

**N21 (R300) TOLL RING ROAD
DRAFT MINUTES OF FOCUS GROUP MEETING NO. 11**

DATE: Tuesday, 8th October 2002
VENUE: Zonnekus Holiday Resort, Philadelphia
TIME: 19h00-20h30
FACILITATOR: Sadia Chand (Chand Environmental Consultants cc)

1. Attendance

Name	Organisation
B Y Davies	Morningstar resident
A P Davies	Morningstar resident
D M Hoffman	Morningstar resident
F Stemmet	Bosrug Farm
S Minnitt	Waterloo Bridge Farm
L Shacks	Morningstar resident
S Collier	Morningstar resident
T R Smith	Morningstar resident
C S Willis	Morningstar resident
J J Joubert	Morningstar resident
G Graziani	Morningstar resident
S Griffiths	Morningstar resident
W van Niekerk	Morningstar resident
G P Engelbrecht	Morningstar resident
C Dalgliesh	SRK
G Brune	Morningstar resident
P Hoffman	Morningstar resident
Gino Asaro	Whipstall Investments (Pty) Ltd
Susan Asaro	Whipstall Investments (Pty) Ltd
D Owen	Morningstar resident
David Kruyer	Global Family Trust
Brian Rossouw	Kayad Consulting Engineers (Pty) Ltd
Andrew Officer	Goba Moahloli Keeve Steyn (Pty) Ltd
Sadia Chand	Chand/Ecosense JV
Desiree Du Preez	Chand/Ecosense JV
Emily Herschell	Chand/Ecosense JV

2. Introduction

S Chand opened the meeting at 19h00 and welcomed all those present. She explained the agenda of this meeting as consisting of an explanation of the Environmental Impact Assessment process, followed by presentation from Brian Rossouw and Andrew Officer with regards to the proposed alignment near Morningstar and reasons for the recent changes to it that have occurred. A discussion session would follow, in which all questions would be answered.

3. The Environmental Impact Assessment Process

3.1 The Scoping Process

S Chand explained that a Scoping Study was undertaken in accordance with the requirements of the Environmental Conservation Act No. 73 of 1989 and the National Environmental Management Act No. 107 of 1998. This took place from February to November 2000.

The Scoping exercise entailed initial specialist studies and a public participation process. The Final Scoping Report was submitted and approved by the two environmental authorities, the Department of Environmental and Cultural Affairs and Sport (DECAS) and the Department of Environment Affairs and Tourism (DEAT) in Pretoria (The latter is now the Department of Environment Affairs and Development Planning (DEADP))

3.2 Impact Assessment

Based on the results of the Scoping Report, a Plan of Study for an Environmental Impact Assessment was submitted to the environmental authorities during May 2001. Approval for an Environmental Impact Assessment was received on 4 July 2001.

The Environmental Impact Assessment would entail a further public participation process and detailed specialist investigation.

The specialists have been commissioned to investigate:

- Vegetation
- Birds and butterflies
- Reptiles and Amphibians
- Wetlands and Rivers
- Geohydrology
- Planning
- Visual
- Social
- Archaeology and Heritage Impact
- Macroeconomics
- Noise

As a result of the public participation process thus far, the need for three further specialist investigations has been identified. These include:

- Tourism
- Pedestrian desire lines
- Microeconomics

3.3 Specialists: Terms of Reference

The specialists are required to:

- Conduct field studies;
- Interact in the public participation process;
- Use existing data where necessary;
- Confirm and further investigate impacts/issues raised during the Scoping Phase;
- Recommend mitigation measures to alleviate negative impacts;
- Use specified evaluation criteria to determine the significance of the impact both before mitigation and after;

- Assess implications and provide guidelines for the design, construction and operational phases of the development.

In addition, a successful workshop has been held with the specialists and engineers, so as to allow their integration of issues and impacts.

3.4 Public Participation Process

The methodology for the public participation process involves:

- Continual updating of the I&AP list.
- Distribution of a second Background Information Document to make I&APs aware that the process is continuing.
- Conducting a 'Knock 'n Drop' of background information flyers (English, Afrikaans and Xhosa) to homes adjacent to the proposed road.
- Flyer handouts (English, Afrikaans and Xhosa) at intersections along the proposed route to target road users.
- Hosting Focus Group Meetings aimed at informing chairmen of civic/interest groups and organizations that the process is continuing and to assess whether there are any further issues/impacts that have not been considered during the Scoping Phase. Focus Group Meetings are still to be scheduled with a number of interest groups;
- Placing an advertisement of the Environmental Impact Assessment in local papers.
- Hosting five Open Houses in September 2002.
- Public review of the Draft Environmental Impact Assessment Report and further Open Houses are also scheduled.

