

**N21 (R300) ENVIRONMENTAL IMPACT ASSESSMENT PHASE:  
I&AP COMMENTS**

DATE RECEIVED	SURNAME	NAME/ INITIAL	ORGANISATION	SECTOR	COMMENT	REFERENCE NUMBER
6/03/02	Bongers	Eric	Resident	1	Would help if one could see on supplied map where proposed new sections are situated in relation to specific locations such as Zeekoevlei. It appears as if the new sections come very near to Zeekoevlei cutting across areas heavily populated by wild birds and near enough to cause noise pollution to residents in the area of Zeekoevlei. Do not agree to the proposed situation of the new sections.	<b>6/03BONE-S</b>
7/03/02	Du Plessis	Nikki	New Homes Estate Agency	1	I am looking forward to the completion of the toll road as traffic conditions on M3 every morning and evening not acceptable. Everyone has to go through Claremont to go anywhere - this is a fantastic alternative. It will also increase property rates in Marina/Capricorn area.	<b>7/03DUPN-S</b>
7/03/02	Potgieter	Pierre	Resident Goedemoed	3	Construction of 8km dual carriageway highway and 5 bridges from 37,5km to 45,5 km. Are there 5 bridges? Which 5 interchanges are you referring to? Would the proposed R300 be built across these roads?	<b>7/03POTP-A</b>
08/03/02	I'ons	Dr L	Resident	1	The wetlands at the Main Road (Prince George Dr) will be destroyed by this dual carriageway. This remains my main concern. Is an alternative (such as Military Rd) not possible?	<b>8/03IONL-C</b>
08/03/02	Angus	George	Klapmuts Engineering		It will affect our business in a negative way as we travel the road a lot in normal day-to-day business.	<b>8/03ANGG-S</b>
11/03/02	Van Buren	L	Green Pastures Rest Home	3	Due to the fact that we are a low-lying property the matter of suitable drainage of stormwater from our erf 430 to the R300 reserve must be taken into account during the planning stages of the Wellington Interchange.	<b>11/03VANL-S</b>

11/03/02	Ryall	Enid	Kirstenhof and Environs Residents' and Ratepayers' Association	1	The possibility of the Toll Road going through the wetlands at Lakeside from the Main Road Interchange still bothers me.	<b>11/03RYAE-S</b>
11/03/02	Doherty	Annette	Durmonte Home Owners Association	3	I am especially concerned about the disturbance of birdlife in the undeveloped stretches adjacent to this complex. Also what steps are to be taken regarding noise pollution at the boundary of my house.	<b>11/03DOHA-C</b>
11/03/02	Vincent	Graham	Durbanville Development Forum	3	The noise and visual impact of the road is of great concern – it should be below ground level and of smooth tar. Refer to additional correspondence dated 25/06/2002 and 26/06/2002.	<b>11/03VING-C</b>
11/03/02	Slate	Ann	Local resident	1	It all looks like a good idea but one thing puzzles me: is the road to go straight through the sewerage works at Strandfontein? Good Luck!	<b>11/03SLAA-A</b>
12/03/02	De Villiers Loubser	J E	Farmer	3	The Durbanville Farmers' Association must be acknowledged as representing farmers whose land the proposed road crosses, as well as all farmers involved.	<b>12/03DEVJ-S</b>
13/03/02	Newdigate	G	The Plumber Guy	1	Good idea and much needed but I have reservations about the toll road as the pressure on the existing routes may not alter. What are the fee structures?	<b>13/03NEWG-P</b>
13/03/02	Gray	Peter	Marina da Gama Residents' Association	1	Have strong objection to any form of Toll in the link between Main Road and Prince George Drive. Before purchasing property in Marina da Gama due to poor accessibility of the area, the SPM were approached to ascertain any future plans for roads/links between the M4 and the M5. The SPM advised that a link road had been planned and was shown on all development plans, which would be built in the future. The exact route of this proposed road is now the same route envisaged for the toll road. On the original assurances many properties were purchased in Marina da Gama. Are the SPM now renegeing on their undertakings given?	<b>13/03GRAP-S</b>

13/03/02	Wroe-Street	Grant	Crowther Campbell and Associates	3	The final alignment of the link between the N7 and the coastal road should take into account two landfill initiatives (1) proposed extension of existing CMR site at Vissershok (2) possible new regional landfill >500ha to west of existing railway line.	<b>13/03WROG-A</b>
14/03/02	Crook	Roger	Affected road user	3	Need to know the toll tariffs and will electronic tolling be available at all the toll plazas?	<b>14/03CROR-P</b>
14/03/02	Van Blommestein	Peter	Individual	Simon's Town	<ol style="list-style-type: none"> <li>1. Agree with the R300 Ring road to Simon's Town.</li> <li>2. The Sector 6 Philippi link across the Philippi Horticultural area to Prince George Dr is not acceptable. You will destroy an agricultural area.</li> <li>3. Dotted 3.3 Prince George Dr as shown in Fig.1 is unacceptable. You will destroy the ecology.</li> <li>4. M3 Simon van der Stel freeway/Steenberg M42 intersection is dangerous at present. A connection under the bridge with a ramp to M42 (going west) is most necessary and a big factor in improving the unsafe road as it is at present. Very necessary.</li> <li>5. A link road is necessary between M3 and Boyes Drive as soon as possible. The bridge is in position. Why has it never been completed? The golf course could be redesigned – all in the interests of health and safety. It is on municipal property.</li> <li>6. Page 4: "Concession Contract" <ul style="list-style-type: none"> <li>• 'an initial construction period...'</li> <li>• 'A further 27 year period...'</li> <li>• '...during which the road will be further upgraded, maintained and operated'</li> </ul> Remember the CMC does not know the meaning of 'maintained' This is never done! </li> <li>7. Also all this PPP is just talk; the plan has been drawn up and it will be executed to the benefit of the participants but not the ratepayers. The PPP is just a farce. The scheme has been accepted</li> </ol>	<b>14/03VANP-C</b>

					and drawn up. Now it will be implemented.	
14/03/02	Stander	Hein	BKS (Pty) Ltd	2	Even though toll roads are still being implemented in many countries and toll collection is becoming more effective, they still are not as effective as collecting road user charges from fuel sales. The concept of shadow tolling is applied successfully in the UK and Australia and should be considered here – especially in view of the considerable number of toll plazas proposed, as well as the extent of toll diversion that can be expected. Shadow tolling might also address the issue of why only some freeways in the metropole are tolled, whilst others are not.	<b>14/03STAH-P</b>
15/03/02	Pinder	Mark	City of Cape Town Blaauwberg Administration	3	Commenting on the portion within the old Blaauwberg Area: (1) On the initial work table (S8). The form of intersection should be demonstrated to be the most suitable for that location. I'm not convinced that a roundabout on a Class 1 road is the right configuration – a raised rotary interchange would be a more appropriate option where the mobility of the West Coast Rd is not impaired. (2) On fig 1, the N7 interchange shows tolls on the ramps going into the Blaauwberg (District 11) Area. This is not acceptable. I recall that only the portion east of the interchange would be tolled! Not a freeway in the Blaauwberg Area, want a Class 2 with the appropriate intersection spacing along the route. (these comments are to form part of a consolidated response from the transport planning officials within the City of Cape Town)	<b>15/03PINM-A</b>
18/03/02	Cllr Jones	Ismail	Ward 68 Councillor	1	Your document is vague. What are the alternatives that have been incorporated into the scheme? Is the route from Steenberg Rd to Prince George Dr to follow the road reserve north of Zandvlei or Military Rd?	<b>18/03JONI-P</b>
18/03/02	Landby	Mrs P		1	Route better for alterations.	<b>18/03LANP-S</b>
18/03/02	Ellwood	Max		1	Keep Strandfontein for the birds, a road across it is	<b>18/03ELLM-M</b>

					entirely destructive and unnecessary.	
18/03/02	Searle	Ron		1	Strongly object to this development going through the Strandfontein Waste Water Treatment Ponds.	<b>18/03SEAR-M</b>
18/03/02	Tripp	Mel	Cape Bird Club	1	The Strandfontein area is of huge natural importance to many thousands of bird species and is just as important as other protected national; wetland areas. Many want to see this area secured and given some form of reserve status to save yet more bird habitat which is disappearing under 'developers' concrete. Therefore any moves to proceed with any development needs voices of descent to save too much irreparable damage.	<b>18/03TRIM-M</b>
18/03/02	Thom	Craig		1	Object to the road passing through the Strandfontein Sewerage Works. This area provides an artificial wetland (which is becoming increasingly scarce) that is utilized by thousands of birds. There are two existing roads that could be upgraded instead of a new one, so it makes no sense (except a profit motive) to build a new one. The increased traffic flow expected from areas like Capricorn Park have failed to materialize. Please consider other viable alternatives	<b>18/03THOC-C</b>
18/03/02	Flanagan	Wendy		1	I object to unnecessary human development and interference purely for financial gain (I gather the proposed road was unsolicited by the council). We are not informed enough as yet as to exactly what contribution breeding populations of birds make to the food chain - don't, make a mess of this important bird site.	<b>18/03FLAW-M</b>
18/03/02	Coombe	C		1	Is it really necessary for the proposed road to traverse the Strandfontein Sewerage Works? Why through one of the most prolific waterbird habitats in South Africa? Why does this road have to be built and how far along is the process?	<b>18/03COOC-M</b>
18/03/02	Dittke	Mark	Attorney at Law		Refer to letter 15/03/02 for list of requests.	<b>18/03DITM-S</b>

