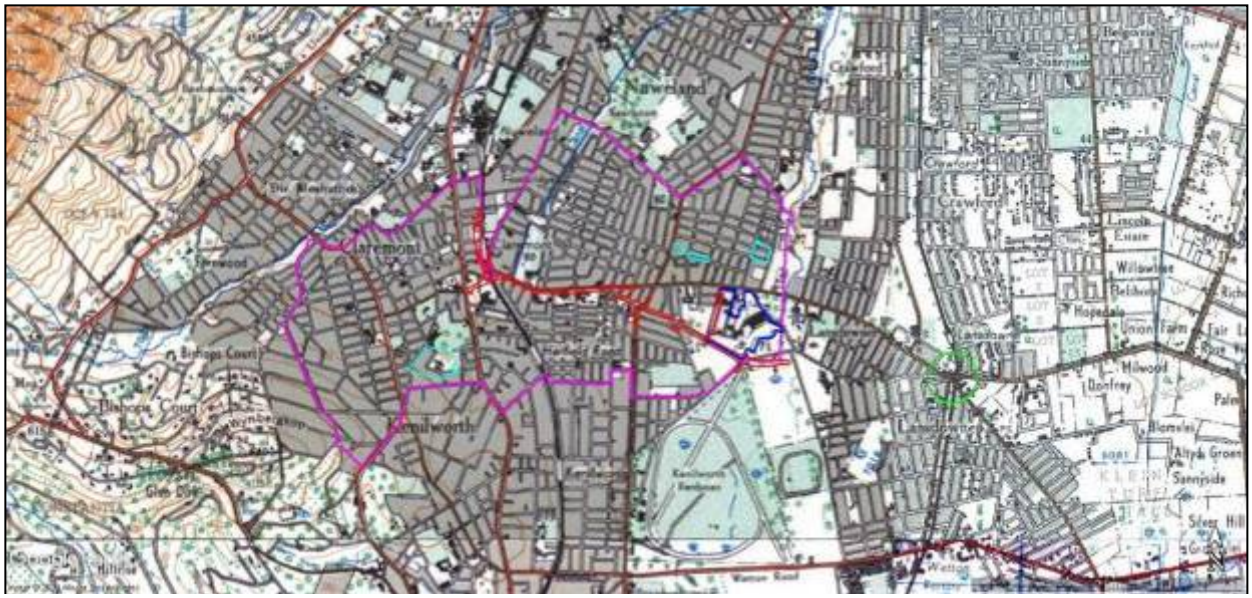


Figure 4.13: Route W1 (red outline) and Claremont suburb (pink) indicated on 1958-62 1: 50 000 topo-cadastral maps. Residential subdivisions in Claremont 1943-1962 outlined in light blue, Glosderry Estate in dark blue, and the new bridge across the Cape Flats line circled green (Source: CDNGI)

By the early 1960s most of Claremont and surrounding suburbs were largely White residential areas. Sizeable non-White (largely Coloured) or mixed 'pockets' however existed in some. There were three distinct Coloured enclaves or 'pockets' in Claremont, namely 'Belletjiesbos' or 'Upper Claremont' (the area bounded by Protea, Bishopslea and Fredrick Roads, and Claremont Street), a second small area from Station to Draper Street between Main Road and the railway line, and Lower Claremont or 'Die Vlak' (Flats). Of these, 'Die Vlak' was by far the largest and most populous and occupied the portion of Claremont east ('below') the railway line, as far east as Oaklands Estate in Lansdowne. Most of the Coloured community was concentrated in the area south of Lansdowne and Chichester Roads, east of Harfield Road station (the area now called Harfield Village), but some also owned shops along Lansdowne Road and Rosmead Avenue.

The Coloured communities west of the railway line and in Newlands Village were generally more affluent, better educated, earned better wages. Many families owned their homes. Many of the contributors to cookery book on Cape Malay cooking (Gerber, 1959) lived in Upper Claremont during the 1940s (when Gerber did her extensive research). In contrast, the Lower Claremont community was largely working class and typically rented accommodation from White landlords. The 'Vlak' community was looked down upon as 'raw/ rough' by the Upper Claremont one, while the Claremont communities collectively looked down upon the District Six community as still 'rougher'. People from the Lower Claremont Coloured community were typically Council-, factory-, domestic- or garden workers, but the community also included many craftsmen, artisans, and shopkeepers and some professionals such as teachers (Swanson, 2001). Claremont was considered a prime location due its proximity to Harfield Road station (after 1931) and Main Road, and thus provided easy access to work, shopping and other opportunities.

More than one family would often share a house in Lower Claremont, often a semi-detached cottage. Many had no electricity or indoor toilets. Landlords were often reticent to spend money on maintenance and improvements. Some areas were regarded as slums, for

instance the infamous long row of semi-detached houses in Durham Street (off Rosmead Ave), referred to as the 'Langry' ('long row'). While most Lower Claremont families suffered from poverty, the area east of Rosmead Avenue was the worst off. It was notorious for its shebeens, use of drugs and unlit streets, and was referred to Ghost Town or 'die Kas' (the cupboard).

Neighbourliness, community-spiritedness and extended family support networks were hallmarks of the Lower Claremont community. Many ex-residents describe it as a close-knit and tolerant community. While in at least 3 streets (Gloucester, Sussex and Norfolk Roads) walls separated White from Coloured areas, ex-residents remember a generally inclusive – or at least racially tolerant – broader community. As one recalled in 1982: 'We used to play soccer together, eat together, it was a very cosmopolitan area: blacks, whites, coloureds, Indians. When there was a wedding, everyone used to go. When there was a funeral, everyone used to cry. It was a very dense area' (UWO, 1982: 2-3). Ex-residents also remember a relatively safe community. Petty crime existed, but violent crime was rare. Many remember houses which were never locked. Local gangs such as the Spoilers or the Billiard Room Gang mainly fought amongst themselves, and hardly harassed the community.

Second Avenue was the social and economic 'heart' of the community. Ex-residents remember the profusion of small shops catering to various needs, fresh produce hawkers and fish smokeries operated in back yards. As the storekeepers were part of the community, the extension of credit ('tick') was common and played an important role in the livelihood strategies of many Lower Claremont families. Most households relied on coal or wood for cooking, and few had refrigerators.

Sport played an important role in the life of the community. Cricket and rugby matches were played at the Rosmead Sports Ground[17]. Lower Claremont clubs included the Hands and Heart Cricket Club, and the Wolves- and Clairwood Football Clubs. Darts was universally popular. Ex-residents also recall children playing street games in 2nd Avenue late into the night on summer evenings.

The first group areas declared in terms of the Apartheid Group Areas Act in the Cape Town Municipality were declared in 1957. Most of Claremont and Newlands west of the railway line and Kenilworth were declared White group areas in 1961 (Figure 4.14). Belletjiesbos, Lower Claremont and a large portion of Lansdowne were declared White in 1966.[18] Homeowners were given 5 years in which to sell their properties at a price above the official GAB valuation. Thereafter, the Group Areas Board (GAB) charged a penalty of 25% of profit, and if the homeowner had not moved within a year after sale, 50%. Unsurprisingly, property owners were generally the first to sell and move out, followed by backyard dwellers who were served eviction notices by the Department of Community Development. Last to move out were tenants with leases.

[17] The Rosmead Sports Ground located off Loch Road approximately 170 m south of the W1 route (Chichester Road) played an important role in the community life of the original Lower Claremont Coloured community. The terrain is indicated as 'Coloured Sporting Ground' on the 1931 Cape Town and Environs 1: 7445 map series, and most of the existing fields had been established by the 1945 aerial survey.

[18] Bickford-Smith et al, 1999: 173; UWO, 1982: 28. Swanson (2001: 103) however has 'November 1969'.

Figure 4.14: Route W1 (red outline) and Claremont suburb (pink) in relation to group areas declared in terms of the GAA by 1972. The area shaded yellow was declared Coloured, the red square 'Indian', and the balance White (the blue area is part of the 'N arrow', and the red dot Claremont central business area) (Source: Tomalin, 1972: Map 6)

During the 1960s Imam Haron served as 'honorary editor' of the progressive 'Muslim News', and also became involved in the recruitment of potential PAC fighters for training abroad. He was a thorn in the side of the authorities and was forced to relocate from Claremont in 1966 (but continued to serve as Imam). In 1969 he was detained by security forces. He died as a result of injuries sustained during his interrogation. The official cause of death given by the state was that he died from injuries sustained from falling down a flight of stairs. The portion of Lansdowne Road up to the Cape Flats railway line in Lansdowne was renamed Imam Haron Road in his honour in 2013.

Dr Neville Alexander and three other staff members of Livingstone High were arrested and imprisoned in 1963 for subversive activities, while another teacher, Mr Faatar, was forced into exile in 1964. In that year Livingstone High was transferred from the Department of Education to the Coloured Affairs Department (CAD). The CAD immediately ordered the removal of all learners not classified as 'Coloured'. Fellow learners demonstrated their support by organizing school boycotts. The CAD was to influence the appointment of staff for years to come. In 1977 the CAD ordered the removal of all staff classified as White.

There was however no coherent, effective resistance to the implementation of the declarations in Lower Claremont. Most affected people were simply bewildered, scared and intimidated by the bureaucratic process. Many had lost or displaced the title deeds to their properties. The exact boundary of the GAA was unclear. People had trouble filling in forms and applying to qualify for new housing. Many were suspicious of GAB under-valuations of their properties. Most were confronted with being torn away from the only place they had ever known. The elderly was particularly severely affected by the impact of forced removals. They were also the most vulnerable to White 'property sharks' that took advantage of the situation.

Protest meetings and marches to Parliament were organized, but community support was fragmented and the Group Areas Act and associated forced removals was implemented in Claremont without further significant incident. Most of the forced sales and evictions were carried out during the 1970s and into the early 1980s. Ironically, some of the vacated premises were illegally occupied by people evicted from other declared areas. By 1982 only around 50 of the original pre-declaration Coloured families were left in Lower Claremont.

Unlike District Six, the dwellings on most of the properties from which people were evicted in Claremont were not demolished, but instead bought up by property developers (Bickford-Smith et al, 1999). The properties were typically renovated, gentrified, and sold at huge profits – a source of great and durable resentment to ex-property owners and their descendants (Figure 4.15). The area around Harfield Road station was somewhat ironically renamed 'Harfield Village'. Many ex-residents revisiting the area are struck by the lack of street life.

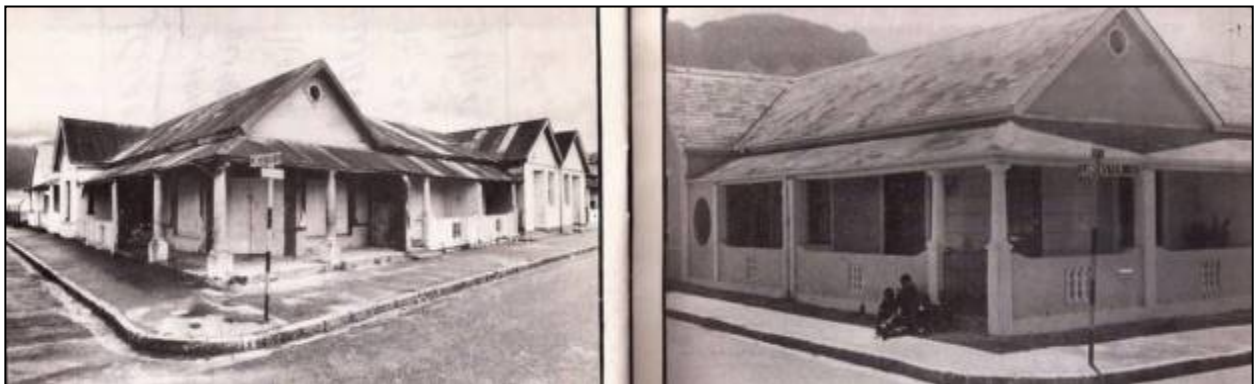


Figure 4.15: House on the corner of Lancaster St and 2nd Avenue before evictions (left) and after gentrification. It is currently a dentist's office (Source: UWO, 1982).

The portion of Chichester Rd east of Belvedere Rd was dualized between the 1977 and 1988 aerial surveys. Garfield Rd was dualized sometime between the 1988 and 1996 aerial surveys. This period also witnessed the demolition of a number of buildings in order to make way for Claremont Blvd and (New) Stanhope Rd.

The Group Areas Act and 188 other sections and acts that had supported racial discrimination in respect of land legislation were repealed by the Abolition of Racially Based Land Measures (Act No 108) in 1991. An estimated total of 11 800 families were removed in old Cape Town municipal area as a direct result of the implementation of the Group Areas Act from 1957 onwards. Exact numbers for Claremont are unknown. According to the Apartheid-era Department of Community Development, a combined total of 4257 Coloured families were evicted from Lower Claremont, Kenilworth and Lansdowne during the period 1969-1984.[19] The first land restitution claim in Claremont was settled in 1999.[20]

The Claremont Coloured communities were dispersed over the Cape Flats. Most working-class families were relocated to Council housing estates in Mitchell's Plain, Lavender Hill, Steenberg, Bonteheuwel and Hanover Park, but some as far away as Atlantis. A group of

[19] https://www.harfield-village.co.za/area-history/group-areas-act.html.
[20] https://www.sahistory.org.za/place/claremont-suburb-cape-town

ex-Claremont property owners moved to Sherwood Park (Mannenberg) near Gugulethu station. Here they duplicated the old street names of Claremont.

Rents in the new areas were typically higher and the increased travel distances to places of work and amenities translated in greater travelling times, and more significantly, travelling expenses. As only gas or electricity could be used in new Council housing, households had to acquire new appliances. As strangers to new shopkeepers, households no longer had access to buying groceries on credit. Many were soon plunged into debt and poverty. Those who had hoped that their housing conditions would at least improve from the overcrowding in Claremont, were disillusioned by often poorly constructed and/ or unfinished replacement accommodation.

The psychological effect was possibly even worse. Bonds of fellowship, friendship and community were severed, and along with it, traditional community support networks. As an ex-resident put it: 'I don't think the English language was ever invented to describe the variety of pain people suffered. What was lost was the integrity of the community life, the sense of belonging, of continuity and connectedness. What was lost in Lower Claremont was in every way as disastrous as District Six…' (quoted in: Swanson, 2001: 115). As another ex-resident recalled in 1982: 'Associations of long standing were shattered overnight. Children entered an environment where everyone was a stranger' (quoted in: UWO, 1982: 28). This fragmentation of the community and loss of roots and identity were key factors the contributed to the establishment of the violent Cape Flats gang culture. As a consequence, the new communities also suffered from escalating and more serious crimes.

After the declaration of Lower Claremont as a White Area, Rosmead Central Primary was the only Coloured primary school allowed to remain open in Claremont. All the mission schools were forced to close down. One state school, Stephen Reagan, was also closed down. The authorities bargained on the fact that cutting Rosmead and Livingstone off from their traditional community base, they would in time dwindle and close of their own accord. In the case of Rosmead they nearly succeeded: by 1982 enrolment had fallen from 800 (1967) to 330, with only 120 pupils still living in Claremont.

The Claremont Bypass Scheme was adopted in 1968 in order to ease congestion on Main Road. The Scheme called for the construction of a two-lane dual carriageway just to the west of the railway line to link Old Stanhope Road and Campground Road, as well as improvements to a number of existing roads in the immediate vicinity. Upgrades to Stanhope Bridge were identified as the key priority. In the event, these improvements were only carried out much later.

A number of buildings on route-adjacent properties along Lansdowne, Palmyra and Chichester Roads were demolished between the 1968 and 1977. Based on aerial surveys most of them clustered around Stanhope Bridge (8 dwellings plus portion of Bridge Court flats) (Figure 4.16). Essentially all of the single residential erven remain vacant. Tomlinson (1972) indicates that work on the bridge was expected to be completed by 1976, which suggests the demolitions may have been in anticipation of road works which were never carried out. This could however not be confirmed. Figure 4.17 illustrates changes between 1968 and 1977.

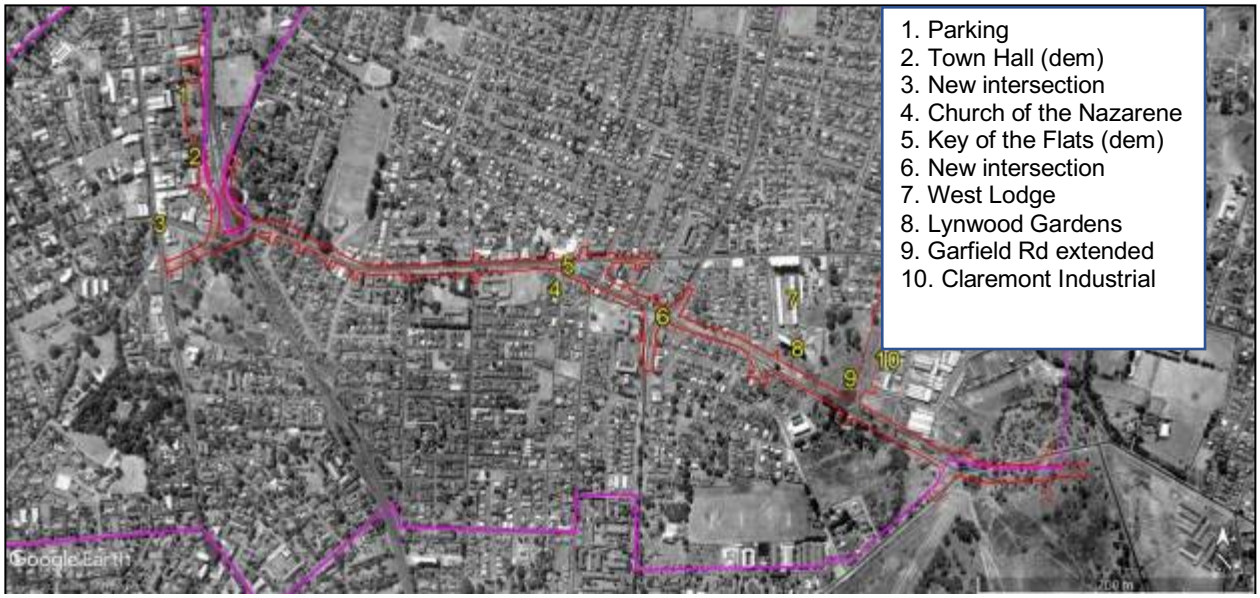


Figure 4.16: Route W1 (red outline) and Claremont suburb (pink) indicated on 1968 aerial survey. Key changes since 1945 aerial survey numbered (Source: CDNGI)

Figure 4.17: Route W1 (red outline) and Claremont suburb (pink) indicated on 1977 aerial survey. Route-adjacent erven on which dwellings or portions of residential structures which had been demolished since 1968 outlined in blue. Redeveloped erven excluded. Note the M5 then still under construction. Key changes since 1968 aerial survey numbered (Source: CDNGI)

The balance of Lot D bordering onto Chichester Road (i.e., from Pinetree to Garfield Road) still remained essentially undeveloped until the late 1960s. The portion between Pinetree and Basset Roads was the first to be developed. Three large existing multi-storey apartment complexes were constructed 1966-1977, namely Lynwood Gardens, Treehaven Close, and Westlodge – the former two both located adjacent to and north of Chichester Road. The

Treehaven Close site was initially developed as Milnervale Estate in 1942, but the scheme was soon cancelled. Treehaven Park adjacent to the west of Garfield Road originally formed part of the Treehaven Close property which superseded Milnerville. The property was transferred to Council in 1969 and has served as POS since.

The period between 1968 and 1977 also witnessed the construction of Garfield Road along its entire length to provide access to the Claremont Industrial Area from Chichester Road. The period further witnessed the construction of the Chichester/ Race Course Road bridge across the M5 (then under construction). Chichester/ Race Course Road now took over the arterial role previously fulfilled by Lansdowne Road and the portion Chichester Road east of Belvedere Road intersection was upgraded into a dual, two lane road. The Claremont Police Station and the post office were moved to their current locations during the early 1970s.

The 1970s are however mainly characterized by the development of a number of large shopping centres in Claremont. These included the large and successful Cavendish Square (opened in 1972) and Kenilworth Centre (Phase 1, 1973), and the less successful Werdmuller centre (1973) and Atrium (1977). These developments are located to the west of the railway line (above the line). Cavendish Square and Kenilworth Centre were some of the first large mall-type developments in South Africa, and transformed Claremont onto a premier shopping destination.

