


Mandla Zuma


From: JaneE@joburg.org.za
Sent: 14 June 2013 11:35 AM
To: Mpho Manyabe
Cc: Craig Allen; "prettyl@joburg.org.za," supportc@joburg.org.za; Mashudu_Ratshitanga/joburg.org.za@joburg.org.za
Subject: Re: Johannesburg Development Agency (JDA) Ingonyama Road Link Extension



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Hi Mpho

I understand that SEF has already directed a query in this regard to our Environmental Regulatory Services (Mashudu Ratshitanga) and that following a site inspection, comments on our requirements are already being compiled and will be sent to you shortly. Under the circumstances, I do not think there is a need for a meeting. I think the best is for you to await the comments, and decide thereafter whether you still require a meeting to discuss issues.

Regards
Jane Eagle

Assistant Director: Open Space Planning
Natural Resources Directorate
Environmental Management Department
City of Johannesburg
8th Floor, Traduna Building, 118 Jorissen Street, Braamfontein

Tel: 011 5874271
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Mpho Manyabe
<mpho@sefsa.co.za>

06/13/2013 11:24 AM

To: "janee@joburg.org.za" <janee@joburg.org.za>
cc: "prettyl@joburg.org.za" <prettyl@joburg.org.za>, "supportc@joburg.org.za" <supportc@joburg.org.za>,
Craig Allen <craig@sefsa.co.za>
Subject: Johannesburg Development Agency (JDA) Ingonyama Road Link Extension

Good Day Jane,

As per our telephonic conversation, the Johannesburg Development Agency (JDA) are currently in the roll out phase for the re-development of the Diepsloot Roads Precinct. As per the project plan, they propose to roll out the upgrade of various roads within the Diepsloot area through a phased approach. SEF have been commissioned to undertake a Basic Assessment (BA) and the Water Use license Application (WULA) processes for their Phase 2 stage.

We would like to convene a meeting with the City of Johannesburg to discuss issues pertaining to the wetland(s)

around the proposed route/area. Please do forward this email to all the other relevant people within the Municipality.

Please do let us know if it would be possible for us to meet on 25 June 2013.

Your quickest response in this regard will be highly appreciated.

Regards

Mpho Manyabe N Dip: Environmental Sciences
Environmental Manager: Pretoria Office
Strategic Environmental Focus (Pty) Ltd



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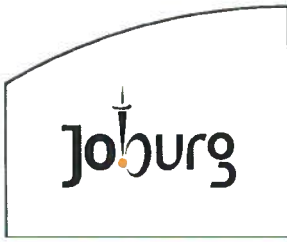
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IMPACT MANAGEMENT AND COMPLIANCE

INTERNAL MEMO

TO : Nokuthula Sibiyi

DEPARTMENT : Johannesburg Development Agency

FROM : Mashudu Ratshitanga

DATE : 14 June 2013

PROJECT DESCRIPTION: PROPOSED BRIDGE ON INGONYAMA ROAD, DIEPSLOOT

Reference is made to your request for input from this department regarding the EIA for the proposed bridge and road upgrade.

A site inspection was conducted on the 8th June 2013 by impact management and compliance (Mashudu Ratshitanga and Lungile Mkhungo) and Natural Resources Management Directorates officials (Support Chavalala, Livhuwani Nevhutalu and Pule Makena).

Purpose of site inspection

The purpose of the site inspection was to see the area and establish types of natural resources studies that would be relevant for the proposed activity.

The site is situated within the area under the City of Johannesburg Counsel, Diepsloot area, Diepsloot WES EXT 2. The proposed bridge will join Ingonyama Road (called King Senzangakhona Road on CoJ Maps) from Diepsloot west x 2 to Diepsloot x 5 (see **figure 1 below**).



Figure 1: The City of Johannesburg map showing the wetland point where the proposed bridge will cross.

Observations

During the site inspection the following observations were made:

- The wetland reach proposed for bridge construction is at the converging point of two wetlands.
- The left bank of the active channel associated with the wetland is impacted on with silt, and there are houses which are situated close to the road.
- There is a gabion structure erected through/ across the road. This site (bank) was also impacted by storm water which has resulted into soil erosion.
- The reeds control activity by JCP was also observed at the site.
- Whilst on site, it was also observed that there is part of the site was being utilized for informal brick making activities.

From the above observations, the department proposes amongst others the following studies:

1. A **wetland study**, including delineation, conducted by suitably qualified specialists as prescribed by South African Council for Natural Scientific Professions Act (Act No. 27 of 2003).
2. **Rehabilitation and monitoring plan** of degraded areas. It is also required that the wetland be rehabilitated and conserved under the supervision of a suitably qualified SACNASP specialist.
3. Composite **sensitivity map** taking into consideration all sensitive areas, plus associated buffers, as mapped by the specialists, overlaid with the proposed site development layout plan.