18/03/02	Gilbert	Alison	Cape Bird Club	1	The Metropolitan Spatial Plan of 1996 clearly favours a more northerly route for any road connecting the M5 with the R300 and two and a half years were spent planning and working on this alignment and the new developers do intend to use this route. The route through Strandfontein which is apparently an ADDITIONAL road is therefore not necessary unless it is to serve some purpose yet to be revealed. This road must not be built.	<b>18/03GILA-M</b>
18/03/02	Brunwin	Peter		1	The road is potentially most destructive and invasive of the False Bay Coastal Park and the sensitive feeding and breeding areas of upwards of 30 000 waterbirds. Are you suggesting that TWO roads are needed in the southern section? And if so, what possible justification can there be for this extravagance? It would appear that the Philippi link to Prince George Dr and the link from Prince George Dr to the Westlake Interchange will provide quite adequately. There also seems to be insufficient time allocated to the specialist ecological investigations. For these to be thorough, a full twelve month cycle is needed. (refer to letter 12/03/02)	<b>18/03BRUP-C</b>
19/03/02	Farqumar	M		1	The tone of the document is that the decisions where and when to build the road have already been taken. So little info is given here that it is hard to comment. Where are all the specialist reports that have been undertaken. The 'Initial Work Table' suggests that construction is going ahead regardless of the outcome of the EIAs and the public participation process. I get the feeling that the entire process is being rushed along, why?	<b>18/03FARM-S</b>
19/03/02	Hendricks	Past. A	Emmanuel Pinkster Sending Gemeente	1	Why are all the tollgates inside our Province? Is it necessary? How much more must we pay to see our beautiful Province? Don't you see that you are bringing back the PASS LAWS indirectly? Tollgates at Du Toit's Kloof, Sir Lowry's Pass and Malmesbury side	<b>19/03HENA-P</b>

					entering the Province is the something to think of. But inside it will come in front of our gates. That means no freedom or democratic right.	
19/03/02	Sillito	Adrian		1	No reference to air pollution and its assessment as advised previously.	<b>19/03SILA-M</b>
19/03/02	Wallace	Ian	Acting Principal Engineer: Technical Services (City of Cape Town – Tygerberg Administration)	2	The new road will cut off the existing Langeberg Rd route, which is a class 3 road. Construction of the Langeberg re-alignment must be undertaken as part of the construction of the R300 at the consortium's cost. Likewise the extension of De Villiers will become critical and must be addressed by the consortium.	<b>19/03WALI-A</b>
19/03/02	Haiden	R	City of Cape Town, Transport Planning Branch, Directorate: Transport, Roads and Stormwater	1, 3, 5	There appear to be some errors in BID #2. Fig. 1 shows an interchange (Mitchell's Plain) with Eisleben Rd whereas the existing interchange is with Stock Rd as described in Section 3 on the Initial Work Table. On this table 1(a) is repeated as 1(e). Roundabouts are proposed at Main Rd (1(c)) and Vanguard Dr (10(a)) whereas previous planning included a diamond interchange at the former and a partial clover leaf interchange at the latter. It is important to note that in the PPPs for East West Arterial in Blaauwberg and the R300 extension across the Philippi Horticultural Area, neither route was proposed to be tolled. This must be explored during this EIA.	<b>19/03HAIR-A</b>
20/03/02	Plew-Chisholm	A J		1	It appears that there are many environmental issues related to the proximity of the road to the waste treatment work that needs a full and not a rushed environment study. There also appears to be an undue rush to complete the study and approve the road. All reports to date are written as if the toll road will go ahead and that objections will be ignored (a bit like the Zim election)	<b>20/03PLEA-S</b>
20/03/02	Van der Tang	D E	Stellenberg Gardens Body Corporate	3	The 62 homeowners of Stellenberg Gardens wish to continue in the public participation of this process as our house prices, safety and security and quality of	<b>20/03VAND-S</b>

					life will be severely affected by the increased volume of traffic.	
20/03/02	Sykes	J		1	How can you even consider putting a road through a nature reserve/coastal park? The impact on the indigenous bird populations that use the local sewage pans as feeding grounds, would be devastating.	20/03SYKJ-M
20/03/02	Wilderspin	N M		1	The proposal to build a highway through the middle of a nature reserve and coastal park is unacceptable ecologically. Crossing the municipal sewage pans with a toll road will spell disaster for the thriving bird life. What happens to the efficiency of the sewage works during construction – and after?	20/03WILM-M
20/03/02	Bailey	A G		1	I object to a road passing through S1 and S2: a nature reserve and a coastal park. I fail to see how this will not affect the bird life and the lives of other animals. The sewage works and pans are overutilised at the moment, therefore how can you take away (build upon) existing pans.	20/03BAIA-M
20/03/02	Jordan	P		1	I object to the proposed routes of Sector 1 – sections 1 and 2 as these pass through ecologically sensitive areas such as the sewage works south of Zeekoevlei. This is an important feeding area for the local bird populace and will be severely affected by this road construction and the heavy traffic that will follow.	20/03JORP-M
20/03/02	Jordan	L G		1	I am extremely concerned about the route of proposed sector 1 sector 2 road and its impact on the sewage works through which it passes, as well as on the local fauna and flora. The sewage pans are feeding grounds for large numbers of birds. Besides, I understand this area was a coastal park?	20/03JORL-M
20/03/02	Van der Wal	J		1	I strongly object to the proposed building of the toll road. We do not want a highway going through a nature reserve, a bird sanctuary and the sewage pans. The results would be catastrophic to the environment and to Zeekoevlei and Rondevlei.	20/03VANJ-M

20/03/02	De Korte	A		1	I strongly object to the proposed roadway passing through the bird sanctuary, the sewerage pans and a nature reserve. Information received so far has been totally inadequate. This road cannot go ahead.	20/03DEKA-M
20/03/02	Stock	N	Zeekoevlei Environmental Forum	1	I fell that there is insufficient detail in your latest report to make full comment. I object strongly to your tone in the report – this road is not a <i>fait accompli</i> – surely a full EIA is compulsory. We object to your unseemly rush. What is the hurry – an EIA in less than 3 months – is this really possible? Will the results be sufficiently full to make the correct decisions? Why 2 southerly routes – not even one is needed? Surely present studied option through Philippi is the better option – less costly, less intrusive to the environment.	20/03STON-S
20/03/02	Tozer	A		1	The study should continue providing it continues to be economically viable. It is critical to the success of this project that the toll is affordable. What traffic volumes will make this a viable proposal, and what will the impact be if no toll road is permitted?	20/03TOZA-A
20/03/02	Schmidt-Dumont	J	Old Mutual, Tygerberg Chamber of Commerce	3	Cape Town really needs this development to go ahead.	20/03SCHJ-S
20/03/02	Samuel	J	Norfolk Park Action Group	1	The fact that the then Cape Metropolitan Council planned the route over 20 years ago is not acceptable. The wetlands have developed since then to include the leopard toad/fish eagle to name only two of the extensive environment that will be affected. Lake Rd, at all costs must be left alone – use Military Rd as an alternative	20/03SAMJ-C
20/03/02	Samuel	P	Norfolk Park Action Group	1	The map provided is illegible and so unacceptable. A detailed map needs to be accessible to all. Noise pollution will be unacceptable. We own a double storey house - where will the proposed ramps and main toll plaza be positioned?	20/03SAMP-C

