

N21 (R300) TOLL RING ROAD PROJECT
RESPONSES TO INTERESTED AND AFFECTED PARTIES

REFERENCE NUMBER	RESPONSE	DATE OF REPLY
6/03BONE-S	The Muizenberg Library has bigger maps for your viewing. However, the engineers have not fixed an alignment as yet, so it is therefore difficult to ascertain the exact proximity to Zeekoevlei as yet. The Open House scheduled for later this year will have more specific maps. A noise assessment is underway, and will determine the impact on the residents of Zeekoevlei.	28/03/2002
7/03DUPN-S	We acknowledge receipt of your comment, which has been incorporated into our report. Thank you for your inputs thus far. We look forward to seeing you at the Open House (s) later this year.	28/03/2002
7/03POTP-A	The interchanges referred to include the completion of the R300/N1 interchange, interchanges at de Villiers and Wellington Roads, and other grade separation structures at de Bron and New Langeberg Roads. The R300 will pass over or under these roads as geometrics dictate.	25/06/2002
8/03IONL-C	<p>The existing road servitude dictates the alignment at this intersection. Specialists are undertaking freshwater ecology and groundwater impact assessment studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered and the 'no development' option is included within the assessment criteria.</p> <p>The environmental impact of alignments in this area is being considered at present. Military Road is not being considered as an alternative at this stage.</p>	24/04/2002 25/06/2002
8/03ANGG-S	Your comment has been noted and incorporated into our report.	28/03/2002
11/03VANL-S	Your concern has been forwarded to the engineers for incorporation in their design.	2/04/2002
11/03RYAE-S	We have noted your comment, and look forward to seeing you at the focus group meetings.	28/03/2002
11/03DOHA-C	<p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>A noise impact assessment study has been commissioned to determine the likely impacts of traffic noise on the surrounding areas with mitigation measures to minimize</p>	10/05/2002

	disturbance should such a development take place.	
11/03VING-C	Noise and visual impact assessment studies have been commissioned to determine the likely impacts on the surrounding areas with mitigation measures to minimize disturbance should such a development take place. A road constructed below ground level will be very expensive and will create additional problems such as drainage. Noise pollution is being studied specifically and noise reduction measures will be implemented where indicated and viable.	24/04/2002 25/06/2002
11/03SLAA-A	The alignment through the ponds is still to be finalised, but should this route be taken, then specific founding measures will have to be taken.	25/06/2002
12/03DEVJ-S	The Durbanville Farmers' Association is seen as a key Interested and Affected Party and will be engaged for further comment.	2/04/2002
13/03NEWG-P	The toll fees are subject to a tendering process. The successful tenderer would be responsible to obtain approval of the fees from the National Minister of Transport before it will be published.	13/05/2002
13/03GRAP-S	Your comment has been noted and incorporated into our report.	28/03/2002
13/03WROG-A	The existing and future landfill sites to the West of the N7 are being taken into account in the fine tuning of alignments in this area.	25/06/2002
14/03CROR-P	The toll fees are subject to a tendering process. The successful tenderer would be responsible to obtain approval of the fees from the National Minister of Transport before it will be published. The Scheme Developer and SANRAL support the implementation of Electronic Toll Collection (ETC). The successful tenderer however has the final decision (with SANRAL) as to the implementation of ETC.	13/05/2002
14/03VANP-C	<ol style="list-style-type: none"> 1. Good! 2. This has been workshopped with the Philippi farmers in previous studies (including EIA and PPP). A Public Participation Process is to be undertaken as part of the current investigation. 3. Comment to come from environmental studies. 4. Simon vd Stel / Steenberg intersection is being considered in the design process. 5. This is not part of the R300 scope of work. 6. Maintenance of the toll road as a concession is clearly defined by SANRAL, and is a contractual obligation 	25/06/2002

	<p>of the concessionaire.</p> <p>7/8. The Public Participation Process (PPP) is designed to allow for a number of opportunities for the public to give comment. This will form part of the Environmental Impact Report submitted to the authorities for review and comment. The scheme has not been accepted as yet.</p>	
14/03STAH-P	Comments noted. Fuel levies and shadow tolling are concepts that the authorities would consider and implement.	13/05/2002
15/03PINM-A	These comments will be addressed as part of the engineering design phase. A consolidated response from the City of Cape Town transport officials would be welcomed.	25/06/2002
18/03JONI-P	Various alternative alignments have been (and are still being) considered. The route follows the road reserve north of Zandvlei.	13/05/2002
18/03LANP-S	We are unclear on what 'route' would be better for alterations as the majority of the route is not constructed. Please send us clarification of your comment.	2/03/2002
18/03ELLM-M	An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.	10/05/2002
18/03SEAR-M	We thank you for your input but please could you be more specific on what grounds you are objecting. An Avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The "No development " option is included within the assessment criteria.	10/05/2002
18/03TRIM-M	<p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p>	10/05/2002
18/03THOC-C	An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option	24/04/2002 25/06/2002

	<p>is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p> <p>The current traffic analysis of the area shows a need for this link. The final alignment is under consideration, with a review of this traffic analysis, and is the subject of an Environmental Impact Assessment.</p>	
18/03FLAW-M	<p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p>	24/04/2002
18/03COOC-M	<p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p> <p>The process currently being undertaken is that of Impact Assessment. The specialist studies identified through the scoping process have been commissioned and there is continued public participation being undertaken throughout the period. Notifications will be forwarded to you soon.</p>	24/04/2002
18/03DITM-S	Refer to letter dated 05/04/02.	16/4/2002
18/03GILA-M	It is not the aim of the MSDF to out-line a comprehensive overhaul of the Metropolitan Transport System and its management, nor to identify each and every future road	5/07/2002

	<p>proposal. The MSDF is focused on those particular macro aspects and elements, which are needed to be restructured in order to support the spatial vision.</p> <p>As referred to by Ms. Gilbert, the MSDF does include a northerly connection between the M5 and the R300. Two options are presented by the MSDF for this route, being firstly a link across Philippi from the R300 to De Waal Road and secondly, a link between Vanguard Drive and Ottery Road. The proposals as put forward by Penway most accurately tie in with the more southern link between the R300 and De Waal Road. Ms. Gilbert is therefore correct to state that the developers intend using this route.</p> <p>With regard to the route through Strandfontein, no mention is made of this route in the MSDF. This does not however imply that the proposal is in contradiction with the principles of the MSDF, or that it is not needed. As stated, it is not the aim of the MSDF to outline a comprehensive overhaul of the Transport System, nor to identify all further road requirements.</p> <p>The main structuring elements contained within the MSDF are nodes, corridors, open space and the urban edge. The northern link between the M5 and the R300 across Philippi is seen by the MSDF as a component of the Wetton Lansdowne corridor, and was therefore identified in the MSDF, as needing further evaluation.</p> <p>A key element of the MSDF, in terms of movement systems and land usage, are Activity Corridors. A free flowing transportation route supports Activity Corridors. For example, the Voortrekker Road Activity Corridor is supported by the N1 Freeway and the Main Road is supported by the M3 Freeway. As no free flowing transportation route exists to support the Wetton / Lansdowne Corridor, a link was investigated to connect the R300 with the M5.</p> <p>In the case of the Strandfontein route, this route is not called for by the MSDF as it is not required to support an Activity Corridor. However this fact alone does not mean that such a route is not required for other reasons. Thus whilst this link may not be deemed necessary in terms of achieving the spatial vision of the MSDF, it is needed to alleviate congestion and in order to improve access from the Southern Peninsula areas with the rest of the City. Furthermore, the construction of the Strandfontein route</p>	
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	<p>will not unduly affect the key components of the MSDF, and has the potential to contribute positively to the promotion of the principles of the MSDF, insofar as achieving Equality of Opportunity, Social Justice, Sustainable Development, etc.</p> <p>The statement made by Ms. Gilbert that the Strandfontein section of the road is not necessary (unless it is to serve some purpose yet to be revealed), and therefore must not be built, can best be answered by means of the research performed by Penway into the need for this road from a Metropolitan Transport perspective. In terms of the MSDF the road is not needed in order to achieve the desired spatial form of the City, but may well be needed to address other needs, such as the efficient movement of people, linking communities, linking places of residence and employment, providing access to previously poorly accessed resources, improved city form, etc.</p> <p>It must be realized that simply because a proposal does not appear in a policy document or plan does not imply that such a proposal is undesirable and contrary to the principles of such a policy or plan.</p>	
18/03BRUP-C	<p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p> <p>In terms of the traffic model, two roads are needed in the southern area, as they would serve two traffic catchment areas and enhance the entire scheme. This is being further investigated by the engineers and economists.</p> <p>In terms of timing, we commenced scoping in February 2000. This was completed in November 2000. During 2001, some specialist investigations were undertaken, and liaison with the authorities took place on a number of occasions. This phase of the Environmental Impact Assessment commenced in January 2002 and will conclude in the last quarter of 2002.</p>	10/05/2002 25/06/2002

