

MINUTES OF PRE-SUBMISSION MEETING WITH DWS AND DEADP FOR THE EXTENSION OF HOUMOED AVE, KOMMETJIE

Date of meeting: 13 December 2016

Record of attendance:

Fred de Villiers	FdV	HHO
Ingrid Eggert	IE	Chand Environmental Consultants
Abraar Mowzer	AM	Department of Water and Sanitation
Eldon van Boom	EvB	DEADP
Shaddai Daniel	SD	Department of Water and Sanitation
Warren Dryer	WD	Department of Water and Sanitation
Maboee Nthejane	MN	DEADP

Apologies:

Rafieka Johaar Chand Environmental Consultants

Record of discussion:

- AM: Welcomed all and thanked them for their time to attend the meeting.
- AM: IE called for the meeting (initially with the DEADP) to discuss the environmental application processes in relation to the proposed extension of Houmoed Avenue in Sun Valley area. Given that the road extension will have implications for the adjacent wetland zone, DWS joined the meeting.
- AM: DWS have previously issued a Directive to the CCT in respect of pollution of the wetland adjacent to the Masiphumelele informal housing area and have since been in numerous discussions with various City departments to discuss the way forward. It is believed that the applications as part of the Houmoed Ave extension project will facilitate the regularisation of the water uses in this area and will serve to improve the water quality concerns in the subject area.
- IE: Chand has an appointment from the City to undertake the applications in terms of NEMA and the National Water Act for the road extension from the Buller Louw Ave side of Houmoed Ave up to Lekkerwater Road. This section of the roadway is urgently required in order to alleviate traffic congestion in the area and even more so because of the imminent upgrading of Kommetjie Main Road.
- IE: Subsequent to the City's discussions with the DWS regarding water quality aspects related to Masiphumelele, the City recognised the need to formalise the informal human settlement and to complete the extension of the roadway up to the other end of Houmoed Ave, which eventually meets up with Kommetjie Main Road. The City acknowledged that this would necessitate joint application process by the City's Housing and Transport Departments.
- IE: In light of different motivations for the road sections and the fact that both sections would be able to function regardless of the other, it is desirable for the client to deal with this under two phased applications. Would this be acceptable?
- EvB: Phased applications such as what is being proposed is not desirable from an incremental decision-making perspective and for this reason, there must be sufficient reasoning that the two phases can function independently. Given the existence of Lekkerwater Road means that the two portions of the roadway can function separately and hence, the phased application approach can be accepted in terms of the NEMA application.
- SD: Agree that phased application is not ideal but can be accommodated from the NWA application perspective.
- EvB and SD: Two separate authorisations (EA and WULAs) will be issued for both phases.
- FdV: Presented the alternatives under consideration. No comment was received on this.
- SD: The Risk Assessment and supporting documentation must be submitted to DWS as soon as possible in order to determine the application process (i.e. General Authorisation or Water Use Licence).

- WD: All the drivers from a water quality and quantity perspective must be taken into account in the freshwater assessments.
- SD: Determine whether the wet area adjacent to Phase 1 has already been delineated as a wetland.
- SD: Stormwater culverts must be designed for the 1:100 year event.
- FdV: This will have implications for the levels and the extent of encroachment into the wetland area (20m vs 25m were discussed).
- EvB: All works within road reserves?
- IE: No, some expropriation of land would be required. A portion of the road reserve is also in private ownership.
- AM: Whilst the applications for Phase 2 are underway, the City would have to keep on cleaning the stormwater drains in the informal settlement and would need to do some interim upgrading ("reblock" and providing better services in Masiphumelele).
- IE: Does the DWS have preferred ideas on the location of the edge between the road and wetland?
- SD: Preferably, the infrastructure must be located within the temporary wet zone and not the permanently wet area. This delineation can be found in the 2006 report done by Dr. Piet Grundling.
- FdV: Will have to confirm whether this is the report that HHO has been working from.
- SD: The road design must be overlaid on a map that shows both the temporary and permanent wet zones so that the balance between areas in the dry, temporary wet and wet zones can be understood for decision-making purposes.
- SD: Where functionality will be lost, offsets would be required.
- SD: The risk assessment can be done for various options (such as the 20m vs 25m encroachment into the wetland) in terms of the design to potentially limit the application to a General Authorisation in lieu of a full Water Use Licence Application.
- IE: Provided a timeline for the Phase 1 and Phase 2 applications and advised that this will be formally communicated in due course.

The meeting concluded at 14:30.