3.5 Products

The products of the Environmental Assessment Phase include:

- A Plan of Study for EIA (submitted to the authorities);
- An Environmental Impact Report including:
 - the specialists' inputs
 - the results of the Public Participation Process;
- A Draft Construction Environmental Management Plan, to indicate construction mitigation specifications should the project reach the tender phase.

4. Sector 3: Proposed Road Alignment

A. Officer explained the mechanism behind the Unsolicited Bid and the process being undertaken by the Bid proposer, Messrs Penway. He indicated that extensive work had been done on the various freeway alignments. He said that discussions had been held with the owners of the Brick and Clay property and the Cape Town Waste Department.

B. Rossouw then indicated the three route options between the N7 and the natural spring, west of the railway line. He indicated that the Frankdale Road option was too expensive and was not favoured by either the Brick and Clay owners or the Municipality. This route would cause a mayor disruption to the mining operation and waste disposal. He then said that the second option would be to retain the road further north but remain in the southern boundary of the 800 metre waste disposal buffer zone. This location was also apposed by the property owner as it bisected his mining operations, and by the Municipality as it had a negative impact on the proposed operations buildings to be erected north of the buffer zone. B. Rossouw said that the northern most option, which bordered the Morningstar properties, was the route most favoured by the property owner and the Municipality. He said that berms could be constructed as noise and visual mitigation for the abutting smallholding properties.

The property owners objected to the northern option and handed in a petition of objection. After an extended discussion they indicated that they would be prepared to accept the middle, option, within the 800 metre buffer, on condition that it was more than 400 metres from the property boundaries. B. Rossouw indicated that their submission would be presented to SANRAL who are the controlling authority for this project.

5. Discussion

S Chand opened the floor for discussion.

COMMENTATOR	COMMENT/QUERY	RESPONDENT	RESPONSE
S Asaro	Why has the alignment been pushed up further north?	A Officer	The reason is one of cost. Buying out mining value and waste rights would be very expensive should we impinge on Brick and Clay or Vissershok waste disposal site.
		B Rossouw	Other reasons are that the N7 is destined to have freeway status, pushed through by the Unicity. This requires a full interchange. One cannot place a road within 500m of a quarry due to blasting operations. The ridge to the east of the hill is also too steep for a 120km/hr National road. We are also restrained by having to be 250m away from the natural spring and the site of the Battle of Blouberg. There is also an 800m restricted area surrounding the dumpsite (60m air height). These are therefore restrictions to the road alignment.
D Owen	With regard to the existing weigh-bridge on the N7, will the interchange be north of the bridge?	A Officer	Yes, but note that there would be a phased construction for the scheme and a 30 year concession period. The weighbridge would be affected at some stage.
		S Chand	We have recorded that you don't want this road here. If it is approved, however, what issues can you think of that need to be recorded that must be considered now?

R Davies	The issues are impacts on lifestyle, increased noise levels, pollution, crime, accelerated development and property devaluation.	S Chand	Thank you. Noted.
P Hoffman	The main problem in this area is the hazardous waste and mining. We would like you to be our allies to help us close these dump sites. If this happens, you have wholehearted support from the Morningstar community. The ring road would promote tourism. The alignment should be straightened. At the moment, the curve in the road increases mileage. We have asked C Dalglish to consider the possibility of expanding the waste disposal site. It is impossible to dispose of waste in the centre of a clover-leaf interchange. It should be either a road or a dump. Note that botanists have discovered a unique outcrop of silcrete in this area.	S Chand	Noted.
C Dalglish	I am not here representing the City of Cape Town, but SRK. With regards to the silcrete outcrop, I have sent a letter of notification as it may jeopardize the clover-leaf interchange. The preferred alignment would skirt this. The alternative could be Vissorshok East. There is a tradeoff to make – the outcrop versus landfill.	A Officer	Note that this is the preferred, not the final alignment. We've also had discussions with the City of Cape Town (Waste Management).
L Shacks	How do you measure the impact of air and noise pollution?	S Chand	Yes, noise is one of the most prominent impacts – air pollution is debatable. The noise specialist was tasked to