	<p>Furthermore, specialists will do more than suggest mitigatory measures. They will assess the significance of the impacts, as well as make final recommendations for design, construction and operation. Specialists will also participate in a workshop with the engineers to debate 'no go' and sensitive areas, and the merits/demerits of any realignments.'</p> <p>Current traffic studies indicate a need for both links. Utilising Prince George Drive to join the Philippi Link and Westlake will be very costly due to property expropriation, and future upgrading due to traffic requirements would result in a major split in the community in this area. However, the final configuration of this area is under review (Refer to letters dated 29/10/02 and 18/12/02).</p>	
18/03FARM-S	<p>The decision to build the road has not been taken by any of the relevant authorities. The main aim of the Background Information Document was to alert Interested and Affected Parties that the Environmental Impact Assessment had commenced. The results of the specialist's investigations will be contained in the Environmental Impact Report (EIR), which will be circulated for public review.</p> <p>The Environmental Impact Assessment is not being rushed along. We commenced Scoping in February 2000 and ended in November 2000. During 2001, some specialist investigations were undertaken, and liaison with the authorities took place on a number of occasions.</p> <p>This phase of the Environmental Impact Assessment commenced in January 2002, and will conclude in the last quarter of 2002.</p>	10/05/2002
19/03HENA-P	<p>Comments noted. The Ring Road is a standalone project that has nothing to do with other toll plazas. The toll plazas of the Ring Road are placed such that each user pays a fair and equitable fee for the facility he/she uses.</p>	13/05/2002
19/03SILA-M	<p>Air pollution and its assessment will be addressed in the Environmental Impact Assessment Report. This report will be made available for your review in due course.</p>	27/06/2002
19/03WALI-A	<p>A grade separation structure is indicated at Langeberg Road, and an interchange at de Villiers Road.</p>	25/06/2002
19/03HAIR-A	<p>An interchange is planned for Stock Road and a grade separation structure at Eisleben.</p> <p>Vanguard Drive intersection is under consideration and may change. The comments on toll West of the N7 and across Philippi have been noted and are under consideration.</p>	25/06/2002
20/03PLEA-S	<p>The Environmental Impact Assessment is not being rushed</p>	13/05/2002

	<p>along. We commenced Scoping in February 2000 and ended in November 2000. During 2001, some specialist investigations were undertaken, and liaison with the authorities took place on a number of occasions.</p> <p>This phase of the Environmental Impact Assessment commenced in January 2002, and will conclude in the last quarter of 2002.</p> <p>It is unclear which reports have been written 'as if the toll road will go ahead'. It should however be noted that the decision to build this road has not been made by the relevant authorities as yet.</p>	
20/03VAND-S	We have forwarded your comment to all the relevant specialists.	13/05/2002
20/03SYKJ-M	<p>The Environmental Impact Assessment process is designed to ensure that authorities have sufficient information in order to make an informed decision regarding any development proposal. The outcome of this process will determine the likelihood of this development proposal being implemented. Be aware that there are roads in most if not all parks although not at this scale. Also consider that the entrance fee into Kruger and other parks pays for management and maintenance.</p> <p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p>	24/04/2002
20/03WILN-M	<p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessment studies (amongst others). These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments</p>	24/04/2002

	<p>have been considered. The road design over the ponds is being considered so as not to interfere with the required sewage treatment process.</p>	
20/03BAIA-M	<p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p> <p>There are also specialist studies commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social and economic issues.</p>	24/04/2002
20/03JORP-M	<p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered and the 'no development' option is included within the assessment criteria.</p> <p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken.</p> <p>There are also specialist studied commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social and economic issues.</p>	24/04/2002
20/03JORL-M	<p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been</p>	24/04/2002

	<p>considered.</p> <p>There are also specialist studied commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social and economic issues.</p>	
20/03VANJ-M	<p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p> <p>There are also specialist studied commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social and economic issues.</p>	24/04/2002
20/03DEKA-M	<p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p> <p>There are also specialist studies commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social and economic issues.</p> <p>As a registered I&AP you will receive updates on the process and information directly. There has been a continued and far reaching public participation programme running for many months with the Scoping Report being available for comment and the impact assessment process being advertised.</p>	24/04/2002
20/03STON-S	The Background Information Document was not intended	13/05/2002

	<p>to provide the full details on the project, or the specialist investigations. Its main purpose was to alert Interested and Affected Parties that the Environmental Impact Assessment phase has commenced.</p> <p>This road is NOT a fait accompli, and indeed an Environmental Impact Assessment is taking place. I am not sure who has misinformed you about the duration of the Environmental Impact Assessment, which you refer to as a three month process. This is blatantly incorrect. The Environmental Impact Assessment commenced in February 2000 with a Scoping exercise. That was concluded in November 2001. During 2001, some specialist investigations were undertaken, and liaison with the authorities took place on a number of occasions. This phase of the Environmental Impact Assessment commenced in January 2002, and will conclude in the last quarter of 2002.</p> <p>The engineers and economists are investigating the validity of the two routes in the south. The traffic model however shows that both routes are required.</p>	
20/03TOZA-A	<p>The financial viability of a toll road is an absolute requirement, in that no Government subsidy is permitted. Traffic requirements for viability are carefully calculated. If no toll is allowed, the project as it stands will not go ahead, as this is a Public-Private Sector Partnership.</p>	25/06/2002
20/03SCHJ-S	<p>Thank you for your participation. We look forward to seeing you at the Open House (s) later this year.</p>	13/05/2002
20/03SAMJ-C	<p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p> <p>There are also specialist studies commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social and economic issues.</p> <p>The Environmental Impact assessment investigation is ongoing, but Military Road is not being considered as an</p>	24/04/2002 25/06/2002

	alternative at present.	
20/03SAMP-C	A noise specialist has been appointed to investigate the increase in noise and recommend mitigation where necessary. More detailed maps will be available at the Open Houses. Noise control measures are being considered, and preliminary toll plaza positions will be defined.	25/06/2002
20/03CLOA-M	<p>The Environmental Impact Assessment process is designed to ensure that authorities have sufficient information in order to make an informed decision regarding any development proposal. The outcome of this process will determine the likelihood of this development proposal being implemented.</p> <p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered. There are also specialist studies commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social and economic issues.</p>	24/04/2002
20/03OLIE-C	<p>The Environmental Impact Assessment process is designed to ensure that authorities have sufficient information in order to make an informed decision regarding any development proposal. The outcome of this process will determine the likelihood of this development proposal being implemented.</p> <p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p>	24/04/2002 25/06/2002

	<p>There are also specialist studied commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social and economic issues.</p> <p>At present the intention is to construct both the Philippi Link and the Southern Greenfields alignment, with the requirement for these two roads being indicated by the current traffic study undertaken</p>	
20/03LOUA-P	<p>Comments noted. As a major property owner, Mr Louw will be involved throughout the development and design process.</p>	13/05/2002
20/03GARR-C	<p>The Environmental Impact Assessment process is designed to ensure that the authorities have sufficient information in order to make an informed decision regarding any development proposal. The outcome of this process will determine the likelihood of this development proposal being implemented.</p> <p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p> <p>There are also specialist studied commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social and economic issues.</p> <p>The EIA has not yet been completed, and will indicate whether there are any factors that will prevent the road from going ahead. Current traffic studies indicate a need for both the Philippi Link and the Southern alignment through the False Bay Coastal Park.</p>	24/04/2002 25/06/2002
20/03GODR-C	<p>The specialist reports will address the issues mentioned. An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p>	25/06/2002