4. Storm water management plan:

The management of storm water will also need designed in such a manner as to prevent negative impacts such as erosion and sedimentation, and to ensure environmental protection of downstream areas. While it would appear that consideration has been given to these objectives in the proposed storm water system as shown on the preferred layout, it is required that a detailed Stormwater Management Plan be submitted for the approval **by both the Johannesburg Roads Agency and EISD** prior to the approval of the final Site Development Plan.

The storm water management system should meet the following objectives:

- Reproduce as nearly as possible the hydrological conditions at point of discharge that existed prior to development
- Provide for removal of most urban pollutants (debris) from drains
- Have a neutral to positive impact on the natural (wetland) and human environment.

The storm water management plan should also minimize the generation of surface runoff and storm water through adopting the principles of Water Sensitive Urban Design (WSUDS) and Sustainable Urban Drainage Systems (SUDS) which provide various options such as bio-retention ponds, enhanced swales and grass lined channels, stone filled infiltration ditches, permeable paving etc. in order to minimize surface runoff and to maintain water quality.

5 Hydrological studies:

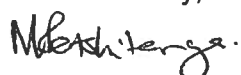
Taking into consideration the depth and the width of the macro-channel, a span bridge will be desired for this reach of the wetland/river. Although a span bridge is desired for the proposed bridge, the hydrological studies will assist in determining, if a culvert bridge can be considered as an alternative solution. In this case, the size (in terms of the height and width) of the culvert that will be suitable for the proposed structure must also be determined in case a concession is agreed to in terms of the preferred bridge structure. The study will also trigger or suggest pre and post development flood, and that will advise measures required to minimize such flood provided it exceeds the desired measurements.

Conclusions and Recommendations

The subject matter and goal of the natural resources/ wetland related studies must be to determine and describe the direct and indirect impact of the planned activity or measurements on various environmental aspects. The outcome must ensure an overall assessment of these impacts on human health and environment, as well as to incorporate resources and environmental management in order to minimize negative impacts and opportunities for rehabilitation in order to restore ecological and hydrological processes which might currently be impacted on by pre-existing structures and illegal activities.

Should you have any queries or require any further information, please do not hesitate to contact me.

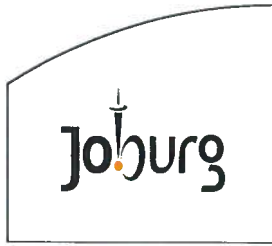
Yours sincerely,



Mashudu Ratshitanga

Assistant Director: Impact Management

Tel: 011 587 4244



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UNIT: IMPACT MANAGEMENT & COMPLIANCE

Our Reference: **EIM-08/02**

Contact: **Etienne Allers**

CoJ Region: A

Tel: **(011) 587 4230**

Fax: **0866277516**

Date: 27 August 2013

Strategic Environmental Focus

P.O. Box 74785
Lynnwood Ridge
0040

Attention: Mr. Mandla Zuma

THE PROPOSED EXTENSION OF THE INGONYAMA ROAD LINK AND THE ASSOCIATED 60M BRIDGE CROSSING IN DIEPSLOOT (GAUT 002/13-14/E0116)

Your report dated 10 July 2013 refers.

Description of the project:

The proposed project is for the construction of the Ingonyama Road Link Extension and the associated 60 m river crossing bridge in Diepsloot.

The Ingonyama Road is a major access and connector road traversing through Diepsloot stretching from the north and south of the Diepsloot Township. It fosters a large proportion of the economic activity (both formal and informal) and public and non-motorised transport in the area. Despite the importance of this road, it forms an incomplete system resulting in inefficient movement throughout the area. The JDA has identified that the value and benefits from the proposed nodes can be fully exploited by completing and upgrading the Ingonyama Road. The Ingonyama Road is identified as an activity street as it forms the connections between development nodes. It is the connecting thread between all identified nodes and it currently fosters numerous small businesses along its length resulting in a vibrant urban street character. The proposed road fosters a large proportion of the economic activity (both formal and informal) and public and non-motorised transport in the area. Despite the importance of this road, it forms an incomplete system resulting in inefficient movement throughout the area. The proposed project will improve efficiency of movement and enhance opportunities for economic development.

Guidelines, by-laws, Precinct Plans and policies:

The Report takes into account all relevant policies, by-laws and strategies. The proposed activity lies within Region A Sub-Area 3 of the RSDF. (Development Objective 1: To ensure socio-economic integration, infrastructure upgrading, consolidation and long-term sustainability of Diepsloot and Extensions. Development Objective 2: Strengthen the economic growth and social development of Diepsloot.