			understand the current noise levels. There are standard noise levels and regulations that are required by law. He has estimated, from different levels, the noise impact of this road. If it is above 65dBA, Penway is required by law to take noise abatement measures into account. However, if current noise is 30db, and it increases to 55db, this is an increase of 25db which does not legally require mitigation.
T Smith	A wetland lies behind our property. How high is this road going to be raised – are we going to be looking up at it?	B Rossouw	Yes, it will be raised and have a visual impact.
S Minnitt	I am from Waterloo Bridge Farm, which has wetlands on it, the Diep River runs through it and the dump site is directly adjacent to it. No one has contacted me contact with regards to this proposed road.	S Chand	Noted.
D Owen	Of huge concern to me is that low-cost sub economic housing, seen along the R300, will develop here as a result of the road. We do not want this on either side of the highway, if it does come through here.	A Officer	From the Wellington Road interchange in Durbanville the road has been designed to prevent ribbon development.
Dave Hoffman	How are the engineers designing the interchanges? You do get people who make fires and some seem to even live under the bridge.	A Officer	The road will be monitored and this would be prevented.
W van Niekerk	How did this road alignment move to where it is proposed now?	B Rossouw	As we have said, the quarry is an issue and also the cost of air space, which is exorbitant. We are just as much restricted in terms of the waste site as you are (800m buffer zone). The road could still move away from

			Morningstar.
G Muller	What about criminal access – will there be fences on our side of Morningstar?	B Rossouw	There will be standard National road fences.
		S Chand	Note that because it is a toll road, there will be 24hour surveillance.
		B Rossouw	Yes, if anyone is parked for any length of time, they will be asked to move. This will become the responsibility of the concessionaire.
Gerhard van M	The mine will not want to pay for rehabilitation in the buffer area where dumping is not allowed. We would benefit from the noise level being further away – we will be better off if you move it to the south. Close down the dump.	B Rossouw	They are required to rehabilitate the area if it is mined.
		A Officer	We have spoken to the City of Cape Town – it is not something that we can consider.
P Hoffman	Is the road that crosses the railway line going to be on stilts with vegetation covering it?	A Officer	It will be on an embankment. The Environmental Management Plan for construction will include the details for the rehabilitation.
		B Rossouw	We have had discussions with Caltex – we wanted to go under the railway, by burying the road and putting a berm up. There is a problem with the Caltex line, however, as it traverses a low lying area, and so the road has to go on a bridge.
J Joubert	Will there be any Wimpy's or Star shops along there?	S Chand	We are not sure as yet.
S Asaro	What about the Eskom powerlines?	A Officer	The alignment of the road just makes it in terms of powerline regulations.
S Griffiths	What difference would 800m make if you moved the road 700m away? How wide is the road?	B Rossouw	It doesn't make a difference to the road. It is 80m wide.
S Griffiths	How close are they allowed	A Officer	10m up to the road reserve.

	to mine up to the road?		
S Asaro	Can one claim to compensate the property owner adjacent to the road?	S Chand	No, this is not possible
S Griffiths	What is the depth of the mine within the 800m buffer zone?	B Rossouw	7m.
		S Chand	Are there any other new issues?
P Hoffman	Melkbos is developing faster than Big Bay. It is important that the consultants know what we experience living here – the FSS Oil Refinery at the N7 and Frankdale Roads is run with stupid operators and equipment that is faulty. Putrid air pollution occurs that would blind any driver. These are not things that the developers of this ring road would want for their users. The FFS lease has expired, but it is still there because of the City. We submitted objections to it in February this year. The incinerator, we know, is used to burn hazardous medical waste, part of which is Mercury. This road is going to be downwind of this chimney for most of the year. There are plans to close it down, but it carries on burning regardless. Wastec forms a mini-Table Mountain in this area. At the moment it is a huge sponge with far too much liquid and air pollution. A huge pile of sulphur exists and Caltex has not got its act together. CMC runs this dump. Join us in opposing this totally unrequired land use in Vissershok. This is a	S Chand	Noted, thank you.

	logical area for Cape Town to expand. There will be considerable pressure on the authorities. We intend to enforce our rights.		
F Stemmer	On the 10 th October 2002, I will have been residing here for 40 years. We used to be able to switch off the lights and then it would be really dark outside. I agree with everyone – We do not want the dump or the road. Ten years ago a new road was built to Melkbos. We thought that this was the start of the arterial road. Has it ever been considered to put the road to that area? A lot of people have tried to build houses there, and this has been turned down by Council. Everyday there is an accident at Potsdam /Kontemanskloof - they are planning an interchange there. Can this interchange not be linked to Parklands and the original Melkbos arterial?	B Rossouw	A year ago, we were approached by the City Council. The road then was placed too far north, and was not serving Parklands, within the nuclear safety zone area. It doesn't help us to go up there. The bottom line is cost.

6. Closure

S Chand thanked all those present for attending and closed the meeting at 21h00.