20/03/02	Cloete-Hopkins	A N	Ward 62 Association	1	The members of the Ward 62 Association object to the route from Prince George Dr, bisecting Rondevlei and the sewerage ponds, Strandfontein Rd and ending at Vanguard Dr. The area's ecological significance and accessibility makes it a potentially important tourism destination. Many international visitors already visit Rondevlei. Rondevlei and the sewerage ponds should not be considered as two separate areas. A major road bisecting them would destroy the integrity of the flora and fauna, could act as a dam during floods and destroy the visual and auditory peace for visitors (refer to letter 20/03/02)	<b>20/03CLOA-M</b>
20/03/02	Oliver	Emma	Zeekoevlei	1	The information contained in the BID #2 is inadequate in its description of the route. It is not clear where exactly the road goes. It is not clear, concerning the Southern section whether the Philippi link and so called Greenfields sections are an either/or option or whether the stated intention is to build both roads. If the intention is to build both roads – why are both required? Zeekoevlei, Rondevlei and the sewerage works form a wetland system which will be destroyed. We should like to see the results of the studies to be conducted before any further plans are made. The tone of BID #2 is as if the EIA is completed. In any EIA process, if all the work is to be transparent and of any value, there also needs to be a 'no development' clause. (refer to letter 21/03/02).	<b>20/03OLIE-C</b>
20/03/02	Louw	A F M	Phisantekraal Farm	3	The Public participation process is welcomed, but the impact on the 800 hectare farm is so severe that a personal meeting is hereby requested. The sketch plan is so vague that it is impossible to determine the exact route of the proposed road. There are a number of dwellings, outbuildings, a large dam and vines that could be affected. It is quite possible that	<b>20/03LOUA-P</b>

					the route separates this very historic farm into two separate halves (refer to letter 14/03/2002).	
20/03/02	Gardner	R.B		1	BID #2 gives the impression that the intention is to proceed with the construction of the road including the section through the False Bay Coastal Park, regardless of the findings of the EIA. This is contrary to the principle of conducting an EIA. If the impression gained is valid, on what grounds was this decision made and on what authority? The information provided is inadequate and there is apparently no provision for access to specialized reports. Where and how can these reports be obtained? If the Philippi farmland route is to be included, why is there any need for a road through the False Bay Coastal Park? The whole process seems to be proceeding with indecent haste – why?	20/03GARR-C
20/03/02	Godwin	R J	Zeekoevlei Environmental Forum	1	We object to <ul style="list-style-type: none"> <li>• overall concept of the proposed scheme</li> <li>• proposed phase 3, where the proposal is to traverse, via any alignment, through the False Bay Coastal Park</li> <li>• the incorporation of an additional alignment through the horticultural section to De Waal Rd intersection.</li> </ul> (refer to letter 26/02/02, 15p)	20/03GODR-C
20/03/02	Gerstner	H	Marina da Gama Association	1	The proposed ring road especially the link between Westlake interchange and Prince George Dr will be a welcome asset to the Marina and Capricorn. We would be most thankful if we could participate in order to offer the wealth of information already acquired, for example, this could be an excellent opportunity to dredge Zandvlei for the necessary fill required for the road works, which at the same time will improve the depth and salinity of the vlei – a huge ecological plus.	20/03GERH-C
22/03/02	Berruti	Aldo	Director – BirdLife	1	I understand that the current report on this	22/03BERA-M

			South Africa		development is fatally flawed in its treatment of birds. This area has been classified as a globally important bird area, and as such is described in the Directory of Important Bird Areas, published by BirdLife South Africa and publicized to the EIA community. BirdLife SA objects in the strongest possible terms to such a development and will oppose it fully. We note that this application has been developed apparently without sufficiently wide consultation. We find this approach contrary to the current South African practice of transparency on issues that affect a broad range of SA society. (refer to letter 20/03/02)	
22/03/02	Weinronk	Eileen	Environmental Management Department, Cape Metropolitan Council Administration		<ul style="list-style-type: none"> <li>▪ The comment period is not adequate for either an integrated or even a simply co-ordinated comment from this organization. For a project of this significance it is recommended that the comment period for input from this organization be a minimum of a full 30 day period but preferably 60 days.</li> <li>▪ There is no mention of any social impact assessment or socio-economic study.</li> <li>▪ There is no indication of who the decision maker/delegated authority for the EIA application is.</li> <li>▪ The final scoping report was not received by this department.</li> <li>▪ There is no apparent co-ordination with other toll road or transportation proposals within the same receiving environment. The cumulative impact of the toll and other transportation roads on this environment is therefore not considered in this EIA process.</li> <li>▪ The BID is presented as if the CMC Administration have approved and support the proposal.</li> <li>▪ The BID refers to the 'final phase of scheme</li> </ul>	<b>22/03WEIE-S</b>

					<p>development' but does not clarify this status into the EIA application.</p> <ul style="list-style-type: none"> <li>▪ There is insufficient information regarding the actual proposal – project actions, time frames, alignments, receiving environment and anticipated impacts.</li> </ul> <p>(refer to letter received 22/03/02)</p>	
25/03/02	Marincowitz	Vincent	The Zandvlei Trust	1	<ul style="list-style-type: none"> <li>• Any road through the Zeekoevlei wetlands complex is completely inappropriate, unnecessary and does not appear to serve any purpose. Even the Sector 1 route appears forced. There are no significant generators of traffic anywhere near the southern route that cuts through the Zeekoevlei wetlands. Any traffic generated at either end of this loop will be served just by the Sector 5 Philippi Link and this route is close to the traffic generators such as Wetton, Grassy Park and the Philippi agricultural area.</li> <li>• The long term costs and collateral damage of a road through the wetlands is not understood and considerable further studies need to be done if this route is imperative, which we do not think it is.</li> <li>• Your BID does not have sufficient information to indicate the detailed intentions of the connection from Steenberg Road to Prince George Dr in the vicinity of Military Rd. We are particularly concerned about this section because of the potential negative impacts on the lower reaches of the Keysers Stream and on the northern side of the Zandvlei Nature Reserve. (refer to letter 20/03/02)</li> </ul>	<b>25/03MARV-C</b>
25/03/02	Gibbs	Dalton	City of Cape Town, Nature Conservation	1	<ul style="list-style-type: none"> <li>• The overwhelming tone of the BID letter is that the road will be built regardless of species loss – this brings into question the integrity of the process.</li> </ul>	<b>25/03GIBD-S</b>

					<ul style="list-style-type: none"> <li>• Nowhere in the process has a 'no go' option been seriously considered.</li> </ul>	
25/03/02	Van Ryneveld	A J	Constantia Property Owners Association/Ward 62 Committee	1 and 5	<ul style="list-style-type: none"> <li>• I was pleased to see that the Philippi Link is being considered and is to be studied. However, I am distressed to see that the Southern Greenfields Section is still on the cards. We will surely regret this in future years (environmental education and tourist potential; bird populations).</li> <li>• Surely we should start with the Philippi Link alone? That will provide considerable relief to the traffic pressure from the south and is the cheaper route. There is surely no need for the Southern Greenfields Route as well at this stage, and future circumstances may show that it should not be developed.</li> </ul>	<b>25/03VANA-A</b>
25/03/02	Lambert	C		3	<ul style="list-style-type: none"> <li>• Noise pollution. As the proposed road will be less than 100m from my property, a once <u>very</u> peaceful / "rural" neighbourhood will now become noise polluted. Consider a large motorbike traveling at high speed, (with modified exhaust) in the early hours of the morning.</li> <li>• Property Devaluation. The estate has only one entrance/exit. As a result crime has been non-existent. The proposed road will grant easy access and high speed get away thus raising the incidence of crime in the area.</li> <li>• Possible Change in Municipal Boundaries. The proposed road development cuts numerous suburbs of Durbanville off from the main. The possibility now exists that where once the suburb of Durmonté falls under the Tygerberg municipal area, it will now form part of the Oostenberg, thus devaluating the property values once again.</li> <li>• Destruction of Marsh/Wetland_ Towards the lower end of Durmonté, bordering the Northern side of Wellington/Klipheuwel road, are numerous small</li> </ul>	<b>25/03LAMC-M</b>

