

Integrated City Comment on the BAR for the Govan Mbeki IRT proposal Section E1 (D:EA&DP Reference Numb...
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Integrated City Comment on the BAR for the Govan Mbeki IRT proposal Section E1 (D:EA&DP Reference Number: 16...



Rashaad Samaai <Rashaad.Samaai@capetown.gov.za>

To: Claudette@chand.co.za; Marielle Penwarden

Cc: Info; Andy Greenwood

Reply Reply All Forward

Thu 2021/09/30 10:08

- Integrated City Comment_BAR - Govan Mbeki Rd IRT.pdf .pdf File
- City Parks_17092021.pdf .pdf File
- Electricity G&D_20092021.pdf .pdf File
- Heritage comment_09092021.pdf .pdf File
- RI&M_20092021.pdf
- Water & Sanitation-Bulk_28092021.pdf

Good day Claudette and Marielle

Attached is the City's integrated comment on the above IRT proposal.

The presentation of the information is commendable and it was a pleasure reading the reports. However Section 3.1 of the EMP makes reference to "Khayelitsha Bus depot" and I was wondering if this is a mistake.

Regards

Rashaad Samaai

Environment Professional Officer: Environment & Heritage Management Branch, Environmental Management Department
Spatial Planning and Environment Directorate

WORKING FROM HOME DURING COVID-19

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Via Email dated 17 September 2021

Please note the email comments, dated 17 September 2021, for both IRT's, viz., Along Govan Mbeki and Ottery Roads, below from Ashton Mouton serves as part of the formal comment, from the Recreation and Parks department:

The IRT Ottery Road Strandfontein Road to M5:

- The proposed IRT Ottery Road Strandfontein Road to M5 removal, transplantation and new planting of trees impacting the development is noted and restoration and rehabilitation of Public Places and Open Spaces should be reflected, on the Master Landscape plan, as well as a year's maintenance and management that should also be stipulated in the Environmental Management Programme.
- A tree survey plan and Master Landscaping plan will be requested from the Landscape Architects for further detailed assessments at a later stage.

Post application BAR for the proposed IRT Phase 2A Section E1 along Govan Mbeki Road:

- The proposed IRT Phase 2A Section E1 along Govan Mbeki Road removal, transplantation and new planting of trees impacting the development is noted and restoration and rehabilitation of Public Places and Open Spaces should be reflected, on the Master Landscape plan, as well as a year's maintenance and management that should also be stipulated in the Environmental Management Programme.
- A tree survey plan and Master Landscaping plan will be requested from the Landscape Architects for further detailed assessments at a later stage.

Sihle and Ashton's comment brought forward:

Post application BAR for the proposed IRT Phase 2A Section E1 along Govan Mbeki Road:

- Most of the comments made on the BAR concerning the Biodiversity aspect are mostly for Edith Stevens Nature reserve and the Biodiversity Management Branch has made extensive comments on this matter, therefore no need to further comment on Edith Stevens Nature reserve.
- Most of the POS areas (1-RE) on the development IRT route have been highly degraded through uncontrolled wildfires, overgrazing of cattle, off-road driving, invasive alien grasses (kikuyu, etc) and alien species like Acacia saligna.
- The area (1-RE) is very much degraded and the development won't have a significant impact on the remaining biodiversity (if any) found on this site.

IRT Ottery road – Strandfontein Road to M5

- The proposed development will not have major impacts on the Bamboes vlei wetland biodiversity as the area has low levels of Biodiversity present on site however the development should adhere to the conditions within the EMP to not disturb the core wetland area.
- Prevention of wildfire during operations (Fire management plan and mitigation plan) should be added as to not disturb the natural cycle within the Bamboes vlei and Youngsfield wetlands.
- Revegetation of areas affected by development within the Bamboesvlei, Youngsfield and offset wetland should not be introduced material (soil and vegetation included) but material from site.