According to Tolly & Associates et al (2007), the shopping centres which opened up during the 1970s "marked the beginning of a new era for Claremont, which has been dominated by the building of shopping centres and corporate office complexes. Associated with this there has been an increasingly deteriorating public environment. Private sector capital has been concentrated on developing internalised spaces and malls, while the resources of the public sector have been absorbed by schemes mainly aimed at alleviating problems relating to traffic congestion and public transportation and managing the blighted left-over spaces between the railway line and the Main Road'.

The Kromboom Parkway (M5) to the east of Claremont was opened around 1983 (Figure 4.18). The portion of Chichester Road east of Belvedere Road intersection was dualized between the 1977 and 1988. This required the demolition of two single residential dwellings (intersections of Eastry and Loch Roads respectively).

The large Access Park shopping complex bordered by Chichester Road to the south and the M5 to the east was constructed in the 1990's. An office park and group housing complexes located to the south of Chichester Road and west of the M5 was also constructed in the 1990's (Figure 4.19). Another large office park, Brookside, was constructed around 2000 on the southern portion of the Villagers Rugby grounds.

Figure 4.18: Route W1 (red outline) and Claremont suburb (pink) indicated on 1979-83 1: 50 000 topo-cadastral maps. Key developments include the relocation of Claremont Police station and post office (light blue), the development of the Kenilworth Centre parent property (dark blue), the upgrade of the Belvedere Rd/ Rosmead Ave intersection with Chichester Rd (circled yellow), and the construction of the M5 and bridge (circled green) (Source: CDNGI)

Figure 19: Route W1 (red outline) and Claremont suburb (pink) indicated on 1996 aerial survey. The M5 was opened around 1983. Key changes since 1977 aerial survey numbered (Source: CDNGI)

Stanhope Bridge was upgraded to a dual carriageway around 2000. Adjacent portions of Lansdowne and Palmyra Roads were also upgraded, and (New) Stanhope Road was established along its current alignment. The envisaged Bypass was constructed incrementally during the late 1990s up till around 2010. However, instead of intersecting with Campground Road as originally envisaged, it loops back to Main Road (Newlands) via

Letterstedt Road. The Palmyra Junction Shopping Complex opposite the Claremont Station and to the east of the railway line, was constructed around 2010. By 2010 Claremont was essentially fully developed (Figure 4.20).

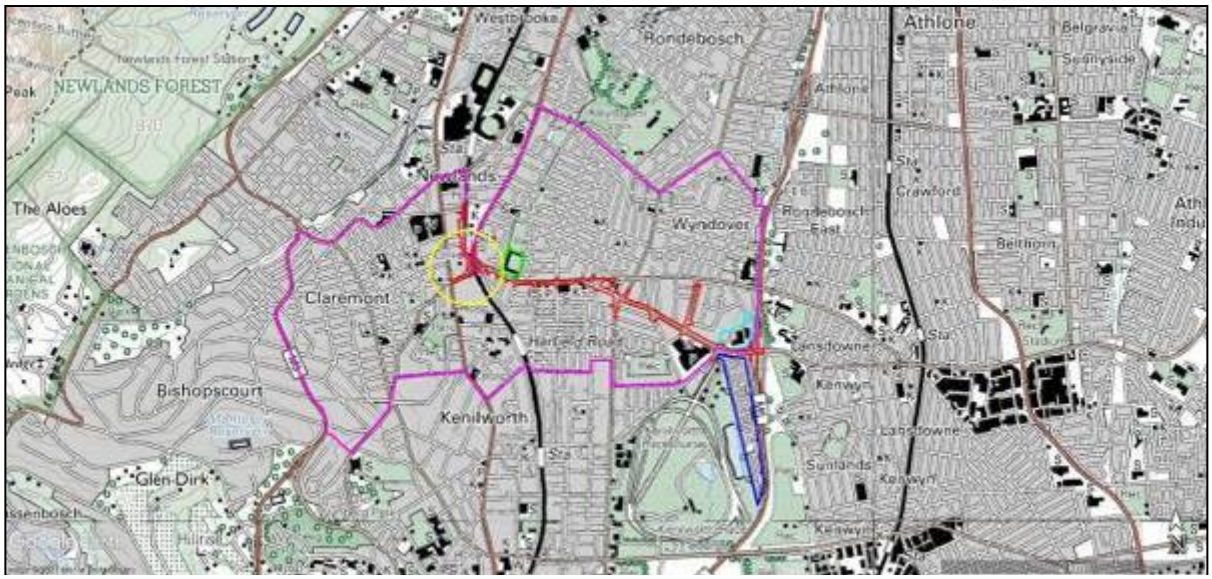


Figure 20: Route W1 (red outline) and Claremont suburb (pink) indicated on 2010 1: 50 000 topo-cadastral maps. Key new developments include the Brookside Office Park (green), Access Park (light blue), the office park and residential complex developments on a portion of the old Kromboom municipal farm (dark blue), and the upgrades to Stanhope Bridge and establishment of the current (New) Stanhope/ Main Rd intersection (circled yellow) (Source: CDNGI)

Key developments in the period 1996-2019 mainly affected the western portion of the W1 route (Figure 4.21). This includes the development of a number of new large office parks and mixed-use buildings, and transport-related infrastructure such as parking facilities (public and private), and the Claremont Bus Station and – Taxi Rank.

Figure 4.21: Route W1 (red outline) and Claremont suburb (pink) indicated on 2019 satellite imagery. Key changes since 1996 aerial survey numbered (Source: Google Earth 2019-05).

4.3 OVERVIEW OF LAND USES AND ZONING

An overview of current land uses mapped from aerial, satellite, map and internet sources (Figure 4.22) indicates that these uses largely correspond to their relevant current zonings (Figure 4.23). These broad land uses along the study area road portion have remained essentially the same since at least 1966. In this regard, institutional land uses have been located in the area in the western section of Race Course Road since the mid 1920's (from around 1926), residential land uses located adjacent to Race Course Road date from 1899 onwards, with all of the current residential estates having been established by 1936), the small business node at the intersection with Lansdowne Road/ railway line dates from at least 1932, residential development to the north of Turf Hall Road from 1922 onwards, and the transformation of the area to the south of the Turf Hall road into industrial estates had been completed by 1956.

A map of existing land uses (based on various sources) indicates a concentration of route-adjacent residential and community uses in Lower Claremont, viz. between the railway line as far east as Loch Rd (south) and Garfield Rd (north, respectively (Figure 22). With the exception of the office park and residential complexes SW of the M5 bridge, current land uses to the east of Loch and Garfield Roads, respectively, consist of large industrial and retail developments. The area between Main Road and the railway line is dominated by retail and commerce. The mapped land uses essentially correspond to current zoning (Figure 4.23).

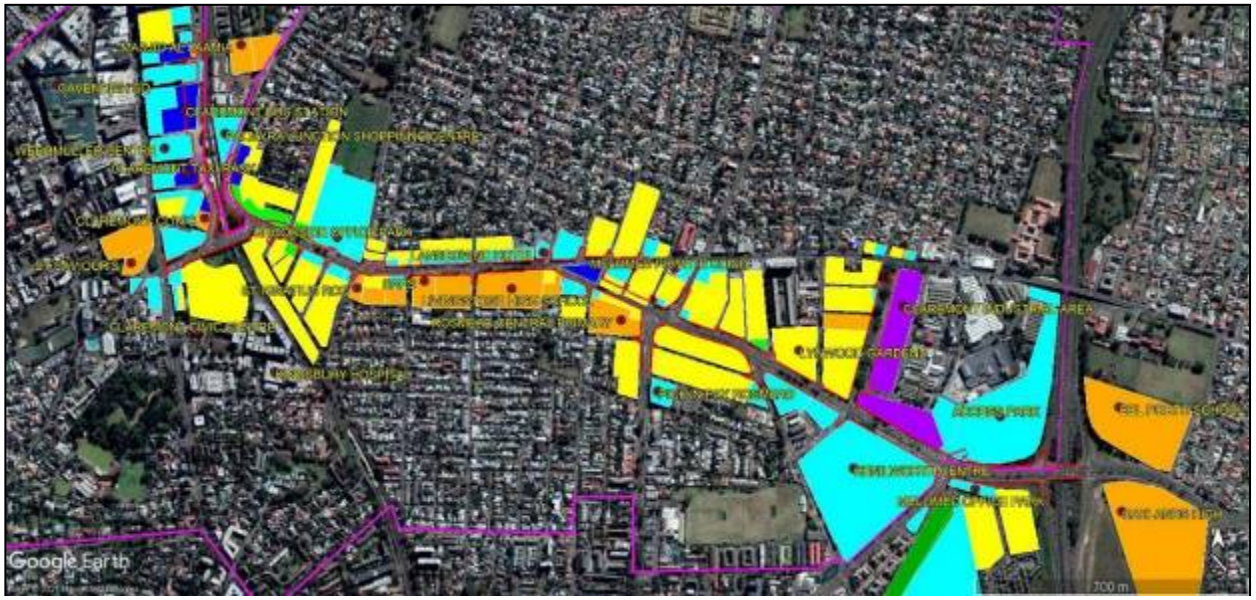


Figure 4.22: Overview of route-adjacent land uses along W1 route (red outline); Claremont boundary outlined in pink: Community/ Civic (orange); Residential (including mixed use) (yellow); Transport and Parking (dark blue); (Commerce/ Retail/ Office (light blue; vacant erven (light green); and sports facilities (dark green). Rail and road reserves not mapped Source: Mapped from Google Earth

Street View, Google Maps, the City of Cape Town's online EGIS viewer and internet searches).

Figure 4.23: W1 route (red outline) in relation to current zoning: Transport (TR1 and TR2); Local Community (CO1); General Business (GB1 and GB5); Single Residential (SR1); General Residential (GR4 = group housing); and General Industrial 2 (GI2 = light industry and manufacturing) (Source: City of Cape Town EGIS viewer).

Based on the information presented above, the area between the railway line and Main Road was the first to develop, since around the 1860s. The area has been thoroughly redeveloped since, with hardly any old fabric surviving. Much of Lower Claremont was laid out during the last two decades of the 19th century. Current land uses on the area east of Rosmead Ave largely date to the period since 1950 (Figure 24).

Figure 4.24: Age of route-adjacent areas by current land use in Lower Claremont (outlines by original general plan or consolidated erf/ development area): 1881-1899 (light blue); 1900-1949 (green); 1950-1999 (dark blue); and 2000-2021 (orange).

Fourteen socio-historically receptors are located adjacent to, or in proximity to the W1 route (Figure 4.25). Of the route-adjacent receptors, Lansdowne Hotel is the oldest surviving landmark, and Livingstone High the most significant to the Lower Claremont community.

Figure 4.25: W1 route (red outline) in relation to route-adjacent residential (yellow fill, includes mixed use) and community/ civic (orange) land uses. Key historic road-adjacent community facilities in significant proximity numbered. The Lansdowne Hotel is likely the oldest route-adjacent structure in Lower Claremont (Source: Mapped from Google Earth Street View, Google Maps, the City of Cape Town's online EGIS viewer and internet searches)

4.4 SUMMARY OF KEY FINDINGS

Key findings with regard to historic and existing land uses and associated transitions are the following:

Overview

- The W1 route is located in the suburb of Claremont. Small portions border onto the adjacent suburbs of Lansdowne, Kenilworth and Newlands. Each of these adjacent areas historically formed part of the Claremont Municipality (1886-1913).
- The bulk of the route is in what is traditionally referred to as Lower Claremont, i.e., the portion of the suburb located to the east of the Southern Suburbs railway line.
- The route may roughly be divided into three sections, namely 1). the route portion between Main Road and the railway line/ Stanhope Rd bridge; 2). the portion east of the Stanhope Bridge up to Loch Road; 3). and the portion between Loch Rd and the M5. This division reflects historical development as well as land uses.
- Portion 1: The area between Main Road and the railway line was the first to be developed from after 1864. The area traditionally accommodated a mix of residential and retail uses. After the Claremont Town Planning Scheme was adopted in 1952, the area has been progressively transformed from mixed use to primarily retail and transport/ parking uses (north of Stanhope Road) and group residential (to the south). The area has seen extensive development and redevelopment since the 1970s. No socio-historically sensitive receptors remain along this section.
- Portion 2: The area east of Stanhope Bridge up to Loch Road Garfield Road was laid out for residential development between 1881 and 1939, with the vast bulk 1882-1895. The area largely consisted of single residential dwellings, with retail uses concentrated along Lansdowne Road, and to a lesser extent Chichester Road and Rosmead Avenue.

- The area around the intersection of Imam Haron and Chichester Roads, especially the block around the Lansdowne Hotel, developed as the earliest shopping node in Lower Claremont.
- The period after World War II saw intensified use of erven along Lansdowne Road for retail and business purposes, and the first major development of apartment blocks in the study area. The large multi-storey Lynwood Gardens and Treehaven Close blocks to the north of Chichester Road were developed during the late 1960s and early 1970s.
- Basic land use has remained residential, with retail and business concentrated along the portion of Lansdowne Road west of the Chichester Road intersection.
- The area to the south of Imam Haron west of Chichester Road includes 4 key socio-historic receptors, namely St Ignatius Catholic Church (1934), Livingstone High School (1926), the Church of the Nazarene (by 1968) and Rosmead Central Primary (1941).
- Portion 3: The Chichester Road route portion east of Garfield Road developed after 1954. The area to the north of Chichester Road includes the Claremont Industrial Area (1954) and Access Park (1988-1996). To the area to the south of Chichester includes the Kenilworth Centre (1972-3) and group housing and office park complexes. No socio-historically significant land uses are located along this portion of the W1 route.
- Currently existing land uses largely reflect applicable zoning, namely predominantly commercial and group housing west of the railway line, single residential, group housing and institutional land uses up to Garfield and Loch Road, and large retail, industrial, office park and group housing developments in the remaining portion up the M5.

Land use evolution

- The study area historically formed part of the ancestral grazing of pastoralist Khoe-khoen groups. By the start of the colonial era (1652), the Liesbeeck Valley and surrounds was being utilized by the inland Cochoqua for grazing at the start of summer. The Khoe-khoen were effectively displaced from the area by the early 1660s.
- The first freehold grants in the Claremont area were in the Liesbeeck catchment (essentially the portion of Claremont to the west of Main Rd), and included Veldhuizen (1660), Stellenberg (1697), Louwvliet (1718), and Questenburg (1718). All of these properties were primarily accessed from Main Road. These properties were essentially agricultural estates producing fruit, vegetables, firewood and table wine for the Cape market.
- Weltevreden (1778) was the first major freehold grant which also included a portion of Lower Claremont, and Kromboom (1807) the first entirely located in Lower Claremont and Black River catchment area. Weltevreden was split up from 1824. The bulk of the Lower Claremont area was granted during the early decades of the 19th century, with some subsequently regranted as Crown Lots in the 1880s.
- Key historic estates flanking the route are Stanhope (1824) and Claremont (1841) on portions of Weltevreden, Palmyra (1838), also partially on a portion of Weltevreden, a large tract of land granted to Charles Blair in 1825 west of Loch Rd, and Crown Lots D and E, both first granted in 1880.
- The Southern Suburbs railway line from Cape Town to Wynberg was opened in 1864. The railway line improved accessibility and stimulated residential subdivision and the development of commerce and industry in proximity to the line from around 1869 onwards. Claremont as 'village' essentially evolved from this core west of the railway line. The railway line also physically split Claremont into Upper Claremont west of the line and Lower Claremont east of the line.
- The Kenilworth Race Course was opened on its current grounds in 1882. This directly precipitated the first residential subdivisions in Lower Claremont. Between 1881-1883 six large new residential estates were laid out, most of them in areas adjacent to W1.

- The 1890s witnessed the subdivision of all of Lot E and some of Lot D. By 1900 most of the W1 route-adjacent areas between Wade Rd (W) and Loch Rd (E) had been laid out for urban development.
- By the turn of the 19th century, Claremont had a strong commercial centre, concentrated along Main Road. It was commercially the most developed of the Liesbeeck Valley villages. However, it never evolved into a true 'village' in the sense of the more civic-minded Wynberg or Rondebosch, but it benefited from its strategic location between the two which allowed it to establish a very dense and concentrated business/ commercial district anchored by Main Road and Claremont Station.
- Claremont Municipal civic facilities were all located in Upper Claremont, concentrated in the area between the railway line and Main Road. These included a town hall, police station, post office and public pool.
- The study area portion east of Loch and Garfield Road up to the M5 would continue to be used for farming until around the early 1950s. Glosderry Estate located to the north of Chichester Road east of Garfield Road up to the M5, was subdivided in 1954. A substantial portion was laid out for industrial/ manufacturing (Claremont Industrial Area).
- Claremont was declared a White area in terms of the Group Areas Act in 1961, followed by Lower Claremont in 1966.
- The area between Loch and Garfield Road north of Chichester Road remained largely undeveloped until the large existing multi-story Lynwood Gardens and Treehaven Close apartment blocks were constructed during the late 1960s and early 1970s.
- The 1970s witnessed the development of a number of large new shopping centres in Claremont. These included the Kenilworth Centre (1973) and the Werdmuller Centre (1973) adjacent to Main Road. Kenilworth Centre and Cavendish Square (1972) were some of the earliest mall-type developments in South Africa, and re-established Claremont as a premier shopping destination.
- The large Access Park retail centre was constructed sometime 1988-1996. This was the last undeveloped land located to the north of the W1 route to be developed.
- The period 1996-2000 witnessed the development of the route adjacent portion of the old Kromboom municipal farm (1907). A number of office parks and gated residential complexes were established. This was the last undeveloped land located to the south of the W1 route to be developed. The period also witnessed the development of another large office park, Brookside, on a portion of the Villagers Rugby grounds (Brookside Sporting Ground) adjacent to Imam Haron Road.
- The period since 2000 has witnessed major redevelopment of the area between the railway line and Main Road. This includes the Claremont Taxi Rank and Claremont Bus station, as well as the Stadium on Main complex. The Palmyra Junction shopping centre at the foot of Palmyra Road was constructed in 2010 was the first expansion of the Claremont station node to the east of the line.

Forced removals

- By the early 1960s most of Claremont and surrounding suburbs were largely White residential areas. Sizeable non-White (largely Coloured) or mixed 'pockets' however existed. There were three distinct Coloured enclaves or 'pockets' in Claremont, namely 'Belletjiesbos' or 'Upper Claremont', a second small area around Draper Street between Main Road and the railway line, and Lower Claremont or 'Die Vlak' (Flats).
- Of these, 'Die Vlak' was by far the largest and most populous and occupied the portion of Claremont east ('below') the railway line, as far east as Oaklands Estate in Lansdowne. Most of the Coloured community was concentrated in the area south of Lansdowne and Chichester Road, east of Harfield Road station (the area now called Harfield Village), but some also owned shops along Lansdowne Road and Rosmead Avenue.

- The Coloured communities in Upper Claremont were socio-economically better-off, and the percentage of home-ownership was relatively high.
- The Lower Claremont community was generally poorer, and largely middle-class. Most rented accommodation from White landlords. More than one family would often share a house in Lower Claremont, often a semi-detached cottage. Some members of the community did however own their homes, and some also owned small businesses along Lansdowne Road and Rosmead Avenue.
- Claremont was considered a prime location due its proximity to Claremont- and Harfield Road stations (after 1931) and Main Road, and thus easy access to work, shopping and other opportunities.
- The Lower Claremont community was characterized by neighbourliness, community-spiritedness and extended family support networks. Many ex-residents describe it as a close-knit and tolerant community.
- Second Avenue was the social and economic 'heart' of the community. Key community facilities of importance to the community include St Matthews and St Ignatius Churches, the Masjid al Jamiaa and the Harvey Road mosque, and Lower Claremont's two historic schools, Livingstone High and Rosmead Central.
- Most of Claremont and Newlands west of the railway line and Kenilworth were declared White group areas in 1961. Belletjiesbos, Lower Claremont and a large portion of Lansdowne were declared White in 1966.
- Most of the community was relocated during the 1970s and early 1980s. The bulk of the community was dispersed over Council flat estates in various parts of the Cape Flats and Atlantis.
- Unlike District Six, the dwellings on most of the properties from which people were evicted in Claremont were not demolished, but instead bought up by property developers, renovated, and sold at significant profits. This has been a major source of resentment to ex-property owners and their descendants.
- a combined total of 4 257 Coloured families were evicted from Lower Claremont, Kenilworth and Lansdowne during the period 1969-1984. The first land restitution claim in Claremont was settled in 1999.
- A number of residential structures were demolished along Imam Haron Road and Chichester Road in the period 1968-1977. The relevant erven have remained largely vacant. It could not be established whether the demolitions were a result of the Group Areas Act or linked to road upgrades associated with the adoption of the Claremont Bypass Scheme in 1968.