					<p>wetland/march areas. The proposed Wellington Road Interchange on/off ramps will eliminate these areas, thus wildlife and vegetation will disappear.</p> <p>I again find it necessary to voice my strong disapproval of this proposed development and sincerely hope that someone will take heed.</p>	
25/03/02	Van Eetveldt	Mrs		3	What changes are going to happen to de Villiers Rd in Durbanville so as to incorporate the R300?	<b>25/03VANE-A</b>
26/03/02	Day	Dr E		1	<p>I am greatly concerned at the tone of your BID, which assumes that the road project will go ahead, regardless of the outcome of the EIA process. It is my understanding that an integral part of the EIA process should be consideration of, and allowance for, the "no go" option. Your outline of the terms of reference for the specialists makes no mention of this - it is important that this be incorporated into their terms of reference, and indeed that of the study as a whole, at an early stage. Failure to consider this aspect adequately, coupled with the tone of your BID (which echoes that of the Scoping Document) makes a mockery of the EIA process. Your BID assumes that the EIA process will amount to little more than suggestions for mitigation against a series of inevitable impacts. I would also caution your project team as a whole that, where there is a lack of scientific data to support their findings, the precautionary principle should apply. This principle forms one of the general policy principles of IMEP (the Integrated Metropolitan Environmental Policy of the City of Cape Town), amongst other organisations and administrations which have some bearing on the present project.</p>	<b>26/03DAYE-C</b>
26/03/02	Johnson	C			It takes 45 min to an hour on the N1 from Durbanville to Cape Town in peak traffic. It takes the same time into town from Grassy Park, Plumstead	<b>26/03JOHC-P</b>

					and the Air Port. Surely there must be other priorities than building the R300 and trying to have a free flow of traffic on our major roads? People travelling from Mitchell's Plain to the N1 or vice versa have to pay up at 5 toll gates in one direction. Would people not try and use other routes to avoid the cost? Why was it not considered at the time to build bridges on the Vanguard N7 highway over major intersections than having robots? I also respect the environment and this seems to have not been looked at properly. What year will the R300 be opened to the Wellington Interchange?	
26/03/02	Van Riel	H W			Dit gaan in die eerste plak nie om die voorgestelde ringpad nie, maar die drakoniese wyse waarop die opgradering van Eversdalweg/Fairtrees parallel daarmee op protesterende inwoners afforseer is – veral die laaste fase om by die 'Old Oak-Robot-wisselaar' te wil aansluit is 'n ernstige kwessie met ramspoedige gevolge vir die inwoners en verkeersvloei gesien teen die 'noordelike ontwikkelling' wat op die kaart is, terwyl die oplossing daarin lê om in die Stellenberg wisselaar te konsolideer. (refer to letter 20/03/2002)	<b>26/03VANH-P</b>
27/03/02	Whitelaw	D	Cape Bird Club Conservation Committee	1	It is unclear whether this report supports two toll roads in the south as indicated in Fig 1 if the BID. One must seriously question the need for two such links. Approximately 6 months are set aside for authorising and compiling the specialist reports for the EIA. If these are to have any substance the area would need to be visited repeatedly over a period of time during all seasons. We request that the whole question of the toll road which is proposed to run between Rondevlei and the sewerage works be critically revisited before an expensive and time consuming EIA is commenced. (refer to letter	<b>27/03WHID-M</b>

					27/03/02)	
27/03/02	Walton	B.A	Muizenberg Environmental Awareness Group	1	It is unsuitable to propose further development of the most threatened habitat in the world without sufficient state and civil participation. Toll roads are profit-making ventures and unnecessary, causing congestion in other areas of public infrastructure. If you look at the locality plan you can see existing roads which could be widened/upgraded (with appropriate EIAs). For example, the M13 looks more suitable! Furthermore, creating a terminus at Bloubergstrand is unnecessary and will cause further impact to the local natural environment. If you want to slice through Philippi remember that exhaust toxin concentrations are greatest near a road, they end up in the soil and in Cape Town's vegetable supply!	<b>27/03WALB -C</b>
27/03/02	Marincowitz	V	False Bay Advisory Committee	1	The Sector 1 Southern Greenfields Route should very seriously be re-considered as it would impact very negatively on the proposed Zeekoevlei Wetlands. It would also be extremely costly and only serve very few people.	<b>27/03MARV-M</b>
27/03/02	Andrag	G K		4	A good infrastructure benefits every person in SA, not only the users of a specific stretch of road. Roads should therefore be funded from tax/revenue collected, or tax on fuel, not toll, which would hit the poorest communities hardest. Regarding the building of the R300 – and especially the planning, all involved seem to be doing excellent research.	<b>27/03ANDG-P</b>
28/03/02	Lotz	P		1	I wish to support Aldo Berruti, Director of the National Bird conservation organisation Birdlife SA and the Cape Bird Club in their objection to the Ring Road Toll project proposed by Penway. 'This area, designated as an important Bird Area, is listed in the African Directory of Important Bird Areas launched by Environment Affairs and Tourism Minister, Valli Moosa, in Midrand last year. It is inconceivable that, in the year in which the World Summit on Sustainable	<b>28/03LOTP-M</b>

					Development will take place in South Africa, the Strandfontein system will be destroyed'. We cannot keep destroying our wetlands and hope to escape the consequential flooding. Most importantly, this summer the bird count was 30 145 at Zeekoevlei, which is more than the entire province of KZN with its St Lucia wetlands plus Langebaan Lagoon, and the Berg River Estuary. Rondevlei is an important breeding area for thousands of resident waterbirds and Strandfontein is their principal feeding area. 'At certain times of year, up to 400 pelicans feed and move between Zeekoevlei and Strandfontein. At times, 2000 Greater flamingos are present at Strandfontein ponds'. I have watched the destruction of bird colonies with the building of Century City. They, in their wisdom, tried to re-establish a habitat for waterbirds at the site, but it is pathetic to see the results. Apart from the loss of species, which disturbs the natural food chain, aesthetically and spiritually we as a nation and custodians for the future generations will be regarded as a bunch of money-grabbing barbarians.	
28/03/02	McPherson	P A		1	I would like to know why apparently the Ring Road may go ahead and become fact when it is not vitally important for traffic flow, whereas a terrible bottleneck exists at the Steenberg Rd/Main Rd junction and the Boyes Dr turnoff. Traffic gets backed up there for ages and the new 'loop' at the bridge will not help very much. The whole of the Peninsula is of great attraction to tourists but the traffic flow in the summer months is just terrible. Why is nothing done to link the M3 to Boyes Dr? Why cannot a small portion of land be purchased to make this possible? It would take the pressure off the bottleneck along Main Rd and really make a big difference, whereas the toll Ring Road will just make poor people even	28/03MCP-A

					poorer.	
28/03/02	Barnes	C O	Deputy Director-General: Department of Economic Affairs, Agriculture and Tourism: Transport Branch		Refer to letter dated 26/03/2002.	<b>28/03BARC-A</b>
2/04/02	Grant	R	Birdwatch Cape	1	I run regular bird-watching tours into Strandfontein and, from the comments put out by Peter Brunwin recently, the proposal sounds awful. I have introduced over 500 foreign visitors to Strandfontein in the last four years and every single one of them has been greatly impressed with this very significant and under-rated conservation area.	<b>2/04GRAR-M</b>
2/04/02	Hennings	H			I am dismayed at the roughshod manner in which the 'powers that be' wish to railroad this atrocity through, with no thought to the damage to conservation etc. and hoodwinking the public without proper information and consent from them.	<b>2/04HENH-S</b>
2/04/02	Kinnaird	P	Helderberg Residents' Association		The Association is still against tolling of roads and capital should be obtained by the government through loans.	<b>2/04INNK-S</b>
2/04/02	Hirsch	H	CT City Wide Participation Forum MANCOM		Few, if any, of public will have much idea of the motivation/need for the Ring Road! At this stage the 'public' should be informed as to the reasons/need for a Ring Road and why this should be a toll road. Even if it is justified, my view is that much more attention should be paid to improving public transport in order to induce private users of vehicles to leave their cars at home.	<b>2/04HIRH-S</b>
2/04/02	St Dare	Danny	Caraghdell Farm	3	I would like to record my complete and utmost opposition to the project and any future project that will detract from the current rural and agricultural qualities of the Vissershok Valley and its potential for extended agri-tourism. Please note that the original	<b>2/04STDD-A</b>