Kind regards

Jennifer Pienaar

Senior Professional Officer: Facilities Management and PMO - Recreation and Parks Department
Community Services and Health

Email: Jennifer.pienaar@capetown.gov.za



Xavier Rosenberg
Principal Technician

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Your Ref:

2021-09-20

NAUSHEENA PARKER-MALLICK
ENVIRONMENTAL MANAGEMENT DEPARTMENT

BASIC ASSESSMENT REPORT FOR THE PROPOSED INTEGRATED RAPID TRANSPORT (IRT) SYSTEM PHASE 2A TRUNK ROUTE ALONG GOVAN MBEKI ROAD FROM INTERSECTION WITH HEINZ/ OTTERY ROAD TO LINK ROAD, MANENBERG/ GUGULETHU

This Department has no objection to the abovementioned proposal subject to the following conditions:

1. Any alterations or deviations to electricity services necessary as a consequence of the proposal, or requested by the applicant, will be carried out at the applicant's cost.
2. Electricity infrastructure currently exists on the property and must be relocated. Application shall be made to the Electricity Generation and Distribution Department in this regard.
3. A wayleave shall be obtained from the Electricity Generation and Distribution Department before any excavation work may commence. In this regard, please contact the Drawing and Record Centre Office South (telephone 021 400 4780).

Yours faithfully

DIRECTOR: ELECTRICITY GENERATION AND DISTRIBUTION

Via Email dated 9 September 2021

Heritage Western Cape provided the required final comment on 19 October 2016 stating that no further heritage studies were required as no heritage resources were anticipated to be impacted. Nevertheless, a heritage report was prepared which did identify the heritage resources in the area but concluded they would largely not be impacted, except for the remnant mature gum trees. However, replacement trees have been indicated in the landscape plans provided.

Thus, as the required HWC comment has been obtained and the only heritage impact on existing trees will be mitigated with new tree planting, the Heritage Resources Section has no further comments or requirements for this application.

Kind regards,

Philip Smith

Heritage Professional: Environment and Heritage Management Branch

Environmental Management Department, Spatial Planning and Environment Directorate

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E-mail: water.info@capetown.gov.za
Evaluator: S.M. Mgabhi

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MEMORANDUM

DEPARTMENT: WATER AND SANITATION

DIRECTORATE: WATER AND WASTE

Our Ref. : 20210913_AC
Date : 28 September 2021
Attention : Rashaad Samaai
Email : Rashaad.Samaai@capetown.gov.za

WATER AND SANITATION COMMENT FOR THE POST APPLICATION DRAFT BAR FOR THE PROPOSED IRT PHASE 2A TRUNK ROUTE: PORTION E1 OF GOVAN MBEKI ROAD FROM INTERSECTION WITH HEINZ/OTTERY ROAD TO APPROX. 130M EAST OF LINK ROAD, MANENBERG AND GUGULETHU.

BACKGROUND

This memorandum serves as a comment on the water and sewer network and bulk services affected in terms of the Environmental Impact Assessment Regulations promulgated in terms of the National Environmental Management Act of 1998 (no 107 of 1998), as amended on 8 December 2014.

The applicant proposed the Integrated Rapid Transit (IRT) bus lanes as part of the IRT Phase 2A trunk route development. The focus area of this application for the Environmental Authorisation process comprises the proposed upgrades to Govan Mbeki Road / M9 from the corner of Heinz/Ottery Road to just beyond Link Road, approximately 3.5km to the east. See attached figures and submitted documents for the location of the affected stretch of road.

LOCALITY MAP: IRT PHASE 2A TRUNK ROUTE SECTION E1



This report provides an overview of the existing water and sewer infrastructure near the development.