Evolution of the study area roads

- Main Road is the oldest road in Cape Town. It evolved from a 1650s logging road to a waggon road after the first free burgher grants. The road provided primary access to all the historic estates in Claremont. The road became of major strategic significance after Simon' Town harbour was established in 1743. Main Road along its current alignment was established 1812-6, largely to link Cape Town to Simons' Town. The 'village' of Claremont evolved along Main Road from the 1860s onwards.
- Palmyra, Lansdowne, Chichester Road, Rosmead Ave and Doncaster Road evolved as access roads or public thoroughfares during the early decades of the 19th century.
- Only the portion of Garfield Road south of Lansdowne Rd to Treehaven Rd was initially constructed (1882). Garfield Road was only constructed in its current extent up to Chichester Road once the Claremont Industrial Area to its east was developed after 1954.
- Old Stanhope / Lansdowne Road was known as the 'Road to the Flats' prior to the 1880s. From 1964 until around 1907 Old Stanhope Road crossed the railway line at a level crossing. The existing Stanhope Bridge replaced the level crossing. The original structure was a single carriageway and remained such until 2000.

- Lansdowne Road was upgraded and extended from the Cape Flats railway line to Philippi in 1892. Until the road was physically split into two by the Race Course Road bridge in Lansdowne in the late 1950s, Lansdowne Road was the main route between Claremont and the Cape Flats.
- By 1926 the Main Road and adjoining streets had been tarred. In Lower Claremont, only Lansdowne and Palmyra Road were tarred, with Chichester, Rosmead and Doncaster Roads still gravel roads.
- By 1945 most of the roads in Lower Claremont had been tarred, but Chichester Road was still untarred east of Loch Road. The portion up to Doncaster Road was tarred by 1953.
- The period between 1953 and 1960 saw the dualization of (Old) Stanhope Road and the establishment of the current intersection with Main Road. The portion of Lansdowne Road between Wade and Chichester Road was also upgraded to its current extent.
- The period 1960-1966 saw the upgrade of the Chichester / Belvedere Road intersection to its current geometry, the widening of a portion of Chichester, and the construction of the Race Course Road bridge across the Cape Flats line in Lansdowne. The new bridge cut Lansdowne Road into two physically unconnected parts. Chichester and Race Course Roads would progressively replace it as the main road from Claremont and the Cape Flats, a process completed in 1977 with the construction of the Race Course Road bridge across the M5.
- Despite the adoption of a bypass scheme (relative to Main Road) and associated improvements in 1968, the actual work was only carried out from around 2000-2010.
- The period between 1968 and 1977 witnessed the construction of Garfield Road along its entire length in order to provide access to the Claremont Industrial Area from Chichester Rd. Only the northernmost portion off Lansdowne Road had initially (1882) been constructed.
- The Kromboom Parkway (M5) to the east of Claremont was opened around 1983. The portion of Chichester Road east of Belvedere Road intersection was dualized (towards the north) between 1977-1988. This resulted in the demolition of two single residential dwellings (intersections of Eastry- and Loch Roads respectively).
- Stanhope Bridge was upgraded to a dual carriageway around 2000. Adjacent portions of Lansdowne and Palmyra Roads were also upgraded, and (New) Stanhope Road was established in its current alignment.
- The envisaged Bypass (adapted) was eventually constructed incrementally during the late 1990s (as Claremont Blvd) up till around 2010.
- The foot of Palmyra Road was upgraded to its current geometry when Palmyra Junction was constructed around 2010.

Community Facilities

Schools

- Three educational facilities are currently located along the W1 route, namely Livingstone High, a Montessori Centre, and Rosmead Central Primary. The former two are located adjacent to the south of Lansdowne Road, while Rosmead Central is located along Chichester Road. The relevant schools (in their entirety) are located within a 400 m radius of one another, essentially occupying much of the area to the south of the Imam Haron/ Chichester Rd intersection. Of these, Livingstone and Rosmead Central are of socio-historical importance.
- Livingstone High is the oldest existing school in Lower Claremont. It was opened in 1926 as the second school in South Africa to provide secondary-level education to Coloured learners. It provided co-ed tuition in English medium. The school was initially housed in an old farmhouse and stables. The current main building was constructed in phases during the 1930s-1950s.

- Livingstone had the first female principal of a co-ed school at secondary level (all races) in South Africa (1950s). The staff and learners were often at odds with the Apartheid-era authorities. Four of its staff members were incarcerated in 1963, and a fifth forced into exile. Livingstone was permitted to remain open after Lower Claremont was declared a White Group Area.
- Rosmead Central Primary was opened in 1941. It took over some of the junior learners and staff from Livingstone High. It was a major feeder school for Livingstone. Prior to 'the Group', a fete held at the school grounds was considered a major social event in the Lower Claremont social calendar. Rosmead was also allowed to remain open after the declaration of Lower Claremont as a White Group Area. Despite the authorities' covert intention that Livingstone and Rosmead would wither away after their historic feeder communities had been relocated from Claremont, their reputations managed to carry them through into the post-Apartheid period.

Places of worship

- Four places of worship are located along the W1 route (2), or in significant proximity thereof (3). These include St Saviours (1853) to the west of the (New) Stanhope Road/ Main Road intersection; the Masjid al Jaamiah (1911) at the intersection of Palmyra and Stegman Road; Saint Ignatius Roman Catholic Church (1934) on the corner of Imam Haron and Wade Road, and the Church of the Nazarene (by 1968) to the south of Chichester Road.
- The Masjid al Jaamiah is of particular significance. The core portion of the land was transferred to members of the Claremont Muslim community in 1902. The mosque was constructed in 1911. It is Claremont's third oldest mosque. Claremont's second oldest mosque, the Sunni/ Harvey Road Mosque (<1907) located ~ 100 m to the south west of Imam Haron / Chichester Road intersection, across the grounds of Livingstone High. Imam Haron was imam of the Masjid al Jaamiah from 1956-1969. The Claremont Muslin Youth Organization was founded in 1958 and based at the mosque. The mosque was a centre of anti-Apartheid activity during imam Haron's tenure and thereafter. The portion of the historic Lansdowne Road up to the Cape Flats railway line was renamed Imam Haron Road in 2013.
- Two disused cemeteries are located close to the route, namely those located adjacent to St Saviours (after 1869) and the Masjid al Jaamiah (after 1890).

Other community facilities

- The only sports facility currently located along the route is the Brookside (Villagers) Sports Grounds.
- Only one public park is located adjacent to, or in near-proximity to the W1 route, namely the Treehaven Park off Garfield Road. The park was established around 1969 when the property was transferred to Council.
- Claremont's first police station (1885) and post office (<1907) were located to the north of Old Stanhope Road. Both were closed down during the early 1970s and relocated to their current locations to the south of Imam Haron Road on the grounds of the old Clareinch rural residential estate.

Historic road-adjacent demolitions, Lower Claremont

- Upgrades to Lansdowne Road between Wade and Chichester Roads between 1953-1960 impacted on the northernmost portions of 4 erven in the block between Wade Rd and 1st Ave, but no structures were demolished.
- Upgrades to a portion of Chichester Road between 1960-6 impacted on portions of 4 residential properties between Belvedere (W) and Eastry (E) Roads, but affected no structures.

- A number of buildings on route-adjacent properties along Lansdowne, Palmyra and Chichester Roads were demolished between the 1968 and 1977. The majority were clustered around Stanhope Bridge (8 dwellings plus portion of Bridge Court flats). These erven essentially remain vacant or have been turned into informal or formal parking.
- Upgrades to Chichester Road between 1977-88 caused the demolition of two single residential dwellings (intersections of Eastry- and Loch Roads respectively).

4.5 PHOTOGRAPHIC OVERVIEW OF W1 AND AFFECTED PROPERTIES

The Section below provides a photographic overview of W1 and the affected properties. section has been divided into two main sections, namely:

- Chichester Road Section: M5 to intersection with Iman Haron.
- Iman Haron Road Section: Interectin with Iman Haron to Stanhope Brigde.

An overview of the area in Garfield Road that has been identified for the establishment of a bus parking area has also been provided.

4.5.1 Chichester Road Section

The Chichester Road Section is approximaltey 1.38 km in length and follows the alignment of Chichester Road starting at the bridge over the M5 (Kromboom Way) in the east to the intersection with Iman Haron Road to the west. The land ues along the the northern and southern part of this section are described below.

The land uses to the north of Chicherster Road include Access Park retail complex. Access to Access Park is via Chichester Road (Photograph 4.1). A small area of land (~ 120m^2) at the entrance will need to be aquried as part of the W1 project. Builders Warehouse and an Engen Garage are located between the intersection with Doncaster and Garfield Road (Photograph 4.2). None of these properties will be impacted by land takes associated with the proposed W1 project. Garfield Road provides access to the Claremont Industrial Area and the proposed Bus Parking Area (located in Garfield Road)(Photograph 4.3).

Photograph 4.1: Entrance to Access Park

Photograph 4.2: Builders Warehouse

Photograph 4.3: Intersection with Garfield Road

The land uses between Garfield Road and the intersection with Rosemead Avenue include two large apartment blocks, namely Treehaven and Lynwood Gardens, followed by three blocks of single residential formed Pinetree, Loch and Eastry Roads which access onto Iman Haron to the north (Photograph Lynwood Gardens) (Photograph 4.4 and 4.5). None of these properties will be impacted by land takes associated with the proposed W1 project.

Photograph 4.4: Lynwood Gardens

Photograph 4.5: Residential development along nothern side of Chichester Road

A small office block and apartment block is located on the western side of the intersection with Rosemead Avenue (Erf 52331-RE). The office property is located between Rosemead and Selous Road, while the apartment block is located to the west of the intersection between Chichester and Selous Road. The establishment of the proposed W1 will result in the loss of ~ 124m^2 currently used as parking area by the office builiding and an open area of ~360m^2 associated with the apartment block that abuts onto Chichester Road. This area appears to be mainly used for parking but also provides an open space for the apartments (Photograph 4.6).

Photograph 4.6: Apartment on Erf 52331-RE

Four single residential erven, erf 11024 (located on eastern corner intersection Chichester and Franklin Road, and erf 177329, 52423 and 52424, located between Franklin Road and Markham Road, will require full aquistion (Photograph 4.7, 4.8 and 4.9). These properties are all owned by the CCT. The the properties are vacant. No tenants will be therefore be affected.

Photograph 4.7: Proporties located between Franklin Road and Markham Road

Photograph 4.8: Property located at intersection with Franklin Road

Photograph 4.9: Property located at intersction with Franklin Road

An open, triangular shaped area is located at the intersction between Chichester and Iman Haron. The area is borderd to the east by Markham Road and is currently used as a parking area (Photograph 4.10). A bus station will be establised on Chichester Road just to the east of the intersection between Chichester and Iman Haron. This will require part of the open space to be developed. This land is owned by the CCT. The development of the bus station will therefore not result in the loss of privately owned property.

Photograph 4.10: Open space area used for parking

The land uses along the South of Chichester Road include a residential area and office complex adjacent to the M5. Acces to these areas is via Doncaster Road. The Keniworth Centre is located to the west of the intersection with Doncaster Road (Photograph 4.10). Direct access to parking areas in the Keniworth Centre can be gained of Chichester Road (Photograph 4.11). There are also a number of large, well-established trees located along a section of the interface between the Kenilworth Center and Chichester Road (Photograph 4.11). The W1 will require the existing road to be widened along this section. A narrow section of open land adjacent to Chichester Road that is owned by the Kenilworth Center will need to be aquired. However, the existing trees should where possible be retained.

Photograph 4.10: Kenilworth Center

Photograph 4.11: Entrance to Kenilworth Center and trees

The land uses between Garfield and Loch Road interections with Chichester Road consist of a number of motor dealerships that abut directly onto Chichester Road (Photograph 4.12). Access to these properties is off Loch Road. The section adjacent to the Claremont Volkswagen dealership has been lanscaped and includes a number of well-establised fever trees which provide a soft, natural interface between Chichester Road and the adjacent land uses (Photograph 4.13). The trees also provide shade for pedestrians. The W1 will require the existing road to be widened along this section. No privately owned properties will be impacted. However, the fever trees should where possible be retained.

The section between Loch and Rosemead Road consists of single residential properties that abut directly onto and again access from Chichester (Photograph 4.14). None of the properties located along the southern edge of the Chichester Road will be impacted by land takes associated with the proposed W1 project that would require full aquistion.

Photograph 4.12: Motor vehicle dealerships

Photograph 4.13: Fever trees adjacent to Chichester Road

Photograph 4.14: Residential properties adjacent to Chichester Road

Based on the revised design of April 2021, 5 properties located immediately to the east of the intersection between Chichester and Belvedere Road, on the northern side of Chichester Road will potentially require full acquisition. The affected properties are:

- 24 Eastry Road, Claremont, erf 52257.
- 35 Chichester Road, Claremont, erf 146671.
- 33 Chichester Road, Claremont, erf 52256.
- 29 Chichester Road, Claremont, erf 52255.
- 127 Belvedere Road, Claremont, erf 52254.

Two of the properties, namely 127 Belvedere Road (Signarama) and 35 Chichester Road (Dental technician) and are currently used for business premises. 24 Eastery Road (Claremont Towing) is a residential and business premise. 29 Chichester Road was also used as a business premise but was sold in May 2021. 33 Chichester Road is a residential property (Photograph 4.15, 4.16 and 4.17).

Photograph 4.15: 127 Belvedere Road (Signarama)

Photograph 4.16: 127 Belvedere Road (Signarama) and 29 Chichester Road

Photograph 4.17: 35 and Chichester Road (left) and 24 Eastery Road (right)

The properties to the west of the interstion with Rosemead Avenue, between Rosemeand Avenue and 3rd Avenue consist of single residential properties and Oblivion Restaurant at the intersection with 3rd Avenue (Photograph 4.18 and 4.19). None of these properties will be impacted by land takes associated with the proposed W1 project.

Photograph 4.18: Residential properties adjacent to Chichester Road

Photograph 4.19: Oblivion restaurant adjacent to Chichester Road

The land uses between between 3rd Avenue and the intersection with Iman Haron include the Claremont Appliances property, a garge, and Church of the Nazarene (Photograph 4.20 and 4.21). The open, triangular shaped area located at the intersction between Chichester and Iman Haron is located direclty opposite these properties and is used for parking by customers and employees, specifically Claremont Appliances. A single residential property, erf 53509, is located at the intersection and borders onto the grounds of Livingstone High School (Photograph 4.22). The property owned by the CCT and the section that abuts onto Iman Haron will need to be used to accommodate the widening associated with the proposed W1 project.

Photograph 4.20: Claremont Applicances adjacent to Chichester Road

Photograph 4.21: Church of the Nazarene

Photograph 4.22: Erf 53509 (red roof)

4.5.2 Iman Haron Road Section

The Iman Haron Section is approximaltey 900 m in length and follows the alignment of Iman Haron Road starting intersection with Chichester Road in the east to the intersection with Stanhope Road to the west. The section also includes a 200 m section of Palmyra Road beyond the intersection with Stanhope Road and and a 180m section of Claremont Boulevard located to the west of the railway line.

The Iman Haron section starts to the east of the Chichester Road / Cook Road intersection. The land uses along the northern section of the road between Cook Road and 2nd Avenue/Livingstone Avenue consist largely of car dealerships, including a recently developed, modern Audi dealership (Photograph 4.23 and 4.24). The old Lansdowne Hotel has also been converted into a car dealership (Photograph 4.25).

Photograph 4.23: Car dealership on Iman Haron

Photograph 4.24: Car dealership on Iman Haron

Photograph 4.25: Old Lansdowne Hotel now used as a car dealership

The section between 2nd Avenue/Livingstone Avenue and Stanley Road consists of a number of small business and also what appear to be 2 private residential properties (Photograph 4.26). The private businesses include the well-known Olympic Cycles which has operated from the area since 1936. Other well known land businesses that are established landmarks include Olympic Locksmiths and Curtain Corner (Photograph 4.27). A number of the properties, specifically those located towards the intersection with Stanley Road, are owned by the CCT, and are vacant (Photograph 4.28). These properties were purchased by the CCT when it appeared that they may need to be demolished to accommodate the project. However, none of the properties (privately and publicly owned) located between 2nd Avenue/Livingstone Avenue and Stanley Road will be impacted by land takes associated with the revised plan for W1.

Photograph 4.26: Private properties on Iman Haron

Photograph 4.27: Olympic cycles and adjacent commercial properties

Photograph 4.28: Vacant properties owned by the CoCT

The section between Stanley Road and Stanhope Bridge consists of an open area adajcent to Stanley Road / Iman Haron intersection that is currently used as a parking area for customers and employees in the area, specifically customers at Tiger Wheel and Tyre (Photograph 4.29). The Development of the proposed W1 will result in a loss of a small area of land (~ 190 m^2) along the boundary with Chichester Road and Stanley Road and affects three erven that are owned by the CCT.

The remainder of the land uses include the Tiger Wheel an Tyre facility and Villagers Office Complex (Photograph 4.30). The Development of the proposed W1 will require the aquistion of erf 52939-RE (~ 1639m^2) which is located between Iman Haron and the entrance to the Villagers Office Park. The property is owned by the Western Province Rugby Football Union. No structures are located on the property. However, two large gum trees at the entrance to the complex may be affected (Photograph 4.31). The property also extends to the area in front of the Tiger Wheel an Tyre facility that is currently used for customer parking. Customer parking can however be accomodated in the adjacent open parking area next to the intersection between Chichester Road and Stanley Road. The area to the west of the Villagers Office complex consists of a number of open erfs that are owned by the CCT. There are no structures on these properties (Photograph 4.32).

Photograph 4.29: Open area used for parking

Photograph 4.30: Tyger Wheel and Tyre and area used for parking

Photograph 4.31: Area adjacent to Villager Office Complex entrance

Photograph 4.32: Open area owned by CoCT

The land uses along the northern section of Iman Haron between Cook Road and 2nd Avenue/Livingstone Avenue is dominated by Livingstone High School. The school grounds abut directly onto Iman Haron. A section of the grounds that abut onto Iman Haron fall within erf 53266, which is owned by the CCT. Approximately 1299 m^2 will be required to accommodate the road and pavement widening along this section of Iman Haron. This will result in a loss of a narrow strip of land along Iman Haron that is currently used as open space (Photograph 4.33). As indicated above, single residential property, erf 53509, which is owned by the CCT borders onto grounds of Livingstone High School. The CCT should investigate donating this property, including the house, to the school to compensate for the loss of land associated with the proposed W1 project.

Photograph 4.33: Grounds of Living High School adjacent to Iman Haron

The land uses between 2nd Avenue and 1st Avenue consists of the Claremont Post Office and Claremont Police Station (Photograph 4.34). A number of large, well-establised trees are located along this section of Iman Haron and provide a soft, natural interface between the road and adjacent land uses (Photograph 4.35). The trees also provide shade for pedestrians (Photograph 4.36). The W1 will require the existing road to be widened along this section and it would appear that a number of the trees will be lost. No privately owned properties will be impacted. Where possible, every effort should be made to retain as many trees as possible.

Photograph 4.34: Claremont Post Office

Photograph 4.35: Trees next to Claremont Post Office

Photograph 4.36: Trees next to Claremont Post Office providing shade

The land uses between 1st Avenue and Oakfield Road consist largely of small business, including Abbots College, that abut directlly onto Iman Haron, with parking for customers also provided off Iman Haron (Photograph 4.37). The St Ignatius Claremont Catholic Church is located at the intersection with Wade Road (Photograph 4.38).

Photograph 4.37: Small businesses between 1st Avenue and Oakfield Road

Photograph 4.38: St Ignatius Catholic Church

The land uses between Oakfield Road and Stanhope Bridge consit of single residential, apartments and an open, undeveloped land (Photograph 4.39). A small (less than 1m^2) area of erf 167723, which is privaltey, located at the intersection between Oakfield and Iman Haron will be lost. Approximately 325 m^2 of land located between the Bridge Court apartment buildings and Iman Haron as it approaches Stanhope Bridge will be required to accommodate the proposed W1 project. This area is currently used for parking (Photograph 4.40). The Bridge Court Apartments are owned by the CCT and W1 has been designed to avoid having to demolish the apartment block.

WI crosses Stanhope Bridge and follows the alingment of Claremont Boulevard to the west of the railway line, up to Hawthorne Road. This sectin of W1 links up to and provides access to the Claremont Station and the taxi rank located between Station and Ralph Street. There are no impacts in privately owned land along this section (Photograph 4.41). A short section of W1 also extends along Palmyra Road up to the entrance of the Palmyra Junction retail center. There are no impacts in privately owned land along this section.