	<p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p> <p>There are also specialist studied commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social, economic and tourism issues.</p> <p>Note that the alignment through the Philippi area has been workshopped with landowners in the area as part of a previous investigation (EIA and PPP).</p>	
20/03GERH-C	<p>The Environmental Impact Assessment process is designed to ensure that authorities have sufficient information in order to make an informed decision regarding any development proposal. The outcome of this process will determine the likelihood of this development proposal being implemented.</p> <p>Any information that will inform the specialist studies and assessment report will be most welcome – please contact us at your earliest convenience to discuss this matter further.</p>	24/04/2002
22/03BERA-M	<p>The Environmental Impact Assessment process is designed to ensure that authorities have sufficient information in order to make an informed decision regarding any development proposal. The outcome of this process will determine the likelihood of this development proposal being implemented.</p> <p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered. There are also specialist studied commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social and economic</p>	13/05/2002

	<p>issues.</p> <p>As a registered Interested & Affected Party you will receive updates on the process and information directly. There has been a continued and far reaching public participation programme running for many months with the scoping report being available for comment and the impact assessment process being advertised.</p>	
22/03WEIE-S	Refer to letter dated 27/03/2002	27/03/2002
25/03MARV-C	Current traffic studies indicate a need for both the Philippi Link and the Southern alignment through the False Bay Coastal Park. More detailed information will be made available at the Open Houses, once further design work has been undertaken. (Refer to letters dated 12/07/02 and 23/08/02).	25/06/2002
25/03GIBD-S	<p>The decision to build the route has not yet been taken by the relevant authorities. The results of this Environmental Impact Assessment will contribute to the decision-making process.</p> <p>The 'no-go option' was discussed in the Scoping Report (November 2000).</p>	13/05/2002
25/03VANA-A	Current traffic studies indicate a need for both the Philippi Link and the Southern alignment through the False Bay Coastal Park. SANRAL requirements are that the entire scheme be considered in one go, and not "piecemeal". These alignments are presently under consideration.	25/06/2002
25/03LAMC-M	<p>As a registered Interested & Affected Party you will receive updates on the process and information directly. There has been a continued and far reaching public participation programme running for many months with the scoping report being available for comment and the impact assessment process being advertised.</p> <p>The Environmental Impact Assessment process is designed to ensure that authorities have sufficient information in order to make an informed decision regarding any development proposal. The outcome of this process will determine the likelihood of this development proposal being implemented.</p> <p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p>	13/05/2002

	<p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p> <p>There are also specialist studied commissioned for mammals, reptiles / amphibians, entomology, visual, noise, cultural and botanical as well as social and economic issues.</p>	
25/03VANE-A	<p>Beyond the proclaimed corridor, the upgrading etc. of municipal streets would be the responsibility of the relevant local authority.</p> <p>De Villiers Road is planned to have a diamond interchange, but we have no further information than that at present. The extent of lateral development into the communities each side of the R300 alignment and final interchange dimensions/configuration depend very much on issues such as traffic loads, ramp capacity requirements etc, which we are still to finalise (beyond direct impact of the R300, the matter is the responsibility of the City of Cape Town).</p>	26/03/2002
26/03DAYE-C	<p>The decision to build the route has not yet been taken by the relevant authorities. The results of this Environmental Impact Assessment will contribute to the decision-making process.</p> <p>We have a team of qualified, experienced and credible specialists. Should the specialists find that the environmental damage is too great, this will be reflected in their reports.</p> <p>Furthermore, specialists will do more than 'suggest mitigation against a series of inevitable impacts'. They will assess the significance of the impacts, as well as make final recommendations for design, construction and operation. Specialists will also participate in a workshop with the engineers to debate sensitive areas or 'no-go areas', mitigation measures and the merits/demerits of any re-alignments.</p> <p>As a registered Interested & Affected Party you will receive updates on the process and information directly. There has been a continued and far reaching public participation programme running for many months with the scoping report being available for comment and the impact assessment process being advertised. The Environmental</p>	13/05/2002

	<p>Impact Assessment process is designed to ensure that authorities have sufficient information in order to make an informed decision regarding any development proposal. The outcome of this process will determine the likelihood of this development proposal being implemented.</p> <p>An avifauna specialist impact assessment study (Dr. D. Pepler) has been commissioned to determine the impacts and possible mitigation issues required should the proposed development be undertaken. The 'no development' option is included within the assessment criteria.</p> <p>Specialists are undertaking freshwater ecology and groundwater impact assessments studies. These studies will address both the impact of the proposed road and any mitigation that could be implemented should such a development take place. Alternative alignments have been considered.</p> <p>Certainly gaps in data will be treated with caution (the precautionary principle) during the assessment of this development proposal.</p>	
26/03JOHC-P	<p>Comments noted. The authorities do prioritise their projects that would be funded from their own funds. The Ring Road is wholly funded by the private sector.</p> <p>Users would only pay tolls for the section of the freeway used. The Mitchell's Plain scenario as presented in your comment is incorrect. Cannot comment on the Vanguard/N7 highway design as yet. The entire Ring Road must be constructed within the first 3 years of the concession. (Currently 2004 – 2007).</p>	13/05/2002
26/03VANH-P	<p>Evertsdalweg/Fairtrees opgradering is gedoen deur Stad Kaapstad en is onafhanklik van die Ringpad voorstel. U kommentaar betreffende die deelname proses wat gevolg word, is nie korrek nie. Dit word nogtans genotuleer. Soos reeds voorheen aan u verduidelik is dit nie moontlik om Evertsdalweg in die Stellenbergwisselaar te akkommodeer nie.</p>	13/05/2002
27/03WHID-M	<p>The comprehensive traffic study conducted for this project shows that the need for the two links in the south is viable. In terms of timing, Scoping commenced in February 2000 and ended in November 2000. During 2001, preliminary specialist investigations were undertaken, and liaison with the authorities took place on a number of occasions. The final phase of the Environmental Impact Assessment commenced in January 2002, and will conclude in the last quarter of 2002. The specialists will therefore have had</p>	1/07/2002

	adequate time for compilation of reports.	
27/03WALB -C	Your comment has been noted and will be incorporated into the draft Environmental Impact Report, which is the document that is submitted to the relevant authorities and will be available for a four week public review period later this year. The Public Participation Process (PPP) for this project began with the Scoping Phase in February 2000 and is continuing into the current Environmental Impact Assessment Phase. The PPP has allowed the public a number of opportunities to comment on this project, via, focus group meetings, advertisements in local newspapers, knock 'n drops along the route etc. Fifteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.	02/09/2002
27/03MARV-M	The alignment issue is being considered by a number of specialist assessment studies which will take this concern into consideration. (Refer to letters dated 12/07/02 and 23/08/02).	28/06/2002
27/03ANDG-P	The collection of taxes from fuel etc., are matters for government to consider and implement. Tolling of roads currently forms part of government's policy.	13/05/2002
28/03LOTP-M	Dr Dave Pepler will be assessing the impact on birds in his specialist report. No wetland system is being destroyed. There may be impacts to the system mainly being across the sewage ponds and a specialist study regarding all the wetlands has been commissioned. The findings of these specialist studies will determine the impact on these systems.	28/06/2002
28/03MCPA-A	These are road issues related to network problems that should be addressed by the City of Cape Town.	25/06/2002
28/03BARC-A	We acknowledge receipt of your letter (28/03/02), the content of which has been noted.	12/11/2002
2/04GRAR-M	Dr Dave Pepler is undertaking a specialist study and will determine impacts on avifauna. Furthermore a tourism impact assessment has also been commissioned to determine the impact of the proposed road to the tourism industry.	28/06/2002
2/04HENH-S	Thirteen specialists have been appointed to investigate the potential impacts that the proposed road may have on the environment. These specialists' studies will take into consideration the potential biophysical as well as socio-economic impacts of the road. Since February 2000, when the Scoping phase of the proposed project commenced, there have been numerous consultations with the public. The public participation	03/07/2002