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WATER RETICULATION

Heinz/Ottery Road to Vygekraal/ Wye Road:

The City's water reticulation model indicates a 225 mm Ø reticulation main along Heinz Road, northward of the Govan Mbeki (Lansdowne Road) from the intersection to Lonedown Road. On the south side of Govan Mbeki intersection with Heinz and Ottery Road is a 160 mm Ø and a 300 mm Ø reticulation main stretching south along the Ottery Road. Both these reticulation mains connect to the 300 mm Ø distribution bulk main (DBM). The 300 mm Ø DBM is an extension of a 450 mm Ø DBM laid along the stretch of Govan Mbeki Road from the intersection with Heinz and Ottery Road to Vygekraal and Wye Road (or Jakes Gerwel Drive (former Vanguard Drive) off-ramp).

See Figure 1 and 2 for the existing water infrastructure layout.

Vygekraal/ Wye Road to Duinefontein Road:

There are four reticulation mains on the affected stretch of Govan Mbeki Road from the Vygekraal and Wye Road intersection to Duinefontein Road. These include a 150 mm Ø reticulation main and a 535 mm Ø DBM laid along or parallel M9 lanes. The last two pipes are 300 mm Ø DBM laid across M9 approximately 40 m before Duinefontein Road, and lastly, a 500 mm Ø DBM crossing along the Duinefontein Road alignment.

See Figure 2 and 3 for the existing water infrastructure layout.

Duinefontein Road to Link Road:

There is a 300 mm Ø DBM parallel to the northern boundary of the affected stretch of Govan Mbeki Road from Duinefontein Road to Link Road. Except for the supply of 150 mm Ø reticulation main and the 535 mm Ø DBM, the 300 mm Ø DBM supply two more reticulation mains along the affected stretch of Govan Mbeki Road from Duinefontein Road to Link Road. These include a 110 mm Ø reticulation connection main crossing Govan Mbeki Road from the node on the southern boundary of Erf 8057, Gugulethu. The last connection is a 300 mm Ø DBM crossing Govan Mbeki Road from the node on Erf 1-RE, parallel to the southern boundary of Erf 15488, Gugulethu. The last connection is a closed 350 mm Ø DBM along the Link Road alignment; this may need to be confirmed.

See Figure 4, 5 and 6 for the existing water infrastructure layout.

BULK WATER

There is a 1500 mm Ø bulk water main (at the intersection of Govan Mbeki Road with Vygekraal and Wye Road) crossing Govan Mbeki Road along the north/south alignment parallel to the Vygekraal Road.

There is also an 815 mm Ø bulk water main traversing Erven 48-RE (Lotus River pedestrian bridge) and 332. Erven 48-RE and 332 are abutting the northern boundary of Govan Mbeki Road, and both erven are within 241 m from Duinefontein Road. The 815 mm Ø bulk water main extends along the Govan Mbeki Road for the entire affected stretch and beyond.

See all attached figures.

SEWER RETICULATION

The City of Cape Town's sewer reticulation model indicates no sewer infrastructure within the proposed development area.

See Figure 7 for the existing sewer infrastructure layout.

CONCLUSION

There is extensive water infrastructure affected by the proposed IRT Phase 2A Trunk route development. This development will affect a number of the bulk water and water reticulation infrastructure, which requires necessary precautionary measures and involvement of the affected branches within the City of Cape Town.

General/ Disclaimer

1. Information provided is based on the best available data.

Yours Faithfully

9/28/2021

X 

Signed by: Ashiekah Salie

On behalf of

Zolile Basholo

TECHNICAL SERVICES DIRECTOR: WATER & SANITATION DEPARTMENT



Rashaad Samaai
Environment & Heritage Management
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The Director
Chand Environmental Consultants
P O Box 238
Plumstead
7801

Attention: Claudette Muller

30 September 2021

INTEGRATED COMMENT ON THE POST-APPLICATION BASIC ASSESSMENT REPORT FOR THE PROPOSED IRT PHASE 2A TRUNK ROUTE: PORTION E1, 3.5KM OF GOVAN MBEKI ROAD FROM INTERSECTION WITH HEINZ/OTTERY ROAD TO APPROXIMATELY 130m EAST OF LINK ROAD, MANENBERG & GUGULETHU (DEA&DP REFERENCE: 16/3/3/1/A2/19/3040/21)

The abovementioned post-application Basic Assessment Report (BAR) dated August 2021, has reference.