Photograph 4.39: Bridge Court Apartments next to Stanhope Bridge

Photograph 4.40: Bridge Court Apartments parking area

Photograph 4.41: Claremont Boulevard

4.5.3 Garfield Road bus turn-around facility

Three options have been identified for the Kenilworth Centre bus turn-around facility. Two are located in Garfield Road, Option 1A and Option 1B. The third option is located along Loch Road, Option 2 (see section 4.5.4).

The section of Garfield Road between Chichester and Iman Haron splits into two roads seprated by a treed middle section that is currently used as a parking area for customers and employees associated with the small business located along the eastern section of Garfield Road. The parking area is located on Erf 52023 covers and area of 1589.4 m^2 and is privately owned. The parking area consists of three areas, namely a southern section located near the intersection with Warrington Road, a central section, and a northern section, located near the intersection with Alamein Street. The southern and northern sections are treed, and provide informal parking. The central section is not treed and formal parking areas are demarcated (see below). Photograph 4.42 illustrates the entrance to Garfield Road from Chichester showing the treed southern section. Photograph 4.43 and 4.44 illustrate the western and eastern sections of Garfield Road that are located on either side of the treed middle section.

Photograph 4.42: Entrance to Garfield Road from Chichester Road

Photograph 4.43: Western section of Garfield Road with Treehaven Flats on left

Photograph 4.44: Eastern section of Garfield Road with small businesses on right

The current land uses include Treehaven Apartment Block, Treehaven Park, and a small, single residential area along the western boundary of Garfield Road (Photograph 4.45 and 4.46). No parking is allowed along the western section of Garfield Road that abuts on Treehaven Apartment Block and Treehaven Park (Photograph 4.47).

Photograph 4.45: Treehaven Park and residential area on left

Photograph 4.46: Treehaven Park and Treehaven apartments on left

Photograph 4.47: No parking sings along western section of Garfield Road

The land uses along the eastern boundary of Garfield Road consist of a broad range of small businesses including Mambos, Cross Fit Gym, I Love Coffee, Furniture Repair Centre, Score Grocery Discounter, Contract Hardware, Brilliant Mechnical Workshop, etc. (Photograph 4.48 and 4.49).

Photograph 4.48: Small business along eastern section of Garfield Road

Photograph 4.49: Small business along eastern section of Garfield Road

As indicated above, there are three separate parking areas, namely a southern section located near the intersection with Warrington Road, a central section, and a northern section, located near the intersection with Alamein Street. The southern and northern sections are treed. There is a demarcted parking area in the southern section. No parking areas are demarcated in the nothern section (Photograph 4.50 and 4.51). The central section is not treed and the parking areas are demarcated (Photograph 4.52). The southern and northern parking areas can accommodate ~ 14 and -30 vehicles each, respectively. The central, more formal area can accommodate ~ 40 vehicles. The area therefore provides parking space for approximately 84-90 vehicles and is used by both customers and employees.

Photograph 4.50: Southern "Informal" parking area

Photograph 4.51: Northern "Informal" parking area

Photograph 4.52: Central "formal" parking area

Turnaround Option 1A (Figure 4.26)

Option 1A provides 3 bays for bus inspection and driver change. As indicated in Figure 4.1, The bus inspection area cuts across the central area and, depending on the final layout, may result in the loss of ~ 40 demarcated parking areas (Figure 4.26). The area will be a transmission area where vehicle checks, and driver change overs can take place during the am peak. The buses will then drive to the Wynberg Depot where they will be parked before returning for the pm peak. No buses will be parked in the area. In terms of parking the informal parking areas in the south and north, including the majority of the trees, would be retained.

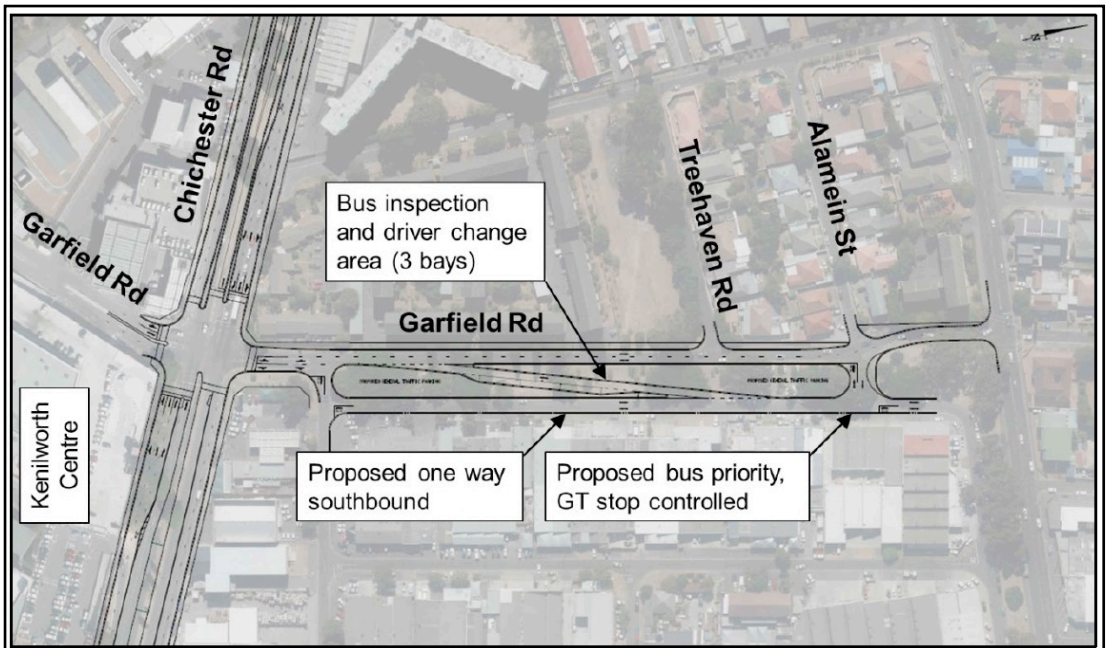


Figure 4.26: Option 1A-Garfield Road

Turnaround Option 1B (Figure 4.27)

Option 1B original proposal for the bus transmission area would have resulted in the loss of all the parking areas, and majority of the trees. In addition, 14 bays for buses would be established to allow buses to be parked on the site during the day.

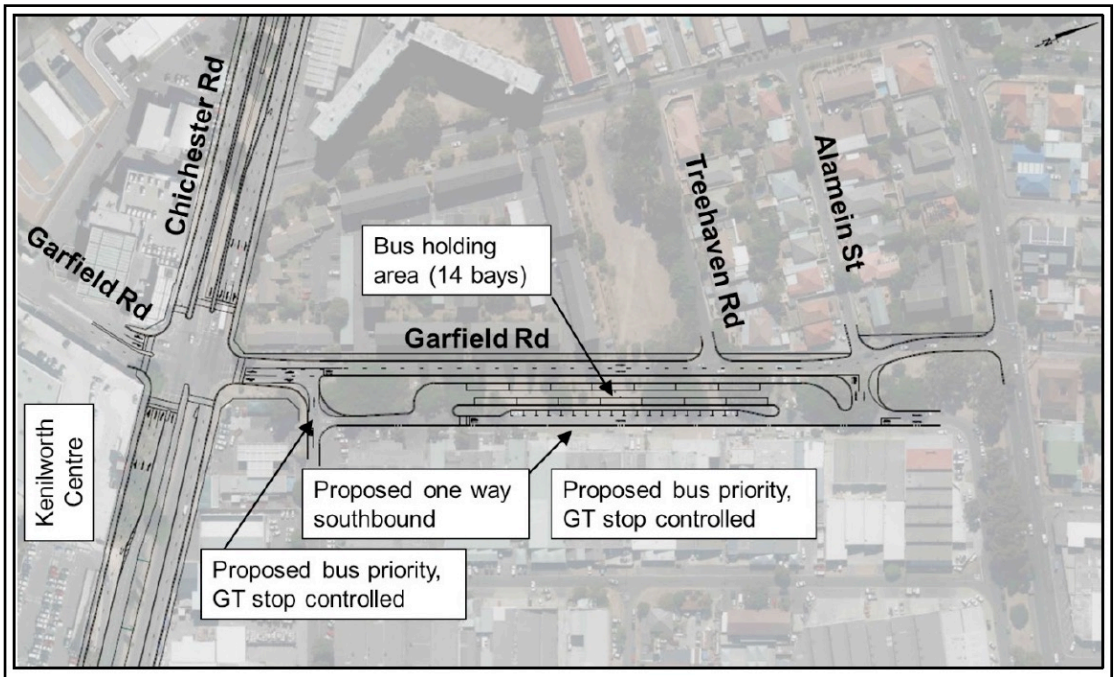


Figure 4.27: Option 1B-Garfield Road

4.5.4 Loch Road bus turn-around facility

Turnaround Option 2 (Figure 4.28)

The proposed turn-around facility is located along the eastern boundary of Loch Road, near the intersection with Chichester Road, and consists of 3 bays for bus inspection and driver change. The buses will then drive to the Wynberg Depot where they will be parked before returning for the pm peak. No buses will be parked in the area. The proposed site is bordered by the Master Cars facilities to the west and east of the Loch Road and residential areas to the west (Photograph 4.53). The area to the east and west of Loch Road where the facility is proposed is used for parking for employees and cars linked to Master Cars (Photograph 4.54 and 4.55). A City of Cape Town substation is located to the south of the proposed turn-around area (Photograph 4.56).

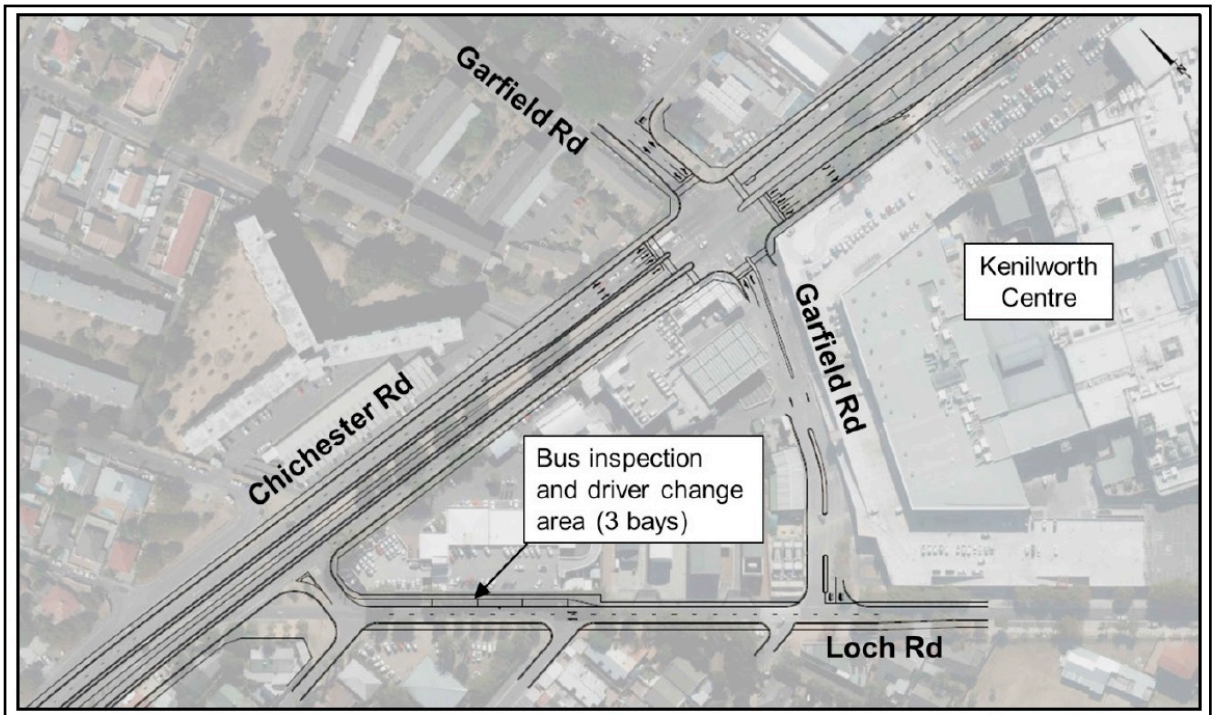


Figure 4.28: Option 2-Loch Road

Photograph 4.53: Entrance to Master Cars of Loch Road with employee parking along Loch Road in the background

Photograph 4.54: Vehicles parked along Loch Road associated with Master Cars

Photograph 4.55: City of Cape Town substation located to the south of Master Cars facilities.

SECTION 5: ASSESSEMENT OF KEY SOCIAL ISSUES

5.1 INTRODUCTION

Section 5 provides an assessment of the key social issues identified during the study. The identification of key issues was based on:

- Review of key policy and land use planning documents that are relevant to the proposed development and the site.
- Review of the information on the history of the study area.
- Review of project related information.
- Interviews with affected property owners and other stakeholders.
- Experience with social impacts associated with linear infrastructure projects.

The assessment section is divided into:

- Assessment of compatibility with relevant policy and planning context ("planning fit").
- Assessment of social issues associated with the construction phase.
- Assessment of social issues associated with the operational phase.
- Assessment of the "no development" alternative.

5.2 POLICY AND PLANNING FIT

The findings of the review indicate that the development of W1 and the provision of safe, accessible, affordable public transport is supported by all the relevant policy and land use planning documents that pertain to the study area, specifically the Western Cape PSDF, CoCT SDF and IDP and the Southern District Plan.

Western Cape PSDF is based on five spatial principles of which three, spatial justice, spatial efficiency and accessibility are of specific relevance to W1. The CoCT SDF highlights the spatial and socio-economic inequalities associated with Apartheid planning and the fact that the city's urban poor are forced to travel – at great cost – from highly dense, under-serviced, predominantly informal areas to sparsely populated, well-serviced areas of the city where employment opportunities are located. Many of the city's urban poor live in the areas that will benefit from W1.

The CoCT SDF and IDP highlight the key role played by Transit-Oriented Development (TOD) and the establishment of an efficient, integrated public transport system in creating a more inclusive, integrated, and vibrant city that addresses the legacies of apartheid with regard to the built environment, rectifies existing imbalances in the distribution of different types of residential development, and avoids the creation of new structural imbalances in the delivery of services.

The Cape Flats DP identifies the challenges associated with east west mobility and importance of the Wetton/Lansdowne Road Corridor in terms of improving access and mobility.

The establishment of the W1 and associated MyCiti bus route is therefore fully supported by key policy and land use planning documents.

5.3 SOCIAL IMPACTS ASSOCIATED WITH THE CONSTRUCTION PHASE

Potential positive impacts

- Creation of employment and business opportunities.

Potential negative impacts

- Risks to local residents and social networks posed by construction workers.
- Security and safety risks posed by construction workers to local residents.
- Noise, dust, and safety impacts associated with construction related activities and the movement of heavy vehicles.
- Disruptions and impact on access to businesses and residences.

The social impacts are largely temporary in nature and will be confined to the 2-year construction phase.

5.3.1 Creation of local business and employment and opportunities

Based on provided by SMEC and the CoCT the capital expenditure associated with the construction MyCiti bus route along the Turf-Hall Road and Race Course Road will be in the region of R 374 million (2021 rand values). The construction phase will involve the construction of:

- 2 km of trunk transit infrastructure, including the dedicated busways and bus stations.
- 2 km of dual carriageway arterial (due to the re-allocation of road space).
- Supporting infrastructure and ancillary services.

Most of the work associated with the construction phase is likely to be undertaken by local contractors. Most of the building materials associated with the construction phase will also be sourced from locally based suppliers in the City of Cape Town. This will represent a positive injection of capital into the local economy. The project will also benefit professionals involved in the construction sector, including engineers, land surveyors, quantity surveyors, landscape architects, etc. The proposed development therefore represents a significant opportunity for the local construction and building sector. Based on similar road projects construction phase is anticipated to extend over a period of 18 months to 2 years.

The project should also be viewed within the context of the current economic climate in South Africa and the impact of COVID-19. The proposed development would therefore represent a significant opportunity for the local construction and building sector.

Employment opportunities

Based on similar road construction projects the construction phase will create in the region of 300 employment opportunities over the 2-year period. Of this total, in the region of 45% would be low skilled workers, 40% semi-skilled workers and 15% skilled workers. Most of the employment opportunities will benefit Historically Disadvantaged (HD) members of the community. This would represent a significant opportunity for the local building sector and members of the local community employed in the building sector. The potential creation of employment opportunities for local HD members of the community is regarded as an important social benefit given the impact of COVID-19 on the local and national economy.

Most employment opportunities associated with the construction phase are frequently regarded as temporary employment. However, while these jobs may be classified as "temporary" it is worth noting that the people employed in the construction industry by its very nature rely on "temporary" jobs for their survival. In this regard "permanent" employment in the construction sector is linked to the ability of construction companies to secure a series of temporary projects over a period of time. Each development, such as the proposed development therefore contributes to creating "permanent" employment in the construction sector.

Annual wage bill

The total annual wage bill is estimated to be in the region of R 44 million (2020 rand values). This is based on the creation of 300 employment opportunities over a period of 2 years, of which 45% (135) are low skilled workers, 40% (120) are semi-skilled workers and 15% (45) are skilled workers. The average monthly wage for low, semi-skilled and skilled workers is assumed to be R 8 000, R 12 000, and R 25 000 respectively. The total wage bill over 2 years will therefore be in the region of R 88 million (2020 rand values). The majority of the wage bill will be spent in the local CCT economy.

Table 5.1: Impact assessment of employment and business creation opportunities during the construction phase

Nature: Creation of employment and business opportunities during the construction phase		
	Without Mitigation	**With Enhancement**
Extent	Local – Regional (2)	Local – Regional (3)
Duration	Short Term (2)	Short Term (2)
Magnitude	Moderate (6)	Moderate (6)
Probability	Highly probable (4)	Definite (5)
Significance	Medium (40)	Medium (55)
Status	Positive	Positive
Reversibility	N/A	N/A
Irreplaceable loss of resources?	N/A	N/A
Can impact be enhanced?	Yes	
Enhancement: See below		
Cumulative impacts: Opportunity to up-grade and improve skills levels in the area.		

Assessment of No-Go option

There is no impact as it maintains the current status quo.

Recommended enhancement measures

To enhance local employment and business opportunities associated with the construction phase of the project the following measures should be implemented:

- The CoCT should inform the local community leaders, organizations and councillors of the project and the potential job opportunities for local builders and contractors.

- The CoCT should establish a database of local construction companies in the area, specifically SMME's owned and run by HDI's, prior to the commencement of the tender process for the project. These companies should be notified of the tender process and invited to bid for project related work.
- The CoCT in consultation with the appointed contractor/s should look to employ a percentage of the labour required for the construction phase from local area to maximize opportunities for members from the local HD communities.

However, while the use of local building contractors and workers is recommended, it is recognised that a competitive tender process may not guarantee the employment of local companies and labour during the construction phase.

5.3.2 Presence of construction workers in the area

Experience for other, typically large construction projects is that the presence of construction workers can pose a potential risk to local communities located in the vicinity of the site. While the presence of construction workers does not in itself constitute a social impact, the way construction workers conduct themselves can affect the local community. In the case of local communities, the most significant negative impact is associated with the disruption of existing family structures and social networks. This risk is linked to the potential behaviour of male construction workers, including:

- An increase in alcohol and drug use.
- An increase in crime levels.
- An increase in teenage and unwanted pregnancies.
- An increase in prostitution; and
- An increase in sexually transmitted diseases (STDs).

However, the potential impacts on local communities associated with construction workers are typically associated with projects located in rural areas or small towns where large numbers of construction workers from outside the area are employed.

Given the location of the proposed development with a large, established urban area, namely the City of Cape Town, the majority, if not all, of the workers are likely to reside locally. As such they will have established links with the local family and social networks and will return to their homes daily. Based on this the overall impact of construction workers on the local community with mitigation is likely to be negligible.

Table 5.2: Assessment of impact of construction workers on local communities

Nature: Potential impacts on family structures and social networks associated with the presence of construction workers		
	Without Mitigation	**With Mitigation**
Extent	Local (2)	Local (1)
Duration	Short Term (2)	Short Term (2)
Magnitude	Minor (2)	Minor (2)
Probability	Probable (3)	Probable (3)
Significance	Low (18)	Low (15)
Status	Negative	Negative
Reversibility	No in case of HIV and AIDS	No in case of HIV and AIDS
Irreplaceable loss of resources?	Yes, if people contract HIV/AIDS.	
Can impact be mitigated?	Yes, to some degree. However, the risk cannot be eliminated	
Mitigation: See below		
Cumulative impacts: Impacts on family and community relations that may, in some cases, persist for a long period. Also, in cases where unplanned / unwanted pregnancies occur or members of the community are infected by an STD, specifically HIV and or AIDS, the impacts may be permanent and have long term to permanent cumulative impacts on the affected individuals and/or their families and the community.		