	<p>process during the EIA phase of the project, which commenced in January 2002 and will conclude in the last quarter of 2002, has already included newspaper adverts, letter drops and focus group meetings. A number of Open Houses are scheduled for August 2002. These will provide an opportunity for the public to view the findings of the specialists and the final road alignments. You will be informed of these in due course. Subsequent to the Open Houses, a Draft Environmental Impact Report will be available for your review and comment.</p>	
2/04INNK-S	Your comments have been noted. The tolling of roads currently forms part of government's policy.	03/07/2002
2/04HIRH-S	<p>The need for this road is the result of the traffic situation. Increasing traffic congestion in Cape Town demands that roads be upgraded and improved. The road will alleviate some of the pressure off certain of the major metropolitan roads. The road itself was proclaimed in 1975 and since then Province has not had the funding for it.</p> <p>Your comment regarding rather improving the public transport system has been noted, and is considered to be a government issue.</p>	03/07/2002
2/04STDD-A	It has been proposed that the current alignment of the R300 will provide the required East-West high mobility route between Blouberg and Durbanville. With the original planning, this function would have been fulfilled by an upgraded Vissershok Road, which would have had a much higher impact on the Vissershok Valley, as a major realignment and widening would have been required.	25/10/2002
3/04JORP-M	Dr Dave Pepler is undertaking a specialist study and will determine impacts on avifauna. Furthermore a tourism impact assessment has also been commissioned to determine the impact of the proposed road to the tourism industry.	28/06/2002
3/04TOLD-A	Yes, the proposed R300 alignment runs on the eastern side of the Kuils River in the vicinity of the Stellenberg Interchange.	16/04/2002
3/04ROSA-A	<ol style="list-style-type: none"> 1. If all goes according to plan: 2004-2007 2. 2007 3. No, all construction to be done in three years. 4. No, the matter is to be taken up with the City of Cape Town. 	25/06/2002
4/04VANM-C	Your comment has been noted and will be incorporated into the draft Environmental Impact Report, which is the document that is submitted to the relevant authorities and will be available for a four week public review period later this year. Fifteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome	02/09/2002

	of these studies will determine the project viability.	
4/04WHIS-M	A tourism assessment has been commissioned to evaluate impacts on the proposed route.	28/06/2002
4/04PLAL-C	Your comment has been noted and will be incorporated into the draft Environmental Impact Report, which is the document that is submitted to the relevant authorities and will be available for a four week public review period later this year. Fifteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability	02/09/2002
4/04MORJ-M	Dr Dave Pepler is undertaking a specialist study and will determine impacts on avifauna.	28/06/2002
4/04STRH-S	Increasing traffic congestion in Cape Town demands that roads be upgraded and improved. The road will alleviate some of the pressure off certain of the major metropolitan roads. The road itself was proclaimed in 1975 and since then Province has not had the funding for it. Private funders are now proposing to plan and build this road. In order for them to recover their investment costs, the road will have to be tolled. There will be an e-tag system at toll plazas for people with credit facilities. Those without, will have to stop and pay. A number of other payment mechanisms are being investigated that will not unduly hold up the flow of traffic.	03/07/2002
5/04O'NEA-C	Your comment has been noted and will be incorporated into the draft Environmental Impact Report, which is the document that is submitted to the relevant authorities and will be available for a four week public review period later this year. Fifteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.	02/09/2002
5/04JANE-C	1) Residents can send their comments to us by fax (418 6278) or email emily@chand.co.za. There will also be an Open House held between June and August this year. This will be advertised in the local papers. 2) The traffic model has indicated that there is a need for the road in the Cape Metropolitan road network. It will alleviate congestion in areas, would improve accessibility to certain areas, would improve mobility, would create and support developments where planned, would create jobs, attract investment (private sector - national and international) in infrastructure, would allow the authorities to spend their budgets on other (much needed) roads in for example rural and poor areas, etc. The project is located mostly along previously planned routes. Some of the planning dates back to the early 70's.	16/04/2002 25/06/2002

	<p>3) Alternative road alignments have been investigated.</p> <p>4) The EIA, which includes a social assessment, is co-ordinated by Chand/Ecosense JV. All comments received by the public are forwarded to the specialists.</p> <p>5) The Scoping report was completed in November 2000. It is available at the following libraries: Durbanville; Grassy Park; Melkbosstrand; Muizenberg; Retreat; Tokai; Mitchell's Plain; Bloubergstrand; Strandfontein; Kuils River; Bellville and Meadowridge.</p>	
9/04WIND-M	Numerous specialist studies have been commissioned to assess the impact of the proposed road on the environment. The outcome of these studies will determine the project viability.	28/06/2002
9/04NOVP-M	Numerous specialist studies have been commissioned to assess the impact of the proposed road on the environment. The outcome of these studies will determine the project viability.	28/06/2002
9/04WOTD-P	Noted. The road has been planned since the early 1970s, long before the development of suburbs such as Sonstraal Heights.	25/06/2002
9/04CROA-A	The R300 passes nowhere near the Jip de Jager / Van Riebeekshof intersection in De Bron - the alignment runs on the other side of the ridge on which are located the Eversdal / Kenridge suburbs. As far as the Phesantekraal Vineyards are concerned, the alignment does run through vineyards in that area (i.e. the farmed owned by Boetie Louw), but the exact extend of impact is still to be determined. This is the section running along the currently proclaimed road reserve, as it leaves the built-up area We are busy refining the alignment as far as we can on this farm in particular to minimise the impact.	19/04/2002
11/04ADAJ-P	Noted. Use of funds from taxes and levies is a government prerogative and should be taken up with the politicians.	25/06/2002
11/04LUDH-P	Noted. The number of plazas are there to ensure that the toll rates are fair and equitable.	25/06/2002
11/04BURJ-C	Your comment has been noted and will be incorporated into the draft Environmental Impact Report, which is the document that is submitted to the relevant authorities and will be available for a four week public review period later this year. Fifteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.	02/09/2002
15/04VANR-S	Yours comments have been noted. Numerous studies have been commissioned to determine the impacts of the proposed road on the wetlands and its associated faunal and floral wildlife along its route. The findings of these studies will be available at the Open	03/06/2002

	Houses due to take place in August 2002. The proposed toll road would alleviate some of the congestion off certain of the metropolitan roads, e.g. the M3. This would in turn reduce the amount of pollution that is pumped into the air and the amount of petrol used.	
15/04JACS-C	Your comment has been noted and will be incorporated into the draft Environmental Impact Report, which is the document that is submitted to the relevant authorities and will be available for a four week public review period later this year. Fifteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.	02/09/2002
17/04HASI-M	Numerous specialist studies have been commissioned to assess the impact of the proposed road on the environment. The outcome of these studies will determine the project viability. Dr Dave Pepler is undertaking a specialist study and will determine impacts on avifauna	28/06/2002
18/04BARK-P	<ol style="list-style-type: none"> 1. Correct 2. Correct 3. Correct 4. The successful bidder will be granted a concession to finance, build, operate and maintain the road for a period of 30 years. Thereafter the entire road gets transferred back to the government as a state asset. The proposed road is approx. 78 km long of which approximately 21 km is existing. 5. The Cape Metropolitan Council proposed a similar route across the Philippi Farmlands as an extension of the existing R300 (presumably in line with the Metropolitan spatial plan of 1996?). This route has now been included in the Ring Road scheme. 6. The Minister of Transport. 	19/04/2002
19/04GREG-M	Numerous specialist studies have been commissioned to assess the impact of the proposed road on the environment. The outcome of these studies will determine the project viability.	28/06/2002
19/04HARD-M	Dr Dave Pepler is undertaking a specialist study and will determine impacts on avifauna. Numerous specialist studies have been commissioned to assess the impact of the proposed road on the environment. The outcome of these studies will determine the project viability.	28/06/2002
20/04LIGG-M	Dr Dave Pepler is undertaking a specialist study and will determine impacts on avifauna	28/06/2002
22/04GABJ-M	Dr Dave Pepler is undertaking a specialist study and will determine impacts on avifauna. Numerous other specialist studies have been commissioned to assess the impact of the proposed road on the environment. The outcome of	28/06/2002

	these studies will determine the project viability.	
23/04TAYP-A	The alignment of Sector 1 has been selected to minimize the physical impacts on the ponds themselves, but is constrained by the boundary of the Zeekoevlei Nature Reserve. Other network issues such as Boyes Drive should be addressed by the City of Cape Town.	25/10/2002
25/04ROEL-C	Your comment has been noted and will be incorporated into the draft Environmental Impact Report, which is the document that is submitted to the relevant authorities and will be available for a four week public review period later this year. The Public Participation Process (PPP) for this project began with the Scoping Phase in February 2000 and is continuing into the current Environmental Impact Assessment Phase. The PPP has allowed the public a number of opportunities to comment on this project, via, focus group meetings, advertisements in local newspapers, knock 'n drops along the route etc. Fifteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.	02/09/2002
26/04LÜTD-M	Numerous specialist studies have been commissioned to assess the impact of the proposed road on the environment. The outcome of these studies will determine the project viability.	28/06/2002
26/04EDWS-M	Dr Dave Pepler is undertaking a specialist study and will determine impacts on avifauna. Numerous other specialist studies have been commissioned to assess the impact of the proposed road on the environment. The outcome of these studies will determine the project viability.	28/06/2002
26/04COOM-S	We have commissioned numerous specialist studies to assess the potential impacts of the proposed road on the biophysical or socio-economic environment. The findings of these studies will be available at the Open Houses that are scheduled for August 2002. To date, the specialists have determined that there would be no environmental impacts to the Muizenberg area, including Zandvlei and Strandfontein Sewage Works that cannot be mitigated.	03/07/2002
26/04BAKT-P	Your comment has been noted and will be incorporated into the draft Environmental Impact Report, which is the document that is submitted to the relevant authorities and will be available for a four week public review period later this year. Fifteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.	02/09/2002
29/04BURJ-A	Current planning excludes any extension into De Waal Road, although its intersection with Prince George may be	12/11/2002