					R300 was meant to have an exit on the N7, close to the existing Melkbos turnoff, that is, it would by-pass the Vissershok Valley completely.	
3/04/02	Tolken	Mr and Mrs D		4	On which side of the Kuils River will the road go?	<b>3/04TOLD-A</b>
3/04/02	Jordi	Peter		1	<p>I am outraged to hear that a road may be put through Strandfontein Waste Water Treatment Ponds. During November 2001, I was impressed by the birds I saw there, many of them new to me. This area has definite tourist potential. I have been thinking of visiting Cape Town specifically to see the birds there. I have told other birders I know to go there. The area should be better sign posted so strangers to the area can find it. You should know that birding is more popular than golf in the USA, it is well supported in the UK and has tourist potential. Given the access to the ponds it is ideal for easy birding. I note that according to the CWAC bird count (2001), the area forms the most important single waterbird habitat in SA.</p> <p>SA is hosting a UN conference on sustainable development soon. This should become an issue at the conference. The area should be registered as a RAMSAR site. Like Marievale, near Springs, human intervention has created an ideal bird habitat. Please ensure Strandfintein remains this way.</p>	<b>3/04JORP-M</b>
3/04/02	Rosselli	G		3	<ol style="list-style-type: none"> <li>1. What is the proposed timing of building?</li> <li>2. The completion date?</li> <li>3. Will the building of de Villiers Rd have to be done first? If so what is the timing on that?</li> <li>4. Are you in a position to answer questions on de Villiers Rd and the developments of it from Durban Rd to the Ring Road?</li> </ol>	<b>3/04ROSG-A</b>
4/04/02	van Wyk	Dr M E		3	<p>I am against this project for various reasons:</p> <ul style="list-style-type: none"> <li>• The impact on the environment especially the areas between the N1 and Durbanville.</li> </ul>	<b>4/04VANM-C</b>

					<ul style="list-style-type: none"> <li>This is a complete waste of money as the existing R300 can accommodate the traffic at the moment. It is responsibility of the authorities to maintain it.</li> <li>People will not be able to use the planned road on a daily basis – too expensive.</li> </ul>	
4/04/02	White	Steve	Tokai residents' Association	1	Concerned about the impact on our present road infrastructure and the Tokai recreational area – forest braai area/Silvermine/Arboretum	<b>4/04WHIS-M</b>
4/04/02	Platzky	L F	Department of Economic Development, Tourism and Agriculture	3 and 1	<ol style="list-style-type: none"> <li>Rather have a connection to Atlantis at northern end.</li> <li>Great care across wetlands and agricultural land at southern end.</li> </ol>	<b>4/04PLAL-C</b>
4/04/02	Mortimer	J	Somerset West Bird Club	1	Our Society is totally opposed to this development as this would have severe and detrimental consequences for the important bird life that uses this area.	<b>4/04MORJ-M</b>
4/04/02	Strachan	H	Speakers' Forum		We feel most strongly that toll gates in this built up part of the Western Cape is quite unnecessary. Thousands of people commute to different areas to work. The complications are horrifying to contemplate.	<b>4/04STRH-S</b>
5/04/02	Janse van Rensburg	E		1	<p>I have been asked by residents from Zeekoevlei and Lakeside to find out about the implications of the proposed Cape Flats ring road, and to voice their concern.</p> <p>These residents are particularly concerned about the potential decline in</p> <ol style="list-style-type: none"> <li>their quality of life (due to impact on natural environment and potential increase of crime in areas currently more inaccessible)</li> <li>property values (due to the same reasons), caused by this proposed development.</li> </ol> <p>Please could you advise on the following:</p> <ol style="list-style-type: none"> <li>what is the most effective means for raising these concerns?</li> </ol>	<b>4/05JANE-C</b>

					<p>(2) what (besides profit) are the reasons for building this road and locating it where proposed?</p> <p>(3) what alternatives to meet the same goals have been explored?</p> <p>(4) who is conducting the social and environmental impact studies, and how can the public interact with them?</p> <p>(5) has the scoping report for the EIA been compiled, and if so, where can it be accessed? If not, how can the public make an input into the scoping report?</p>	
5/04/02	O'Neill	A		1	<p>I would like to make it quite clear that I strongly oppose any development road or otherwise that changes the Zeekoevlei/Strandfontein area. I have been following the developments of this road development as they have appeared in the press, but have not commented up until now because I did not seriously think that Cape Town was stupid enough to ever let it happen. That is obviously not the case. When will certain Homo sapiens realise that they are not the only species on the planet, and that accommodations have to be made to other species? No doubt the developers can't see past their bank balances, using the well worn response of 'work for the poor', 'helping disadvantaged communities' etc. as justification for lining their pockets at the expense - yet again - of the fauna and flora. Change is inevitable but this plan is ridiculous. Note that 'when the last tree has been cut down, and the last river polluted, then maybe you will realize that you cannot eat money'.</p>	<b>5/04O'NEA-C</b>
9/04/02	Winter	D A		1	<p>I remember the Elsieskraal River disaster and I would hate to see the same thing happen again. I am concerned about the loss of birdlife, wildlife and natural wetland this road project would cause.</p>	<b>9/04WIND-M</b>
9/04/02	Novella	Peter	City of Cape Town – Waste Management	1	<p>The road will not affect the operational of Coastal Park. We are however in favour for the establishment</p>	<b>9/04NOVP-M</b>

			Department		of the proposed False Bay Ecology Park, which includes the water treatment plant as well as Coastal Park. We would therefore suggest to not build the road along Zeekoevlei, but to utilise Prince George Dr as an existing road due the negative environmental impact cutting right through the proposed Eco reserve.	
9/04/02	Wotherspoon	D		3	I believe that the toll road will be noisy and disturb the country feel in Durbanville. It cuts through some of its suburbs like Sonstraal Heights that will effect land prices (house prices). I believe it is a terrible thing happening because of greedy people trying to make more money out of over-taxed taxpayers.	<b>9/04WOTD-P</b>
9/04/02	Cronje	A	AIDA Estate Agency	3	There is speculation that there will be a road running through the Phesantekraal vineyards, from Jip De jager. my question is how close to the De Bron area will the proposed road be? please find out from the civil engineers. There are too many rumours about this from estate agents as well as the buyers in the De Bron area. This is creating a lot of confusion and the residents want to know. I need to know exactly where. Also whether there is any truth that it will be a service or main road.	<b>9/04CROA-A</b>
11/04/02	Adams	J A	Heideveld Community Centre	1	The community of Heideveld does not agree with the ring road. It will affect our poor community adversely. Out taxes and petrol increments should be used to repair the roads.	<b>11/04ADAJ-P</b>
11/04/02	Ludick	H	Ward S13 Management Committee	1	There are too many plazas in the poor communities' areas for those that have to get to the work place.	<b>11/04LUDH-P</b>
11/04/02	Burger	Jan	Princessvlei Civic Association	1	Very concerned over the following: environment; noise next to neighbourhoods; nature and wetlands destroyed; more money that needs to be payed by motorists – Cape Flats people can't afford this.	<b>11/04BURJ-C</b>
15/04/02	Van der Linden	R	Chairman: Swaanswyk		Swaanswyk Horse Owners and Riders Association	<b>15/04VANR-S</b>

			Horse Owners' and Riders' Association		<p>which is a fully constituted association and meets monthly and represents 150 horse owners or riders in the Tokai area.</p> <p>Our committee decided at the April executive meeting that the N21 toll ring road is needed and that we fully support the initiative.</p> <p>The environmental problems on the wetlands must be addressed but in mitigation all wetland reptiles and birds will return soon after the construction phase is finished. This can be seen by the fact that soon after the Strandfontein ponds were built the wetlands were re-inhabited. The biggest environmental issue is the number of cars on the M3 north stuck at the 5 traffic lights every morning and evening. The amount of pollution that is pumped into the air because of these lights and the waste of petrol will be alleviated by the new road.</p> <p>We support the route.</p> <p>Please keep us informed of further proposals.</p>	
15/04/02	Jacobs	S		1	<p>We object to the proposed planning of the N21, due to the major impact on nature whether big or small (human beings must watch at what and how they do things to this planet). Don't even mention the idea of a toll road, as people in the vicinity live below the breadline (majority). Toll roads will not be viable over short term or long term, but predicting the future is not up to us, is it?</p>	<b>15/4JACS-C</b>
17/04/02	Hassam	I		1	<p>I as a resident of Zeekoevlei and an environmentalist, object strongly to the proposed road that could jeopardise the water birds breeding and feeding habitat in the Peninsula. We are very fortunate to have the best biodiversity in the country. I am distressed with this, the road must not be built!</p>	<b>17/04HASI-M</b>
18/04/02	Barnes	Dr K N	Avian Demography Unit, University of Cape Town	1	<p>I refer to the section that would bring a second road between Zeekoeivlei and Strandfontein Sewage Works linking the</p>	<b>18/04BARK-P</b>