Assessment of No-Go option
There is no impact as it maintains the current status quo.

Recommended mitigation measures
The potential risks associated with construction workers can be mitigated. The aspects that should be covered include:

- The CoCT should establish a Monitoring Committee (MC) to monitor construction phase of the project. The MC should include representatives from the CoCT, contractors, local ward councillor for Ward 60 and representatives from the community.
- The CoCT should establish a Grievance Mechanism (GM) that enables members from the local community to reports concerns. The GM should provide a procedure for receiving, screening, addressing, and recording/documenting complaints and communication from affected communities. The GM should be easily accessible and communicated to affected communities. The GM should also make provision to ensure the confidentiality of the person raising the complaint is protected if requested.
- The MC and GM should be put in place before construction commences.
- The CoCT should appoint a local contractors.
- The CoCT in consultation with the appointed contractor should implement an HIV/AIDS awareness programme for all construction workers at the outset of the construction phase.
- The movement of construction workers on and off the site should be closely managed and monitored by the contractors.

- No construction workers, except for security personnel, should be allowed to stay on site overnight.

5.3.3 Safety, security, and potential for increased crime

The presence of construction workers in the area has the potential to impact on the safety and security of residents. Experience, both locally and internationally, is that the presence of construction workers typically results in an increase in petty crime and theft. This is linked to the ability of the construction workers to monitor the movements of residents and take advantage of their absence from the property. Most of the crime incidents are therefore opportunistic and linked to theft and house break-ins.

The areas that are potentially at risk are the residential areas to adjacent to Chichester and Iman Haron Road, specifically the sections along Chichester. Along Chichester Road the residential properties that abut onto Chichester Road between Loch and Rosemead Avenue, and Rosemead Avenue and 1st Avenue (on both the south and north of Chichester Road) are likely to be the most exposed. Along Iman Haron the two or three residential properties located next to Olympic Cycles (to the west) and the residential properties located on the southern side of Iman Haron between Oakfield Road and the Stanhope Bridge are likely to be the most exposed.

Table 5.3: Assessment of risk posed by construction workers on safety and security

Nature: Potential safety and security risk posed by presence of construction workers on site		
	Without Mitigation	**With Mitigation**
Extent	Local (2)	Local (1)
Duration	Short Term (2)	Short Term (2)
Magnitude	Moderate (6)	Low (4)
Probability	Probable (3)	Probable (3)
Significance	Medium (33)	Low (24)
Status	Negative	Negative
Reversibility	No, if residents are murdered or physically harmed	No, if residents are murdered or physically harmed
Irreplaceable loss of resources?	Yes, if family member is murdered	Yes, if family member is murdered
Can impact be mitigated?	Yes	Yes
Mitigation: See below		
Cumulative impacts: No		

Assessment of No-Go option
There is no impact as it maintains the current status quo.

Recommended mitigation measures
The CoCT and contractors cannot be held responsible for the off-site, after-hours behaviour of all construction employees. However, the contractors appointed by the CoCT should ensure that all workers employed on the project are informed at the outset of the construction phase that any construction workers found guilty of theft will be dismissed and charged. All dismissals must be in accordance with South African labour legislation. In addition, the following mitigation measures are recommended.

- The CoCT should establish a MC and put in place a GM before construction commences (see above).
- No construction workers, with the exception of security personnel, should be allowed to stay on site overnight.
- Construction related activities should comply with all relevant building regulations. In this regard activities on site should be restricted to between 07h00 and 18h00 during weekdays and 07h00 and 13h00 on Saturdays.
- The need to undertake work after 13h00 on Saturdays and on Sundays should be discussed with the MC.

5.3.4 Impact of construction related activities

Construction related activities can impact negatively on adjacent landowners and communities. The typical impacts include dust, noise, and safety. Commercial and residential properties along the entire extent of W1, including Garfield Road, will be impacted to some degree. These impacts are unavoidable and will need to be managed to ensure that the impacts are minimised.

Table 5.4: **Assessment of the impacts associated with construction related activities**

Nature: Potential noise, dust and safety impacts associated with movement of construction related activities		
	Without Mitigation	**With Mitigation**
Extent	Local-Regional (2)	Local-Regional (1)
Duration	Short Term (2)	Short Term (2)
Magnitude	Medium (6)	Low (4)
Probability	Highly Probable (4)	Highly Probable (4)
Significance	Medium (40)	Low (28)
Status	Negative	Negative
Reversibility	Yes	
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: Financial costs associated with cleaning furniture, curtains etc. impacted by dust.		

Assessment of No-Go option
There is no impact as it maintains the current status quo.

Recommended mitigation measures
- The CoCT should establish a MC and put in place a GM before construction commences (see above).
- The CoCT should prepare Communication Plan (CP) before the construction phase commences. The aim of the CP should be to provide information on the timing of the construction phase related activities. The CP should maximise the opportunities associated with social media (Facebook, WhatsApp etc.) to inform local residents, schools, and business etc. that may be affected by construction activities.
- Construction related activities should comply with all relevant building regulations. In this regard activities on site should be restricted to between 07h00 and 18h00 during weekdays and 08h00 and 13h00 on Saturdays. No work should be permitted after 13h00 on Saturdays and on Sundays. The need to undertake work after 13h00 on Saturdays and on Sundays should be discussed with the MC.
- Abnormal loads should be timed to avoid peak traffic hours.
- Dust suppression measures must be implemented for heavy vehicles such as wetting of gravel roads on a regular basis and ensuring that vehicles used to transport sand and building materials are fitted with tarpaulins or covers.
- All vehicles must be road-worthy, and drivers must be qualified, made aware of the potential road safety issues, and need for strict speed limits.

5.3.5 Disruption related impacts associated with construction activities

Construction related activities will impact on access to residential areas, schools, places of worship and business. Commercial and residential properties along the entire extent of W1, including Garfield Road, will be impacted to some degree. These impacts are unavoidable and will need to be managed to ensure that the impacts are minimised, specifically the impacts on local businesses. However, as indicated below, the potential impact associated with the construction of a bus turn-around facility on the business located in Garfield Road can be avoided by the construction of Option 2 in Loch Road.

Chichester Road
The commercial properties located along Chichester Road that stand to be impacted include Access Park, Kenilworth Centre and motor vehicle dealerships located between Garfield and Loch Road. Both the Kenilworth Centre and motor dealerships can be accessed via Loch Road. However, access to Access Park is directly off Chichester Road. Measures will therefore need to be taken to ensure that access is maintained during the construction phase. To the west of the Rosemead Avenue, the Oblivion Restaurant and Claremont Appliances both stand to be impacted. The potential impact on these two businesses is to some extent mitigated by customers being able to gain access from 1st Avenue. However, in the case of Claremont Appliances, the majority of clients gain access of Chichester and use the open space opposite the premises for parking. This area will not be available for parking during the construction of the bus terminus. Any form of extended disruption would have a negative impact on the financial viability of these businesses, which in turn has the potential to result in job losses.

The residential areas that abut onto Chichester Road between Loch and Rosemead Avenue, and Rosemead Avenue and 1st Avenue (on both the south and north of Chichester Road) will be the most impacted. Measures will need to be taken to ensure that the access to these properties is maintained during the construction phase.

Iman Haron Road

The commercial properties along the south of Iman Haron between Cook Road and the Villagers Office Park that will be impacted include the motor dealerships and shops located between Cook and Livingstone Road, and the businesses located between Livingstone and Stanley Road, including Curtain Corner, Olympic Cycles, Olympic Locksmiths, Thule etc., and Tyger Wheel and Tyre.

The commercial properties located on the south of Iman Haron between 1st Avenue and Oakfield Road that will be impacted include Tyre Mart, Midas, Poolside Services, Pampered Paws etc. The construction phase will also impact on access to Livingstone High School, Abbots College, the Claremont Post Office, and Claremont Police Station which all gain access directly off Iman Haron.

All of the commercial properties, specifically the properties located along Iman Haron, rely on direct access of Iman Haron. Any form of extended disruption would have a negative impact on the financial viability of these businesses, which in turn has the potential to result in job losses.

To illustrate the point the owner of Olympic Cycles indicated that there are approximately 15 small business are located in the buildings located opposite the Claremont Post Office and Police Station. These include Olympic Cycles, Olympic Locksmiths, Thule, Clareinch Superette, a hair dresser, a second-hand furniture shop, and Curtain Corner. Between them these small businesses employ in the region of 100-120 people. Tyre Mart, Tyger Wheel and Tyre, Midas, and Poolside Services employ in the region of 50-60 people. If one includes the motor dealerships, the total number of people that are employed by businesses located along Iman Haron is therefore in the region of 250-300. The number of staff employed by Oblivion and Claremont Appliances is in the region of 20-30. Any form of extended disruption would have a negative impact on the financial viability of these businesses, which in turn has the potential to result in job losses.

The residential properties along Iman Haron that will be impacted include the two or three residential properties located next to Olympic Cycles (to the west) and the residential properties located on the southern side of Iman Haron between Oakfield Road and the Stanhope Bridge are likely to be the most exposed.

Table 5.5: **Assessment of the disruption related impacts associated with construction activities in Chichester and Iman Haron**

Nature: Potential noise, dust and safety impacts associated with movement of construction related activities and delays and impacts on access for customers		
	Without Mitigation	**With Mitigation**
Extent	Local-Regional (2)	Local-Regional (2)
Duration	Short Term (2)	Short Term (2)
Magnitude	High (8)	Low (4)
Probability	Definite (5)	Highly Probable (4)
Significance	High (60)	Medium (32)
Status	Negative	Negative
Reversibility	Yes	
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	Yes
Mitigation: See below		
Cumulative impacts: Potential impact on business due to impact on access.		

Garfield Road

The section of Garfield Road between Chichester and Iman Haron splits into two roads seprated by a treed middle section currently used as a parking area for customers and employees associated with the small business located along the eastern section of Garfield Road. The area provides parking for approximately 84-90 vehicles. During a site visits to the area there were in the region of 50-60 cars were parked in the area at around 10 am. The land uses along the eastern boundary of Garfield Road consist of a broad range of small businesses including Mambos, Cross Fit Gym, I Love Coffee, Furniture Repair Centre, Score Grocery Discounter, Contract Hardware, Brilliant Mechnical Workshop, etc. There is limited parking along the eastern section of Garfield Road. The parking area is therefore critical for customers parking. No parking is allowed along the western section of Garfield Road that abuts on Treehaven Apartment Block and Treehaven Park.

The construction of the proposed bus turn-around facility will impact on the small businesses located along the eastern boundary of Garfield Road in two ways. Firstly, the impact on access to businesses located along Garfield, and secondly the loss of parking for customers. The loss of parking for customers during the operational phase is discussed Section 5.4.4. Based on information from interviews the small businesses that stand to be directly impacted during the construction phase including the Cross Fit Gym, I Love Coffee, Furniture Repair Centre, Score Grocery Discounter, Contract Hardware, Brilliant Mechnical Workshop, Mambos, etc., employ in the region of 80-100 employees. The activities at the Cross Fit Gym start at around 5 am and the morning peak lasts unitl around 9 am. The parking area is used by people using the gym. There are three classes durng this time and each class has up to 15 participants. This represents 50% of the capacity due to COVID. The demand for parking will therefore increase when COVID restrictions are lifted. The gym is located next to I Love Coffee, and many of the members buy coffee after their gym

sessions. I Love Coffee currenlty employs ~ 18 staff and the majority are deaf. The facilty also trains up to 50 deaf people per year to work in the hospitality sector. I Love Coffee not only serves the local businesses in the area, but is also supported by members from the local community. All of the commercial properties located along the eastern section of Garfield Road rely on direct access off Garfield. Any form of extended disruption would have a negative impact on the financial viability of these businesses, which in turn has the potential to result in job losses.

As indicated above, two bus turn-around options are located in Garfield Road, Option 1A and Option 1B. Option 1B will result in the loss of all the parking areas, and majority of the trees. In addition, parking is provided for 14 buses that would be parked on the site during the day. Option 1A cuts across the main central parking area. The area will be a transition area where vehicle checks, and driver change overs can take place during the am peak. Provision has been made for 3 buses. The buses will then drive to the Wynberg Depot where they will be parked before returning to Chichester Road for the pm peak. No buses will be parked in the area. The informal parking areas in the south and north, together with the majority of trees, would be retained. However, Option 1A will impact on the central parking area, which provides parking for ~ 40 vehicles. Based on the findings of the SIA two potential alternatives have been identified for consideration. Option 1A-Alternative 1, which involves the ***e***stablish an embayment area along the eastern section of Garfield Road as opposed to cutting across the existing "formal" parking area. This is similar to the design for Option 2 in Loch Road. Option 1A-Alternative 2, which involves moving the current alignment of bus transition area to the north, so that it reduces the impact on the central parking area.

In terms of impacts, the construction of Option 1B will have the most significant impact on the local business in Garfield Road, followed by Option 1A and Option 1A-Alternative 2. Option 1A-Alternative 1, which involves the establishment of an embayment area along Garfield Road will limit the impact on existing parking areas. Option 1A-Alternative 1 will therefore have the least impact.

Table 5.6: **Assessment of the disruption related impacts associated with construction activities in Garfield Road (Option 1B)**

Nature: Potential noise, dust and safety impacts associated with movement of construction related activities and delays and impacts on access for customers		
	Without Mitigation	**With Mitigation[21]**
Extent	Local-Regional (2)	Local-Regional (2)
Duration	Short Term (2)	Short Term (2)
Magnitude	High (8)	High (8)
Probability	Definite (5)	Definite (5)
Significance	High (60)	High (60)
Status	Negative	Negative
Reversibility	Yes	Yes

[21] Not possible to effectively mitigate the loss of parking.

Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	No
Mitigation: See below		
Cumulative impacts: Potential impact on business due to impact on access.		

Table 5.7: **Assessment of the disruption related impacts associated with construction activities in Garfield Road (Option 1A and Alternative 2)**

Nature: Potential noise, dust and safety impacts associated with movement of construction related activities and delays and impacts on access for customers		
	Without Mitigation	**With Mitigation[22]**
Extent	Local-Regional (2)	Local-Regional (2)
Duration	Short Term (2)	Short Term (2)
Magnitude	High (8)	Low (4)
Probability	Definite (5)	Highly Probable (4)
Significance	High (60)	Medium (32)
Status	Negative	Negative
Reversibility	Yes	
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	Yes
Mitigation: See below		
Cumulative impacts: Potential impact on business due to impact on access.		

[22] Assumes parking northern and southern area provided.

Table 5.8: **Assessment of the disruption related impacts associated with construction activities in Garfield Road (Option 1A-Alternative 1)**

Nature: Potential noise, dust and safety impacts associated with movement of construction related activities and delays and impacts on access for customers		
	Without Mitigation	**With Mitigation[23]**
Extent	Local-Regional (2)	Local-Regional (1)
Duration	Short Term (2)	Short Term (2)
Magnitude	Minor (2)	Minor (2)
Probability	Highly Probable (4)	Highly Probable (4)
Significance	Low (24)	Low (20)
Status	Negative	Negative
Reversibility	Yes	Yes
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	Yes
Mitigation: See below		
Cumulative impacts: Potential impact on business due to impact on access.		

Loch Road

Option 2 is located along the eastern boundary of Loch Road, near the intersection with Chichester Road, and consists of 3 bays for bus inspection and driver change. The construction and establishment of the turn-around facility will impact on the operations at Master Cars. However, only one commercial operation (Master Cars) will be impacted compared to ~ 10 in the case of the Garfield Road (Option 1A and 1B). The impact on Master Cars can also be effectively mitigated given that the establishment of Option 2 essentially involves developing the side walk area as to accommodate 3 bus bays. The development of a bus turn-around facility on Loch Road (Option 2) will therefore have a lower impact than the two Garfield Road options (Option 1A and 1B).

[23] Not possible to effectively mitigate the loss of parking.

Table 5.9: **Assessment of the disruption related impacts associated with construction activities in Loch Road**

Nature: Potential noise, dust and safety impacts associated with movement of construction related activities and delays and impacts on access for customers		
	Without Mitigation	**With Mitigation**
Extent	Local-Regional (2)	Local-Regional (1)
Duration	Short Term (2)	Short Term (2)
Magnitude	Minor (2)	Minor (2)
Probability	Highly Probable (4)	Highly Probable (4)
Significance	Low (24)	Low (20)
Status	Negative	Negative
Reversibility	Yes	Yes
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: Potential impact on business due to impact on access.		

Assessment of No-Go option
There is no impact as it maintains the current status quo.

Recommended mitigation measures
- Option 2-Loch Road is the preferred option for the establishment of a bus turn-around facility for W1.
- Option 1A-Alernative 1, is the preferred option for Garfield Road.
- The CoCT should establish a MC and put in place a GM before construction commences (see above).
- The CoCT should prepare Communication Plan (CP) before the construction phase commences. The aim of the CP should be to provide information on the timing of the construction phase, location of stop-go's, duration of delays, potential road closures etc. The CP should maximise the opportunities associated with social media (Facebook, WhatsApp etc.) to inform local residents, schools, and business etc. that may be affected by construction activities.
- Measures should be put in place to minimise the impact on road users during the morning and afternoon peak periods. This includes measures to ensure that access to schools in the morning peak period (between 07h00 and 07h45) is not impacted by the construction related activities. These measures should be discussed with representatives from the local community before being finalised.
- Measures should be put in place to minimise the impact on business, specifically the duration of the impact on access for customers. These measures should be discussed and confirmed with representatives from the business community affected by W1 before the commencement of the construction phase.
- Construction related activities should comply with all relevant building regulations. In this regard activities on site should be restricted to between 07h00 and 18h00 during

weekdays and 08h00 and 13h00 on Saturdays. No work should be permitted after 13h00 on Saturdays and on Sundays. The need to undertake work after 13h00 on Saturdays and on Sundays should be discussed with the MC.
- Abnormal loads should be timed to avoid peak traffic hours.
- Dust suppression measures must be implemented for heavy vehicles such as wetting of gravel roads on a regular basis and ensuring that vehicles used to transport sand and building materials are fitted with tarpaulins or covers.
- All vehicles must be road-worthy, and drivers must be qualified, made aware of the potential road safety issues, and need for strict speed limits.

The owner of Olympic Cycles also indicated that the impact on access for customers during the construction phase can be mitigated by providing alternative access via Gay or Heather Street. There is a large open area associated with a government owned property located adjacent to Olympic Cycles. This area could be used to provide parking for customers during the construction phase. This would, however, only benefit businesses located between Olympic Cycles and Curtain Corner at the intersection with Iman Haron and Livingstone Road. The use of this area for customers during the operational phase would also improve access for customers and safety along Iman Haron.

Compensation
The issue of compensation should be discussed with representatives from the business community affected by W1, specifically the owners of Access Park, and the business located along the western section of Chichester (Oblivion and Claremont Appliances), Iman Haron and Garfield Road. These discussions should take place before construction phase commences.

5.4 SOCIAL IMPACTS ASSOCIATED WITH OPERATIONAL PHASE

The key social issues associated with the operational phase include:

Potential positive impacts
The most significant positive benefit associated with the W1 project is the contribution towards providing safe, efficient, and affordable public transport. The W1 project also creates an opportunity to up-grade and landscape the area adjacent to Chichester and Iman Haron and in so doing create opportunities to improve the interface between the road and the adjacent residential and commercial areas and support the use of non-motorised transport.

Potential negative impacts

Impact on private land owners
As indicated above, based on the December 2020 design a total of five single residential properties will need to be demolished to accommodate the construction of W1. As indicated below, the properties have all been aquired by the CCT and are are vacant. No tenants will be therefore be affected. No households or individuals will therefore be impacted by loss of these buildings.

However, in terms of the revised design was prepared in April 2021, five 5 privately owned residential properties would require full acquisition. However, the revised design had not been formally approved at the time of preparing the SIA. The potentially affected property owners will not be informed by the City of Cape Town until such time as a final decision is taken on the final design. It is therefore not possible to comment on the impact on these properties until a final decision is taken. However, in the event that the properties will need

to be acquired, it is assumed that the City of Cape will follow the required legal process for acquiring the properties, which includes informing the affected property owners and compensating them at full market related rates.

Impact of bus parking area
The most significant negative social impact associated with the operational phase will be associated with the impact of the proposed turn-about facility, specifically the bus parking area in Garfield Road, on the businesses located along the eastern section of the Garfield Road.

