

**N21 (R300) ENVIRONMENTAL IMPACT ASSESSMENT PHASE:
OPEN HOUSE 1: BLUE ROUTE MALL
I&AP COMMENTS**

DATE RECEIVED	SECTOR	SURNAME	NAME/ INITIAL	ORGANISATION	COMMENT
5/09/02	1	Jethro	Don	Retreat/Steenberg Civic Association	Roads are necessary. However, not at the expense or destruction of the natural resources.
		Sillito	A J		<ol style="list-style-type: none"> 1. The unsolicited bid process is undemocratic and favours profit maximization for contractors. 2. I have repeatedly raised air pollution as an issue requiring further study. I was assured that this was to be addressed. Specialist investigations reports contain nothing! I have been misled. The precautionary principle must be followed. You need to carry out ground level air dispersion modeling especially at the toll gates on the proposed elevated decks in Kirstenhof. Assessment before activity. Please advise me when this will occur. 3. Please provide me with a copy of my comments sent to you with regards to the original Scoping Report. 4. What studies have occurred with regards to the no go/upgrading of existing infrastructure?
		Taylor	P		We do not want this road. The Muizenberg and Fish Hoek Road is already a nightmare in the summer, we don't need another 1000 cars at weekends adding to it. No road.
		Camp	C R	Diep River Civic Association	No No to Section One. This violates all logic re environment. If road traffic demands then extend Vanguard Drive to Baden Powell and upgrade. The money should rather go towards a rapid transit system.
		Naude	O		Appalled at your assumption that the people of Greater Cape Town and environs are gullible enough to believe your bullshit! I.e. All you are pushing for is money. I would like to continue with the PPP even though its time you packed this whole thing in!
		Hemp	A		I suggest you scrap the whole of Sector 1 which only creates a myriad of environmental problems and find another route to link your interchange at the end of Sector 5 to the M5 and M3 if this is indeed desirable. I can see no justification or necessity for Sector 1 which

					could not be equally served by the above suggestion. We don't want any road disturbing the Strandfontein Bird Sanctuary.
		Jaftha	C I		I would like to have more information on the extension of the R300. My property is affected (part of farm 819). Could you please advise me when this road will be constructed and if it is not in the near future what are the chances of selling the property?
		Leibbrandt	R		Need for road not established cost falls again on taxpayer. Road fund adequately filled by petrol tax. Nature areas should be left undisturbed. Existing roads should not be tolled. Full access must be allowed to pedestrians and cyclists – equal treatment in terms of constitution.
		Van Wyk	M		This is a money making scheme to enrich a couple of big companies. There is no consideration for people whose property value will drop, the environment and noise level or the poorer communities through which this road will run. The R300 does not carry heavy traffic at the moment. If you are so concerned about the traffic, why not (illegible) the N1!
		Gray	P	Marina da Gama Association	At this stage we would like a copy of your 'Specialist Investigations – Synopsis of Draft Conclusions' Booklet and a copy of Sheets 2, 3, 4 N21 Sector 1. The Association will submit their comments within three weeks.
		Vincent	M	Tokai Residents' Association	There is no need for a road of the magnitude proposed, it is likely to have negative impacts on a lot of property and it is sad to see developers so hungry that they disregard their own heritage.
		Gulbrandsen	M	Zeekoevlei Civic Association	I think that building a huge road through such an environmentally sensitive area, with such an enormous variety of bird, plant and insect life, is the most appalling thing I've heard in ages! I protest!
		Halliday	L D	Kirstenhof Ratepayers' Association	To Follow
		Burnett	A R		<ul style="list-style-type: none"> • Road will cause congestion on some already congested roads – eg. roads to the south; Main Rd through Muizenberg, Kalk Bay etc. • It is disruptive to fine, valuable natural areas (eg Zandvlei, Zeekoevlei, sewerage farms) and these will loose much of their attraction to tourists and decrease that potential.

					<ul style="list-style-type: none"> • It will destroy habitats of birds, animals, insects which can never be restored. • The road runs through, alongside residential areas (eg. Coniston Park, Strandfontein) and is bound to bring noise, pollution. In addition, it cuts across and blocks accustomed lines of movement. In other words, it further impacts negatively on the lives of people who already have been disadvantaged and often lack facilities. • A toll road will be unaffordable to many. • This road will run through areas where gunfire is frequently heard. How protected will travelers on the road be?
		Copperfield	E	CROSER	Not happy with Section 1 expressway because it divides our community between Vrygrond, Lavender Hill and Seawinds, Retreat and Steenberg.
		Burnett	P		<ol style="list-style-type: none"> 1. Refer to the Constitution. It cannot be claimed that a road such as this does not infringe these rights. Pollution, noise, destruction of communities, destruction of wetlands, bird and animal life. 2. As a toll road it will have limited use – only for motorists who pay, therefore limited 'benefit'. 3. The advantages are presented!! Please present the disadvantages.
		Stephenson	B J	MCSA, Botanical Society	I feel more could be done to upgrade current roads. This will just encourage more development in South Peninsula. The Zandvlei, Rondevlei, Strandfontein wetlands are fairly unspoilt and should stay that way. In years to come, unspoilt areas will become more and more valuable for tourism. Alternatives should be found to this route.
		Ratcliffe	B S	Constantia Property Owners' Association/Friends of Constantia Valley Greenbelt (Chairperson)	Scrap Section 1. It is an environmental disaster and it duplicates Sector 5 traffic arrival at Southfield interchange. Southfield Interchange should be the feeder eastwards and southwards through a number of existing roads which need little upgrading, but no freeway and noise and dividing communities.
		Scott	Cameron	Carola Neighbourhood Watch	What provision has been planned for the safety of people who reside along the road that is planned to pass through between Joanne Road and Plantation Primary School and the Parkwood residential area?

		Doyle	G	UCT	<ul style="list-style-type: none"> Interested in noise studies and proposed mitigation. Please email me with a copy of the noise study, along with information pertaining to how it was done. And what about light pollution? It is proposed that noise mitigation should include barriers 1.8 to 2.8m in height. In the subsection on Amphibians and Reptiles, it is stated that 'no solid wall type barrier should be constructed alongside the road. I see a problem here, don't you?
		Horler	Adelle	African Tracks/Ratepayer	A ring road is one solution – can't we come up with a better one that protects the threatened wetlands etc, and also makes money? If we improve the public transport system, the need for the ring road vanishes, plus there is still a way to keep creating income. (And travelling times could even improve!)
		Deuchar	V	Constantia Hills Residents Association	I have already attended a meeting at Chand in April 2002 in town as an Interested and Affected Party. Have had telephone conversation with Emily Herschell.
		Dalglisir	G	African Tracks/Ratepayer	The ring road, and particularly Section 1, is an ill-considered venture that does not address long-term transport needs in a world running short of fossil fuels, and against a backdrop of under-developed public transport systems. It will impact negatively on residents and three sensitive environmental areas, in my immediate vicinity – Zandvlei, Zeekoevlei and Pelican Park. Also a threat to proposed False Bay Park.
		Ryall	Enid	Kirstenhof Ratepayers' Association	Comments to follow.
		Ward	C G	Zandvlei Trust	<ol style="list-style-type: none"> We do not need another road. We should never even consider developing wetlands again – ever. The proposed route will ruin Zandvlei Reserve and impact on many sensitive areas. We need to develop public transport.
		Forbes	L		I am concerned about the ecological impact the planned road will have, particularly the very sensitive bird areas, and would like to see another proposal/route.
		Gregor	F		The proposed road will cause immense congestion/inflow into the

					Cape Peninsula which won't cope with the flux. The environment and wetlands in particular will be irreversibly damaged. I am totally opposed to the proposed ring road.
		Dowling	P	WESSA: WC	While the specialist investigation synopsis raises some of the known/obvious impacts, there are others that get scant attention. A serious consideration must be the role of the road as a commercial/industrial development facilitator in the south. This will lead to an array of cumulative impacts that typically follow road building. These will be very damaging socially and biophysically for the whole Peninsula. Road building is not a sustainable activity!
		Graek	D		The property above, which I own, is at the Zandvlei end of the proposed road and is a very quiet and serene location. While we do not object to the road (or toll plazas), the road without noise berms or barriers would have a tremendous noise impact on our way of life and the vlei and its bird sanctuary. Are berms envisaged?
		Forbes	Ian		The proposed route indicates to me the disturbance if not destruction of wetlands of which would be lost to birdlife and small mammals. I believe this proposed ring road is not going to be as beneficial except to the developers in the short-term.
		McCullagh	M		I have no objection paying to get to the airport quicker providing the toll does not get out of proportion.
		Brown	B		I am concerned about the environmental impact that the road would have on the environment and also the effect on the organic farming and wetlands/environmental conservation project I have with the schools and myself concerning the environmental policies, specifically wetlands and Ramsar Convention on Wetlands. Now we also have the World Summit on Sustainable Development Project, which stipulates the need for environmental conservation before any development. Shall above be considered? Also the cultural and spiritual meaning to us.
		Winter	D		I am very concerned about noise levels, traffic impact on environment. I don't understand why we need two links in the southern suburbs. Surely only the one entering Prince George Drive would be sufficient and negate the need to impact on very delicate wetlands. There is already an existing road network for the link onto

					Prince George Drive would be so the environment won't be severely impacted there. The other link, however, is a different story entirely.
		Jansen	R		The worst possible thing to do to Cape Town.
		Fillis	Jean		The area from Main Road, lakeside to the M5 (Prince George Drive) is populated with the Leopard Toad, <i>Bufo pardalis</i> , and since they only mate for a few days in the year, in mid-August, they suffer from road deaths and are split up already by roads and houses. They are also totally silent except when breeding. So cannot be easily traced. Also becoming rare, with this road, even more so. They move extremely slowly and only at night. They MUST have underpass tunnels.
		Van der Byl	P	KRRRA	The documents are not available in libraries, making this a flawed process. The comment re 'public participation nightmare' is biased and totally out of synch with good public participation.
		Weber	M		The proposed toll project is problematic for a number of reasons: <ol style="list-style-type: none"> 1. The significant impact it will have on the Cape Town wetlands around Zeekoevlei. 2. The questionable impact on traffic flows into and from the city (where the real problem is). 3. The submission of an unsolicited proposal for a toll road, without consideration to other alternatives: <ul style="list-style-type: none"> • Upgrading public transport facilities • Upgrading other bottle necks to traffic congestion (eg. M5/N1 intersection better flow through Newlands area).
		Cox Goodchild	P R	Cape and Tranvaal Land and Finance Co. (Pty) Ltd	As owners of several erven in the Weltevreden Valley, Schaapkraal area, we would hope to be kept well-informed of all issues raised by any party/ies regarding our erven. We would also like to mention in anticipation, that when the time comes for part of our affected erven to be expropriated, we will naturally expect fair and adequate in respect of both the value of the land, as well as the value of the sand as an important mineral, which is an important resource for ourselves, and adds significant value to the land.
		Penney	E	Zeekoevlei resident	Major impact on our environment and on ecology of this area. I do not want this toll road and would like to be informed of future information.