					<p>M5 closer to Muizenberg. I would like to know if the following statements are actually facts:</p> <p>(1) The bid by the consortium is unsolicited?</p> <p>(2) This is not a government initiative and has not been motivated by central, provincial or local authorities?</p> <p>(3) The cost of the road is to be covered by tolls?</p> <p>(4) A large proportion of the R300, a state road, will be turned over to the consortium?</p> <p>(5) The Metropolitan spatial plan of 1996 favoured a more northerly route for the road? And</p> <p>(6) To whom (in government) would one write to voice any concerns or objections?</p>	
19/04/02	Green	Mr & Mrs G		1	<p>We are not in favour of this project. In particular, we are against the route chosen insofar as it is likely to interfere with the natural habitats of endangered and rare flora and fauna and also regarding the proposal to make it a toll road.</p>	<b>19/04GREG-M</b>
19/04/02	Harebottle	D		1	<p>As the road will impact on certain wetlands, my concern (like many others) is that it will negatively impact on the birdlife (esp. waterbirds), and the habitats on which they depend. These wetlands are important breeding, feeding and roosting sites for a large proportion of the SW Cape's waterbird populations, and if destroyed or disturbed it will impact on the last remaining waterbird hotspots in the SW Cape and indeed the Peninsula. My other concern is that it may well affect future counts for Coordinated Waterbird Counts (CWAC) which is making major contributions to understanding waterbird population dynamics and movements in SA.</p>	<b>19/4HARD-M</b>
20/04/02	Liggett	Mr & Mrs G		1	<p>The road will have a totally negative impact on the wetlands' birdlife and on the whole of the South Peninsula. The coastal road from Muizenberg to Cape</p>	<b>20/04LIGG-M</b>

					Point is seriously congested already and we do not need/want half a million more motorists from the northern suburbs.	
22/04/02	Gabriel	J P		1	Surely there is no justification for the development of an eight lane highway between Zeekoevlei and the Strandfontein Waste Water treatment ponds that would destroy the Strandfontein system. This area, designated as an IBA, is listed in the African Directory of Important Bird Areas, launched by Minister Valli Moosa at an international launch at Midrand in October 2001. It is surely inconceivable that, in the year in which the World Summit on Sustainable Development takes place in South Africa, the Strandfontein system would be destroyed. This application appears to have been developed without wide consultation, contrary to the current South African practice of transparency on issues that affect a broad range of South Africa society. I wish to register a strong objection to the proposed development.	<b>22/04GABJ-M</b>
23/04/02	Taylor	P M		1	The road must not go through the sewage farm ponds and Boyes Drive should be linked up to the M3 – Muizenberg to Kalk Bay Main Road will never cope with the extra traffic.	<b>23/04TAYP-A</b>
25/04/02	Roelf	L F	Gleemoor Cape Flats Civic Association		1. Our major concern is that the Ring Road will be built on the Nat-based superstructure of the Group Areas Act. This is an attempt to facilitate easier access to and from work; and to the business places for the work force. The Ring Road entrenches apartheid and the oppressed sector will still remain in their ghettos. But more importantly they will now be taxed every time they use a section of the road. Aside from a crunching individual tax plus vat; John citizen pays a heavy levy, which the state takes from the price of petrol. What is happening to these levies?	<b>25/04ROEL-C</b>

					<ol style="list-style-type: none"> <li>2. It is significant to note that about 7 tolls will operate in economically depressed sections of the community. How will they be able to live with the increased cost of living? Petrol is set to increase with an unstable situation in the Middle East. Petrol price hikes will have a spiraling effect on consumer goods and travel.</li> <li>3. Moreover, the Western Cape has rampant unemployment in the registered workforce. Thousands of our young people cannot find work and more migrant labour is flocking to Cape Town to look for a means of survival.</li> <li>4. We also object strenuously to not being consulted in the decision-making process about the viability of the Ring Road at its initial stage. According to your memorandum, this is an 'unsolicited proposal'. So who asked for it?</li> <li>5. Lastly, we have serious misgivings about the negative impact this Ring Road would have on our ecosystem.</li> </ol>	
26/04/02	Lüthi	Dierk		1	I agree that the last remaining wetland in the Cape Flats is to be protected against unwanted construction.	<b>26/04LÜTD-M</b>
26/04/02	Edwards	Stacy		1	I am a concerned citizen who lives in a suburb of Kirstenhof and takes full advantage of the wonderful, diverse birdlife that we are fortunate enough to have sharing their environment with us. I would be devastated if any manmade construction were to upset this delicate balance that man and his feathered friends have managed to achieve. Please keep me informed of any action that I can partake in to help prevent this toll road from becoming a reality.	<b>26/04EDWS-M</b>
26/04/02	Cooton	M		1	We are devastated to hear of the amount of damage which is going to be done in the Muizenberg area.	<b>26/04COOM-S</b>
26/04/02	Baker	T		1	As a Fish Hoek resident (who works in the waterfront) I am most concerned about the	<b>26/04BAKT-S</b>

					environmental impact of the proposed toll road and equally concerned about the massive traffic congestion which it would cause along the False Bay coastline – it is already getting out of hand (especially weekends and 'peak season'- what will it be like if the new road is built? The whole venture is money-driven and designed to make a few people rich who have no affiliation with Cape Town and will no doubt never have to live with all the problems that their road will cause to all of the locals. Please keep me in touch with developments and especially with ways in which this venture can be stopped.	
29/04/02	Burger	J	Chairperson: Princess Vlei Civic Association	1/5	<p>1. The concerns and recommendations of this Association regarding Sector 6 are as follows:</p> <p>1.1 Build the road up to M5 (Prince George Drive) but it is recommended that you do not proceed into De Waal Rd for the following reasons:</p> <p>1.1.1 Noise factor to residents and to reclaim more land from Victoria Rd to and along De Waal Rd to Main Rd is not cost effective.</p> <p>1.1.2 If project is stopped at M5 as suggested and to keep the way open to M3 there are the Ottery Rd extension into South Road and further to consider</p> <p>1.1.3 Existing De Waal Road leading up to M3</p> <p>1.1.4 Retreat Rd leading to Main Rd</p> <p>1.1.5 Concert Boulevard leading to Main Rd</p> <p>1.1.6 Military Rd leading to Main Rd</p> <p>1.1.6.1 Military Rd looks to be the ideal road to fit into your plan up to the M3</p> <p>2. The point we are trying to emphasise is that there are enough feeder roads (see 1.1.3-1.1.6) to the M3, which is currently, and later with a little bit of upgrading, serving the purpose.</p> <p>3. The environmental impact of crossing some of the sewerage dams at Zeekovlei is a great concern not only as regards the birdlife but also</p>	29/03BURJ-A

					<p>the great money and job creating possibilities. Seen holistically Rondevlei/Zeekoevlei and sewerage plus Horse and Cart Association, a local and national daily tourist attraction second to none could be established.</p> <p>3.1 For reasons as mentioned in paragraph 3, why can the road not be moved or Baden Powell Drive not be used for your purpose?</p>	
30/04/02	Schultz	M	Chairman: EXCO: Marina da Gama Association	1	<p>We would refer to various newsletters and communications in the above regard and in respect of which Mr Peter Gray, a resident of the Marina da Gama and a prominent member of the Executive Committee of the Marina da Gama Association has attended and participated in the initial consultation process.</p> <p>Arising from our telephonic discussions of the 29<sup>th</sup> April 2002 I would hasten to confirm that the Marina da Gama Association considers that it has a vital interest in this project on behalf of its residents, more specifically in relation to the availability of alternative routes in order to ensure that motorists moving in both directions from the Marina da Gama area to Town are not compelled to pay toll fees in both directions each working day. In response you indicated that it was 'early days' in relation to a proper inspection of the Cape Town Ring Road Toll Project and that the responsible engineers were currently giving urgent attention to the determination of various road alignments as well as alternatives. It was furthermore indicated that your office anticipated that the necessary details would be available towards the end of June/middle July for the purposes of public participation, and, to this and we have requested that it be recorded that Mr Peter Gray is the delegated representative of the Marina da Gama Association in respect of this Toll Project. It is also</p>	<b>30/04SCHM-S</b>