5.4.1 Provision of safe, affordable, accessible, and efficient public transport

The CoCT SDF indicates that the City faces two major transport challenges, namely affordability (to both households and service providers) and congestion. In terms of affordability, 95% of public transport users fall within the low to low-medium income groups. The SDF notes that the largest priority cost for the low-income user group is the direct cost to public transport users who are located in peripheral locations, removed from economic and job opportunities.

Research undertaken by the CoCT indicates that the average direct transport cost for the low-income public transport user group is 45% of monthly household income, against the internationally accepted norm of between 5% and 10%. The provision of affordable, accessible, and efficient public transport therefore creates an opportunity to reduce the monthly cost of public transport for vulnerable, low-income households. This in turn will increase income available for meeting basic needs, including food, clothes, medicines etc. Reducing the cost of public transport will therefore assist to reduce the vulnerability of low-income households and improve their overall socio-economic well-being. This represents a significant socio-economic benefit. Phase 2A of the MyCiTi service will provide safe, affordable, accessible, and efficient public transport for residents that live in Khayelitsha and Mitchells Plain and enable them to access work and retail opportunities in Claremont and Wynberg. As indicated in the policy and planning review, the TOD principles adopted by the City include:

- Affordability – reducing the costs (time and money) and distances of transport for commuters; and the operating costs incurred by the City and other service providers to provide public transport.
- Accessibility – facilitating equal access to social and economic activity through strategically located urban development and the provision of safe public transport, non-motorised transport infrastructure.
- Efficiency – providing an investment environment and differentiated levels of service that are conducive to and incentivises compact, inward urban growth and development.

The SDF also indicates that Cape Town was the most congested city in South Africa and is ranked 48th globally. Traffic congestion and the associated delays impacts on efficiency and sustainability of the city, not only in terms of the economic and social costs, but also by pollution associated with vehicle emissions.

Table 5.10: Provision of safe, affordable, accessible, and efficient public transport

Nature: Provision of safe, affordable, accessible, and efficient public transport		
	Without Enhancement[24]	**With Enhancement**
Extent	Local – Regional (2)	Local – Regional (3)
Duration	Long-Term (4)	Long-Term (4)
Magnitude	High (8)	High (8)
Probability	Highly probable (4)	Definite (5)
Significance	Medium (56)	High (75)
Status	Positive	Positive
Reversibility	Yes, service removed	Yes, service removed
Irreplaceable loss of resources?	N/A	N/A
Can impact be enhanced?	Yes	
Enhancement: See below		
Cumulative impacts: Improve access and mobility, increase disposable income by reducing monthly transport costs for commuters, stimulate economic development		

Assessment of No-Go option
There is no impact as it maintains the current status quo.

Recommended enhancement measures
The CoCT should ensure that the required management and operational measures are put in place to ensure that the MyCiti operations along W1 meet the stated TOD objectives of providing safe, affordable, accessible, and efficient public transport.

5.4.2 Upgrade Chichester-Iman Haron Road

The CoCT SDF indicates that 17% of the population of Cape Town fall into the non-motorised transport (NMT) user group. This means that over 500 000 people do not have access to any transport mode other than walking or cycling due to their income constraints. Up-grading of the pavement areas will improve safety conditions for pedestrians and other NMT users.

An Urban Design Plan (UDP) has been prepared by Urban Concepts (2020) as part of the design of the W1 project. The Draft UDP identifies a number of opportunities for upgrading the pavement areas along Chichester and Iman Haron Road. The aim of the upgrades is to improve the interface between the road and adjacent residential and commercial / industrial areas. The upgrades are also aimed at enhancing the environment for pedestrians and other NMT users.

[24] This assumes that the MyCiti operations are not run optimally, i.e., there are issues associated with delays, safety, and reliability.

A summary of the findings and general recommendations is provided below. The UDP contains a detailed list of recommendations. These recommendations are supported by the findings of the SIA.

Vegetation
Maintain greenery along the road - Trees add significantly to the sense of place, provide shelter and comfort, make the road aesthetically pleasing, are positive on mental and physical health and present height to provide a sense of enclosure of the street which is especially important in a road-widening process. Retain large and mature trees especially between 1st and Third Avenue and Loch and Doncaster Roads. The large trees lining the Kenilworth Centre have already evolved into pause and gathering spaces and will work well as formalised waiting areas or public spaces paired with bus stops.

Pedestrians and on-motorised transport
Retain/provide safe pedestrian linkages especially closer to shopping/mixed-use precincts in the form of sufficiently wide and universal sidewalks (>2m), pedestrian crossings, trees and street furniture and amenities to provide comfort. Pedestrian linkages should be especially enhanced around proposed bus stops and close to Zone B's civic precinct and around Kenilworth Shopping Centre. Consider separate cycle lanes along the route, especially closer to shopping precincts and public social amenities. Cycling facilities should be made available at bus stops, shopping centres and civic/public facilities to encourage inter-modal transit use.

Integration of public transit and public space
Introduce place-making strategies at bus/transit stops - in the form of public space (plaza/square/park) for waiting areas, amenities such as benches, dustbins, lighting and information (signage). The green space in front of the Police Station can function as an effective public space (public square, green space or waiting area) when paired with the proposed bus stops.

The UDP also highlights the importance of consider the user experience before and after making use of transit facilities:

- Are the bus stops safe, accessible, easily identifiable and welcoming.
- How can bus stops be used as an element in place-making (a positive waiting area, information boards, form of community expression).

The bus stops also present good opportunities for community expression of identity and public art. An example would be to highlight the Gender-based violence or female empowerment causes associated with site's recent history. In this regard Claremont Post Office was the scene of the tragic murder of Uyinene Mrwetyana in August 2019 and has become a symbol of the fight against gender violence. The potential to create a memorial to Uyinene Mrwetyana should be considered within the Urban Design Proposals for Work Package W1.

The parking lot triangle at the intersection of Imam Haron and Chichester Roads offers an opportunity for place-making and being paired with a bus stop.

Table 5.11: Up-grade Chichester-Iman Haron Road

Nature: Create an opportunity to up-grade Chichester-Iman Haron Road and the adjacent pavement areas and social spaces		
	Without Enhancement[25]	**With Enhancement**
Extent	Local-Regional (2)	Local – Regional (2)
Duration	Long term (4)	Long term (4)
Magnitude	Moderate (6)	High (8)
Probability	Highly Probable (4)	Definite (5)
Significance	Medium (48)	High (70)
Status	Negative	Positive
Reversibility	N/A	N/A
Irreplaceable loss of resources?	No	No
Can impact be enhanced?	Yes	Yes
Enhancement: See below		
Cumulative impacts: Improved community facilities and contribution of property values by up-grading Chichester and Iman Haron Road and the adjacent pavement areas and social spaces		

Assessment of No-Go option
There is no impact as it maintains the current status quo.

Recommended enhancement measures
Recommendations contained in the UDP prepared by Urban Concepts should be implemented.

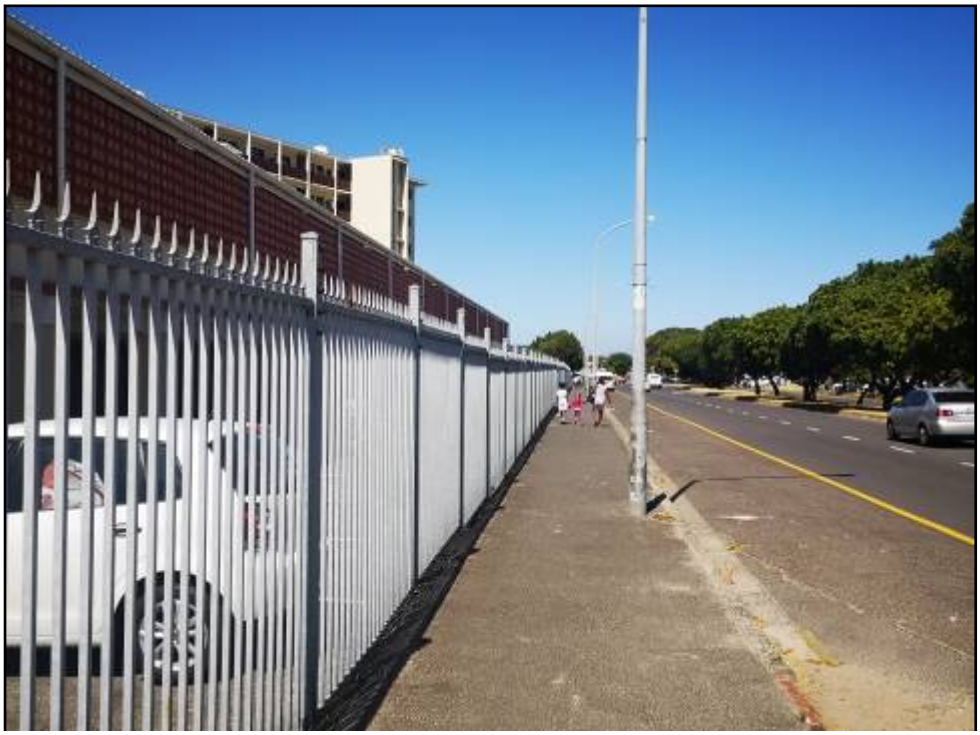
In addition, the following measures should be considered:

- Emergency phones should be installed at bus stops. These can be used to call emergency service providers should the need arise.
- A pedestrian crossing should be established in the vicinity of 1st Avenue to improve access for pedestrians to the commercial activities located along the northern section of Iman Haron between Livingstone Road and Stanley Road. This commercial hub is likely to grow over time and this will be accompanied by an increase in pedestrian traffic.
- The avenue of fever trees located adjacent to the Volkswagen motor dealership near the intersection with Loch Road should be maintained (See Photograph 4.13).
- Consideration should be given to the establishment of a memorial to Uyinene Mrwetyana in the open space in front of the Claremont Post Office.
- The design of bus stops shelters should consider prevailing north-westerly winter wind and rain directions to ensure that passengers are adequately protected from the rain. As indicated in Photograph 5.1, the existing bus stops do not provide adequate protection from the rain.

[25] This assumes that recommendations contained in the UDP and SIA are not fully implemented.

- Where possible the interface between Lynwood Gardens and Chichester Road should be softened (Photograph 5.2).

Photograph 5.1. Poorly designed bus stop on Chichester Road



Photograph 5.1. Hard interface between Lynwood Gardens and Chichester Road

5.4.3 Impact on affected property owners

The findings of the assessment of the impact on property owners indicate that the design of W1 has sought to minimise the number of private properties that require full acquisition. This is in line with accepted international best practice. Based on the December 2020 design four privately owned properties will require full acquisitions and six will require partial acquisitions (subdivisions). No houses are impacted by the full or partial acquisitions. The findings of the SIA indicate that the potential social impacts associated with the acqustions, with the expcetion of the proposed bus parking area in Garfield Road, will be limited. The acquisitions of privately owned land associated with the December 2020 design will therefore not result in physical[26] and or economic[27] displacement.

Affected properties (December 2020 design)
Based on the information contained in the Property Report (SMEC, December 2020) a total of 42 properties are impacted by the proposed infrastructure upgrade associated with W1. Of this total thirty-one (31) are owned by the COCT, ten (10) are privately owned, and one (1) is owned by another organs of state.

The extent of the impact requires four (4) full private property acquisitions and six (6) partial property acquisition (subdivisions) to take place. Based on the findings of site visit the social impacts associated with the six (6) partial property acquisitions of private property will be limited.

The section below provides an overview of the privately owned properties that require full acquisitions. As indicated below, except for Property 42, the impacts on the four (4) privately owned properties that require full acquisition will be limited.

- Property 5, Erf 52316-RE, is located on the corner of Selous and Chichester Road. The area affected covers 124.4 m^2 and is currently used as a parking area for an office/s and will be lost. The office building will not be impacted. The CoCT will need to compensate the owners for the loss. Potential for providing parking along Selous Street should be investigated.
- Property 11, Erf 52422-RE, 38 Franklin Road, Harfield Village. The affected property is a required is 12.5 m^2. The CoCT will need to compensate the owners for the loss. There are no structures affected. The impact will therefore be negligible.
- Property 26, Erf 52939-RE, Iman Haron Road. The affected property covers an area of 1638.7 m^2 and extends along the northern boundary adjacent to the entrance to the Villagers Office Complex. The property is owned by the Western Province Rugby Union. A section of the erf is also used for parking at the adjacent Tyger Wheel and Tyre operations. Two large eucalyptus trees located at the entrance to the office complex are likely to be lost. However, no structures are affected. The impact will therefore be confined to a loss of parking at the Tyger Wheel and Tyre. The manager indicated that they had been informed of the loss by the CoCT. The manager also indicated that alternative parking could be provided in the adjacent open area. The impact is therefore likely to be negligible.

[26] Physical displacement relates to the actual physical relocation of people associated with the footprint of the proposed development.

[27] Economic displacement results from an action that interrupts or eliminates access to productive assets, means of livelihood and loss of income streams without the affected parties actually being physically required to relocate.

- Property 42, Erf 52023, Chichester Road. This property is earmarked for the establishment of the bus parking area in Garfield Road and covers an area of 1589.4 m^2. property is zoned as Open Space 2: Public Open Spaces and is registered under a private entity: Harris Barnett Harry B-E. The entire property will need to be acquired by the CoCT. The area is current being used to provide parking for customers and employees associated with the small business along the eastern site of Garfield Road. The development of the proposed bus parking area in Garfield Road has been identified as the most significant social impact associated with W1. This issue is discussed and assessed in Section 5.3.4 below.

Five houses owned by the CoCT will need to be demolished to accommodate W1. Four single residential erven, erf 11024, 177329, 52423 and 52424 are between Franklin Road and Markham Road. The fifth, erf 53509, is located adjacent Livingstone High School at the intersection between Iman Haron and Chichester Road (See Section 4). The properties are are vacant. No tenants will be therefore be affected. 24 hour security has also be provided to ensure that the properties are not illegally occupied. No households or individuals will therefore be impacted by the demolision of the five houses.

Affected properties (April 2021 design)

Based on the revised design of April 2021 an additional 18 properties will be impacted. The total number of properties impacted by the proposed infrastructure upgrade associated with W1 will therefore be 60. Of the additional 18 properties, 14 are privately owned, and the remaining 4 are owned by the City of Cape Town. Of the 14 privately owned properties, 5 residential properties would be impacted by full acquisition. The April 2021 design will therefore result in physical displacement.

The 5 potentially affected properties are located immediately to the east of the intersection between Chichester and Belvedere Road, on the northern side of Chichester Road. The affected properties are:

- 24 Eastry Road, Claremont, erf 52257.
- 35 Chichester Road, Claremont, erf 146671.
- 33 Chichester Road, Claremont, erf 52256.
- 29 Chichester Road, Claremont, erf 52255[28].
- 127 Belvedere Road, Claremont, erf 52254.

Two of the properties, namely 127 Belvedere Road (Signarama) and 35 Chichester Road (Dental technician) and are currently used for business premises. 24 Eastery Road (Claremont Towing) is a residential and business premise. 29 Chichester Road was also used as a business premise but was sold in May 2021. 33 Chichester Road is a residential property.

Signarama is located at the intersection between Belvedere and Chichester Road. The business manufactures of signs, including license plates etc. The business has operated from the site for ~ 20 and employs 10 full time employees. Due its location it is highly visible and accessible to passing traffic and potential clients. Access is off Belvedere Road with an exit onto Chichester Road. The business is also accessible to staff. The owners of the Signarama indicated that they had received numerous offers to purchase the site due to its location. The owners of Signarama indicated that their preferred option would be retain

[28] 29 Chichester Road was sold in May 2021. The details of the new owner were not available at the time of finalising the SIA Report.

their presence on the site. In this regard the impact on the parking area along Belvedere and section of the existing structure adjacent to Chichester Road can be offset by acquiring a portion of erf 52255 (29 Chichester Road) which is located adjacent to the site. This would enable the business to continue operating on the site. The owners of Signarama indicated that they would be able to accommodate the loss of a section of the existing structure and the loss of parking adjacent to Belvedere Road by providing parking behind the existing Signarama building erf 52255 (29 Chichester Road). The section of the building that is impacted by W1 can be replaced by extending the existing and or constructing a new building on erf 52255 (29 Chichester Road). Alternatively, it may not be necessary to demolish the entire existing structures on erf 52255 (29 Chichester Road). These structures could also be used to off-set building that is impacted by W1.

The owners of Signarama indicated that they would be willing to meet with the City of Cape Town to discuss how operations 127 Belvedere Road (erf 52254) can continue, while at the same time accommodating the needs of W1. This would involve option of leasing and or purchasing erf 52255 (29 Chichester Road) from the City of Cape Town. This would avoid the need for the City to purchase erf 52254 and also create an opportunity to off-set some of the costs associated with the purchase of erf 52255 (29 Chichester Road).

35 Chichester Road (erf 146671) is operated as a dental technician business. The business has operated from the premises for ~ 20 years and employs 4 permanent staff. The building has been modified to accommodate the operations, including the installation of extraction fans in the ceilings and walls, specialised air conditioning for temperature control and specialised work benches. The location of the business is linked to the providing a service to clients and dentists located in the Southern Suburbs. The owner of the business indicated that he would be willing to sell the property to the City of Cape Town and relocate. However, compensation would need to be fair, and market related. Reference was made to the current rates valuation as a starting point for discussions. It would also be necessary to find alternative premises in the Claremont / Kenilworth/ Rondebosch area. All costs associated with the purchase of a new property and relocation would also need to be included. The compensation would also need to include the costs associated with upgrading the new premises to enable it to be run as a dental technician operation.

33 Chichester Road (erf 52256) is a private residence. The owner has lived there for 29 years and has renovated and improved the building over time. The owner indicated that she would be willing to sell her property to the City of Cape Town and relocate. However, compensation would need to be fair, and market related. Reference was made to the current rates valuation as a starting point for discussions. All costs associated with the purchase of a new property and relocation would also need to be included. The owner also indicated that the costs of replacing her security system would also need to be covered.

24 Eastry Road (erf 52257) is occupied as a private residence. The owner also operates his business, Claremont Towing, from the premises. The owner has lived in the property for ~ 20 years. The erf is also relatively larges for the area, ~ 800m^2. The owner indicated that he is reluctant to move. The property is well located in terms of his business, and he has invested significantly in up-grading and improving the property. His willingness to sell would be based on what the City of Cape Town would be willing to offer. All costs associated with the purchase of a new property and relocation would also need to be included.

Based on the findings of the SIA for W2 (Barbour and van der Merwe, 2020), the impacts associated with properties affected by full acquisition can be mitigated by full, market related compensation. This also applies to the properties impacted by W1.

Table 5.12: Impact associated with loss of property

Nature: Loss of property and associated financial impacts		
	Without Mitigation[29]	**With Mitigation[30]**
Extent	Local (2)	Local (2)
Duration	Permanent (5)	Permanent (5)
Magnitude	Moderate (6)	Moderate (6)
Probability	Definite (5)	Definite (5)
Significance	High (65)	High (65)
Status	Negative	Positive
Reversibility	N/A	N/A
Irreplaceable loss of resources?	Yes, loss of property	No, compensation paid
Can impact be mitigated?	Yes	Yes
Enhancement: See below		
Cumulative impacts: Impact on well-being and emotional health, anxiety		

Assessment of No-Go option
There is no impact as it maintains the current status quo.

Recommended mitigation measures
For all affected properties (partial and full acquisition) the valuation and compensation process should:

- Be fair and transparent.
- Compensation should be at market related values and linked to current rates valuations.
- Where required, compensation should include costs to the affected landowner associated with acquiring new property.
- Include the option of an independent valuation if requested. The costs of the independent valuation should be covered by the CoCT.
- Cover the costs associated with relocation.

Where feasible, the CoCT should aim to finalise the negotiation process by the end of 2021.

The City of Cape Town should also meet with the owners of Signarama to discuss how operations 127 Belvedere Road (erf 52254) can continue, while at the same time accommodating the needs of W1. This would involve option of leasing and or purchasing erf

[29] Assumes that adequate compensation is not paid to affected property owners
[30] Assumes that affected property owners are fully compensated for loss of property.

52255 (29 Chichester Road) from the City of Cape Town. This would avoid the need for the City to purchase erf 52254 and also create an opportunity to off-set some of the costs associated with the purchase of erf 52255 (29 Chichester Road).

5.4.4 Impact of bus turn-around facilities

As indicated in Section 4.5.3 and 4.5.4, three bus turn-around facility options were identified. Two of the options are located in Garfield Road (Option 1A and 1B) and one option is located in Loch Road (Option 2). The number of buses using the facilities on a daily basis would be in the region of 12-15 and the use of the transition area would be confined to the am peak. The potential impacts associated with each option are discussed below.

