

PROPOSED N21 (R300) CAPE TOWN RING ROAD

Minutes Of Meeting: City Of Cape Town (CCT): Catchment, Stormwater and River Management

TIME: 14h00 – 15h00
DATE: Wednesday 26 March 2003
VENUE: 38 Wale Street, Cape Town

1. ATTENDANCE

NAME	ORGANISATION	TELEPHONE
Mark Obree (MO)	Catchment Stormwater and River Management (CSRM)	
Bryan Nicolson (BN)	CSRM	
Martin Thompson (MT)	South Peninsula Administration	021- 7108128
Rod Arnold (RA)	CSRM	021- 4003549
Theunis van Schalkwyk (TvS)	Goba Moahloli Keeve Steyn	021 - 9758235
Desiree du Preez (DdP)	Ecosense	021 - 8872654

2. ISSUES ARISING

The following issues arose out of the discussion:

- MO stated that the objective of the meeting was to deliver comment of CSRM in terms of overall policy. Detailed stormwater approvals differ for different districts. He stated that the details presented at the meeting may conflict with the district managers' comments. No communication has occurred with district managers up to this stage. Thus MO stated that general principles were to be discussed for preliminary design. After the initial design has been completed, this could be submitted for detailed comment.
- MO addressed hydraulic issues and stated that putting obstructions in a watercourse where the road crosses it, may not have a significant influence on water levels up or downstream of the road during a 100 year flood. The CCT was embarking on a process to decanalise rivers with the aim of returning to a natural river situation e.g. The Sand River Canal – culverts here would not be appropriate. Rivers are to be returned to a more natural state of open watercourses (e.g. lining the bottom of watercourses with stone, planting buffers and providing space for humans and animals). Ecological and social issues would need to be addressed. With regard to buffer widths, bridges would need to encroach on buffer widths. The question of how far to move 'into' a river with an embankment is difficult. Local studies would need to be done to ascertain how to best deal with local issues. The piers for bridges within buffers would, however, be fine.
- TvS asked how to determine what would be required.

MO replied that Bill Harding (who has conducted the freshwater ecology impact assessment for the project) would be able to assist in this regard.

Ecological buffer widths are always debatable.

- DdP stated that these requirements are generally in line with BH's recommendations for positive impacts.

MO responded that the requirement for the actual decanalising is not expected from the concessionaire, but that decanalising was to be accommodated in terms of foundations, bridge structures, etc.

- TvS asked whether one needed to allow for clearance for machinery underneath the bridge.

MO replied that the normal bridge height would accommodate machinery.

- MT stated that the CCT could offer fill sand from Zandvlei that would need to be excavated, as there is a need for the dredging of Zandvlei.

MO responded that disposal of such material was always a problem.

MT stated that detailed studies of Zandvlei were available. The material had only to be tested for suitability.

- TvS asked whether the area in question is on municipal property.

MT responded that it was.

- RA stated that the timescale was an issue.

MT stated that dredging would not be likely to take place before the road construction due to budget constraints.

- TvS stated that the engineers would only do bridge schedules at this conceptual design stage and not the detailed design stage. He asked whether this would be sufficient for submission for CSR comment.

MO responded that hydraulic, ecological and social information should be presented to support the proposed design. This information would need to be presented with the plans.

- RA asked whether the planned width could change in the detailed design.

TvS replied that he hoped that this would not be the case. The information would be presented for tender purposes, stating that it meets the requirements of the CCT and should therefore not be changed without approval from the CCT.

- DdP asked whether stormwater entering the river from the road was a concern.

MT said that they would like to see innovative design with regards to the prevention of pollution. He referred to an article dealing with wetland conservation on the N3 in the *Urban Green File* of Jan/Feb 2003.

MO added that innovative thinking was required in terms of ecological and social impacts of bridge structures and stormwater disposal.

BN added that one was to look at the social issue of access to Zandvlei for the poorer communities.

MO referred to CMOSS (Cape Metropolitan Open Space System) in the MSDF (Municipal Spatial Development Framework), as river corridors form part of the MOSS.

- TvS explained the proposed route to Blouberg.

MO stated that one was to look at development plans for stormwater proposals, including drainage patterns and stormwater crossing points.

- TvS asked about the crossings of small streams in the Durbanville farming area.

MO responded that detailed investigations were required for each crossing and that a sketch was to be provided of each crossing, with backup reports explaining the reason for the crossing. A summary of how the preliminary designs were derived would also be required. Furthermore, foundations would require a geotechnical study to be carried out.

TvS stated that only preliminary geotechnical investigation would be done at this stage.

MO stated that the CCT respects Bill Harding and trusts that he would suggest good recommendations. MO suggested that a hydraulic engineer and planner (to address MOSS) also be commissioned.

- BN stated that flood lines have been determined for the Sand River and that these were obtainable.

MO stated that he would act as the local contact point and liaise with the district managers for comment. It was added that TvS should also liaise with the district managers, as they would have information regarding flood lines and other studies in the relevant areas.

TvS stated that information would come through John Martheze. Minutes from this meeting would be sent to the district managers for their information.