		Mills	Mr and Mrs		Totally against the road going over the vlei. Socially, economically we think it's a disaster. Why build it at all. How is it going to ease the traffic?
		Forbes	E	University of Cape Town	In no way do I or will I support this process – in the name of 'convenience' – that will surely be detrimental to the ecosystem it will 'disturb'?
		Skarzynski	Lesley	Friends of Tokai Forest	Not in favour of route length, width, possible upkeep in future, cost of toll, etc. Destruction of pristine ecosystems.
		Meats	Rhian		<ul style="list-style-type: none"> • Section 1 of the proposed road will take away from Norfolk Park residents their only recreational open area – how do you propose to rectify this? • When will the final draft be available for comment and what is the deadline for comments on this final draft? • How can we comment on 'airy fairy' information? • Refer to Sector 1 sheet 2 of 1: Drawing of proposal Lakeside interchange does not look like it is on designated road reserve area only, is this correct? Road should be as far north as possible as recommended in reports. Sector 5 could then be far north and replace Sector 1 totally? • Why have public participation meetings when Brian Rossouw says the 'road will be built'. • Ref 2 of 17 (Sector 1 sheet 2). Reference to 'Station Road' to a layman looks like it exists, but it does not exist and this should be made clear to everyone. • How are noise mitigation measures going to be put in place if recommendations have been made to avoid solid barriers? • Refer to Synopsis of Draft Conclusions: • How can a national road be an 'open air' classroom? Surely the area is a wonderful 'open air' classroom without a national road running through it? • As a 'tourist', I would avoid huge roads and go for smaller quiet roads. Road to disperse tourists? Surely tourists should be encouraged to use smaller slower roads to stop and buy 'tourist trophies'. • 'Seed stores' already exist on transverse dune area which will

					<p>be destroyed of section 1 of the road is built.</p> <ul style="list-style-type: none"> • 'Shift away from conservation management'! This is not a substitute. It is an addition to conservation management.
		Winter	J		Why is there a need for 4 or 6 lanes in the Lakeside area if the congestion is in Cape Town central. What about the environment?
		Schreuders	Dr H and A E		We refer to our fax to Chand Ecosense JV sent on 3/09/2002.
		Godwin	Jennifer		Is the City of Cape Town in favour of the road? If not, why?
		Lee	Helen		Not in favour at all. Road would be running parallel to my back garden. Value of house to decrease? Level of traffic noise to increase. Elevated road not suitable in residential area. What are your rights regarding having this road built?
		Rushmere	S		I think it is a hideous idea – who needs a bigger road to get somewhere faster? Our society is fast enough. What about the damage to fauna, flora – all animals will be disturbed – things like this have a huge chain reaction. We are destroying the planet! Leave things as they are.
		Pappayanni	L A	Norfolk Park Action Group	Very much against this road because of the wetland destruction.
		Samuel	Peter	Norfolk Park Action Group	I am still concerned about the Leopard Toads and other complaints of noise pollution in our area.
		Samuel	Jenny	Norfolk Park Action Group	Very concerned about many problems: birds, leopard toads, noise. Still have not been told about Lake Road, Norfolk Park, it does not show on the map!
		Arendse	Peter	Retreat/Steenberg Civic Association	Utmost care must be exercised that the quality of marine and fynbos ecosystems are not disturbed.
		Koeslag	Mrs A P		I am totally against the proposed ring road going anywhere near the wetlands of Strandfontein, Zeekoevlei, Zandvlei or Rondevlei. These areas are too sensitive for this sort of development.
		Holtehausen	N		Quite ironic that we should be considering this project at the time that SA is hosting the world congress on Sustainable Development! More busy roads means more noise, more fumes, costs and environmental degradation and it will not solve the traffic situation in the long run. This is a step in the wrong direction, offering possible financial benefit to the investors but only short-term advantages to the public. We

					should rather look at other solutions like improved public transport, tele-commuting, flexi-time etc to counteract the current traffic situation.
		Liggett	Ann		This road will go through an important wetland area which is not acceptable. Also the coast road from Muizenberg to Cape Point cannot cope with the extra traffic, which will arise from this toll road. This road is not necessary and will cause much damage.
		Black	I D	C H R A	I see no comment with respect to safety and security on the road and the present R300 has a very poor incident record.
		Van Niekerk	D	Simon's Town Civic Association	<ol style="list-style-type: none"> 1. Why a toll road and not an open road financed by existing petrol levies and license levies and the substantial increase of rates and taxes? 2. The congestion on existing roads will not be avoided but aggravated in time. 3. The environmental, social and economic impact will not be avoided. 4. There should not be a toll road.
		Rodrigues	Lucia		I am totally against the development of the ring road. Because I firmly believe that we should first look at upgrading and improving existing roads and modes of public transport before we look at building yet more roads for more cars to create more congestion in other parts of the Peninsula. This upgrading/improvement of existing roads will provide enough job opportunity for the unemployed. Secondly, but by no means less important, the damage that will be done to the little bit of natural environment and the 'wildlife' that depends on it will be irreversible.
		Foyle	Tish	Zandvlei Trust	<p>As resident: noise pollution, air pollution</p> <p>As bird watcher: horrified about a road cutting through the corridor between Zeekoevlei and the sewerage works plus the top end of Zandvlei.</p>
		Thompson	J M G	South Peninsula Administration: Engineering	<ol style="list-style-type: none"> 1. Detailed TIAs are required on the effects of the proposed freeway on local authority roads. The upgrading of these roads must be funded by the project and undertaken timeously to meet traffic demand requirements. 2. All main river crossings must be spanned adequately to

					<p>incorporate the required natural river profile and the required environmental buffers and adequate space to permit pedestrian movement and maintenance vehicles in the case of the Sand River this will require a spanned length of approximately 100m (i.e. approximately 50m either side of the river).</p> <p>3. The section of the freeway crossing the CFWWTW treatment ponds must include a substantial French drain system on the southern side of the freeway to prevent the migration of substantial quantities of phosphates via the subsoil into Zeekoevlei.</p>
		Davis	Steve	Zandvlei Trust	<p>Environmental Impact on Zandvlei Reserve are in terms of ornithology, flora and noise pollution levels have all got massive detrimental effects on a shrinking environment for biodiversity on the Cape Flats. Worldwide trends for non-concentrated reserves etc hold no sway here. The rest of the world does not have Strandveld fynbos to preserve in an ever shrinking area.</p>
		Janse van Rensburg	E		<ul style="list-style-type: none"> • The proposed road(s) does not address the problem outlined in the 'Motivation'. • There is no rationale for Sector 1 of the road – the sector with apparently the greatest social and environmental impacts. • The proposed road will clearly have significant negative impacts on the quality of life in the southern suburbs. • There is widespread concern (not just among 'greens') about the proposal and Public Participation Process, which will have to be taken seriously by the City of Cape Town. • This is a blatant example of the local government opting to off-load its responsibility onto private companies who are not making decisions based on the public good. • Public transport options should be explored more vigorously to address transport and commuting problems in Cape Town. That should be the concern of local (and national) government and not spending unnecessary time and money on an unsolicited proposal, which is an insult to public intelligence.
		Hill	Ryan		<p>Sector 1 through sensitive wetland is preposterous. Why extend further than necessary? Residents in the applicable area need only reach Sector 5 at minimal effort. Is there a kick back (Council and</p>

					Penway) involved here? Where is the consolidated environmental report that highlights agreed upon sensitive areas? What about incredibly high and bright streetlights creating 'daytime' conditions throughout the night for affected residents? Not to mention the eyesore!
		Wessels	Selwyn A	Sasmeer Ratepayers' Association	The proposed ring road is an absolute necessity for easy access from the southern suburbs to the proposed destination and areas en-route. As long as the M5 remains an untolled road, the road here will have no objections from our Association.
		Slyder	R B		Will cause major damage to the Lakeside/Norfolk Park ecosystem, which borders the wetland above Zandvlei. The same with Zeekoevlei.
		Woof	G		Its about time that a ring road was introduced, the advantages are endless. If anyone has driven on the M25 in the UK and all ring roads around a city centre will see the benefits and the time saving, reducing the travel time.
		Liggett	G R		A money making racket. Not necessary.
		Dalziel	A	Cape Bird Club	My major concern is for the environmental aspect regarding botanical, ornithological and animal welfare in all area sectors but especially the disturbance to ornithological life in Sector 1. I would like to see an impact report on this aspect. I would also like to see more information made available to the public eg. full copies of reports etc – not just summaries.
		Whitelaw	Dave	Cape Bird Club	<ol style="list-style-type: none"> 1. Display has not changed my conviction that southern section 1 will have profound affects on the wetlands Zandvlei, Rondevlei and Strandfontein. 2. Information available has changed little since the Scoping Report. Will public have a chance to comment once all the reports are available?
		Garrett	Dr P A	Two Oceans Aquarium	<ul style="list-style-type: none"> • The motivation is flawed – the proposed ring road will not alleviate traffic congestion problems and does not give logical alternative access from homes to employment. • I believe that Sector 1 is unnecessary – commuters could use Prince George Drive up to ring road from Muizenberg side and no road would go through a sensitive wetland area. • If nothing is done about existing roads in the Muizenberg