	adapted. Military Road does not link to the M3 and as such does not provide the required continuity to the new road to link the various catchment areas. Military Road also has constraints with regard to available width. While this is being considered as part of the environmental process, routing along Baden Powell will have its own environmental issues. This is currently being considered by the City of Cape Town.	
30/04SCHM-S	The final route alignment, as well as the findings of the various specialists' studies will be available for your review and comment at the Open Houses that are scheduled for August 2002. You will be informed of these in due course.	03/07/2002
2/05GILK-A	While the issue of public versus private transport is a major one, it is unfortunately beyond the scope of this project. The alignment through the Strandfontein Ponds (Sector 1) has been selected to minimize the environmental impact, with careful consultation with the environmental experts involved in the project. An alignment along Baden Powell Drive would also require re-routing behind the dune system, with its own impact on the ponds and other environmental issues. This is currently being considered by the City of Cape Town.	12/11/2002
6/05WALD-P	The entire current network serves as alternative routes.	12/11/2002
6/05JAYM-S	The impact on Steenberg Road has been considered in the Traffic Impact Assessment (TIA) that was conducted for this proposed project. The TIA will be available for your review and comment at the Open Houses that are scheduled for August 2002. You will be informed of these in due course. Alternative forms of public transport are issues that need to be addressed by the government. The proposed road itself was proclaimed in 1975 and, until recently, no financial support has been available for it.	03/07/2002
13/05HEYD-S	Your comments have been noted. We have commissioned numerous specialist studies to assess the potential impacts of the proposed road on the biophysical or socio-economic environment. The findings of these studies will be available at the Open Houses that are scheduled for August 2002. To date, the specialists have determined that there would be no environmental impacts as a result of the road that cannot be mitigated.	03/07/2002
15/05HURL-M	Dr Dave Pepler is undertaking a specialist study and will determine impacts on avifauna. Numerous specialist studies have been commissioned to assess the impact of the proposed road on the environment. The outcome of these studies will determine the project viability.	28/06/2002
21/05SHEC-M	Numerous specialist studies have been commissioned to assess the impact of the proposed road on the	28/06/2002

	environment. The outcome of these studies will determine the project viability.	
22/05VISL-M	Numerous specialist studies have been commissioned to assess the impact of the proposed road on the environment. The outcome of these studies will determine the project viability. In particular environmental sensitivity regarding alignment is being considered.	28/06/2002
3/06MILM-A	Comments noted. The R300 tolling strategy is aimed to be fair and equitable towards all users, including poorer communities.	12/11/2002
24/06KANT-A	These comments have been noted and passed through to the design team for this Sector for consideration in the design process.	12/11/2002
1/07BARS-S	Your comments have been noted. The need for this road is the result of the traffic situation. Increasing traffic congestion in Cape Town demands that roads be upgraded and improved. The road will alleviate some of the pressure off certain of the major metropolitan roads. The road itself was proclaimed in 1975 and since then Province has not had the funding for it. Your comment regarding rather improving the public transport system has been noted, and is considered to be a government issue. We have commissioned numerous specialist studies to assess the potential impacts of the proposed road on the biophysical or socio-economic environment. The findings of these studies will be available at the Open Houses that are scheduled for August 2002. The No-Go Option will be addressed in the Draft Environmental Impact Assessment Report that will be available for your comment after the Open Houses.	03/07/2002
3/07OZIS-C	In none of the specialist reports was mention made of Red Data Book species within the road reserve. Therefore, the only species that may be affected are animals or birds that have to cross the reserve or use it temporarily. From these, only Red Data Book bird species may be affected, since there are no such mammals or insects. The Rondevlei Bird list, which is used as an indication of what species may be affected, does not indicate which species are Red Data Book species. The bird specialist, however, found that no birds would be detrimentally affected by the proposal, provided that recommended mitigation measures are implemented. It can therefore be said that no Red Data Book species will be detrimentally affected by the road. In terms of the tourism impacts, we have appointed Prof. Jonathan Bloom from the University of Stellenbosch to: <ul style="list-style-type: none"> • Establish the existing status of tourism development in nodal areas through which the toll road traverses; • Assess and evaluate the impacts both positive and 	9/07/2002

	<p>negative of the proposed road on the existing tourism fabric and potential tourism opportunities within the immediate and buffer area of the toll road;</p> <ul style="list-style-type: none"> • Make recommendations towards avoiding or mitigating potential negative costs and enhancing positive benefits. <p>This report will form a part of the Environmental Impact Assessment Report. With respect to the environmental education, we will be meeting with Dalton Gibbs of the Rondevlei Nature Reserve on 23 July 2002 to discuss the potential impacts, and explore ways in which these could be minimized. Thank you for your continued interest in the process.</p>	
8/07PIEE-P	<p>Refer to letter dated 11/09/02. U beswaar word aangeteken. Die nodige persoonlike kommunikasie sal met die grond eienaar geskied.</p>	12/11/2002
9/07SIEA-S	<p>Your comment has been noted and will be incorporated into the final Environmental Impact Assessment Report, which is to be submitted to the relevant authorities next year.</p>	12/11/2002
10/07CAMI-A	<p>It is not clear which double carriageway is being referred to here, but traffic studies have shown a clear need for two high order links through this southern area. This requirement will be met through the Sector 1 and Sector 5 links proposed as part of the R300.</p>	12/11/2002
17/07KADR-C	<p>Your comment has been noted. Fifteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability. One purpose of the toll road is to ease congestion on the network of roads in general. This will improve travel times both on these roads and along the R300 with improvements.</p>	12/11/2002
29/07DAVD-M	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. It will be available for public review beforehand. Sixteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability. Dave Pepler from the University of Stellenbosch is determining the impacts on avifauna. The South African National Roads Agency (SANRAL) awarded Scheme Developer Status to the Peninsula Expressway Consortium (Penway) in January 2000 to develop Penway's unsolicited proposal for the entire N21</p>	19/11/2002

	<p>(R300) Cape Town Ring Road Toll Project. The proposal included the private financing of the project, construction of new sections, upgrade of the existing road and maintenance, operations and tolling of the entire route. Excluding the southern portion of the proposed road render the project not viable.</p> <p>Various alternative alignments have been (and are still being) considered. The entire current City's network serves as alternative routes.</p>	
30/07HADA-M	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.</p>	19/11/2002
2/08STDD-A	<p>There will not be any tolling of the existing Vissershok Road, but the interchange between the R300 and N7 is known as Vissershok Interchange. Certain ramps may be tolled here, but this is not finalised. This is the position "north of the Vissershok Road intersection with the N7" that D St Dare is referring to.</p>	25/10/2002
7/08PARM-A	<p>Our design does not deal directly with the realignment of New Langeberg Road, but in general this road will be raised to allow it to cross the R300. The vertical alignment of the R300 (and thus New Langeberg) has not been finalized.</p>	12/11/2002
12/08MACC-M	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.</p>	19/11/2002
12/08JEFR-M	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. It will be available for public review beforehand.</p> <p>Sixteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability. Dave Pepler from the University of Stellenbosch is investigating the impacts on avifauna.</p> <p>The South African National Roads Agency (SANRAL) awarded Scheme Developer Status to the Peninsula Expressway Consortium (Penway) in January 2000 to develop Penway's unsolicited proposal for the entire N21 (R300) Cape Town Ring Road Toll Project. The proposal</p>	19/11/2002

