

N21 (R300) Cape Town Ring Road
Draft Notes from One-on-One Meeting
False Bay Ecology Park/Blaauwberg Conservation Area

TIME: 13h00 – 14h00
DATE: Wednesday, 18 September 2002
VENUE: Power Group of Companies, Blackheath

1. Attendance

NAME	ORGANISATION
Joanne Jackson	City of Cape Town
Julia Wood	South Peninsula Administration
Joy Garman	South Peninsula Administration
Poens Venter	Penway Consortium
Des du Preez	Chand/Ecosense JV
Sadia Chand	Chand/Ecosense JV
E Herschell	Chand/Ecosense JV

2. Introduction

S Chand opened the meeting at 13h00 and welcomed all those present. The purpose of the meeting was to investigate and record what issues would need to be addressed if the proposed N21 (R300) Cape Town Ring Road was approved.

The following issues were raised by the attendees during the discussion:

COMMENTATOR	COMMENT	RESPONDENT	RESPONSE
ISSUE: Alternatives			
J Wood	I would like to enquire about the 'no development' option. The alternatives for this road are not being adequately considered. What alternatives are there? What about Baden Powell?	S Chand	We are going to look at the 'no-go option' in the Environmental Impact Report When Chand Ecosense JV was appointed, alternatives had been investigated already. We were told that the Baden Powell alternative would not be feasible because of the dune vegetation system. I believe that Theo Stock from ZEF provided/confirmed this information.
J Wood	I would like to clarify which roads in	P Venter	These are:

	the south exist and which could be considered for alternatives.		1. The Cape Flats Freeway Alignment 2. Baden Powell Drive 3. The Coastal Arterial.
J Wood	These three need to be taken through an Environmental Impact Assessment process.	S Chand	The Cape Flats freeway is not considered an alternative. I understand that with regards to the southern link (i.e Sector 1), if both routes are not approved, the entire scheme falls.
		P Venter	Note that Baden Powell Drive would not serve the purpose of a higher order mobility route.
J Jackson	The confusion lies in all the names – we do not get a sense of the alternatives available.	P Venter	Investigations took place originally from 1996 to 2000, by Kayad Consulting Engineers. The consultations held at that time were unofficial. A decision was then made based on those meetings. An evaluation of the routes had taken place by then. Subsequently, the City of Cape Town commissioned a study on Baden Powell Drive, which included Princess Vlei. This should be made available to you. The City of Cape Town would like to upgrade Baden Powell, but

			cannot drop the Cape Flats Freeway. Our alignment follows the coastal arterial system (except when it becomes parallel to Vanguard Drive). We can't drop this without project level investigation. We have asked Eileen Weinronk and John Marthese to come to a consensus in this regard.
J Wood	Can National Government not override their decision?	S Chand	If National could override them, it would be to nobody's benefit.
J Wood	In terms of the EIA, you should include Baden Powell as an alternative. Consider this because John Marthese is looking at it from purely an engineering perspective.	S Chand	Note that Eileen Weinronk is looking at it from an environmental perspective..
J Wood	You need to get the language clear and explain the alternatives.	P Venter	Yes, upfront the record will be set straight. A description of how the original alternative was considered and why the decision was made in relation to the transport network will be included.
J Wood	There is a concern with where the roads end up - what happens on the corner of Main Road and Steenberg Road? What about the impact when you get to the end of it? Comments are needed on this. Gabi Wagner (710 8000) has done some work on this.	S Chand	Yes, the city has requested investigation into what happens to the rest of the network.
J Wood	Between Zeekoevlei and the Waste Water Treatment Works, there is no proclaimed road?	P Venter	That is correct.