					(Greater) area, increased motor capacity of the ring road will merely exacerbate the existing traffic congestion.
		Dauids	I	Pelican park Ratepayers' Association	<ol style="list-style-type: none"> 1. No consideration has been done to have an 'Open House' for Grassy Park and surrounds. 2. Alternative transportation other than vehicles. 3. Route cuts through Philippi Horticultural Area this our food source. 4. The extra route to Muizenberg cuts through the Zeekoevlei Wetlands. 5. We are totally opposed on the above factors. 6. Pelican Park stretches from 5th Avenue in the north to Pelican Heights in the south and we are opposed to this concrete freeway dividing our area. 7. Zeekoevlei is a beautiful area which does not need this freeway.
		Botha	J N	New Retreat Estate Residents' Forum	<p>Ring roads elsewhere in the world have led to inflation of property prices 'within the ring'. The road will negatively impact on 'poorer communities' Tolling will further exacerbate poverty and hardship. Non-road public transport will be further disadvantaged. Crucial and sorely needed funding and 'cost of living finances' will be negatively impacted on. Pedestrians, especially in the lower income bracket (will be further exposed to traffic dangers and escalation prices in foodstuffs</p> <p>Will become a reality – deliveries of goods will become more expensive – to be carried by consumer.</p>
		Shinn	M	Zandvlei Trust	This road must not be built. No-one needs it. It cuts right across valuable wetlands, birding places and wildlife sanctuaries. We need to preserve green open spaces in increasingly urban areas. We need better public transport – invest there – not in more roads and more traffic congestions and noise and air pollution. Go elsewhere to rake money from building roads. Leave our wetlands/wildlife sanctuaries alone.
		Giljam	Cherry	Zandvlei Trust Marina da Gama Association	The viewing venue and time is inadequate for due comment on the process and content. Comment on biophysical and social impact is incomplete and inadequate (not even authors names attached). Justification for the route bisecting the future False Bay Coastal Park

					in inadequate and sacrilege of a potential RAMSAR site which no economic study can presently assess. No 'real' comment can be made until elevations of the proposed road are supplied so one can fully assess the real impact of the visual and noise pollution, yet alone weigh the projected economic benefits to the road user compared to potential environmental damage at: Zandvlei Estuary, False Bay Coastal Park, Mitchell's Plain.
		Camp	J C	Diep River Ratepayers' Association	The idea in Section 1 is disastrous for the environment. Extend the road via Vanguard Drive to Baden Powell. Scrap the whole idea! It's monstrous!
		Burger	J	Princess Vlei Civic Association	Op 20 Augustus 2002 het vermeldde organisasie 'n algemene vergadering gehad en die volgende was geopper. <ol style="list-style-type: none"> 1. Tolpad deur arm gebiede 2. Werkskepping is baie tydelik. 3. Natuur skending 4. Totaal teen enige tolpad in Skiereiland.
		Kelly	M		No toll road.
		Hobbs	B		Looking at the map, I fail to see why two parallel roads so close to each other are needed. Surely a road that cuts through two such important natural systems (Zandvlei and False Bay Coastal Park) can be avoided. The connection from the R300 to the M5 is logical and short. Is another road needed? Is there such a traffic demand?
		Crow	Rona		I am most concerned about the impact this will have on sensitive environmental areas. The roads along the coastal areas cannot cope with the present traffic volume.
		Morris	V		I am against the toll project as I feel it will in no way enhance the living environment. It will reduce habitat in the False Bay Ecology Park and reduce the tourist and economic potential of this park. The educational value of the park will be severely impacted.
		Spengler	C	Afton Grove Guest House cc	Greatly concerned about the alignment of Sector 1 viz the impact on the Strandfontein, Zeekoevlei, Rondevlei and Lakeside/Westlake wetlands. Strandfontein Sewerage Works is regarded as one of the top birdwatching sites in South Africa and attracts tens of thousands of water birds and migrant waders. At your public meeting (Tokai) no one could tell me who Horus Wildlife Consultants are, except that they

					<p>have offices in Stellenbosch. In the Specialists' Investigations – Draft Report no mention is made of who the environmental consultant is, or what his or her credentials are.</p> <p>I can therefore not accept a broad statement such as at the end of the ornithology report such as 'from a bird perspective, and provided that the mitigation measures proposed are implemented there should not be any negative impact likely to affect the decision to proceed with the project.' This type of comment is so broad and vague as to demand that a full Environmental Impact study should be done and this in cooperation and under the guidance of the Percy Fitzpatrick Institute at the University of Cape Town. This Institute is highly respected and regarded world-wide and if they should endorse an EIS, I believe that will settle doubts in most of the public and NGO's minds.</p>
		Ashwell	Ally	EnviroEds	<p>From discussions with experts present this evening, I see no reason for Sector 1 of the toll road – it does not address City to suburb traffic flow problems in a way that makes up for the environmental (social and ecological) impacts of noise, aesthetic impact, additional traffic congestion at Lakeside, the precedent of bisecting the False Bay Ecology Park, ecological perturbations within wetland systems, reduced property values in affected areas. And in the north, what about the renosterveld? The tolling of this route in a socioeconomic area where people are not well off is problematic, as is the fact that this development was not solicited by City planners or Capetonians, but by the engineering firm that stands to gain most from the project. It is essential that Chand Ecosense JV make the point in their reports that this project be seen as only one option to alleviating the traffic problem in the City. Upgrading/developing the public transport system is a number 1 priority.</p>
		Ryall	Enid	Kirstenhof and Environs Ratepayers' and Residents Association: Committee Member	<p>While acknowledging that some amelioration of the traffic problems in central Cape Town necessitates discussion of a city Ring-road the siting of that highway in the Southern part of the Peninsula gives grave cause for concern. I most strongly object to the possible extension of the Steenberg Road across the wetlands of that area and the Cape Flats Wastewater Treatment works. The region is an extremely sensitive ecological one supporting many species of the remaining Cape Flats Flora (found nowhere else in the world) and</p>

					<p>supports more bird species than St.Lucia. The Cape Town City Council have designated the region the False Bay Ecology Park comprising the Rondevlei and Zeekoevlei Nature Reserves, the Cape Flats Wastewater Treatment Works, Coastal Park landfill and a Coastal strip. Proposals for the Ecology Park include an eco-village, illustrating sustainable building approaches, recreational and eco-tourism areas and 'core' conservation facilities as well as a craft and tourism centre. While the experts might suggest that the proposed highway would provide ease of access to these facilities can you imagine how much of the sensitive ecological richness will be left in the area after the road-building process has taken place and the noise and air pollution from heavy traffic takes over? The alternative Philippi link (or other possible links) must be investigated more thoroughly and utilised instead of the Steenberg connection.</p>
		Herman	B	Cape Bird Club/Zandvlei Trust	<p>My concerns relate to two areas (a) the bird sanctuary at the northern end of Zandvlei and (b) the corridor between the Strandfontein sewerage works and Zeekoevlei. Whilst provision appears to have been made for mammals and amphibians I respect of their safety, my concern is for flying birds. (a) Strandfontein to Zeekoevlei – pelicans and flamingoes plus numerous other waterbirds and (b) sandvlei to the Pollsmoor dam – Egyptian Geese, cormorants etc. What I feel is needed is raised walls adjacent to these areas which could be planted with indigenous vegetation. These walls should be high enough to prevent birds flying across the freeway. Freeway overhead lighting should be provided with innovative 'shades' so as to direct the light down to the freeway and not up into the air. I furthermore feel that raised walls would also help to reduce the noise factor in these sensitive areas. The movement of birds across the proposed route is a daily occurrence, which increases in summer with arrival of migratory birds. What must be prevented is the slaughter of many of these species, which may have flown thousands of kilometers – only to end up as a road victim on their arrival.</p> <p>Thank you for the opportunity to register my concern.</p>
		Oertel	C	Norfolk Park Action Group	<ul style="list-style-type: none"> On the supposedly big financial benefits to Cape Town of the toll road: why should everybody on CT benefit financially from the road while I suffer financial loss? I will have to move