Garfield Road
As indicated above, the section of Garfield Road between Chichester and Iman Haron splits into two roads seprated by a treed middle area that currently provides parking for for customers and employees associated with the small business located along the eastern section of Garfield Road. There are three separate parking areas, namely a southern section located near the intersection with Warrington Road, a central section, and a northern section, located near the intersection with Alamein Street. The southern and northern sections are treed, and provide informal parking (bays are not demarcated). The central section is not treed and formal parking areas are demarcated. The southern and northern parking areas can accommodate ~ 14 and 30 vehicles, respectively. The central, more formal area can accommodate ~ 40 vehicles. The area therefore provides parking space for approximately 84-90 vehicles and is used by both customers and employees. During site visits to the area there were in the region of 50-70 cars were parked in the area on average.

Turnaround Option 1B-Garfield Road
Option 1B will result in the loss of all the parking areas, and majority of the trees. In addition, parking is provided for 14 buses that would be parked on the site during the day. The traffic studies indicate that ~ 30% of west bound morning (am) commuters will disembark at the bus terminal located next to the Kenilworth Centre.

As indicated above, the area that has been identified for the parking area provides parking (~ 90 cars) for customers and employees at the businesses located along the eastern part of Garfield Road. A number of small businesses stand to be directly impacted, including the Cross Fit Gym, I Love Coffee, Furniture Repair Centre, Score Grocery Discounter, Contract Hardware, Brilliant Mechnical Workshop, Mambos, etc. These businesses currently employ in the region of 80-100 employees. I Love Coffee also trains up to 50 deaf people per year to work in the hospitality sector. This area has developed and continues to develop as a small business hub. The W1 MyCiti bus project will increase the potential and attractiveness of this area by making it more accessible. All the commercial properties located along the eastern section of Garfield Road rely on the parking areas for their customers. The loss of parking would have a negative impact on the financial viability of these businesses, which in turn has the potential to result in job losses.

In addition, what is currently a treed, pleasant green linear parking space would have been replaced by a hard surfaced parking lot, where 14 large busses will be parked for ~ 6 hours of the day. The impact of the proposed bus parking area will be two-fold. Firstly, in terms of loss of parking spaces for customers and the impact that this will have on the financial viability of the affected businesses. This will also result in job losses. Secondly, the establishment of a hard, surfaced parking area will impact negatively on the areas sense of

place. This impact will be felt by customers, local business and residents of the flats located to the west of Garfield Road that overlook the treed parking area. Parking areas for large busses do not make for great viewing experiences. Option 1B is strongly opposed by the business owners in Garfield Street. Option 1B is also likely to be opposed by the residents in adjacent flats that overlook the area (visual, noise from busses parking early in the morning etc.). Option 1B is therefore not supported by the findings of the SIA.

Table 5.13: Assessment of the impacts associated with Turnaround Option 1B

Nature: Impact on businesses due to loss of parking areas for customers and impact on sense of place		
	Without Mitigation	**With Mitigation[31]**
Extent	Local-Regional (3)	Local-Regional (3)
Duration	Long Term (4)	Long Term (4)
Magnitude	High (8)	High (8)
Probability	Definite (5)	Definite (5)
Significance	High (75)	High (75)
Status	Negative	Negative
Reversibility	Yes, bus parking area can be removed	
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: Potential impact on business due to impact on access.		

Assessment of No-Go option
There is no impact as it maintains the current status quo.

Turnaround Option 1A-Garfield Road
Option 1A cuts across the central area (Figure 5.1). The area will be a transition area where vehicle checks, and driver change overs can take place during the am peak. Provision has been made for 3 buses. The buses will then drive to the Wynberg Depot where they will be parked before returning to Chichester Road for the pm peak. No buses will be parked in the area. The informal parking areas in the south and north, together with the majority of trees, would be retained. However, Option 1A will impact on the central parking area, which provides parking for ~ 40 vehicles.

There are a number of benefits associated Option 1A compared to 1B, these include:

- The southern and northern "informal" parking areas will be retained.

[31] Not possible to effectively mitigate loss of parking and impact on sense of place associated with Option 1B.

- The majority of trees will be retained, specifically in the southern and northern "informal" parking areas.
- No buses will be parked on the site during the day. The area will be a transition area as opposed to a parking area.

Figure 5.1: Alternative 1A Garfield Road bus turn-around facility

Table 5.14: Assessment of the impacts associated with Turnaround Option 1A

Nature: Impact on businesses due to loss of parking areas for customers and impact on sense of place		
	Without Mitigation	**With Mitigation**
Extent	Local-Regional (2)	Local-Regional (2)
Duration	Long Term (4)	Long Term (4)
Magnitude	Moderate (6)	Moderate (6)
Probability	Highly Probable (4)	Highly Probable (4)
Significance	Medium (48)	Medium (48)
Status	Negative	Positive
Reversibility	Yes, bus parking area can be removed	
Irreplaceable loss of resources?	No	No

Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: Potential impact on business due to impact on access.		

Assessment of No-Go option
There is no impact as it maintains the current status quo.

Despite these improvements, a number of business owners expressed concerns regarding the loss of the parking associated with the "formal" central parking area, which accounts for ~ 40 parking bays (approximately 50% of the available parking). As indicated above, the W1 MyCiti bus project will increase the potential and attractiveness of Garfield Street and the surrounding area as a business node by making it more accessible. It is therefore important to ensure that the bus turn around facility minimises the loss of available parking.

In addition, Option 1A would involve the eastern section of Garfield Road being turned into a one way heading south. A number of business owners indicated that this was not acceptable as it would impact on access by clients. The businesses that stand to be most impacted are located towards the southern end of Garfield Road, and include I Love Coffee, Furniture Repair Centre, Score Grocery Discounter, Contract Hardware, Brilliant Mechnical Workshop, and Mambos. Customers visting these business would no longer be able to access them from Warrington Road.

In addition, concerns were also raised about the use of the northern and southern "informal" parking areas, and if the use of these areas for parking in the future would be formalised by the City of Cape Town. The current proposals for the proposed turn-around facility do not provide any guarantee that these areas can continue to be used for parking.

In this regard two potential alternatives were identified for consideration.

Option 1A-Alternative 1
Alternative 1 involves the ***e***stablish an embayment area along the eastern section of Garfield Road as opposed to cutting across the existing "formal" parking area. This is similar to the design for Option 2 in Loch Road. Buses would then exit Garfield Road at the intersection with Warrington Road. In order to minimise the impact on the central parking area, the embayment should be located as close to the intersection with Alamein Road as possible (Northern end of Garfield Road). The traffic engineers have indicated that this option would create potential challenges in terms of buses exiting / entering via Warrington Road. However, Option 1B, (the City of Cape Town's preferred Option) provides for a bus priority-controlled intersection with Warrington Road (see Figure 4.27). The same facility should also be considered for Option 1A-Alternative 1. The construction of an embayment will also have less impact during the construction phase and cost less than Option 1A. Option 1A-Alternative 1 would result in the loss of some existing trees in the northern informal parking area. The Heritage Assessment would therefore need to consider the loss against the potential social benefits associated with reducing the loss of parking.

Table 5.15: Assessment of the impacts associated with Turnaround Option 1A-Alternative 1

Nature: Impact on businesses due to loss of parking areas for customers and impact on sense of place		
	Without Mitigation	**With Mitigation**
Extent	Local-Regional (2)	Local-Regional (2)
Duration	Long Term (4)	Long Term (4)
Magnitude	Low (4)	High (8)
Probability	Highly Probable (4)	Definite (5)
Significance	Medium (40)	High (70)
Status	Negative	Positive
Reversibility	Yes, bus parking area can be removed	
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: Potential impact on business due to impact on access.		

Assessment of No-Go option
There is no impact as it maintains the current status quo.

Option 1A-Alternative 2
Alternative 2 involves moving the current alignment of bus transition area to the north, so that it reduces the impact on the central parking area. The traffic engineers have indicated that entrance would need to consider the proximity to Alamein Street. Alternative 2 would also result in the loss of some existing trees in the northern informal parking area. The Heritage Assessment would therefore need to consider the loss against the potential social benefits associated with reducing the loss of parking.

Table 5.16: Assessment of the impacts associated with Turnaround Option 1A-Alternative 2

Nature: Impact on businesses due to loss of parking areas for customers and impact on sense of place		
	Without Mitigation	**With Mitigation**
Extent	Local-Regional (2)	Local-Regional (2)
Duration	Long Term (4)	Long Term (4)
Magnitude	Moderate (6)	Moderate (6)
Probability	Highly Probable (4)	Highly Probable (4)
Significance	Medium (48)	Medium (48)
Status	Negative	Positive
Reversibility	Yes, bus parking area can be removed	
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: Potential impact on business due to impact on access.		

Assessment of No-Go option
There is no impact as it maintains the current status quo.

Recommended mitigation measures-Garfield Road
The most socially preferred option would be the establishment of a bus parking/transition area that minimises the loss of parking facilities. In this regard, Option 1A-Alternative 1 is likely to have the least impact in terms of loss of parking. If technically feasible, Option 1A-Alternative 1, the embayment alternative, is the preferred option. As indicated above, the City of Cape Town's preferred Option 1B, provided for a bus priority-controlled intersection with Warrington Road. The same facility should be considered for Option 1A-Alternative 1. Garfield Road should also remain a two-way street.

Turnaround Option 2-Loch Road
Option 2 is located along the eastern boundary of Loch Road, near the intersection with Chichester Road, and consists of 3 bays for bus inspection and driver change. No buses will be parked in the area. The technical reports prepared by SMEC indicates that there is sufficient space along Loch Road for three buses and the provision of a bus driver change and inspection area with a small footprint. However, the report notes that buses would need to make a left turn into general traffic lanes in order to access Loch Road. This may pose road safety issues. A key concern raised representatives from Master Cars was the impact on the facility on the entrance to Master Cars operations on the east of Loch Road, the loss of parking and impact on large vehicle transporter trucks that deliver vehicles the site. These vehicles park in Loch Road and off-loading operations already impact on traffic along Loch Road.

From a social perspective, Turnaround Option 2 is likely to have the least impact on adjacent land uses in the area. Based on the observations during the site visit there appears to be sufficient space to the south of the entrance to Master Cars operations on the eastern side of Loch Road to establish Option 2. The option of extending the facility towards and or in front of the sub-station should also be investigated. This would reduce the potential impact on the operations associated with Master Cars and the number of trees that would need to be removed. The turn-around area would also be located further away from the intersection between Loch and Chichester Road. This would improve traffic safety. The impacts on the residential area on the western side of Loch Road would be limited given that the total number of buses using the facility on a daily basis would be in the region of 12-15 and the use of the transition area would be confined to the am peak. Option 2 is therefore likely to have the least social impact.

Option 2 is also better located in terms of access. Option 1A and 1B require buses to turn right off Chichester across traffic when entering Garfield Road. Likewise, in order to travel to Wynberg Depot, buses need to exit Garfield Road onto Chichester, before turning east to access Doncaster Road at the intersection at the entrance with Access Park. This requires the buses to turn right of Chichester across traffic. Option 2 enables buses to continue down Loch Road before intersecting with Doncaster Road. The concerns raised regarding the need for buses to make a left turn into general traffic lanes in order to access Loch Road therefore also apply to some extent to accessing Option 1A and 1B.

Table 5.17: Assessment of the impacts associated with turnaround Option 2

Nature: Impact on businesses, specifically Master Cars		
	Without Mitigation	**With Mitigation**
Extent	Local (1)	Local-Regional (3)
Duration	Long Term (4)	Long Term (4)
Magnitude	Low (6)	High (8)
Probability	High Probable (4)	Definite (5)
Significance	Moderate (44)	High (75)
Status	Negative	Negative
Reversibility	Yes, bus parking area can be removed	
Irreplaceable loss of resources?	No	No
Can impact be mitigated?	Yes	
Mitigation: See below		
Cumulative impacts: Potential impact on business due to impact on access.		

Assessment of No-Go option
There is no impact as it maintains the current status quo in Garfield Road and Loch Road.

Recommended mitigation measures
The most socially preferred option would be the establishment of a bus transition area that minimises the loss of parking facilities and impact on local businesses. Based on the findings of the SIA Option 2-Loch Road bus turnabout-is the preferred option, followed by Option 1A-Alternative 1. Both options involve the establishment of embayment's that can accommodate 3 buses. In addition, if Option 1A-Alternative 1 or Option 1A is developed, Garfield Road should remain a two-way street.

5.5 ASSESSMENT OF NO-DEVELOPMENT OPTION

The findings of the review of the Western Cape PSDF, CoCT SDF and IDP and the Cape Flats District Plan, indicate that the W1 is aligned with and full supported by the relevant policy and land use planning documents that pertain to the study area. The CoCT SDF and IDP also highlight the key role played by transit-oriented development (TOD) and the establishment of an efficient, integrated public transport system in creating a more inclusive, integrated, and vibrant city that addresses the legacies of apartheid with regard to the built environment, rectifies existing imbalances in the distribution of different types of residential development, and avoids the creation of new structural imbalances in the delivery of services. The No-Development Option would represent a lost opportunity to implement the CoCTs Transit-Oriented Development (TOD) approach to spatial planning and would be contrary to the stated objectives and principles contained in the CoCT SDF and IDP. The No-Development Option is therefore not supported.

Table 5.18: Assessment of no-development option

Nature: The no-development option would represent a lost opportunity to implement the CoCTs Transit-Oriented Development (TOD) approach to spatial planning and would be contrary to the stated objectives and principles contained in the CoCT SDF and IDP.		
	Without Mitigation[32]	**With Enhancement[33]**
Extent	Local-Regional (3)	Local-Regional (3)
Duration	Long term (4)	Long term (4)
Magnitude	Moderate (6)	Moderate (6)
Probability	Definite (5)	Definite (5)
Significance	High (65)	High (65)
Status	Negative	Positive
Reversibility	Yes	
Irreplaceable loss of resources?	No	
Can impact be mitigated?	Yes	
Enhancement: See below		
Cumulative impacts: Negative, linked to lost opportunity for CoCT and residents who would benefit from the project.		

[32] Assumes W1 does not proceed as planned
[33] Assumes W1 proceeds as planned and recommended mitigation measures are implemented.

Recommended mitigation measures

The establishment of W1 is supported. However, the recommendations contained in the SIA should be implemented, specifically the recommendations to address the impact on businesses during the construction phase and the location of the bus turn-around facility.

SECTION 6: KEY FINDINGS AND RECOMMENDATIONS

6.1 INTRODUCTION

Section 6 lists the key findings of the study and recommendations. These findings are based on:

- Review of key policy and land use planning documents that are relevant to the proposed development and the site.
- Review of the information on the history of the study area.
- Review of project related information.
- Interviews with affected property owners and other stakeholders.
- Experience with social impacts associated with linear infrastructure projects.

6.2 SUMMARY OF KEY FINDINGS

The key findings of the study are summarised under the following sections:

- Fit with policy and planning.
- Construction phase impacts.
- Operational phase impacts.
- No-development option.

6.3 POLICY AND PLANNING FIT

The findings of the review indicate that the development of W1 and the provision of safe, accessible, affordable public transport is supported by all the relevant policy and land use planning documents that pertain to the study area, specifically the Western Cape PSDF, CoCT SDF and IDP and the Southern District Plan.

Western Cape PSDF is based on five spatial principles of which three, spatial justice, spatial efficiency and accessibility are of specific relevance to W1. The CoCT SDF highlights the spatial and socio-economic inequalities associated with Apartheid planning and the fact that the city's urban poor are forced to travel – at great cost – from highly dense, under-serviced, predominantly informal areas to sparsely populated, well-serviced areas of the city where employment opportunities are located. Many of the city's urban poor live in the areas that will benefit from W1.

The CoCT SDF and IDP highlight the key role played by Transit-Oriented Development (TOD) and the establishment of an efficient, integrated public transport system in creating a more inclusive, integrated, and vibrant city that addresses the legacies of apartheid with regard to the built environment, rectifies existing imbalances in the distribution of different types of residential development, and avoids the creation of new structural imbalances in the delivery of services.

The Cape Flats DP identifies the challenges associated with east west mobility and importance of the Wetton/Lansdowne Road Corridor in terms of improving access and mobility.

The establishment of the W1 and associated MyCiti bus route is therefore fully supported by key policy and land use planning documents.

6.4 CONSTRUCTION PHASE

The key social issues associated with the construction phase include:

Potential positive impacts
- Creation of business and employment opportunities

Business opportunities
The capital expenditure associated with W1 would be approximately 374 million (2021 rand values). Most of the work associated with the construction phase will be undertaken by local contractors and most of the building materials will be sourced from locally based suppliers. This will represent a positive injection of capital into the local economy. The proposed development would therefore represent a significant opportunity for the local construction and building sector.

Employment opportunities
The construction phase will extend over a period of 2 years and create approximately 300 employment opportunities. Of this total 45% (135) would be low skilled workers, 40% (120) semi-skilled workers and 15% (45) high skilled workers. The total annual wage bill over two years would be in the region of R 88 million (2020 rand values). Most of the wage bill will be spent in the local CCT economy. This would in turn benefit local business.

Most of the employment opportunities are likely to benefit local Historically Disadvantaged (HD) members of the community. This would represent a significant opportunity for the local building sector and members of the local community who are employed in the building sector. The project should also be viewed within the context of the current economic climate in South Africa and the impact of COVID 19. The proposed development would therefore represent a significant opportunity for the local construction sector.

Potential negative impacts
- Impacts associated with the presence of construction workers on site.
- Security and safety impacts associated with the presence of construction workers.
- Noise, dust, and safety impacts associated with construction related activities and the movement of heavy vehicles.
- Disruptions and impact on access to businesses and residences.

The significance of the potential negative impacts associated with presence of construction workers and associated safety and security issues was assessed to be of ***Low Negative*** significance with mitigation. The significance of the impacts associated with extended disruptions will be ***High Negative*** without mitigation and ***Medium Negative*** with mitigation.

Construction related activities will impact on the movement of traffic along Chichester and Iman Haron Road over the 2-year construction phase and result in delays. The construction activities will also impact on access to residential areas, schools, places of worship and business. Commercial and residential properties along the entire extent of W1, including

Garfield Road and or Loch Road, will be impacted to some degree. In the cases of Chichester and Iman Haron these impacts are unavoidable and will need to be managed to ensure that the impacts are minimised, specifically the impacts on local businesses. The impacts on Garfield Road can be avoided by establishing the bus turn-around facility in Loch Road (Option 2).

Chichester Road

The commercial properties located along Chichester Road that stand to be impacted include Access Park, Kenilworth Centre and motor vehicle dealerships located between Garfield and Loch Road. Any form of extended disruption would have a negative impact on the financial viability of these businesses, which in turn has the potential to result in job losses. The residential areas that abut onto Chichester Road between Loch and Rosemead Avenue, and Rosemead Avenue and 1st Avenue (on both the south and north of Chichester Road) will be the most impacted. Measures will need to be taken to ensure that the access to these properties is maintained during the construction phase.

Iman Haron Road

The commercial properties along the south of Iman Haron between Cook Road and the Villagers Office Park that will be impacted include the motor dealerships and shops located between Cook and Livingstone Road, and the businesses located between Livingstone and Stanley Road, including Curtain Corner, Olympic Cycles, Olympic Locksmiths, Thule etc., and Tyger Wheel and Tyre. The commercial properties located on the south of Iman Haron between 1st Avenue and Oakfield Road that will be impacted include Tyre Mart, Midas, Poolside Services, Pampered Paws etc. The construction phase will also impact on access to Livingstone High School, Abbots College, the Claremont Post Office, and Claremont Police Station which all gain access directly off Iman Haron.

All of the commercial properties, specifically the properties located along Iman Haron, rely on direct access of Iman Haron. Any form of extended disruption would have a negative impact on the financial viability of these businesses, which in turn has the potential to result in job losses.

The residential properties along Iman Haron that will be impacted include the two or three residential properties located next to Olympic Cycles (to the west) and the residential properties located on the southern side of Iman Haron between Oakfield Road and the Stanhope Bridge are likely to be the most exposed.

Garfield Road-bus turn-around facility

The construction of the proposed bus turn-around facility in Garfied Road will impact on access to small businesses located along the eastern section of Garfield Road. Any form of extended disruption would have a negative impact on the financial viability of these businesses, which in turn has the potential to result in job losses. In terms of Options, Option 1B will have the most significant impact, followed by Option 1A and Option 1A-Alternative 2. This is due to impact on the central parking area. The impact on the central parking area associated with Option 1A-Alternative 1, the establishment of an embayment area for three buses along the eastern section of Garfield Road near the intersection with Alamein Road, will be significantly lower. Option 1A-Alternative 1, is therefore the preferred option for the establishment of a turn-around facility in Garfield Road.

