



TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

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Attention: Rheinhardt van Wijk

CC: Tshepo Mamabolo, David Morris, Pat Holmes and Cliff Dorse

Dear Mr. van Wijk

Haasendal Estate Development

The Biodiversity Management Branch was approached and requested to consider a proposal made regarding the development of the Haasendal Estate.

Proposal:

- As part of the conditions of the development a double carriageway needs to be constructed to upgrade Bottelary road. The developer wants to construct the road in an area currently part of the Haasendal Nature Reserve. The road will be 500 m in length, 20m-wide and the footprint of the road is approximately 1 ha (see Annexure 1).
- The developer agreed to place ClearView fencing on both sides of the road, reserve and development and in addition a parking area, plus gates to access the conservation area. A homeowners association will be established with one objective being to fund a post to assist with the management of Haasendal and the river.
- The developer will be responsible for erecting a formalized entrance to the conservation area and landscaping the road verge with suitable local indigenous species.

Comments from Biodiversity Management:

A: With regards to the proposed development and the use of 1Ha of the northern boundary of the Haasendal Nature Reserve.

The northern boundary of the reserve is highly degraded, but with time would have been restored as part of the nature reserve. However its loss is considered acceptable with mitigation.

This development potentially will benefit the reserve in the long-term by giving ownership to the land between the reserve and the Golf club and restoring the corridor between the reserve, the Bottelary tributary and the Golf club. Involvement of the new homeowner community in the management of the water course, corridor and the adjacent nature reserve will be better for long term management of these natural assets as well as safety and security.

The requests are:

- 1) That the road verge on the reserve side, is landscaped with locally indigenous species from the area. A species list can be obtained from the Biodiversity Management Branch. This verge should have a pedestrian path (1m width, tar surface) to prevent trampling, while adding safe pedestrian access to the reserve. The design of the infrastructure and the landscaping plan must be approved by the Biodiversity Management Branch before implementation.

Civic Centre

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PO Box X9181, Cape Town, 8000

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Burgersentrum

Hertzog-boulevard 12, Kaapstad, 8001
Posbus X9181, Kaapstad, 8000

- 2) That the bridge and fences on either side are fitted with a faunal underpass to allow movement of fauna under the road at the bridge between the Bottelary tributary. Design criteria should be obtained from Biodiversity Management Faunal Committee.
- 3) The reserve fence is reinstated and upgraded as per new area aesthetic, namely ClearView fencing.
- 4) The current proposed plan has a parking lot (tar) for 8 vehicles with an access gate and guard hut. We would support the size and location of the parking lot as this will secure safe off street parking for visitors. Provision should also be made for toilet facilities at the access gate/gate house
- 5) The access gate off the parking lot must consist of a sliding vehicle access (maintenance and emergency access) gate and a separate pedestrian (visitor) gate. This must match the new area aesthetic.

"B) With regard to restricting public access to the Bottelary tributary.

As this reserved public amenity will now be passing through an access controlled golf course and gated residence we can understand the developers call for safety. As open watercourses are often used to gain access to properties from sides that are difficult for Police and security to monitor or patrol effectively.

However the developer also should understand that this now "exclusive" public amenity will need to be managed and maintained from nature and ecosystem services provision points of view and access for organized nature-based educational and recreational programmes should be allowed for.

The following could be considered as a mechanism for the management of the area:

- 1) Propose a conservation levy for all units of the new development as this method secures finance to be spent on the affected area and due to its structure does not place the financial burden on the developer but incorporates it into the cost of living of residents who will directly benefit from any management interventions the most.
- 2) The funds from this levy are utilised specifically for the maintenance the Bottelary tributaries and the natural buffer zone.
- 3) The funds are used to appoint a Conservator to manage the maintenance projects of the Bottelary tributaries.
- 4) That the funded Conservator also takes on the responsibility of developing an environmental education programme for the area.
- 5) That the funded Conservator reports to the City's Biodiversity Management Branch (can be done by MOU) in order to benefit from mentoring and operational assistance and to ensure that maintenance projects can be aligned with the City's Biodiversity Strategy.

The Biodiversity Management Branch will reserve the right to final approval until all details are agreed on between the branch and the developer.

Regards



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Annexure 1: Proposed lay-out and position of road in relation to the nature reserve