					<p>because I cannot live next to a road – who will buy my house? I believe I should be compensated financially for loss of habitat.</p> <ul style="list-style-type: none"> • The area of the Lakeside interchange is currently being used by nature lovers to walk their dogs. Once the interchange is built, they will not have convenient access to a tranquil walking area. • I notice that Penway has gone into great detail about the benefits and secondary benefits of the road (GDP as a result of the road, relief on congestion at hospital bend etc). Nobody seems to have thought about secondary negative effects on the environment. Given that access corridors between natural areas are a vital aspect of conservation, why not keep the road reserves free of roads so that the 12 endangered species can survive? And the four vegetation types. • I object to the road: <ul style="list-style-type: none"> ○ it will harm the environment ○ it will damage my health (noise, light and air pollution) ○ we have a constitutional right to clean air and freedom from pollution ○ our city needs more public transport and fewer cars. This road will encourage urban sprawl. • The executive summary from the ornithologist refers: <ul style="list-style-type: none"> ○ 'The proposed road would bypass at least 32 schools if completed, and could serve as an easily available open air classroom and laboratory'. Does this person realise that we are talking about a road here? Since when is a road an open-air classroom? ○ 'Road verges being the only extant habitat for rare and endangered species': How much better if the entire road reserve could be a habitat – with no road at all using up valuable space. • The EIA recommends that the road between Main Road and the railway line (Section 1) be as far north as possible to conserve wetland. Currently the diagram shows the road as being south of the current road reserve. You should take the
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					<p>road through the Norfolk Park suburb. This will conserve wetland and you can buy the affected residents out.</p> <ul style="list-style-type: none"> • I object: <ul style="list-style-type: none"> ○ From comments made by one of the road engineers it sounds like the road is a done deal. These meetings are just a formality. ○ The motivation for the road is flawed. The real motivation is that the scheme developer will land a big contract and make a lot of money (at our expense). • This road will be desecrating my grave (it will go ahead over my dead body). • The business case displayed showed macro-economic benefits of the road. These are necessarily based on broad assumptions. • Nobody has done a similar estimate of the cost loss due to environmental damage, loss of tourism extinction of species and loss of fynbos. To be fair, this needs to be done. • I object! It is not fair that we need to fight a scheme developer, with access to funds and resources, discrimination against the poor – we cannot afford the means to protect us from exploitation by the ‘rich getting richer’. • Cape Town should look at a wider range of proposals. We are limiting ourselves to one unsolicited bid – by definition limited to building a new road. ‘Let’s solve Cape Town’s problems by building a new road’ is just as limiting as ‘...by building a sky rise’. • We should brainstorm a win-win solution by looking at other options too (eg. buy the railway and make it work properly). <p>(Please also refer to letter dated 9/10/02)</p>
		Van Ryneveld	T		<p>I was concerned to find no comment in the assessment on one of the key points that I (and others) have submitted to you. That area is likely to be of increasing and significant value for recreation and tourism in the future, and it is crazy to damage it. A road through the middle will detract significantly from the natural atmosphere there. We have so few natural environmental areas for such recreation, and we have an increasing population that will be seeking such opportunity.</p>

					We should do all we can to conserve them. For the above important reason, <i>inter alia</i> , I object to the proposed southern route through the dams.
		Trautmann	N		As a resident in the Sandvlei area and a keen birdwatcher, I have grave concerns about the disruption to the Wetlands that will result from the plans to build the proposed Ring Road. The negative ecological effects will far outweigh any possible benefits there might be to the city and its environs if these plans are pursued. The free flow of traffic on the new road from the north will also cause an increase and an extra burden on the already congested road system that exists from Muizenberg southwards. On a hot summer's day, the vehicles already come to a standstill along the main road and Ou Kaapse Weg. If this congestion is added to by population from the northern suburbs as well, the situation will become untenable.
		Love	R		The ring road, as proposed, does not take into account the needs of Cape Town in terms of sustainable traffic flow and major impact on the environment. I firmly believe that the project should be reconsidered.
		Clark	P	Cape Bird Club; Botanical Society; Wildlife and Environment Society	I am totally opposed to the construction of this road. It will have a devastating affect on the birdlife at Zeekoevlei, Strandfontein, Rondevlei and Zandvlei. The Bird Club and municipality have cared for this special sanctuary for many years. Much agricultural land will be lost. Urban sprawl will be encouraged in the South Peninsula. Alternatives for traffic must be found rail transport, buses etc.
		Austin	G		<p>I was pleased for the opportunity to attend the 'Open House' at the Blue Route Mall on the 5th September. Thank you.</p> <ul style="list-style-type: none"> • Damage to the wetlands has been identified. This is horrific, especially in Section 1. But it seems that the project is going ahead anyway. This is bad. • I saw no recognition of the damage that will be done to the Southern Peninsula, from Lakeside to Cape Point, when the project has been completed. Thousands of drivers from the northern suburbs and Mitchell's Plain will think they see a quick way to the SP beaches, especially on summer weekends and evenings. But the Main Road south is already gridlocked at those times. The ring road must not be built until the Main

					<p>Road has been doubled in width, all the way along.</p> <ul style="list-style-type: none"> • One official at Blue Route said in my hearing that Cape Town is the only major city without a ring road (so what?), and that it 'had to come' Why? There are simply not enough good reasons for this. The only beneficiaries will be the sponsors.
		Arenhold	S		I strongly oppose the destruction of the Zandvlei Wetlands.
		Rawson	P A	Norfolk Park Residents' Association	I totally object to the proposed toll road's close proximity to my property. I think it is a total disgrace that this project ever got beyond the committee stage as this enormous undertaking would be a death blow to Norfolk Park residences and surrounding proximities.
		Halett	C		I am not in favour of this project.
		Boonzaier	Sharon		The proposed highway will destroy the natural wetland area. In the light of the World Summit on Sustainable Development where preservation and protection of the natural environment was a major issue, it is an absolute shame and disgrace that the idea of a highway through this area was even proposed in the first place. The earth's natural environment needs immediate protection preserving this precious and essential area will be a start.
		De Beer	Mr and Mrs D M		<p>My husband and I are totally against the said toll road for the following reasons:</p> <ol style="list-style-type: none"> 1. My husband who is a paraplegic and myself have been residing at this residence for the past 25 years. 2. I am going on 70 years old, and do not wish at this age to uproot and relocate, as it would, in the circumstances, be a major traumatic experience, which I doubt we would be able to bear. 3. I have had extensive renovations and home improvements done to our dwelling, to make the necessary alterations to accommodate my husband, the value of which is approximately R100 000,00. 4. The toll road would impact negatively with the bird sanctuary, adjacent to our dwelling which has provided an extremely important natural habitat and ecological system for the many species of wildlife, which inhabit it, specifically the indigenous rain frog, since time immemorial. 5. The toll road would decrease the value of our dwelling.

		Gets	H		My concern is about the destruction of the wetland, noise pollution, air pollution, devaluation of our property. Just another road encourages more cars on our roads. Why is this money not being used to upgrade public transport instead? We need fewer cars, not more!
		Gets	William		Concerns: <ul style="list-style-type: none"> • Devaluation of property • Lack of investment in public transport • Great impact on environmental and personal health
		Arenstein	Mary		I am totally opposed to a road that damages ecologically sensitive areas. This is yet another money-making racket that causes further deprivation to the disadvantaged. The roads through Muizenberg, Kalk Bay, Fish Hoek and Simon's Town are unable to cope with present demand, to add to the problem is ludicrous.
		Foghill	J S	Friends of the Cape of Good Hope	Muizenberg, Fish Hoek, Simon's Town roads totally inadequate to cope with present traffic – cannot cope with any more. Object to siting of road through eco-sensitive area.
		McJannet	M P		Environmentally wrong. Simon's Town's surrounding roads totally inadequate.
		Kempe	M A		Totally unnecessary road. Insensitive to those who will be affected. Damages eco-sensitive areas. Roads in 'far south' cannot cope with additional traffic!
		Fogarty	Mrs S		We strongly oppose the toll road because it will: <ul style="list-style-type: none"> • Add to traffic congestion at Main Road, Steenberg Road area • Damage wetlands and environmentally sensitive areas • Turn the existing R300 into a toll road without offering an alternative route. • Lower the quality of life of all who live near the toll road. • Destroy the potential for wetland areas to become a tourist attraction. • Reduce property values. • Increase pollution and noise.
		Netzer	B		The proposed R300 will not only destroy the natural wetlands, it will also disturb birds and other endangered species. The quality of life of the residents in the affected areas will change – children's playgrounds, people's space to walk and relax in – the natural beauty

				will be destroyed. I say no to this road.
		Stein	B	I strongly object to the N21 going ahead and believe that alternative public transport solutions should be sought. I object to the desecration of our natural environment for the enrichment of a few people.
		Penney	Stewart and Liz	<p>a) We have been residents in Zeekoevlei for 30 years and live there because of the ambience of the area. We have accepted low house price increases, no mains sewerage, no schools, no libraries, many untarred roads, poor street lighting etc because these annoyances have been more than offset by the pleasures of living in a peaceful environment. In the mornings we can hear the waves on the beach at Strandfontein! We also love walking from our house around what hopefully will become part of the Coastal Park. Now the plan is to put a major road right through this oasis of peace and quiet!! There is no way possible to sufficiently mitigate the major environmental polluters of particularly noise but also fumes and also possibly sight depending on the height of the proposed road. The ambience that we have paid for and enjoyed for many years will effectively be destroyed.</p> <p>b) The wildlife where the road will run is prolific and has the undoubted potential to become a major tourist attraction. This includes the birdlife - this is one of the major wetlands in Southern Africa and carries a diverse and large population of birds, and no environmental expert should have the cheek to professionally suggest that any mitigations of the effects of the road will prevent major negative effects to this birdlife. Also the flora - still part of one of the most abundant floral kingdoms in the world. What a shame to spoil the potential of a key part of the coastal park for tourism and conservation.</p> <p>c) As residents in Zeekoevlei our access to the northern suburbs and the N1 is best via the R300 and we use the R300 regularly. I object to paying a toll on a road that has already been paid for via my various taxes.</p> <p>d) If an improved road system is proven to be absolutely necessary for this section of the proposal ie linking the end of the existing R300 to the southern suburbs (and this has yet to be demonstrated to my satisfaction) have all the alternatives been exhaustively examined??</p>