The BAR was circulated to relevant City departments for comment. Comments were received from Heritage Resources, Roads Infrastructure Management, Electricity Generation Distribution, Recreation and Parks, Water and Sanitation and the Biodiversity Management Branch. No objections were received. Below is a summary/ key points of each department and detailed comments are attached under Appendix A.

1. Electricity Generation & Distribution – Xavier Rosenberg

Electricity Generation & Distribution supports the proposal in principle and notes that any changes to electricity infrastructure and services will be for the applicant's expense.

2. Recreation and Parks – Jennifer Fabing, Sihle Jonas and Ashton Mouton

Recreation and Parks supports the IRT proposal in principle and requires that the 1) Master Landscape plan be amended to include the rehabilitation of Public Places and Open Spaces and 2) a year's maintenance and management should be specified in the Environmental Management Programme.

3. Road Infrastructure and Management (RI&M) – Fatiema Benjamin

The Road Infrastructure and Management branch supports the IRT proposal in principle and requires that a full set of civil services plans, particularly roads and stormwater, are submitted to their office for evaluation and approval before construction drawings are finalised.

4. Water and Sanitation (Bulk Services) – Ashiekah Salie

The Department states that the proposal will impact a number of the bulk water and water reticulation infrastructure. Its therefore crucial that timely consultation take place with the relevant branches prior to the approval of final drawings.

5. Biodiversity Management Branch – Dalton Gibb and Luzann Isaacs

The Edith Stephen Nature Reserve (ESNR) is located along the proposed route and it contains seasonal wetlands and habitat for a number of threatened species which include waterfowl and amphibian species; reptiles and mammals; *Isoetes capensis* (which is a plant found nowhere else in the world) and the site has a German homestead that was built in the late 1800's. The applicant acknowledged the importance of the ESNR and adequately assessed the potential impacts of the proposal on the nature reserve. The Biodiversity Management Branch (BMB) supports Alternative 3 as it avoids the ESNR and the assessment showed that it is acceptable from a biodiversity perspective but recommends that the mitigation measures as contained in the BAR and EMPr, be updated to address the impact of street lighting on the nature reserve and that timely consultation with BMB takes place before final approval of drawings/plans relating to stormwater management, landscaping, rehabilitation, street lighting, fencing and the retaining wall.

Lastly, it is advised that all references to Edith Stephens Wetland Park in the BAR and EMPr be changed to the Edith Stephens Nature Reserve.

6. Environment & Heritage Branch - Rashaad Samaai (Environment) & Philip Smith (Heritage)

Environment

Specialist freshwater and botanical studies were undertaken to identify environmental resources in the study area which acknowledged the importance of the Edith Stephen Nature Reserve as a highly significant environmental resource. Alternative road proposals were identified and the assessment process showed that Alternative 3 is acceptable from a biodiversity perspective. EMS endorses the findings in the BAR and agrees that the mitigation measures, as contained in the BAR and EMPr, would mitigate the potential impacts on significant environmental resources.

Heritage

The Heritage Resources Section has no objection to the proposal since the impact on heritage resources was satisfactorily addressed.

My Department reserves the right to revise its comment based on new information received.

Kind regards

ANDY GREENWOOD

Regional Manager: Southern Region

Environmental Management Department

APPENDIX A



CITY OF CAPE TOWN
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TRANSPORT DIRECTORATE
ROAD INFRASTRUCTURE AND MANAGEMENT
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Fatiema Benjamin
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20 September 2021

PROPOSED IRT PHASE 2A SECTION E1 ALONG GOVAN MBEKI ROAD

In principle, Transport: Road Infrastructure and Management offers no objection to the proposal provided that a full set of civil services plans, particularly roads and stormwater, are submitted prior to building plan approval.

All stormwater run-off shall be conveyed to the municipal stormwater system in accordance with an approved management plan and the management plan conforms to the overall master planning of the area.

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