	<p>included the private financing of the project, construction of new sections, upgrade of the existing road and maintenance, operations and tolling of the entire route. Excluding the southern portion of the proposed road renders the project not viable.</p>	
12/08WOLC-M	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies (including avifauna, social and tourism) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability. Public transport is a government prerogative and does not form part of the Environmental Impact study for the proposed Cape Town ring road.</p>	19/11/2002
13/08BURA-M	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies (including social and economic studies) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.</p>	19/11/2002
23/08MARE-M	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>In terms of timing, scoping (the first phase of the Environmental Assessment process) commenced in February 2000. This was completed in November 2000. During 2001, initial specialist investigations were undertaken, and liaison with the authorities took place on a number of occasions. The current, and second phase of the Environmental Impact Assessment commenced in January 2002 and will conclude in the first quarter of 2003. Sixteen comprehensive specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.</p>	19/11/2002
26/08DAVD-M	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies (including social and economic studies) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.</p> <p>Various alternative alignments have been (and are still</p>	19/11/2002

	being) considered. The entire current City's network serves as alternative routes. Public transport is a government prerogative and does not form part of the Environmental Impact study for the proposed Cape Town ring road.	
02/09BAKA-M	Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability. Various alternative alignments have been (and are still being) considered.	19/11/2002
03/09SCHH-A	Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies (including freshwater ecology) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability. The transport facility that we would provide would be a high speed limited access road. The M3 is also constructed to freeway standards (access only through interchanges). Military road is however of a different class and serves a different function. It would not be possible to upgrade this road to a freeway standard due to the large number of intersections along the road. From an overall network mobility viewpoint it is therefore beneficial to connect the two mobility spines (M3 and R300).	10/12/2002
06/09CURJ-S	Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies (including tourism and avifauna) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.	19/11/2002
08/09PARC-S	The alignment of the proposed ring road in Sector 1 is such that it passes to the south of Zeekoevlei and to the north of the Strandfontein Sewage Treatment Works (see attached map). Rondevlei is situated further north and the road does not pass adjacent to it. Sixteen specialist studies (including tourism, noise and avifauna) have been commissioned to assess the impact of the proposed road on the social and biophysical	22/11/2002

	<p>environments. The outcome of these studies will determine specific impacts.</p> <p>The Environmental Impact Report (EIR) will integrate the results of these studies. This report is scheduled for completion early in 2003 and will be available for public review for a four week period before it is submitted to the relevant authorities.</p>	
08/09DAVJ-S	<p>Thank you for your comment and participation in the Environmental Impact Assessment (EIA) process. Your comment will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant decision-making authorities early next year.</p> <p>Please note that Chand Ecosense JV are the independent environmental consultants, appointed as legislation (the Environmental Conservation Act (no. 73 of 1989) and the National Environmental Management Act (no. 107 of 1998) dictates to conduct an open and transparent EIA process and public participation process (PPP). With regard to the latter, the aforementioned legislation requires that all comments made by Interested and Affected Parties (I&APs) regarding this project, whether positive or negative, are recorded and incorporated into the final EIR.</p> <p>Furthermore, sixteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will be reported on in the EIR.</p>	22/11/2002
17/09HALF-S	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies (including tourism, avifauna and economics) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the project viability.</p>	19/11/2002
7/10BARG-S	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>The 'knock and drop' of pamphlets to homes adjacent to the route was one of many methods used to notify Interested and Affected Parties (I&APs). Others included advertising the Environmental Impact Assessment process and advertising the first round of Open Houses in six community and three major newspapers and the handing out of fliers at large intersections along the proposed route.</p>	22/11/2002

	<p>Radio and television interviews have also been conducted.</p> <p>Sixteen specialist studies (including an archeological study and heritage review) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine specific impacts. Your comment has been forwarded to the archaeologist/heritage specialist for consideration.</p>	
19/9LOMD-S	<p>Thank you for your comments, which have been noted and incorporated into the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Please note that any consideration of alternative routes would need to be both environmentally sound and economically feasible. An alternative route in the north is currently under consideration. You will be informed of the progress of this. Note that sixteen specialist studies (including social, micro- and macroeconomic) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	28/11/2002
10/10MCFJ-S	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies (including tourism, avifauna, mammals, entomology, herpetology and botany) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	22/11/2002
10/10ASAS-S	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies (including noise and economic impacts) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p> <p>Three alignments, one next to the Morningstar resident's property (A), one 800m away inside the buffer zone (B) and one near Frankdale road (C) were investigated. Options A & B are both feasible from an engineering point of view with Option C to expensive. However, both alignments (A&B) run through the Brick & Clay property, and the property owner indicated that he prefers the alignment next to Morningstar (A) and objects to the alignment 800m to the south (B).</p>	10/12/2002

	<p>We are of the opinion that the noise levels can be addressed by constructing a 3,0 m – 4,5 m high noise/visual berm next to the highway all along the Morningstar boundary. This berm will be designed by noise impact specialists to bring down the noise levels to within the legal limits for residential areas. Option A was therefore recommended.</p>	
10/10ASAG-S	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies (including noise and economic impacts) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p> <p>Three alignments, one next to the Morningstar resident's property (A), one 800m away inside the buffer zone (B) and one near Frankdale road (C) were investigated. Options A & B are both feasible from an engineering point of view with Option C to expensive. However, both alignments (A&B) run through the Brick & Clay property, and the property owner indicated that he prefers the alignment next to Morningstar (A) and objects to the alignment 800m to the south (B). We are of the opinion that the noise levels can be addressed by constructing a 3,0 m – 4,5 m high noise/visual berm next to the highway all along the Morningstar boundary. This berm will be designed by noise impact specialists to bring down the noise levels to within the legal limits for residential areas. Option A was therefore recommended.</p>	10/12/2002
10/10HORV-S	<p>Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies (including visual, noise, herpetology, freshwater ecology, groundwater and economic impact assessments) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the specific impacts. The South African National Roads Agency (SANRAL) awarded Scheme Developer Status to the Peninsula Expressway Consortium (Penway) in January 2000 to develop Penway's unsolicited proposal for the entire N21 (R300) Cape Town Ring Road Toll Project. The proposal included the private financing of the project, construction of new sections, upgrade of the existing road and maintenance, operations and tolling of</p>	22/11/2002

	the entire route. The road will not be built using public funds.	
10/10HORT-S	Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the specific impacts.	22/11/2002
10/10GREG-S	It is true that the existing section of the R300 was constructed with public funding however, the road is deteriorating rapidly and substantial costs would be necessary to do major repairs to the road (not just pothole patching) to return it to a safe and acceptable level. Traffic is also increasing on this section and the 2-lanes per carriageway would need expansion to 3-lanes and eventually 4-lanes per carriageway to accommodate anticipated traffic in the future. A substantial amount of money would also be needed to maintain this road over the years to come. Public funds are indeed limited to construct new road with, but the funds are also limited to do major upgrades/repairs on the existing road network. Toll funds will therefore be applied to repair, expand and maintain this section of road infrastructure. With reference to the issue of alternative routes: The toll road is not located within a rural environment and a large number of alternative routes on the existing municipal network do exist should a motorist decide not to drive on the toll road. A independent consultant was appointed to identify captured groups / or communities (groups or communities that does not have any alternative other than using the toll road).	10/12/2002
14/10SILA-S	Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies (including visual, noise, groundwater and economic impact assessments) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the specific impacts.	22/11/2002
14/10LEVE-S	Your comment has been noted, and will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Sixteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine specific impacts.	22/11/2002
14/10OWED-S	Thank you for your comment with regards to the above	25/11/2002

	<p>proposed project. It will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities next year.</p> <p>Sixteen specialist studies have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	
15/10BURJ-S	<p>Thank you for your comments, which have been noted. They will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Sixteen specialist studies (including noise and micro- and macroeconomics) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p> <p>Note that the collection of taxes and levies from fuel, is a matter that the government must consider and implement.</p>	25/11/2002
15/10DAVB-S	<p>The two alignments, one next to the Morningstar resident's property (A) and one 800m away inside the buffer zone (B) do cost approximately the same. However, both alignments run through the Brick & Clay property, and the property owner indicated that he prefers the alignment next to Morningstar and objects to the alignment 800m to the south. We therefore recommended Option A with the proviso that a 3,0 m – 4,5 m high noise/visual berm be constructed next to the highway all along the Morningstar boundary. This berm will be designed by noise impact specialists to bring down the noise levels to within the legal limits for residential areas.</p>	10/12/2002
18/10TAYP-S	<p>Thank you very much for your comment with regards to the above proposed project. It will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities next year.</p> <p>In terms of timing, scoping (the first phase of the Environmental Assessment process) commenced in February 2000. This was completed in November 2000. During 2001, initial specialist investigations were undertaken, and liaison with the authorities took place on a number of occasions. The current, and second phase of the Environmental Impact Assessment commenced in January 2002 and will conclude in the first quarter of 2002.</p> <p>Sixteen comprehensive specialist studies (including a social</p>	27/11/2002