					An obvious alternative is Baden Powell Drive. We look forward to our objections being taken seriously and being kept in the loop of future environmental impact studies.
		Demnitz	Helmut		I am not in favour of this big road because I live nearby. It will affect the birdlife negatively, because it will pass through the vlei areas. If there should be a link to the R300, then it should be more north, as it would cause more traffic problems to travel south first, then north.
		Windell	Mark		Please fight to stop the ring road. If they need it suggest it to be built elsewhere.
		Sloan	David and Jean		<ul style="list-style-type: none"> • We have strong objections to this proposal, particularly Sector 1. • The project will have a serious effect on the flora and fauna of the Westlake Wetlands as evidenced by studies conducted by the environmental groups concerned with the area. • There will be a significant increase in noise levels, irrespective of any measures taken to combat this, and in pollution from exhaust fumes, the latter constituting a health hazard for people with respiratory problems. • The proposed Westlake interchange and bridges will impact on the existing outlook and congenial nature of Norfolk Park. • All of the above will have a significant downward effect on the value of our property. <p>We are of the opinion that there are alternatives to the proposal which have not been fully explored, some of which are:</p> <ul style="list-style-type: none"> • Improving traffic flow on the existing M3 by closing some entry ramps (eg at the top of Wynberg Hill), amalgamating others, constructing bridges at certain points (eg the intersection with the road from Claremont to Kirstenbosch) thereby removing existing robots, and constructing a third lane on certain stretches. • Further improvements to the existing M5 • Development of Baden Powell Drive <p>The Sector 1 development will become obsolete in a short number of years because it does not deal with the existing bottlenecks at Muizenberg and Ou Kaapseweg. The ultimate aim must surely be to reduce the number of vehicles using the existing road network in</p>

					greater Cape Town, particularly morning and evening traffic, by a complete revamp of public transport, including rail alternative and variations thereon, incorporating the provision of parking facilities in areas readily accessible to commuters and offering financial inducements to motorists.
		Emery	Lynne		<p>I am totally against the R300 for three basic reasons:</p> <ol style="list-style-type: none"> 1. The cost on the environment 2. The cost to the residents in the area. It is a relatively safe area for young children and teenagers. There are several children who play on the edge of this wetland. 3. The financial cost. There are existing roads which could be upgraded for this purpose. There is no need for another white elephant.
		Krynauw	E	City of Cape Town: Nature Conservation	<ul style="list-style-type: none"> • Why is upgrading Military Road not an option?? It would have been better if the N21 could start from the M5 and thus the clearly sensitive area between M4 and M5 can be ' saved'. This sensitive area can put aside as a reserve by the company building the road. This way the company will get good advertising and will also be known for saving the environment and not destroying it. • 12 Red Data plant spp. are at risk!! We are known for our Cape Floral Kingdom which attracts tourists, why start destroying the little we've got left. • Underpasses for the mammals are not a good solution. These animals will be easy prey to predators (including stray dogs!!) since the animals will be confined to the tunnel and will have no escape route. • Ornithology chapter: the "positive outcomes of the well managed road edges". • These points are relevant to a Karoo biome not a fynbos biome in which the road is being build. These are thus irrelevant! • Explain how a highway can be an open air classroom and laboratory??! • Noise: Environmental education (EE) is very important,

					<p>especially since the new OBE (outdoor based education) system started in schools.</p> <ul style="list-style-type: none"> • The EE at Zandvlei is mostly done outdoors. Learners are taken into the reserve and 'outdoor classes' are given. Having a highway next to the reserve will make it difficult to continue with these classes due to all the noise pollution and thus the EE will be negatively influenced. • Transport costs is also a big problem for most schools in our area, and those that are out of walking distance, mostly use private transport. • Asking these people to use their private vehicles is already a lot, asking them to pay a toll fee as well, will be too much and expensive for them. We might lose the interest of these schools and this negatively influences our EE at Zandvlei. • The EE at Zandvlei is doing very well, with almost 2 000 learners having visited our reserve this year!. We would like to increase those numbers, not decrease them. • Lastly, a reserve is not only there to protect the fauna and flora, but it is also a place where people can come to, to 'escape' from the busy city life (traffic, noise etc.). With the highway next to the reserve, that effect will be destroyed.
		Dorse	C	South Peninsula Municipality: Zandvlei Nature Reserve	<p>Herewith are my comments on the synopsis:</p> <ul style="list-style-type: none"> • Amphibians and reptiles: The direct loss of leopard toad foraging area is the main issue between the M4 and M5. Culverts for faunal movement are only important if they connect suitable habitat on both sides of the road. • Entomology: The information given concerning the <i>Kedestes</i> species is totally unacceptable. Between the M4 and M5 the habitat for both species of <i>Kedestes</i> and for <i>Pelopides thrax</i> will be totally destroyed leading to the local extinction of these species. What do these species pollinate? Are they keystone species? Answer

					<p>these questions or ensure that they are conserved in the nature reserve before any development occurs.</p> <ul style="list-style-type: none"> • Mammals: No mention is made of minimum population size and population viability in the long term. I mention this in terms of direct loss of terrestrial habitat at Zandvlei Nature Reserve. • Ornithology: The comments concerning the shift from formal conservation areas to ones in a urban context is irrelevant and should not be used to justify future developments. The points on positive outcomes of road edge management are misleading and not valid. These fact can not be used to justify the transformation of natural areas into road reserves. The <i>Gladiolus</i> sp. at Paarl is endangered due to habitat transformation such as road development and is only found in the road reserve as this is the only habitat which is left. • Botany: The botany report fails to mention the species which occur in the road reserve and not in the neighboring Zandvlei Nature Reserve. These include the Grass <i>Imperata cylindrica</i> which is found in extensive colonies in the road reserve and is not represented in the Nature Reserve. This grass is the only host plant for three species of butterfly.
		Tripp	Mel	Cape Bird Club	<ul style="list-style-type: none"> • To pretend that this is a "Public Participation Process" is a sham and a disgrace. We on behalf of the Cape Bird club's 1400 members were denied the opportunity, by Chand Ecosense, to put our opposing point of view to the public at the first of the proposed "Open Meetings" at the Blue Route Centre in Tokai on 5th September 2002. • It is sincerely hoped that the DEAT will take note of this attempt to manipulate this process through a lack of "Transparent and Honest" interaction from this body and take action to kerb their suspect and dubious methods in achieving their goals for their client Penway. • The comments below refer specifically to the "Southern Greenfields Section" affecting the birds and habitats of

					<p>Strandfontein Waste Water Treatment Works, although the entire project seriously demands questioning as to the reasons for the requirement of such a road at all!</p> <ul style="list-style-type: none">• The Penway time scale on the environmental studies of Biodiversity is hopelessly inadequate. Comprehensive studies must be carried out over a period of Annual Seasons in the areas, so that realistic information can be gathered to make intelligent decisions on what impact the proposed Toll Road could have.• The EIA takes no cognisance whatsoever of the long term historical data collected by the Cape Bird Club over 40 years, held by the Avian Demography Unit at UCT and published locally and internationally–• Kaletja-Summers, B. McCarthey, M and Underhill, L 2001. Long Term trends, seasonal abundance and energy consumption of waterbirds at Strandfontein, Western Cape, South Africa, 1953 – 1993. OSTRICH 72 (1&2): pgs 80 –95 and identified as the 5th most important waterbird site in South Africa in terms of numbers. Plus being rated as one of the top three water bird sites in the south western Cape.• The site is important for many species, supporting the largest known population of Glossy Ibis (up to 310 birds) and Maccoa Duck (up to 300 birds) in the Western Cape. Data from counts (1992 – 2000) show that the works can support up to 72 different species and at times 30 000 individuals.• The “Environmental Consultants” Horus Wildlife were not available for debate or discussion at the “Open meeting” neither were their details available from Chand Ecosense, who could only suggest that they were “some crowd from Stellenbosch” Which raises suspicion on the existence and credibility of such a body.• In the light of these few points alone it is crucial that this road be stopped from destroying the avifauna and biodiversity that exists in this fragile piece of environment.• On one poster at a protest display by Grade 4 –10 pupils of Springfield Convent School, at Rondevlei Nature Reserve,
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					<p>adjacent to Strandfontein Waste Water works and part of the proposed "False Bay Coastal Park" the point was well made:</p> <ul style="list-style-type: none"> • "We have enough roads, but not enough birds". • I equally trust that this plea be recognised by Government bodies to step in to stop this project as clearly it is ill conceived, unnecessary and will prove disastrous for the birds and other fauna of the surrounding area.
		Foot	E	City of Cape Town: Nature Conservation	<p>Conservation is not only conserving large animals!! Even a small piece of veld is valuable and important to conserve. Conservation is all about saving biodiversity. To accomplish this we have to save any piece of veld worth conserving no matter what its size. Zandvlei Nature Reserve is only 22 ha, but we fulfill a vital part in conserving biodiversity.</p> <p>The Leopard toad is one of our endangered frog species found at Zandvlei. We have the best kept population of Leopard Toads. We not only have the endangered Leopard Toads, but we also have ten red data plant species nl. <i>Cliffortia ericifolia</i>, <i>Passerina paludosa</i>, <i>Muraltia metio</i>, <i>Psuralea glaucina</i>, <i>Psuralea repens</i>, <i>Satyrium carneum</i>, <i>Leucadendron levisanus</i>, <i>Euphorbia</i> species, <i>Lampranthus repens</i> and <i>Lampranthus explanatus</i>.</p> <p>Humans tend to want things they cannot have. In this case someone saw a money-making opportunity seeing as this area is so beautiful and prestine.</p> <p>ARE YOU UP FOR A DARE??</p> <p>Answer the following question (honestly if you can)!!!</p> <p>WHERE DO YOU GO FOR A HOLIDAY?</p> <p>A: Do you go to an area where there is no plants?</p> <p>B: Do you go to an area without animals?</p> <p>C: Do you go on holiday and stay next to a highway?</p> <p>D: Do you go to an area without phones and background traffic noise, beautiful sunsets and long walks with the African Fish Eagle's call in the background, without having to worry about what your going to do within the next minute?</p>
		Green	Pam and Garth	Bergvliet/Meadowridge Ratepayers' Association/Wildlife	<p>Apart from the fact that I don't see the need for such a road at this time when the money would be better spent repairing existing and seriously deteriorated roads, I consider it extremely arrogant of the</p>