					confirmed that you immediately you are in possession of full proposals regarding the alignment of the toll road that we will be advised in order that we may arrange for an <i>in-loco</i> inspection of the attendant documentation in your offices.	
2/05/02	Gillard	K	Erica-Disa Garden Project		I thought your map doesn't show much at all. We're mainly concerned with the portion 3.3 km Prince George interchange which will devastate the Strandfontein ponds and Zeekoevlei. The only answer is to keep cars off the roads and develop a clean and efficient public transport system so that commuters are less reliant on private transport. If need be, take the new road straight down to Baden Powell Drive and widen that road alongside the sea.	<b>2/05GILK-A</b>
6/05/02	Waldron	D E	Chairman: Bothasig Residents' and Ratepayers' Association		Our main concern is that there does not appear to be acceptable alternate routes for those not wishing to pay tolls.	<b>6/03WALD-P</b>
6/05/02	Jayes	M		1	Disappointed that impact on Steenberg Road not highlighted. Disappointed that extra traffic on roads comes first, that unlike British and European cities, where alternative public transport comes first. All municipalities and their specialist teams also should be involved not merely private consultants. We need to know who is giving the go ahead.	<b>6/03JAYM-S</b>
13/05/02	Heyns	D		1	I am most disturbed about reading of the proposed highway to be built through the nature reserves. I have been overseas for the last three years, spending the last eight months in the USA. I would hate to see this beautiful country of ours become as overdeveloped as some of the areas that I saw in the States.	<b>13/05HEYD-S</b>
15/05/02	Hurst	Leslie		1	Strongly against road through bird and nature reserves.	<b>15/05HURL-M</b>
21/05/02	Shear	Dr C		1	I do not understand why Scheme Developer status	<b>21/05SHEC-M</b>

					has been awarded to an unsolicited proposer i.e. Penway. I think that it would be environmentally disastrous and totally unnecessary to put a road through the Strandfontein coastal park area. Cape Town needs to conserve environmentally sensitive areas, not destroy them.	
22/05/02	Visagie	L P	Friends of Rietvlei	3	Our main concern will be the road over river bridge at the upper reaches of the Diep River. Also, the road alignment through proposed conservation area before intersection with Otto du Plessis Drive at coast.	<b>22/05VISL-M</b>
3/06/02	Miller	M	Secretary: Greater Lentegeur Civic Association	1	We, Springdale Community Forum, Aloe Community Forum, West End Community Forum, Lentegeur Residents' Association, Lentegeur Taxi Association, Beitul Shukr mosque Committee, Blackburn Soccer Club (representing the broader Lentegeur sporting community)who forms part of the Greater Lentegeur Civic Association hereby REJECT your plans to build the toll road from South Peninsula to Bloubergstrand. Our people have voted against it because ... We cannot afford the added expenses because poor people in our community uses this road and this means that Taxi and bus fares will increase. This will increase pressure and congestion on untolled roads. As an affected party we, the Lentegeur Community has voted and say no to your toll road.	<b>3/06MILM-A</b>
24/06/02	Kanigowski	T G	West Coast Ostrich Ranch	3	Please find attached two diagrams the one being portion 31 of the farm Morningstar 141 and the other being of portion B, a portion of Morningstar 141, which we are in the process of acquiring. The West Coast Ostrich Ranch presently receives over 50 000 mainly foreign tourists per year. Our main season is Chinese New Year (end of January beginning of February every year), and during this time we receive up to twenty, forty-two seater coaches per day. Consequently the construction of the R300 is of concern to us, as we do not wish our access for the	<b>24/06KANT-A</b>

					<p>tourists via the old Malmesbury Road from the N7 to be compromised.</p> <p>In addition, our access to portion B which we farm, is via the old Darling Road which we have been informed has been deproclaimed as a minor road, and will be definitely affected by the proposed R300. We are merely bringing these points to your attention so that the planners of the R300 have ample time to provide adequate alternatives.</p>	
1/07/02	Barnes	S M	Friends of Silvermine Nature Area		<p>Although concerned mainly with the Silvermine Nature Area, the Friends of Silvermine Nature Area are deeply concerned that a negative impact anywhere on the Peninsula will have an impact on the whole ecosystem of the Peninsula. In an area that has such a sensitive environment we do not accept that such a road is needed or desirable. The creation of toll roads for private company profit at the expense of the natural environment is unacceptable. The real need is a safe efficient rail transport system on existing railway lines. This solution to the Peninsula's transport problems must be considered first before important natural areas are destroyed by this type of development. We therefore believe that the terms of reference for the specialists must include a no development scenario and not just mitigating measures.</p>	<b>1/07BARS-S</b>
3/07/02	Ozinsky	S	Manager: Cape Town Tourism	1	<p>Cape Town Tourism notes with concern the proposed southerly route for the R300. There can be little doubt that the False Bay Ecology Park would be adversely affected by a major highway bisecting it as the Park is host to a large variety of fauna, flora and avian life. The Park is currently host to several species that appear on the Red Data lists – the proposed R300 Toll Road would undoubtedly contribute to the demise of these species.</p>	<b>3/07OZIS-C</b>

					<p>Tourism in the region of the False Bay Ecology Park – and in particular, birdwatching and environmental education - is currently flourishing, with continual long-term job opportunities for local residents. The R300, too, threatens this industry.</p> <p>It is our sincere hope that in view of the potential tourism growth in the area, an alternative solution can be found.</p>	
8/07/02	Pienaar	E W	Mnre William Melck Trust/Swartland Boeredienste BK	3	<p>Beswaar word hiermee amptelik aangeteken teen die bou van die beoogde pad oor hulle grond.</p> <p><b>Vernaamste redes:</b></p> <ol style="list-style-type: none"> <li>1. Die plase Vissershok en Platrug word nog verder verdeel en opgesny. Daar is reeds drie paaie, 'n wisselaar, riviere, ens. Wat die grond verdeel. Verder is daar twee quarries langs die gronde wat die area besoedel en groot gedeeltes van die gronde ongeskik maak vir enige landbouproduksie.</li> <li>2. Nog 'n hoofpad en Tol-plaza kom op die grond. Mnre Melck moes reeds sy skape verkoop omdat inwoners van 'n naby geleë informele nedersetting byna alles opgesteel het. Hulle begin nou reeds die beeste te steel. Met 'n pad deur die twee plase sal veeproduksie heeltemal ontmoontlik word.</li> <li>3. Vee, omplemente (reuse saai- en oesimplemente), trekkers, sleepwaens, spuitkarre en massawaens sal oor hoofpaaie moet beweeg. Indien nie, al daar nie kan geboer word nie.</li> <li>4. Die eienaar, met al sy personeel en voertuie sal nou herhaaldelik deur tolhekke moet beweeg.</li> <li>5. Lugbespuiting sal ontmoontlik wees, m.a.w. ekonomiese produksie sal buite die kwessie wees.</li> </ol> <p><b>Ongelukkigheid:</b> Tot op datum is geen toestemming gevra om die</p>	8/07PIEE-P

					<p>gronde te betree nie. Op verskeie plekke is penne met beton in landerye gegiet – 'n gevaar vir implemente met gepaardgaande skade. Dit is ontwettig om 'n eiendom sonder die eienaar se goedkeuring te betree. Hekke wat gesluit was is geknip – so ook drade. Daar is deur landerye gery. Tot op datum is mnr. Melck nog geensins in kennis gestel van so 'n plan of pad wat oor sy grond gaan gebou word nie. Hy of enige verteenwoordiger is nog na geen vergadering, byeenkoms of samespreking genooi om hom oor die projek in te lig nie. Daar word beplan om die projek Desember 2002 te finaliseer.</p> <p><b>Nota:</b> Die plase is albei deur die Landbou Departement beplan. Nou gaan kontoere an afloopbane deurgesny word met geweldige erosie-probleme. Is die Landbou Departement in die hele aangeleentheid geken? (Refer to letters dated 15/08/02; 5/09/02)</p>	
9/07/02	Siegall	A F			I do not think that this toll road is a good idea.	<b>9/07SIEA-S</b>
10/07/02	Campbell	I		1	Sector 1 should be scrapped. The existing double carriageway can carry traffic from False Bay and southern suburbs. This section violates several bird and wetland sanctuaries. In principle, I agree that such a ring road is necessary, but the execution is currently incorrect.	<b>10/07CAMI-A</b>
17/07/02	Kadis	R		1	I am concerned about the impact this road will have on the nature reserves in the area as well as the traffic load and having to pay tolls to go to work everyday.	<b>17/07KADR-C</b>
29/07/02	Davey	Prof D		1	I am a member of the Cape Bird Club and wish to register as an interested and affected party with regard to the proposed R300 (N21) toll road. I am strongly opposed to the Southern Loop through the Cape Flats Waste Water Treatment Works (Strandfontein), Rondevlei Nature Reserve and Zandvlei Nature Reserve. An alternative route	<b>29/07DAVD-M</b>