Loch Road-bus turn-around facility

The impacts associated with the construction of Option 2, the establishment of an embayment area for three buses along the eastern section of Loch Road near the intersection between Loch Road will be lower than the impacts associated with the

construction of a turn-around facility in Garfield Road. This is due to the limited number of business (Master Cars) that will be impacted, and the lower number of parking areas affected. Option 2 is therefore the preferred option for the establishment of a bus turn-around facility for W1.

Table 6.1 summarises the social impacts associated with the construction phase.

Table 6.1: Summary of social impacts during construction phase

Impact	Significance No Mitigation	Significance With Enhancement /Mitigation
Creation of business and employment opportunities	Medium (+)	Medium (+)
Presence of construction workers and potential impacts on family structures and social networks	Low (-)	Low (-)
Threat to safety and security	Low (-)	Low (-)
Impact of construction related activities (dust, noise, safety etc.)	Medium (-)	Low (-)
Disruptions and impact on access to businesses and residences • **Chichester and Iman Haron** • **Option 1B** • **Option 1A and Alternative 2** • **Option 1A-Alternative 1** • **Option 2**	 High (-) High (-) High (-) Low (-) Low (-)	 Medium (-) High (-)[34] Medium (-) Low (-) Low (-)

6.5 OPERATIONAL PHASE

The key social issues associated with the operational phase include:

Potential positive impacts

- Provision of safe, efficient, and affordable public transport.
- Upgrade and landscape Chichester and Iman Haron Road.

W1, which forms part of Phase 2A of the MyCiTi service, will provide safe, affordable, accessible, and efficient public transport for residents that live in Khayelitsha and Mitchells Plain and enable them to access work and retail opportunities in Claremont and Wynberg. The significance of this benefit is rated a ***High Positive.***

The W1 project also creates an opportunity to up-grade and landscape the area adjacent to Chichester and Iman Haron Road and in so doing create opportunities to improve the interface between the road and the adjacent residential areas and support the use of non-motorised transport.

Potential negative impacts

Impact on private properties

The findings of the assessment of the impact on property owners indicate that the design of W1 has sought to minimise the number of private properties that require full acquisition.

[34] Not possible to mitigate the impact associated with the loss of parking areas for local business along Garfield Road.

This is in line with accepted international best practice. In terms of the December 2020 design, five houses owned by the CoCT will be demolished to accommodate W1. The properties are vacant. No tenants will be therefore be affected. 24 hour security has also be provided to ensure that the properties are not illegally occupied. No households or individuals will therefore be impacted by the demolition of the five houses.

Based on the revised design of April 2021, five privately owned residential properties would require full acquisition. As indicated above, a final decision on the preferred design has not been taken. Based on the findings of the SIA the impacts associated with properties affected by full acquisition can be mitigated by full, market related compensation. This also applies to the properties impacted by the April 2021 design for W1. In this regard the City of Cape Town has a formal land acquisition process that is aligned with accepted best practice of providing full compensation at market related prices. The compensation process should also be:

- Fair and transparent.
- Include the option of an independent valuation if requested. The costs of the independent valuation should be covered by the CoCT.

The City of Cape Town should also inform the affected property owners as soon as possible if a decision is taken to approve the revised design of April 2021.

The need to relocate the current activities at 127 Belvedere Road (Signarama) can also be avoided if the recommended mitigation measures are implemented.

Impacts associated with bus turn-around facilities

Three bus turn-around facility options for W1 have been identified. Two of the options are located in Garfield Road (Option 1A and 1B) and one option is located in Loch Road (Option 2). The number of buses using the facilities on a daily basis would be in the region of 12-15 and the use of the transition area would be largely confined to the am peak.

Turnaround Option 1B-Garfield Road

The section of Garfield Road between Chichester and Iman Haron splits into two roads seprated by a treed middle area that currently provides parking (~90) for for customers and employees associated with the small business located along the eastern section of Garfield Road. The impacts associated with Option 1B will be two-fold. Firstly, in terms of loss of parking spaces for customers and the impact that this will have on the financial viability of the affected businesses. This will also result in job losses. Secondly, the establishment of a hard, surfaced parking area will impact negatively on the areas sense of place. This impact will be felt by customers, local business and residents of the flats located to the west of Garfield Road that overlook the treed parking area. Option 1B is therefore not supported by the findings of the SIA.

Turnaround Option 1A-Garfield Road

Option 1A cuts across the central parking area and consists of 3 bays for bus inspection and driver change. The buses will then drive to the Wynberg Depot where they will be parked before returning for the pm peak. No buses will be parked in the area. There are a number of benefits associated Option 1A compared to 1B, these include:

- The southern and northern "informal" parking areas will be retained.
- The majority of trees will be retained, specifically in the southern and northern "informal" parking areas.

- No buses will be parked on the site during the day. The area will be a transition area as opposed to a parking area.

However, Option 1A will impact on the central parking area, which provides parking for ~ 40 vehicles (approximately 50% of the available parking). Option 1A would also involve the eastern section of Garfield Road being turned into a one way heading south. A number of business owners indicated that this was not acceptable as it would impact on access by clients. In addition, concerns were also raised about the use of the northern and southern "informal" parking areas, and if the use of these areas for parking in the future would be formalised by the City of Cape Town. The current proposals for the proposed turn-around facility do not provide any guarantee that these areas can or will continue to be used for parking.

In this regard two potential alternatives were identified for consideration.

Option 1A-Alternative 1
Alternative 1 involves the ***e***stablish an embayment area along the eastern section of Garfield Road as opposed to cutting across the existing "formal" parking area. This is similar to the design for Option 2 in Loch Road. The construction of an embayment will also have less impact during the construction phase and cost less than Option 1A and 1B. Option 1A-Alternative 1 would result in the loss of some existing trees in the northern informal parking area. Option 1A-Alternative 1, is therefore the preferred option for the establishment of a turn-around facility in Garfield Road. The Heritage Assessment would therefore need to consider the loss against the potential social benefits associated with reducing the loss of parking.

Option 1A-Alternative 2
Alternative 2 involves moving the current alignment of bus transition area to the north, so that it reduces the impact on the central parking area. The traffic engineers have indicated that entrance would need to consider the proximity to Alamein Street. Alternative 2 would also result in the loss of some existing trees in the northern informal parking area. The Heritage Assessment would therefore need to consider the loss against the potential social benefits associated with reducing the loss of parking.

Turnaround Option 2-Loch Road
Option 2 is located along the eastern boundary of Loch Road, near the intersection with Chichester Road, and consists of 3 bays for bus inspection and driver change. The buses will then drive to the Wynberg Depot where they will be parked before returning to Chichester Road for the pm peak. No buses will be parked in the area. The technical reports prepared by SMEC indicates that there is sufficient space along Loch Road for three buses and the provision of a bus driver change and inspection area with a small footprint.

Based on the findings of the SIA turnaround Option 2 is likely to have the least impact of all the proposed bus turn-around facilities on adjacent land uses in the area. The option of extending the facility towards and or in front of the City of Cape Town sub-station should also be investigated. This would reduce the potential impact on the operations associated with Master Cars and the number of trees that would need to be removed. The turn-around area would also be located further away from the intersection between Loch and Chichester Road. This would improve traffic safety. Option 2 is also better located in terms of access to the Wynberg Depot. Option 2 is therefore the preferred option for the establishment of a bus turnaround facility for W1.

Table 6.2 summarises the significance of the impacts associated with the operational phase.

Table 6.2: Summary of social impacts during operational phase

Impact	Significance No Mitigation / Enhancement	Significance With Mitigation/ Enhancement
Provision of safe, efficient, and affordable public transport	Medium (+)	High (+)
Upgrade and landscape Chichester and Iman Haron Road.	Medium (+)	High (+)
Loss of private property	Medium (-)[35]	Low (+)[36]
Impact of bus turn around facilities • **Option 1B** • **Option 1A** • **Option 2**	 High (-) Medium (-) Medium (-)	 High (-) Medium (+)[37] High (+)

6.6 NO-DEVELOPMENT OPTION

The No-Development Option represents a lost opportunity to implement the CoCTs Transit-Oriented Development (TOD) approach to spatial planning and would be contrary to the stated objectives and principles contained in the CoCT SDF and IDP. The No-Development Option is not supported.

6.7 CONCLUSIONS AND RECOMMENDATIONS

As indicated in Section 2, legislation and policy embody and reflect key societal norms, values, and developmental goals. The legislative and policy context therefore plays an important role in identifying, assessing, and evaluating the significance of potential social impacts associated with any given proposed development. An assessment of the "policy and planning fit" of the proposed development therefore constitutes a key aspect of the Social Impact Assessment (SIA). In this regard, assessment of "planning fit" conforms to international best practice for conducting SIAs. Furthermore, it also constitutes a key reporting requirement in terms of the applicable Western Cape Department of Environmental Affairs and Development Planning's *Guidelines for Social Impact Assessment* (2007).

The findings of the review of key provincial and local level policy and planning documents indicates that the development of W1 and the provision of safe, accessible, affordable public transport is fully supported by the relevant policy and land use planning documents that pertain to the study area, specifically the Western Cape PSDF, CoCT SDF and IDP and the Southern District Plan.

The findings of the SIA also indicate that the design of W1 has sought to minimise the number of private properties that require full acquisition. This applies to both the December 2020 and April 2021 designs. This is in line with accepted international best practice.

The most significant negative impacts associated with W1 that require attention are:

[35] Assumes that adequate compensation is not paid to affected property owners
[36] Assumes that adequate compensation is paid to affected property owners
[37] Assumes the establishment of Option 1A-Alternative 1.

Disruption and impact on access to businesses during construction
The construction activities will impact on access to business, specifically businesses located along Iman Haron and Garfield Road (associated with proposed bus turn-around area). Any form of extended disruption would have a negative impact on the financial viability of the affected businesses, which in turn has the potential to result in job losses.

The impacts associated with disruptions to businesses along Iman Haron cannot be avoided. However, with careful planning and management they can be mitigated. This includes compensation for losses caused by extended disruptions.

The impacts associated with the construction of a bus turn-around facility in Garfield Road (Option 1A and 1B) can however be avoided by establishing the turn-around facility in Loch Road (Option 2). As indicated below, Option 2 is the preferred option for the establishment of a bus-turn around facility for W1. Alternatively, they can be effectively mitigated by establishing Option 1A-Alternative 1 (embayment area along Garfield Road).

Impacts on private property owners
The 5 privately owned properties may require full acquisition, namely:

- 24 Eastry Road, Claremont, erf 52257.
- 35 Chichester Road, Claremont, erf 146671.
- 33 Chichester Road, Claremont, erf 52256.
- 29 Chichester Road, Claremont, erf 52255.
- 127 Belvedere Road, Claremont, erf 52254.

The impacts can be mitigated by full and fair market related compensation. The need to relocate the current activities at 127 Belvedere Road (Signarama) can also be avoided if the recommended mitigation measures are implemented.

Impacts associated with bus turn-around facilities
The most socially preferred option would be the establishment of a bus transition area that minimises the loss of existing parking areas and impacts on adjacent land uses, specifically businesses in Garfield Road. Based on the findings of the SIA the preferred option is:

- Option 2-Loch Road.
- The second choice is Option 1A-Alternative 1-Garfield Road.

Both Option 2-Loch Road and Option 1A-Alternative 1-Garfield Road involve the establishment of embayment's.

Recommendations
In addition:

- Where possible existing large trees should be retained.
- The avenue of fever trees located adjacent to the Master Cars motor dealership near the intersection with Loch Road should be maintained.
- Emergency phones should be installed at bus stops. These can be used to call emergency service providers should the need arise.
- A pedestrian crossing should be established in the vicinity of 1st Avenue to improve access for pedestrians to the commercial activities located along the northern section of Iman Haron between Livingstone Road and Stanley Road.
- Consideration should be given to the establishment of a memorial to Uyinene Mrwetyana in the open space in front of the Claremont Post Office.

- The design of bus stops shelters should consider prevailing north-westerly winter wind and rain directions to ensure that passengers are adequately protected from the rain.
- Where possible the interface between Lynwood Gardens and Chichester Road should be softened.
- The use of the northern and southern "informal" parking areas along Garfield Road should be formalised.
- Garfield Road should remain a two-way street regardless of the bus turn-around option selected.
- Cover the costs associated with relocation.
- The City of Cape Town should meet with the owners of Signarama (127 Belvedere Road) to discuss how operations 127 Belvedere Road (erf 52254) can continue, while at the same time accommodating the needs of W1. This would involve option of leasing and or purchasing erf 52255 (29 Chichester Road) from the City of Cape Town.

ANNEXURE A

INTERVIEWS

- Mr Faizal Nordien, Hardware Shop, Garfield Road.
- Mr Tian Camphor, Cross Fit Gym, Garfield Road.
- Mr Demetri Economopolous, Score Grocery Discounters, Garfield Road.
- Mr Jonathan Winston, The Furniture Restoration Company, Garfield Road.
- Ms Letitia Brilliant, Brilliant Mechanical Workshop, Garfield Road.
- Mr Gary Hopkins, I Love Coffee, Garfield Road.
- Mr Mike Morritt-Smith, I Love Coffee, Garfield Road.
- Mr Jason Lind, Olympic Cycles, Iman Haron.
- Mr Buks Venter, Tyger Wheel and Tyre, Iman Haron.
- Mike van Zyl, Signarama, Belvedere Road.
- Rodney Gornall, Signarama, 127 Belvedere Road.
- Yusuf Barden, 24 Eastery Road.
- Cynthia Lauder, 35 Chichester Road.
- Nico De Vries, 33 Chichester Road.
- Councillor Sharon Cottle, Ward 58.

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ANNEXURE B

METHODOLOGY FOR THE ASSESSMENT OF POTENTIAL IMPACTS

Direct, indirect, and cumulative impacts of the above issues, as well as all other issues identified will be assessed in terms of the following criteria:

- The **nature**, which shall include a description of what causes the effect, what will be affected and how it will be affected.
- The **extent**, where it will be indicated whether the impact will be local (limited to the immediate area or site of development), regional, national, or international. A score between 1 and 5 will be assigned as appropriate (with a score of 1 being low and a score of 5 being high).
- The **duration**, where it will be indicated whether:
  - the lifetime of the impact will be of a very short duration (0–1 years) – assigned a score of 1.
  - the lifetime of the impact will be of a short duration (2-5 years) - assigned a score of 2.
  - medium-term (5–15 years) – assigned a score of 3.
  - long term (> 15 years) - assigned a score of 4; or
  - permanent - assigned a score of 5.
- The **magnitude**, quantified on a scale from 0-10, where a score is assigned:
  - 0 is small and will have no effect on the environment.
  - 2 is minor and will not result in an impact on processes.
  - 4 is low and will cause a slight impact on processes.
  - 6 is moderate and will result in processes continuing but in a modified way.
  - 8 is high (processes are altered to the extent that they temporarily cease); and
  - 10 is extremely high and results in complete destruction of patterns and permanent cessation of processes.
- The **probability** *of occurrence*, which shall describe the likelihood of the impact actually occurring. Probability will be estimated on a scale, and a score assigned:
  - Assigned a score of 1–5, where 1 is very improbable (probably will not happen).
  - Assigned a score of 2 is improbable (some possibility, but low likelihood).
  - Assigned a score of 3 is probable (distinct possibility).
  - Assigned a score of 4 is highly probable (most likely); and
  - Assigned a score of 5 is definite (impact will occur regardless of any prevention measures).
- The **significance**, which shall be determined through a synthesis of the characteristics described above (refer formula below) and can be assessed as low, medium, or high.
- The **status**, which will be described as either positive, negative, or neutral.
- The *degree* to which the impact can be *reversed*.
- The *degree* to which the impact may cause *irreplaceable loss of reso*urces.
- The *degree* to which the impact can be *mitigated.*

The **significance** is determined by combining the criteria in the following formula:

S=(E+D+M) P; where

S = Significance weighting
E = Extent
D = Duration

M = Magnitude
P = Probability

The **significance weightings** for each potential impact are as follows:

- < 30 points: Low (i.e., where this impact would not have a direct influence on the decision to develop in the area),
- 30-60 points: Medium (i.e., where the impact could influence the decision to develop in the area unless it is effectively mitigated),
- > 60 points: High (i.e., where the impact must have an influence on the decision process to develop in the area).

ANNEXURE C: CV

Tony Barbour
ENVIRONMENTAL CONSULTING AND RESEARCH

10 Firs Avenue, Claremont, 7708, South Africa
(Tel) 27-21-761 2355 - (Fax) 27-21-761 2355 - (Cell) 082 600 8266
(E-Mail) tbarbour@telkomsa.net

Tony Barbour's experience as an environmental consultant includes working for ten years as a consultant in the private sector followed by four years at the University of Cape Town's Environmental Evaluation Unit. He has worked as an independent consultant since 2004, with a key focus on Social Impact Assessment. His other areas of interest include Strategic Environmental Assessment and review work.

EDUCATION

- BSc (Geology and Economics) Rhodes (1984).
- B Economics (Honours) Rhodes (1985).
- MSc (Environmental Science), University of Cape Town (1992)

EMPLOYMENT RECORD

- Independent Consultant: November 2004 – current.
- University of Cape Town: August 1996-October 2004**:** Environmental Evaluation Unit (EEU), University of Cape Town. Senior Environmental Consultant and Researcher.
- Private sector: 1991-August 2000: 1991-1996**:** Ninham Shand Consulting (Now Aurecon, Cape Town). Senior Environmental Scientist; 1996-August 2000: Steffen, Robertson, and Kirsten (SRK Consulting) – Associate Director, Manager Environmental Section, SRK Cape Town.

LECTURING

- University of Cape Town: Resource Economics; SEA and EIA (1991-2004).
- University of Cape Town: Social Impact Assessment (2004-current).
- Cape Technikon: Resource Economics and Waste Management (1994-1998).
- Peninsula Technikon: Resource Economics and Waste Management (1996-1998).

RELEVANT EXPERIENCE AND EXPERTISE

Tony Barbour has undertaken in the region of 260 SIA's, including SIA's for infrastructure projects, dams, pipelines, and roads. All of the SIAs include interacting with and liaising with affected communities. In addition, he is the author of the Guidelines for undertaking SIA's as part of the EIA process commissioned by the Western Cape Provincial Environmental Authorities in 2007. These guidelines have been used throughout South Africa.

Tony was also the project manager for a study commissioned in 2005 by the then South African Department of Water Affairs and Forestry for the development of a Social Assessment and Development Framework. The aim of the framework was to enable the Department of Water Affairs and Forestry to identify, assess and manage social impacts associated with large infrastructure projects, such as dams. The study also included the development of guidelines for Social Impact Assessment, Conflict Management, Relocation and Resettlement and Monitoring and Evaluation.

Countries with work experience include South Africa, Namibia, Angola, Botswana, Zambia, Lesotho, Swaziland, Ghana, Nigeria, Senegal, Mozambique, Mauritius, Kenya, Ethiopia, Oman, South Sudan, Sudan and Armenia.

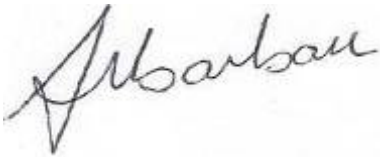
ANNEXURE D: DECLARATION OF INDEPENDENCE

The specialist declaration of independence in terms of the Regulations_

I, Tony Barbour, declare that -- General

declaration:

I act as the independent specialist in this application.
I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant.
I declare that there are no circumstances that may compromise my objectivity in performing such work.
I have expertise in conducting the specialist report relevant to this application, including knowledge of the Act, Regulations and any guidelines that have relevance to the proposed activity.
I will comply with the Act, Regulations and all other applicable legislation.
I have no, and will not engage in, conflicting interests in the undertaking of the activity.
I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the competent authority; and - the objectivity of any report, plan or document to be prepared by myself for submission to the competent authority;
all the particulars furnished by me in this form are true and correct; and
I realise that a false declaration is an offence in terms of regulation 48 and is punishable in terms of section 24F of the Act.



Signature of the specialist:

Tony Barbour Environmental Consulting and Research

Name of company (if applicable):

11 June 2021

Date:

ANNEXURE E

Kenilworth Centre-Alternative Bus Parking Area

Kenilworth Race Course-Alternative Bus Parking Area

Wynberg Depot-Alternative Bus Parking Area