				and Environment Society: Members	"developers" (Penway) to put forward such a proposal. There doesn't seem to be a lot of support forthcoming from the general public but there is a considerable amount of opposition. I don't see letters in the press praising the idea but numerous ones expressing views against it. The loss of habitat for the bird and animal life in the area will be tragic and should be avoided at all costs.
		Barker	D and DJ	Ancient Days/Grosvenor Villa	This ring road will affect our livelihood, and our lives in many ways. We own three buildings with historical value – over 100 years old, and basically will do whatever is in our power to stop this road infringing on our properties. A lot of people affected by this, in the area, have not been informed properly.
		Lawson	Gavin	The Zandvlei Trust	<ul style="list-style-type: none"> • Lack of necessary information <p>Very little new information was made available that was not known at the Scoping Phase study. Why were no preliminary Engineering drawings indicating profiles and sections of the road made available? At a previous Focus Group meeting it was minuted that these would be available. We have addressed a number of queries to your office following the focus group meetings. The responses to these queries were vague and incomplete and did not contribute to the debate.</p> <ul style="list-style-type: none"> • Public Participation <p>The attendance figures of all the meetings suggest that your system and methods of advertising are not reaching the ordinary persons of Cape Town. Our monitoring of the attendance figures suggests that the majority of attendees are from "interest groups". The general discussions we have had with residents and landowners along or adjacent to the route are still largely unaware of the proposal. The total attendance figures were extremely disappointing for a project of this size and scope. Public meetings are the only way to conduct a successful participation process for people to inform themselves. The method of fragmenting people at the open house meetings does not empower the average person to make an informed comment on this very broad subject. Have the broader poorer communities had a fair chance to voice their comments?</p> <ul style="list-style-type: none"> • Social <p>The alignment of the southern - sector1 from Lakeside will isolate Norfolk Park, Coniston Park, Zerilda Park, Retreat, Lavender Hill,</p>

				<p>Seawinds and from Zandvlei and Muizenberg. It will create an isolation barrier. This will further divide these Communities.</p> <p>The physical alignment of the road in Sector 1 around the western boundary of Mitchell's Plain further serves to isolate this suburb from the rest of Cape Town community. It would also be another physical and mental barrier. The proposed road has by its nature as a Toll Road, limited access points and therefore reduced access and amenity value to the communities through which it travels. We are of the opinion that, because of this limited access, a toll road and a national road is the inappropriate instrument to resolve metropolitan transport problems. Such a road will form a barrier and an obstacle, contributing to the problems rather than being part of the solution.</p> <ul style="list-style-type: none">• Zandvlei Nature Reserve <p>The alignment and height profile of the road on the northern boundary of the Zandvlei Nature Reserve where it would have to cross the Keyser's River and the railway line would be visible in Muizenberg, Lakeside and the Marina da Gama to the south, Retreat in the north. The visual, noise and air pollution disturbance would be an enormous impact. The immediate residents in Norfolk Park, Coniston Park and Zerilda Park and Marina da Gama would have diminished quality of lifestyle and property values. The noise would be accentuated being so close to the very large water bodies in the vicinity. The prevailing winds would also carry the sound and air pollution great distances. This would probably spell the end of the terrestrial part of the Nature Reserve. The Environmental Education Centre would not be viable to the local schools as they would have access problems and the noise and visual disturbance with added pollution would detract from the present quiet undisturbed Nature experience. Many of these children need this experience to cope with the social situation they find themselves in. Also they are in walking distance to the Reserve. The Environmental Centre is less than 70 meters from the road alignment. The northern water pans in the Reserve are less than 80 meters from the proposed road alignment. The road would also isolate the very successful Langevlei Wetlands Development from the Nature Reserve and this Education facility would be lost. The present Road reserve has nearly 20 plant types that don't occur in the Nature Reserve and</p>
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				<p>this additional habitat would help to make the Nature Reserve more viable long term for the sustainable Education and recreation programmes presently undertaken. The Greater Zandvlei Estuary Reserve proposal is in an advanced stage, this to manage the viable identified land and water components in and around the Zandvlei estuary.</p> <ul style="list-style-type: none">• Loss of jobs and tourism in FBEP <p>The proposed road alignment will bisect and seriously compromise the False Bay Ecology Park (FBEP). The Educational facility conducts the biggest school programme in Cape Town area. The recently established Tourism Company's position would not be viable if the road alignment went through the FBEP. The tourism potential would be lost to this area. The Cape Waste Water Works is regarded as the 5th most important birding site in South Africa. It presently attracts many foreign tourists as groups and individuals. The Tourist potential is untapped and is being presently marketed.</p> <p>The CAFDA (Cape Flats Development Association, also part of the FBCP) activity node is to be upgraded with funds already secured. The local community proposals would attract local employment and training in crafts, bakery, tourism and bed and breakfast fields. A museum will be developed to highlight the history of the founders, farmsteads and the cultures of the local communities.</p> <ul style="list-style-type: none">• Specialist studies <p>We have severe reservations as to the appropriateness of the terms of reference of these studies. The scope and budget appears to be severely limited and this leads to a serious question as to the independence, competence and impartiality of the studies and the results obtained.</p> <p>As the full studies were not made available to us, we cannot comment on the conclusions reached, except to say that they appear to be very superficial and some references out of date.</p> <p>All the Specialist studies are in macro form we believe they should all be micro studies. They all appear to be basic desktop studies. No concerted field studies appear to be undertaken and summaries are in isolation to each other. Habitats support all the life - plant, animal, bird and insects and are all interrelated. The fynbos is largely</p>
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					<p>dependant on insect and bird pollinators. Some are wind pollinated. The Specialists must do detailed (micro) site studies to demonstrate the proposed road impacts to the different habitats. Do the different Specialists know all the interdependent and interrelated bio systems and how they will be affected?</p> <ul style="list-style-type: none"> • Traffic congestion <p>Nowhere in the proposal does the Developer indicate how they will disperse 27,000 vehicles at the Lakeside junction without exacerbating the situation, which hardly copes with the present traffic, flows on working days, let alone weekends. Main Road - south from Lakeside to Simon's town cannot be upgraded to 4 lanes. Ou Kaapse Weg would have to be first upgraded to 4 lanes before the proposed Toll Road were built.</p> <p>It is impossible to make meaningful comment on possible congestion based on the information available. A toll road is not appropriate to deal with large volumes of local traffic and this traffic will have to use existing routes. It is wildly irresponsible to offer a major arterial road as a solution for traffic congestion in an urban environment, whether it is tolled or not. The information offered to us at this stage does not indicate methods or planning of how the developer intends to deal with the probable congestion and other traffic impacts at the various intersections, nor a commitment from the City on the means or ability to deal with the congestion on parallel routes.</p> <p>Our discussions with the members of the Cape Metropolitan and Provincial Transport and Land-use Planning authorities indicate that they have neither the means, institutional authority nor the budget to deal with these issues.</p> <ul style="list-style-type: none"> • Noise <p>The noise study summary recommends conducting studies after the road is built to establish where perceived problems are! Surely you undertake a thorough study and design those measures in at the design phase not afterwards.</p> <p>In practise this will never happen, only when civil action is threatened and or awarded against the Developer or concessionaire.</p> <ul style="list-style-type: none"> • Conclusion <p>Zandvlei Trust still remains opposed to the Southern Greenfields -</p>
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				<p>section1 due to the extreme environmental damage anticipated during the construction of the road, the environmental damage caused by the loss of unique habitat and the loss of future opportunities. The alternative we proposed is still an option in our view, to serve as a link to the Southern Peninsula suburbs.</p> <p>From Steenberg left into Main Road right into Military Road then left on to the M5. As this route will deal with a large volume of short-distance local traffic, it cannot be tolled and should be left under the control of the appropriate local authority. At the Southfield intersection turn right onto the Philippi link - section 6. The economic study information, the detailed specialists study information and detailed engineering drawings are not available so we still cannot form a balanced opinion to give an informed comment. Due to the lack of relevant and appropriate information we need further time to do research and reserve our right to make further comment on this process at a later date.</p>
		Le Mesurier	Richard	<p>The EIA specifically says that certain animals or plants will be destroyed! And that some not survive the relocation. Yet at the same time it says that there will be no environmental impact! How can you justify those comments? This is entirely a scam on the Cape population. It says it will help the poor, but they won't be able to afford to pay the toll fee, so will be stuck without any transport. How on earth is that 'helping the poor'? It seems this is just about money, and I am happy for you, because I believe you are one of the few people who will benefit from it...</p> <p>I hope the government sees the light and stops this before you destroy more of our unique country!</p>
4/11/02		Claase	Laurianne	<p>As an I&AP to the R300/N21 toll road proposal, I would like to record my dissatisfaction with the latest phase of public participation in the project. The Open Houses that were held in September did not provide an effective forum for engaging with the draft Environmental Assessment reports. There have been many concerns raised by sundry I&AP's as to the road's effect on the vulnerable wetlands around Zeekoevlei, Rondevlei and Strandfontein and the format of the Open Houses (ie. posters hung in busy malls) has not allowed these issues to be aired. Merely presenting information is not the same as the</p>

					public participation prescribed by the EIA regulations. As I am unhappy with the information supplied to date, I cannot comment in full and reserve my right as an I&AP to do so in full once the environmental studies are available.
4/11/02		Stock	Nicki	Zeekoevlei Environmental Forum/Zeekoevlei Civic Association	<p>Maps and summaried reports were available for perusal at the Open Houses, but the format meant that no meaningful discussions or dialogues could be entered into. ZEF and the ZCA feel that the general public was not any more informed after these events than they were before. Only the I&APs were really aware of the details of the proposal with its potential impacts and therefore as a public participation exercise it was flawed.</p> <p>With regard to the potential realignment of the proposed southern section, ZEF and the ZCA are firmly of the opinion that any route through the False Bay Ecology Park is unacceptable. Detailed comments, objections and data submitted by I&APs refers.</p> <p>The information available in the Summary Document tabled at the Open Houses was scanty and seemed little different to the original scoping report's Executive Summary. As you are aware ZEF has been requesting more specific information from the specialists' reports, this has been denied on the grounds that the information was preliminary and could not be released. In view of the above ZEF and the ZCA do not feel that formal comment is appropriate at this time and reserve the right to comment officially and in full once the EIR is available. In closing ZEF and the ZCA are perturbed by the Terms of Reference given to the consultants - refer to email from Mark Dittke to yourselves dated 11th September 2002. We look forward to seeing the EIR and are interested to see how the various specialists have addressed the many concerns that have been raised by this proposed road.</p>
4/11/02		Gibbs	Dalton	Rondevlei Nature Reserve	<p>AMPHIBIANS & REPTILES</p> <p>Design -point four. "In suitable areas, culverts ..." This point advocates the installation of culverts under the road to facilitate the movement of herptofauna, especially that of the endangered Western Leopard Toad (<i>Bufo pantherinus</i>). It is known that Western Leopard Toad, as well as most other species of herptofauna in the southern section of the proposed road are preyed on by vertebrate mammal</p>