	<p>impact assessment) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the specific impacts. Note that the extent of impact studied will vary within each discipline.</p> <p>Workshops have been held with the specialists and the road engineers for the purpose of integrating and co-ordinating impacts and mitigation measures. The proposed alignment has shifted in certain areas as a result.</p> <p>The EIR will integrate the results of these studies. This report is scheduled for completion early in 2003 and will be available for public review for a four week period before it is submitted to the relevant authorities. The results of this Environmental Impact Assessment will contribute to the decision-making process.</p> <p>Investigation of the impacts of the proposed road on the surrounding Cape Town network has taken place.</p> <p>Alternative forms of public transport are issues that need to be addressed by the government.</p>	
18/10WOOJ-S	<p>Thank you for your comments, which have been noted and will be addressed in the writing of the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that:</p> <ul style="list-style-type: none"> • Feasible alternatives to the proposed alignment will be assessed. The no-development option will also be addressed in the EIR. • The motivation for the road will be explained in the EIR. • The provision of corridors to facilitate movement over rivers and between areas, is being investigated by specialists. • The EIA process will be explained at the next round of public meetings/Open Houses. 	4/12/2002
21/10KRUD-S	<p>Thank you for your comments, which have been noted. They will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Sixteen specialist studies (including social, noise and air pollution, micro- and macroeconomics impact assessments) have been commissioned to assess the impact of the proposed road on both the social and biophysical</p>	27/11/2002

	environments. The outcome of these studies will determine the specific impacts.	
21/10VACR-S	<p>Thank you for your comments, which have been noted. They will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	27/11/2002
21/10WILJ-S	<p>Thank you for your comments, which have been noted. They will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including social, tourism, avifauna and noise) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	27/11/2002
21/10LEEL-S	<p>Sixteen specialist studies (including avifauna) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p> <p>Please note that Chand Ecosense JV are the independent environmental consultants, appointed as legislation (the Environmental Conservation Act (no. 73 of 1989) and the National Environmental Management Act (no. 107 of 1998) dictates to conduct an open and transparent EIA process and public participation process (PPP). With regard to the latter, the aforementioned legislation requires that all comments made by Interested and Affected Parties (I&APs) regarding this project, whether positive or negative, are recorded and incorporated into the final EIR. Your comment will be incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the decision-making authorities early next year.</p>	27/11/2002
24/10WAR-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>The proposed road would provide a link between the M3 and the M5, which would be suitable for both trucks and</p>	27/11/2002

	<p>motorcars. This section of road reserve was proclaimed in 1975 and since then Province has not had the funding for it. Increasing traffic congestion in Cape Town demands that roads be upgraded and improved. The road would alleviate some of the pressure off certain of the major metropolitan roads. Private funders are now proposing to plan and build this road. In order for them to recover their investment costs, the road would have to be tolled.</p> <p>Note that sixteen specialist studies (including social and pedestrian desire lines) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p> <p>Public transport, an important issue, is a government prerogative and does not form part of the Environmental Impact study for the proposed Cape Town Ring Road.</p>	
4/11LEEH-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including noise, visual and economic) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	27/11/2002
4/11VANM-S	<p>Thank you for your comments, which have been noted and incorporated into the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Sixteen specialist studies (including botany, tourism, avifauna, herpetology, entomology and mammals) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p> <p>The extrapolated City of Cape Town's EMME2 traffic model, has indicated that there is a need for the road in the Cape Metropolitan road network. It would alleviate congestion in areas, would improve accessibility to certain areas, would improve mobility, would create and support developments where planned, would create jobs, attract investment (private sector - national and international) in infrastructure, would allow the authorities to spend their</p>	29/11/2002

	<p>budgets on other (much needed) roads in, for example, rural and poor areas, etc.</p> <p>In order for Penway to get a return on their investment, toll rates would need to be set at levels that would attract users. Nevertheless, users could choose other alternative routes within the Cape Town road network, so as to avoid paying a toll fee.</p> <p>Public transport, an important issue, is a government prerogative and does not form part of the Environmental Impact study for the proposed Cape Town Ring Road.</p>	
4/11DOWP-S	<p>Thank you for your valuable comments, which have been noted and incorporated into the Environmental Impact Report (EIR). Your comments will be taken into consideration in this report, which is to be submitted to the relevant authorities early next year.</p>	29/11/2002
4/11BOSS-S	<p>Thank you for your comments, which have been noted and incorporated into the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year. Note that the 'no go' option is to be included in the EIR.</p> <p>Investigation of the impacts of the proposed road on the surrounding Cape Town network has taken place. In order for Penway to get a return on their investment, toll rates would need to be set at levels that would attract users. Nevertheless, users could choose other alternative routes within the Cape Town road network, so as to avoid paying a toll fee.</p> <p>Public transport, an important issue, is a government prerogative and does not form part of the Environmental Impact study for the proposed Cape Town Ring Road.</p>	29/11/2002
4/11LAWG-S	<p>Thank you for your valuable comments, which have been noted and incorporated into the Environmental Impact Report (EIR). Your comments will be taken into consideration in this report, which is to be submitted to the relevant authorities early next year.</p> <p>Note that:</p> <ul style="list-style-type: none"> • various alternative alignments have been (and are still being) considered. • the entire current city's road network would serve as alternative routes to users. • the 'no-go' option will be addressed in the EIR • the methodologies used in the public participation process have been numerous, varied and 	2/12/2002

	<p>adequately meet the requirements of relevant legislation.</p> <ul style="list-style-type: none"> discussions have been held with the managers of Zandvlei and Rondevlei to elicit concerns and workshop possible mitigation measures regarding environmental education. the collection of taxes and levies from fuel, is a matter that the government is required to consider and implement. <p>Sixteen specialist studies (including botany, visual, tourism, avifauna, noise, social, macro- and microeconomic) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	
6/11OTTJ-S	Thank you for your comments and petition signatures received Wednesday, the 6th November 2002. Your objections and alternative proposal will be incorporated into the Environmental Impact Report.	6/11/2002
11/11HOFD-A	<p>Thank you for your comments, which have been noted and incorporated into the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>We have investigated various alternatives, but two options (next to Morningstar and 800-m to the south of Morningstar) were the only feasible options. A part of the concession contract would be to keep noise levels to within the legal limits that were set for residential areas. This will be installed based on a calculated noise level (calculated by a noise expert) and will further be monitored on an ongoing basis as soon as the road is completed. If the legal limit were exceeded at any times, appropriate actions to reduce the noise level would be required by the concessionaire.</p>	10/12/2002
14/11HIGG-S	<p>Thank you for your comments, which have been noted and incorporated into the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Chand Ecosense JV are the independent environmental consultants, appointed as legislation (the Environmental Conservation Act (no. 73 of 1989) and the National Environmental Management Act (no. 107 of 1998) dictates to conduct an open and transparent EIA process and public participation process (PPP). With regard to the former, the aforementioned legislation requires that independent, credible specialists investigate and assess the potential</p>	2/12/2002

	<p>impacts of the proposed development.</p> <p>In this case, sixteen specialist studies (including botany, avifauna, entomology, herpetology and mammals) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The EIR will integrate the results of these studies.</p>	
18/11MADM-S	<p>Thank you for your comments, which have been noted and incorporated into the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>We are aware of the requirements of the National Environmental Management Act. For this reason, we have appointed specialists to identify issues, and ensure that they will be addressed through the design, construction and operation processes (should this project be approved).</p> <p>The EIR will also discuss the No-go option. The results of the specialist input will be documented in the EIR.</p> <p>Chand Ecosense JV agree fully that a public transport system is required for the greater Cape Town area, but continue to stand firm that this issue will not be assessed as part of this EIR. It will however, be acknowledged in the report.</p>	4/12/2002
19/11CHAD-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including avifauna, mammals, freshwater ecology, botany, noise and tourism) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p> <p>Various alternative alignments have been (and are still being) considered.</p>	3/12/2002
22/11CLAM-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including avifauna) have been commissioned to assess the impact of the proposed road on both the social and biophysical</p>	3/12/2002

	environments. The outcome of these studies will determine the specific impacts.	
22/11NEDG-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including avifauna and planning) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p> <p>Increasing traffic congestion in Cape Town requires that roads be upgraded and improved. The road would alleviate some of the pressure off certain of the major metropolitan roads, would provide for the efficient movement of people, linking of communities, linking places of residence and employment, providing access to previously poorly accessed resources etc.</p>	3/12/2002
26/11ROBS-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including tourism) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	3/12/2002
26/11WHIS-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including tourism, aquatic ecosystems, social, macro- and microeconomic) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	4/12/2002
27/11ROBE-S	<p>Thank you for your valuable comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including macro- and microeconomic) have been commissioned to assess the</p>	3/12/2002