					avoiding these very sensitive, precious and vitally important conservation areas must be found. It is not impossible!	
30/07/02	Haddow Bierman Allan	Mr and Mrs A Mr and Mrs G Ms J			We are totally against any projects which threaten ecologically sensitive areas anywhere in South Africa.	<b>03/07HADA-M</b>
7/08/02	Parenzee	M		3	What is the new vertical alignment of Langeberg Road as it crosses the R300? Will this be raised and invade the privacy of the property in question adjacent to the road? (property details not given)	<b>7/08PARM-A</b>
12/08/02	Macpherson	Mr C		1	Although I may never visit the above Important Bird Area, as a member of Birdlife International, I wish to express my concerns about the road construction plans which would seriously affect the ecology of the area. World Birdwatch, the magazine of Birdlife International, state that birdwatching activities contribute an estimated R170-220 million to the SA economy and this figure is rising. Please reconsider the road construction plans and perhaps implement a solution that would not destroy what must be a marvelous and vital wildlife ecosystem. (Letter received via Department of Environmental Affairs and Tourism).	<b>12/08MACC-M</b>
12/08/02	Jeffery	R J		1	I refer to the proposed construction of a ring road (R300) and I wish to object most strongly to the construction of the portion which I understand is designated as 'phase 1'. The area concerned is an important internationally recognized wildlife refuge and has been designated as a Globally Important Bird Area IBA SA 116. The construction of this section of road would leave the Globally Important Bird Area divided into two parts, separating the Strandfontein section from the Zeekoevlei/Rondevlei area which parts are closely ecologically linked to each other.	<b>12/08JEFR-M</b>

				<p>The disturbance caused by such a highway through the sanctuary, to say nothing of the reduction of the area by the considerable 'acreage' needed to actually build it, is totally unacceptable. This whole project was discussed some ten years ago and a more northerly route which would not affect the Strandfontein/ Zeekoevlei/Rondevlei area was clearly favoured and accepted by the then Metropolitan Spatial Plan. I am further led to understand that the more northerly route will still be built and that the proposed 'phase 1' route is the result of an unsolicited proposal from private enterprise. Surely arrangements could be made to link the more northerly route to the R300 and to eliminate the relevant portion of 'Phase 1'?. (Letter received via Department of Environmental Affairs and Tourism).</p>	
12/08/02	Wolfe	Mrs C		<p>As a keen environmentalist and a worker for the poor of our area, I wish to register my distress at the proposed ring road which will dissect the regions of Strandfontein, Sandvlei and Rondevlei. I have often counted the thousands of waterbirds resident there. Many human visitors visit these important bird areas as a 'must' when they tour our country. The Cape Flats are increasingly built over to house all our needy people, but as pressure of over-population increases, it is essential for these people, and especially their children, to have access to beautiful and natural places. As a teacher I have often taken school tours to them. It is true that people need transport, both quicker and cheaper. However, better and safer train services would be more economic and environmentally friendly. Most Cape Flats' dwellers cannot afford to get to their place of work – the price of petrol prohibits this. For our amazingly beautiful coastline and wetlands and for the sake of the people</p>	<b>12/08WOLC-M</b>

					of the Cape who deserve to enjoy them, please consider further Environmental Studies and a re-think about roads that will destroy valuable natural treasures. (Letter received via Department of Environmental Affairs and Tourism).	
13/08/02	Burnett	A R		1	Please let me know of any public participation events in the Muizenberg area. In our household we are concerned about the impact on the environment but also on the people living alongside the proposed road; it also appears that it will be too expensive for the ordinary person to use anyway.	<b>13/08BURA-M</b>
2/08/02	St Dare	D		3	I believe that although there will be a toll plaza known as Vissershok Plaza, that this will in fact be sited north of the Vissershok Road intersection with the N7. Is this correct?	<b>2/08STDD-A</b>
23/08/02	Marambos	E	Bird Club Member		It is of great concern that this proposed road will be going through areas of great diversity of habitat. (Human, plant and animal). The Penway time scale allocation to these activities is hopelessly inadequate. Much more time is required for Environmental Studies to be carried out.	<b>23/08MARE-M</b>
26/08/02	Davies	D		1	I would like to add my name to the list of those protesting the proposal put forward to build a multi-lane highway through the Strandfontein Sewage Works. I am perturbed at the lack of an adequate environmental assessment and the certainty that were such a highway to be built it would ensure the destruction of one of the most important bird sanctuaries in Southern Africa. There are many alternatives to this scheme which appears to be motivated by a desire for monetary gain rather than a genuine desire to solve the transport problems of the Southern Cape.	<b>26/08DAVD-M</b>
02/09/02	Baker	A C M		1	I was very concerned to read of the proposed new road construction in Cape Town, which would separate Strandfontein from neighbouring Zeekoevlei	<b>02/09BAKA-M</b>

					and Rondevlei Nature Reserves. The three areas are inextricably linked and this part of the road project could do very serious damage to the entire habitat and disrupt the very large number of birds which use this important site. As a keen bird watcher and regular visitor to South Africa., both for business and pleasure (particularly bird watching!) I would ask please that this part of the road should be rerouted through a less sensitive location. I do hope that, in this instance, it will be possible to change the proposed approach.	
03/09/02	Schreuders	Dr H		1	My wife and I have studied the proposals for the new circular toll road, the N21. We have mixed feelings. The good point is that finally, we will be able to reach the airport without having to go through Athlone and the N2 nearby. The bad point is the impact on Zandvlei and its wetlands. Also, connecting with the M3 will be a problem. Main Road (the M4) is not exactly a highway, and it is going to create substantial problems with the traffic flow. Therefore it would be better from our point of view if the proposed toll road would end at the M5. The users coming from the south can connect with the M5 easily through Muizenberg. There are two ways to reach the M5 there. Those coming from the Constantia area can use Military Road, and Flora Road, just next to the railway line which takes them to Tokai directly. It may be necessary to upgrade a portion of White Road, but that is a minor cost. By making the M5 the end of the toll road, you will avoid many problems, save considerable costs and in fact do a better job regarding through connections.	<b>3/09SCHH-A</b>
6/09/02	Curry	J	Rondevlei Nature Reserve/Imvubu Nature Tours	1	Imvubu Nature Tours is a previously disadvantaged, community-owned company set up through funds provided by the Department of Environmental Affairs and Tourism's Poverty Relief Fund. The company	<b>6/09CURJ-S</b>

					manages all tourism aspects of Rondevlei Nature Reserve and employs three members of the local community full-time and many others on a part-time basis. The focus of Imvubu is nature-based tourism and we are therefore deeply concerned at the proposed development of the R300. The Strandfontein Treatment Works is one of the special destinations on our full-day birdwatching tour. This is a very important part of our business as we are one of the few tour operators that cater for Cape Town's birdwatching tourists and residents. Imvubu does in excess of four tours to the Treatment Works in some weeks and guests are always delighted at the variety and numbers of bird species. The proposed R300 will therefore have a proposed impact on our fledgling company that aims to empower the local community in the tourism industry. The tourism potential of the entire area is phenomenal and we believe that this must be taken into consideration. Our offices are situated inside Rondevlei Nature reserve and the bisection of Rondevlei Nature Reserve and the Treatment Works will prove to be a major threat to our business. Not to mention the fact that this road will cut through one of Cape Town's few remaining 'green lungs'. Please hear our plea and stop this horrific development from taking place.	
8/09/02	Parr	C A		1	Would you please let me know if in fact Zeekoevlei/Rondevlei is affected by the proposed project.	<b>8/09PARC-S</b>
8/09/02	Davies	J L			I am a member of the Cape Bird Club, the Botanical Society and various hiking groups. I learnt from a pamphlet handed out that you need support for opposition to the proposed toll road.	<b>8/09DAVJ-S</b>
17/09/02	Hallet	Mr and Mrs F	Cape Sugarbird Tours	1	This is a great tourist attraction. I run a tourism business and take international tourists on bird watching tours to this area. All the tourists who go	<b>17/09HALF-S</b>

					there are highly impressed by the beauty of this area, the variety of bird species and their vast numbers. A road through this area will greatly disturb the birds and their feeding habits and will change the area irreversibly. If this happens the number of bird watching tourists will drop, which will effect the economy of the area.	
19/09/02	Lombaard	D		3	Refer to letter dated 19/09/02.	<b>19/09LOMD-S</b>