					<p>species such as Cape Grey Mongoose or reptiles such snakes and terrapins. The underpasses and culverts proposed would do more harm than good in funnelling herptofauna into confined spaces where they are more vulnerable to predation.</p> <p>Question: Has this been identified in the specialist report? If so what mitigating measures are recommended?</p> <p>Point 5 " No solid type barrier should be constructed alongside the road ..."</p> <p>If no such barrier exists, animals in the 3km interface with the Zandvlei, Rondevlei & Zeekoevlei Nature Reserves will wander into the road and attempt to cross.</p> <p>Question: What will stop animals, especially species such as Grysbok (<i>Raphicerus melanotis</i>) from trying to cross the road or wandering into the road? With no barrier between them and the road, what incentive is there for them to use the culverts mentioned in point four above?</p> <p>AQUATIC ECOSYSTEMS</p> <p>Point 2 - " At the south-western extremity of the road ..."</p> <p>The specialist study identifies the Westlake Wetlands as " the healthiest of all the wetlands in the Cape Metropolitan Area ". The affects of the road through this area of the larger ecosystem are unknown as per the specialist's statement.</p> <p>Question: What further studies will be undertaken to determine these impacts?</p> <p>In the light of the value of these wetlands, why has a no go option not been considered here?</p> <p>ENTOMOLOGY</p> <p>Point four - " Two of the listed butterflies, <i>Kedestis lenis</i> and <i>K. barbarae bunta</i> ..."</p> <p>This point suggests the POSSIBLE re-introduction of the species after construction.</p> <p>Question: Since both species in question are sporadically known from only two localities, both of which will be impacted upon by the road - where will the animals come from to re-establish the population in the habitat that the road will impact? If both sites are impacted and no butterflies reappear then what? How will two butterfly species survive along the edge of a road? With a fragmented habitat these species</p>
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				<p>cannot be expected to cross 6 lanes. How will re-introduction (suggested in the specialist report) take place in reality? Given the doubt expressed by the specialist in the success of a re-introduction of these species, what steps are being taken to guarantee this if the road were to be constructed? Note: Given the isolated and relic nature of these two butterfly populations, their taxonomic status could well be that of full species once comprehensive taxonomic studies have been conducted. Until proven other wise, these relic/isolated populations must be regarded as endemic.</p> <p>ORNITHOLOGY</p> <p>Point three - " Most of the 225 species listed ..." While it is true that sites such as Strandfontein Sewage Works serve as an example where human activities have benefited certain bird species, what has not been mentioned is the local species that have not benefited from these human activities - for eg. the local extinction of Cape Grass Owl (<i>Tyto capensis</i>) or Bittern (<i>Botularis stellaris</i>).</p> <p>Point four - " Bird species ... " " The speed of re-introduction and the success of post construction habitat utilization will be a direct consequence of the environmental quality, logistics and sensitivity of the construction phase". While this may be true - no indication is given of how "environmental quality, logistics and sensitivity" will be achieved in the construction phase.</p> <p>Point five - " Globally, there is shift away ..."</p> <p>This paragraph speaks of the benefits of "conservation management" and "road edge management for conservation" - yet no plans of how this managed would take place are given. Although the thoughts here have some truth, they cannot be used to endorse the dissection of the larger (and in some cases last) remaining conservation areas on the Cape Flats and then maintain that they will be of benefit as conservation areas. The well-established principles of island biogeography state clearly that by reducing or fragmenting a natural area biodiversity is reduced. This case is proposed to happen at Zandvlei, Rondevlei and Zeekoevlei Nature Reserve and nullifies this as any sort of benefit for conservation.</p> <p>Point six, sub point 2 "Refugia" " The occurrence of species that are not tolerant of human disturbance, indicates that some of these areas</p>
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				<p>may be well managed (perhaps by default) and the example of the Greywing Francolin coveys in Sector 1 serves as an example here (Blair & Tate, Laursen 1981)." The implication is that if disturbance occurs in these road reserves the sensitive species will disappear - this is not expressed in the report. An example of this will be the coveys of Greywing Francolin in the Zandvlei Nature Reserve road reserve.</p> <p>Question: What measures will be taken to ensure that no "human intolerant" bird species are lost from sites impacted upon by the proposed road? (For example, the Greywing Francolin covey at Zandvlei Nature Reserve whose habitat falls within the boundaries of the proposed road.)</p> <p>Point six, sub point 3 "Plant and animal micro-reserves"</p> <p>"There are numerous examples ..." The examples of rare <i>Gladiolus</i> sp. growing on road verges is not relevant - the fact that these species are found along road verges is indicative of two factors:</p> <ol style="list-style-type: none">1) There is no more habitat left for the species2) Poor conservation planning and commitment <p>It should be noted that these relic road side populations will not last indefinitely given the pressure and pollution stress that they have to tolerate in their habitat. Nutrient enrichment through vehicle fumes and oil spillage are contributing factors that cause the decline in these relics vegetation patches. Such "plant and animal micro-reserves" are a poor indication of the state of biodiversity in Cape Town and are not examples that the proposed Toll Rd. wants to advocate or imitate.</p> <p>Point six, sub point 4 "Seed Stores" "Valuable seed stores ..."</p> <p>The proposed road in the southern section passes through the lower edge of mountain fynbos, seasonal wetlands and strandveld vegetation types. None of these have grasses as a prime component of their vegetation structure, and are susceptible to invasion by alien grasses, especially in areas of nutrient elevation such as road verges. The suggestion that the road verge will supply a source of grass seeds (for "graniverous birds") is totally out of place with the vegetation type of the southern section.</p> <p>Point six, sub point 5 "Educational functions"</p> <p>As someone who facilitates several thousands days worth of environmental education a year, I am yet to have a school request a</p>
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					<p>visit to the local 6 lane highway, even if it is lined with indigenous replanted vegetation.</p> <p>Note: no mention is made in the "Synopsis of the Draft Conclusions - Ornithological Section" of the major flight path of birds that exists between Rondevlei Nature Reserve and the Strandfontein Sewage Works.</p> <p>Question: Did the specialist report comment on light and noise pollution impact on birds at Strandfontein?</p> <p>PEDESTRIAN DESIRE LINES</p> <p>SECTOR 1</p> <p>Point three, sub point 2 " Ideally, a pedestrian bridge across the freeway should also be constructed ..." The tone here is that the pedestrian bridge to be used by environmental education groups that move through the area is an option. It must be stressed that the 2000 children that access across this point per year cannot be subjected to an underpass of +- 60 m - the width of the road. This is not an option for an environmental education experience.</p> <p>Question: What steps will be taken to retain a "sense of place" for schools groups in the wilderness area in the south of Rondevlei and Zeekoevlei Nature Reserves?</p> <p>Question: When will the full specialist report be available for comment?</p>
4/11/02		Whittington	Philip	Cape Bird Club	<p>I would like to take this opportunity to register my objections to the proposed project and to raise my concerns over the process of public participation. Having attended one of the "open house" meetings and spoken to people that have attended others, it is clear that not all of the meetings were well attended. I suspect that this is largely due to a large proportion of the public being unaware of this project and/or not having access to the notices about the meetings. One of my colleagues was completely ignorant of this proposed road, which will pass relatively close to her home in Table View. I suspect that most of the communities living in the Cape Flats that will be affected by the road are also unaware of this proposal or how it will affect them. The flow of information has therefore been inadequate to allow for full public participation in this process. Putting notices in public libraries and in newspapers alone is not sufficient to inform all of the</p>