ISSUE: Zandvlei			
J Wood	We are in the process of trying to proclaim the Westlake wetlands a local authority nature reserve. To do this we need to propose the reserve boundaries and advertise before year end.	P Venter	Noted. If all things go to plan, the road should be aligned as far as possible from the boundary. What is the timing on this process?
J Wood	From Council, the application goes to the WCNC Board. Approval takes about six months to a year. It is a long process. Could we perhaps acquire a GIS layout of of the alignment?	P Venter	The problem with this request is that the alignment may still change.
J Wood	Please will you take into account two reports, one done by Bill Harding, the other by Jessica Hughes on Keyser River, which is a sensitive salt marsh area. Martin Thompson has also done work in this area. Wide bridge spans are needed over the Keyser and Sand Rivers. We could forward these reports to you.	P Venter	Noted. Thank you.
ISSUE: Proposed False Bay Ecology Park			
J Jackson	The issues have been put on the table, but I would like to put forward a specific statement, where the Park's interest is at heart. The biophysical issues are not so great, but from a socio-economic point of view, the integrity of the park could be jeopardised. Are you looking at investigating the environmental economics of this impact?	S Chand	Yes, Hugo van Zyl (Independent Economic Researchers) and Barry Standish (economic specialist) are to investigate this. The issue was beated in a recent meeting. Barry Standish said that it is not a simple thing to do, and he would not want to approach it unless he knew he could do it properly.
J Jackson	This area is valuable. Open space isolated within the City itself is rare, it is within easy reach for city dwellers. The area is difficult to quantify as a result. Jane Turpie is one who would know how to do this. Note that our emphasis is on the integrity of park.	S Chand	Noted. I will speak to Hugo to see how a functioning wetland can have socio-recreational value.

		D Du Preez	Note that this has been looked at in the tourism report, from a tourism point of view.
J Jackson	So the economic study is a work in progress.	S Chand	Correct.
J Wood	Yes, this is very important. One can look at the botanical study and perhaps mitigate, but often, the social aspects and 'wilderness feeling' is totally lost. 'Bush Therapy' in city environment is largely valuable.	S Chand	Agree. We met with Dalton Gibbs and although there may be a potential solution to a visual impact, one cannot mitigate the 'wilderness feeling'.
J Wood	Could you not bury the road?	P Venter	Yes, but at enormous cost.
		S Chand	Beyond the integrity of the Park, are there any other aspects that we need to know about?
		P Venter	This park is currently proposed. What would make it a reality?
J Wood	It doesn't matter if it is proclaimed or not. It is really an Open Space area, whatever it become, and it is important to recognise that it forms a really important wilderness experience. Tourists are already taking advantage of the opportunities there.	S Chand	Noted.
J Jackson	Look at the Westlake wetlands. very difficult to get an area proclaimed as a reserve. An area's status does not detract from its importance.	S Chand	Agreed.
J Wood	This area (Strandfontein) is a core botanical site. It is also needed to maintain links (ecological corridors) to Rondevlei and other open spaces. In Jessica Hughes report, it says that it would help the Oystercatchers if Baden Powell was to go back behind the foredunes. Note that the issue is not just of a road, but how big this road may be.	P Venter	Noted.
ISSUE: Blaauwberg Conservation Area (BCA)			

J Jackson	In the northern sector, there has been a change in the alignment in the Vissershok area. How does this fit in with the BCA? Does it go through the BCA buffer area? There is an new waste site (apparently in the BCA buffer area), which may be in the way A study is being done of key nature areas here and a GIS map of the alignment is needed.	P Venter	Noted. The alignment runs south of the BCA. We will determine where the waste site is.
J Wood	There will be an impact on entire public transport system.	S Chand	We spoke to Sue Lane and debated the public transport issue. It does not fall under the scope of what we are doing, but we are to include it the final report.
J Wood	Are you considering the pollution aspects in terms of a major road? The more users, the more air pollution.	S Chand	Yes, this will be done.
J Jackson	What about the possibility of the GIS map, even if only in draft format.	P Venter	Yes, I will get A Officer to contact you, as long as you know that the alignment may still change.

3. Conclusion

S Chand thanked all those present for attending and closed the meeting at 14h30.