	<p>impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	
27/11GOTM-S	<p>Thank you for your valuable comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including botany, avifauna, mammals, entomology, herpetology) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	3/12/2002
27/11GOTK-S	<p>Thank you for your comments, which have been noted and incorporated into the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Chand Ecosense JV are the independent environmental consultants, appointed as legislation (the Environmental Conservation Act (no. 73 of 1989) and the National Environmental Management Act (no. 107 of 1998) dictates to conduct an open and transparent EIA process and public participation process (PPP). With regard to the former, the aforementioned legislation requires that independent, credible specialists investigate and assess the potential impacts of the proposed development.</p> <p>In this case, sixteen specialist studies (including botany, avifauna, entomology, herpetology and mammals) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The EIR will integrate the results of these studies.</p>	3/12/2002
27/11JACJ-S	<p>Thank you for your comments, which have been noted and will be incorporated into the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p>	3/12/2002
28/11VILY-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including botany, avifauna, entomology, herpetology and mammals freshwater ecology, social, macro- and microeconomic) have been commissioned to assess the impact of the proposed road on both the social and biophysical</p>	3/12/2002

	environments. The outcome of these studies will determine the specific impacts.	
28/11CAMB-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>The extrapolated City of Cape Town's EMME2 traffic model, has indicated that there is a need for the road in the Cape Metropolitan road network. It would alleviate congestion in areas, would improve accessibility to certain areas, would improve mobility, would create and support developments where planned, would create jobs, attract investment (private sector - national and international) in infrastructure, would allow the authorities to spend their budgets on other (much needed) roads in, for example, rural and poor areas, etc.</p> <p>Note that sixteen specialist studies (including avifauna, freshwater ecology and tourism) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	4/12/2002
3/12IVEJ-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including botany, avifauna, entomology, herpetology and mammals freshwater ecology, social, macro- and microeconomic) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	3/12/2002
4/12SMIP-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Note that sixteen specialist studies (including social, tourism and avifauna) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	4/12/2002
4/12DIAJ-S	<i>No contact details provided with petition.</i>	
5/12BRIT-S	Thank you for participating in the Environmental Impact Assessment (EIA) phase and for your comments, which will	5/12/2002

	<p>be incorporated into the Environmental Impact Report (EIR), which is to be submitted to the authorities early next year. Note that sixteen specialists (including mammals, herpetology, avifauna, entomology and aquatic ecosystems) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts. We will inform you of the completion of the Draft EIR and the specialists' reports, which are to be available for public review early in 2003.</p>	
6/12ARCT-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Chand Ecosense JV agree fully that a public transport system is required for the greater Cape Town area. This issue will not be assessed as part of this EIR, but it will however, be acknowledged in the report.</p> <p>Note that sixteen specialist studies (including botany, tourism and avifauna) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p>	6/12/2002
18/12HILC-S	<p>Thank you for your comments, which have been noted and incorporated into the final Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>In terms of timing, scoping (the first phase of the Environmental Assessment process) commenced in February 2000. This was completed in November 2000. During 2001, initial specialist investigations were undertaken, and liaison with the authorities took place on a number of occasions. The current, and second phase of the Environmental Impact Assessment commenced in January 2002 and will conclude in the first quarter of 2003.</p> <p>Sixteen comprehensive specialist studies (including botany, avifauna, entomology, herpetology and mammals) have been commissioned to assess the impact of the proposed road on the social and biophysical environments. The outcome of these studies will determine the specific impacts.</p> <p>Chand Ecosense JV agree fully that a public transport system is required for the greater Cape Town area. This</p>	18/12/2002

	issue will be acknowledged in the EIR. Please note, however, that public transport is a government prerogative.	
18/12DRAV-S	<p>Thank you for your valuable comments, which have been noted and incorporated into the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities early next year.</p> <p>Chand Ecosense JV are the independent environmental consultants, appointed as legislation (the Environmental Conservation Act (no. 73 of 1989) and the National Environmental Management Act (no. 107 of 1998) dictates to conduct an open and transparent EIA process and public participation process (PPP). With regard to the former, the aforementioned legislation requires that independent, credible specialists investigate and assess the potential impacts of the proposed development.</p> <p>In this case, sixteen specialist studies (including botany, avifauna, entomology, herpetology and mammals) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. The EIR will integrate the results of these studies.</p>	18/12/2002
6/01HORP-S	<p>Your comment has been noted and will be incorporated into the draft Environmental Impact Report (EIR). The issues that you mentioned have also been addressed in this document. Note that the EIR is the report that is submitted to the relevant authorities (including the Minister of Transport and the Minister of Environmental Affairs). This report will be available for a public review period in due course.</p> <p>Sixteen specialist studies (including social and economic) have been commissioned to assess the impact of the proposed road on both the social and biophysical environments. A further study is yet to be commissioned with regards to the proposed southern alignment. You will receive notification of this study and of the availability of the EIR.</p>	15/05/2003
17/01CARJ-S	<p>Your comments have been noted and incorporated into the draft Environmental Impact Report (EIR). The issues that you mention have also been addressed in this document. Note that there has been a delay in the release of this report for the public review period as a decision is yet to be made on the commissioning of a further multi-disciplinary study, which would focus on the proposed southern alignment. You will receive notification of this study and of the availability of the EIR in due course.</p>	15/05/2003
17/01ABAF-S	We acknowledge receipt of your letter to the Minister of Environmental Affairs and Tourism, dated 22 October 2002.	4/02/2003

	<p>A full Environmental Impact Assessment (EIA) is being undertaken by Chand Ecosense JV, so as to address all the issues mentioned in the article you refer to, as well as other issues not identified by the public. Note that objective opinion on the impacts of the road can only be made once all the information has been assimilated,</p> <p>Currently, we have 1463 Interested and Affected Parties (I&APs) registered on the database, and of these, not all are against the proposed road.</p> <p>For the purposes of clarity, Emily Herschell, our Public Participation Co-ordinator from Chand Ecosense JV, has never been interviewed on Radio 786.</p> <p>The Ministers of Transport and Environmental Affairs and Tourism can only make their decisions once the EIA has been completed and all facts are presented.</p> <p>Your comments have been taken into account and have been incorporated into the final Environmental Impact Report. Please contact us should you have any further queries.</p>	
19/02FEAC-S	Thank you for your valuable comments, which have been noted and incorporated into the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities in due course.	15/05/2003
22/05OERC-S	Thank you very much for your comments, which have been forwarded to the Economic specialist and incorporated into the EIR.	27/05/2003
7/07LATA-S	Thank you for your comments, which have been noted and incorporated into the Environmental Impact Report (EIR), which is to be submitted to the relevant authorities later this year.	7/07/2003
21/7MANG-S	Refer to minutes of meeting held 21/07/03	21/07/03
10/12VENJ-S	Refer to minutes of meeting held 14/11/03	14/11/03
12/12COXP-S	Refer to minutes of meeting held 08/12/03	08/12/03
06/01THOM-S	Refer to minutes of meeting held 14/11/03	14/11/03
8/01INGR-S	<p>Your comment has been noted and is to be included in the final impact report which is to be submitted to the relevant authorities during the first quarter of 2004. Note that a full avifauna impact assessment has been completed and the results of this report are to be included in the final impact report. The following is a summary of the areas per alternative (three alternatives were investigated for this sector):</p> <p>The total surface area for the WWTW was roughly calculated as 3 636 993 m².</p> <ul style="list-style-type: none"> • The preferred alignment would take up 56 119 m² of the WWTW => 1,5%. • Alternative 1 would take up 349 040 m² => 9,6% plus area from the solid waste disposal site. The 	<p>12/01/2004 13/01/2004</p>

	<p>alternative was not recommended.</p> <ul style="list-style-type: none"> Alternative 2 would take up 575 418 m² => 15,8% plus area from the solid waste disposal site. The alternative was not recommended. <p>The proposed alignment does not interfere with the solid waste disposal site. Maps indicating these alternatives will be available in the environmental impact report and you will be notified of its release into public libraries.</p>	
24/3JAPY-S	Response in progress	