				<p>communities that have a right to be involved in this process. This needs to be addressed before the process can continue further. Only a few copies of a brief summary of the specialists' investigations were available at the "open house" meetings. I understand that the full report, although complete, will not be released until February 2003. When questioned, Chand seemed somewhat reluctant to give clear reasons for this delay. In the absence of transparency on this question, one is forced to assume that they either have very little faith in the contents of the report or wish to leave the public with the minimum possible amount of time in which to make informed comments about it. According to the display at the "open house" meetings, the proposed road will have several advantages. I would like to challenge some of these.</p> <p>It is stated that the proposed road will reduce the congestion on existing roads. I very much doubt that this will be the case. It will merely result in another congested route. The M25 in the U.K. is an example of a ring road that was built to relieve congestion on other routes and allow for easier flow of goods and people around London. Despite being a six-lane road throughout its length, it has merely become a major source of congestion itself.</p> <p>The proposed road is said to make access between residences and work easier. Again, I have reservations about the validity of this statement. For the less affluent members of the community it does not provide a shorter route to the major centres of employment and they would probably be unable to afford to use it if it did. The Integrated Metropolitan Environmental Policy (IMEP) for the City of Cape Town makes a commitment to minimise the need to travel and promote the use of public transport as a preferred means of transportation. This would be a far more cost effective and environmentally favourable option than the construction of another major national road.</p> <p>It was stated that the road would provide temporary and permanent employment opportunities as a result of its construction. I do not disagree with this. Paying people to dig holes in the ground and fill them in again also provides employment opportunities but, like the construction of this toll road, does not achieve anything positive or</p>
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				<p>really help anyone. The proposed road is also said to be able to sustain the Western Cape economy through the provision of a quality road network. However, since the road will function exclusively as a profit-generating venture for the initial 30 years, I fail to see how this will help the economy of the Western Cape. Use of the toll sections will inevitably add to the cost of delivering produce and this cost will be passed on to the consumer.</p> <p>It was also stated that the proposed road would help develop and enhance the growing tourist industry. I dispute this statement. In my opinion it will actually have the opposite effect. The proposed road does not follow a route that will benefit visitors travelling to the usual tourist destinations in the vicinity of Cape Town. The area covered by the proposed "False Bay Park", i.e. Rondevlei, Zeekoevlei and the Cape Flats Water Treatment Works are all important centres for ecotourists. My understanding is that the Department of Environmental Affairs and Tourism wish to expand on the use of this area by ecotourists. Building a six-lane highway through an important part of it is hardly going to enhance the area's ecotourism potential. On the contrary, it will actually denigrate it.</p> <p>Some of the current national road network is in urgent need of maintenance (the N7 just north of Cape Town springs to mind). Maintenance of these existing routes should be given higher priority than the construction of new roads. The proposed toll road covers sections of the R300 that have already been constructed with the use of public funds. It is immoral and would demonstrate a total lack of integrity to toll these sections. The public should not be expected to pay twice for the use of these sections of road. The introduction of toll roads smacks of a dubious means of subsidising road construction where public funding is either unavailable or has been previously mis-spent or mis-appropriated. The toll option is also economically flawed as there are more efficient ways of raising funds than by the use of tolls.</p> <p>My major concerns, however, are with the environmental effects of this proposal. Two routes are proposed in the south (the Southern Greenfields sections). It is neither necessary nor desirable to develop both of these routes. The southernmost of the two sections is by far</p>
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				<p>the most environmentally sensitive and should not be pursued further. The proposed route through/over Zandvlei Nature Reserve will make continuation or expansion of the current programme of environmental education practically impossible. No one is going to be able to appreciate the environmental surroundings or strain to hear above the sound of traffic passing overhead. The specialist reports in the brief summary provided contain some contentious statements; e.g. "mitigation should reduce impact to acceptable levels". What exactly is an "acceptable level" and to whom is it "acceptable"? The developers perhaps? Since my own area of knowledge is on the ornithological aspects, the majority of my concerns and comments relate to the affects of the proposed development on birds. However, it is fundamentally important that the specialist reports are not considered in isolation: it is a working ecosystem and all aspects of it (plants, amphibians, reptiles, birds etc.) are interdependent on each other. Reading just the summary of the report of the bird specialist raised serious concerns. The positive outcomes of proper road-edge management seem somewhat superfluous to me. The most positive outcome is no road at all: it is unnecessary and undesirable! Providing viable seed stores on which granivorous birds can feed in the vicinity of six lanes of traffic sounds like an excellent way of increasing the number of road casualties amongst granivorous birds! I am amazed by the statement (under educational functions) that the proposed road "could serve as an easily available open air classroom and laboratory". Is the specialist suggesting that the borders of a six-lane highway are a suitable or safe place for children? The mitigation measures mentioned in the summary and on the Penway website refer to species that do not instantly come to mind as being particularly at risk from this development, e.g. Grey-winged Francolin, birds of prey and owls. No mention is made in the summary of wetland birds, even though wetland is one of the habitats that would be most seriously affected by the proposed route. The proposed "mitigation measure" of putting up nestboxes for birds of prey and owls near to a major highway is highly questionable. The major reported cause of mortality of owls is due to collisions with motor vehicles on roads! The final sentence on birds in the summary of the</p>
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				<p>specialist's report is interesting to say the least. If he means that "from a bird perspective, provided that mitigation measures proposed are implemented, there should not be any negative impact" then he is living in cloud cuckoo-land. However, if the statement "there should not be any negative impact likely to affect the decision to proceed with the project" is to be taken literally, this implies that no negative impacts are likely to affect the decision to proceed with the project, i.e. negative impacts can be simply ignored or brushed aside as "mitigated". The City of Cape Town in its IMEP is committed to "promote appropriate transportation systems that reduce environmental impacts". National government and the private sector should support this policy. The proposed N21, however, would result in major environmental impacts along part of its network. The southern route of the Greenfields section would seriously impact the proposed "False Bay Park", causing further fragmentation of wetland habitat. This would have the potential to negatively affect both the diversity and density of species present in the ecosystem. Creation of wetland areas elsewhere to replace lost habitat would not mitigate this impact but merely introduce other portions of fragmented habitat. The City of Cape Town in its IMEP is committed to "promote appropriate transportation systems that reduce environmental impacts". The fact that the Cape Flats Water Treatment Works (known locally as Strandfontein Sewage Works) is artificial is completely irrelevant in this instance. One of the premier wetland bird reserves in the U.K., Minsmere in Suffolk, is also largely artificial, resulting in part from the flooding of farmland, as part of the coastal defences, during World War Two. What is relevant is that the Cape Flats Water Treatment Works is a site of major importance on a national scale for wetland birds. It falls within the top ten sites in the country for the numbers of waterbirds that it supports, with a summer count that consistently exceeds 10 000 birds. There is over twenty years worth of information available resulting from monthly counts of the birds on this site. This information appears to have been completely ignored by the "specialist" in his report. He also fails to mention that the works is on the site of a previously natural wetland, so although the habitat may have been modified, it has at least remained as a wetland</p>
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				<p>ecosystem. However, I believe that the specialist is, by his own admission, a “karoo ornithologist” and karoo is a habitat that will not be affected at all by the proposed development! Surely an assessment of this nature requires the input of specialists on the habitats that are to be affected and who are familiar with the area in question?</p> <p>The rich natural diversity of the Rondevlei, Zeekoevlei and Cape Flats Water Treatment Works wetland complex has long been recognised, and the Cape Bird Club has been motivating for years to get formal protection for the latter site. This has also been recommended in published works (Cooper <i>et al.</i> 1976, 1992, Ashkenazi 1986, Kalejta-Summers <i>et al.</i> 2001). The barrier to this seems to be that the site is a working plant, although this does not seem to be a problem in other parts of the world, and the present lack of any protected area status does not reflect negatively on its importance ecologically. The fact of the matter is that the Cape Flats Water Treatment Works contains the highest diversity of aquatic habitats available anywhere on the Cape Flats and it should therefore be given legal protected status. The “no-go” option is therefore the most appropriate scenario for this proposal, at least with respect to the southern route of the Greenfields section.</p> <p>References: Ashkenazi, S. 1986. A managerial proposal for a bird sanctuary in a multipurpose area – Strandfontein Sewage Works. Unpublished CSIR Report. Cooper, J., Summers, R.W. & Pringle, J.S. 1976. Conservation of coastal habitats of waders in the south-western Cape, South Africa. <i>Biological Conservation</i> 10: 239–247. Cooper, J. Brooke, R.K., Cyrus, D.P., Martin, A.P., Taylor, R.H. & Williams, A.J. 1992. Distribution, population size and conservation of the Caspian Tern <i>Sterna caspia</i> in southern Africa. <i>Ostrich</i> 63: 58-67. Kalejta-Summers, B., McCarthy, M. & Underhill, L.G. 2001. Long-term trends, seasonal abundance and energy consumption of waterbirds at Strandfontein, Western Cape, South Africa, 1953–1993. <i>Ostrich</i> 72: 80–95.</p>
4/11/02		Day	Dr L	<p>1. The proposed road will result in high levels of noise in, amongst other areas, the Zeekoevlei / Rondevlei areas. This will impact on residents, many of whom, including ourselves, were attracted to the</p>

					<p>area in large part because of its tranquility, and the fact that we could hear the sea at night, and not the rumble of a highway. The noise impact summary report acknowledges significant increases in ambient noise level. Is this impact appropriate for a Nature Reserve?</p> <p>2. The very brief summaries of the specialist reports are too brief to be of much use in assessing what work has been carried out, and on what basis different assessments have been made: the final reports (referred to in the botanical summary) are required.</p> <p>3. The Aquatic Ecosystems summary report notes the "fragility of the ecosystem services provided by the Westlake Wetland and the Zandvlei Bird Sanctuary that will be impacted by the roadway is unknown, but MAY BE SUCH THAT ANY FURTHER LOSS MAY BRING ABOUT DEGRADATION OF THE ECOSYSTEM AS IT IS AT PRESENT". No mitigation measures, or suggestion that this may be a no-go area, are suggested. The summary report concludes however that the overall impact on aquatic ecosystems is only low to moderate, using appropriate and sensitive mitigation measures. Please indicate what mitigation measures will be taken in the vicinity of the Westlake Wetlands - without mitigation, is the impact in this area not high?</p> <p>4. Have the kinds of mitigation suggested by the Botanical Report been agreed upon by the project team (e.g. raising the road over sections of wetland)? (Raising the road will reduce drainage problems that affect the wetland as a whole, but loss of wetland communities beneath the raised section of the road will undoubtedly take place - due to shading, disturbance etc. In the absence of clear, detailed maps, it is impossible to assess where different mitigation measures will take place, and what their efficacy is likely to be).</p> <p>5. The ornithology summary is too vague to provide useful information.</p> <p>6. Finally, none of the specialists makes mention of assessment of alternative routes, or of any "no go" option. Instead, construction of this road, and its basic alignment, appears to be a given, and attention is paid only to mitigation measures. Is this a true reflection of your assessment process?</p> <p>Thank you for the opportunity to comment on the project at this</p>
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					stage. Unfortunately, the level of detail available so far is insufficient to allow for useful comment.
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