Description of alternatives:

The proposed project is for the construction of the Ingonyama Road Link Extension and the associated 60 m river crossing bridge in Diepsloot.

The proposed route is 0.7 km \approx 1 km in length. The overall width is estimated at 12.5m, and therefore the size/ area of the road is 8750 m².

The proposed development will include, *inter alia*:

- Contractor's establishment on site including camp site and fuel storage facilities;
- The construction of the carriageway (with a surfaced width of 6.0m, 2.0m sidewalks
- a cycle lane of between 2.0 m and 3.0 m and a single 1.5 m trading / green
- Appropriate shelter for the street vendors and for the public transport users.
- The construction of a bridge over the river to accommodate the proposed single carriageway; and
- Importation of construction material.

Site Alternatives:

The only location/ site alternative being investigated is Ingonyama Link Road.

Design Alternatives:Infrastructure:

There are a limited number of design alternatives that satisfy the requirements of safety and function of the road.

Bridge:

Taking into account the flood level analysis it was decided to go for a 3 span bridge spanning 60m in total. Two end spans of 17m and one main span of 26m were adopted based on structural considerations. The approximate depth of the bridge deck from top of asphalt to the beam soffits is 1.61m.

Description and assessment of the identified environmental issues:

In terms of CoJ Biodiversity Sector Plan, the site is mapped as a Critical Biodiversity Area 1 and Ecological Support Area 1 and 2. Currently, the larger part of the site is already occupied and only the wet portion is clear of human induced structures. The ecological status of the site might have been changed due to the anthropogenic activities happening on site.

Evaluation and presentation of mitigation measures:

According to the wetland delineation map, most of the extension of Ingonyama Road will run between the built up area and a hillslope, on the area affected by infilling. Although at this point, the proposed road will be affected by buffer, it will be useless to consider buffer because houses on site are already within the buffer, and the road is important as it will create a barrier providing some level of safety against flooding and erosion, to the houses and their occupants.

The report further indicates supporting pillars will be placed outside of the macro stream channel. This will avoid impacts on the surface hydrology of the stream. It was also

highlighted in the report that a wetland monitoring program should be initiated at the beginning of the construction phase, and it should be designed in situ with the wetland rehabilitation plan by a wetland specialist.

Public participation:

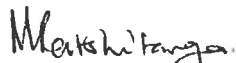
The Public Participation process was undertaken in accordance with NEMA EIA Regulations 2010 as presented.

Recommendations:

- No development, *including the clearing of the site* may take place before the GDARD issues environmental authorisation.
- A copy of the Record of Decision showing approval by the GDARD must be forwarded to this Department.
- This Department should be informed of the date that construction on site would commence for the purpose of compliance monitoring.
- The design of a storm water management system should be based on sustainable urban drainage systems (SUDS) and water sensitive Urban Design approaches (WSUDS) which enhance natural drainage. The Stormwater Management Plan must be based as far as possible on robust low maintenance structures and measures. The Stormwater Management Plan be subject to the approval of the Environment, Infrastructure & Services Department and the JRA.
- A wetland monitoring program should be initiated at the beginning of the construction phase, and it should be designed in situ with the wetland rehabilitation plan by a wetland specialist.
- The EMP must be kept on site and must be used as a reference document.
- The EMP should form part of the contract with contractors appointed to construct and maintain the proposed development, and must be used to ensure compliance with environmental specifications and management measures.
- The implementation of this EMP for all life cycle phases of the proposed project is considered to be key in achieving the appropriate environmental management standards as detailed for this project.

Should you have any queries please do not hesitate to contact Etienne Allers on the numbers indicated above.

Yours faithfully



MASHUDU RATSHITANGA
AD: ENVIRONMENTAL IMPACT MANAGEMENT

Tel: (011) 587 4244
Fax: 0866277516
E-mail: Mashudur@joburg.org.za

Mandla Zuma

From: Mpho Manyabe
Sent: 13 June 2013 11:25 AM
To: jane@joburg.org.za
Cc: prettyl@joburg.org.za; supportc@joburg.org.za; Craig Allen
Subject: Johannesburg Development Agency (JDA) Ingonyama Road Link Extension

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Mpho Manyabe N Dip: Environmental Sciences
Environmental Manager: Pretoria Office
Strategic Environmental Focus (Pty) Ltd



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Mandla Zuma

From: EtienneA@joburg.org.za
Sent: 29 August 2013 09:48 AM
To: Mandla Zuma
Subject: Ingonyama Road link & 60m bridge crossing
Attachments: BA Ingonyama road link and bridge in Diepsloot.pdf



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Hi Mandla

Find attached comments for the above-mentioned.

Regards

Etienne Allers
Environmental Impact Management

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