

TABLE 2: GENERIC / TYPICAL VISUAL IMPACT SITUATIONS

ITEM	TYPICAL AREA OF APPLICATION	TYPICAL MITIGATION RECOMMENDATION	WHERE ENCOUNTERED ALONG ROUTE
a	Road reserves and open space surrounding road developments structures	Develop an Environmental Management Plan to include landscape guidelines for the entire route and area specific landscape plans (at construction phase) to address rehabilitation of the road reserves and open spaces, with locally indigenous plants and appropriate tall tree species where screening required.	Along entire length of route i.e. road reserves greenfields route alignments (including, preferably existing R300) as well as and open spaces surrounding proposed structures along entire greenfields and existing route.
b	Dune / dune systems	Dunes should be landscaped (i.e. re-shaped and re-vegetated) to mitigate the visual impact of scars created when cutting through them to align proposed road. Landscaping should be done so as to emulate natural adjacent dunes / dunes found in the area (in terms of scale, slope gradient and vegetative cover);	Sector 1: sections 1 and 2; Sector 2: sections 3,4 and 5; Sector3: sections 7 and 8; Sector 5: section 10.
c	Interchanges / intersections with grade separation and toll plazas	<p>Interchange with Toll Plazas and with grade separation at detail design stage needs to consider the following:</p> <ul style="list-style-type: none"> • In accordance with Landscape guidelines and plans plant appropriate tall trees, so as to screen structures and thereby increase surrounding visual absorption capacity; • Design and placement guidelines for structures and infrastructure i.e. signage, communication, lighting etc. to consider: <ul style="list-style-type: none"> • Use of appropriate materials; • Avoid positioning on ridgelines; • Massing, i.e. cluster activities where possible; • Appropriate setbacks from, adjacent uses, especially residential; • Modest scale, height and form of simple rectangular nature; • Structures to be as 'transparent' as possible to 'melt' / integrate into the landscape; • Signage and other infrastructure, e.g. communication leading up to and at plazas to be kept to a minimum; • Signage and other infrastructural elements be uniform as far as possible; and • Lighting to be kept to a minimum, to minimise light pollution and intrusion especially into private properties adjacent. • Overlooking of private properties, especially in terms of: <ul style="list-style-type: none"> • The review of regulations on the maximum allowable height for residential property perimeter walls adjacent the road corridor in terms of increasing to allow for screening; and • The mitigation of light pollution / intrusion through the planting of tall trees in gardens and road reserves. 	Along entire route greenfields as well as existing R300
d	Mainline toll plazas	<p>Mainline Toll Plaza at detail design stage needs to consider the following:</p> <ul style="list-style-type: none"> • Placement: <ul style="list-style-type: none"> • adjacent to / in close proximity of existing development versus placement in a natural (un-built) landscape; • Mainline toll plaza to consider positioning of existing tall tree breaks, avenues, etc. which provide visual absorption; • In accordance with Landscape guidelines and plans plant appropriate tall trees, so as to screen structures and thereby increase surrounding visual absorption capacity; <ul style="list-style-type: none"> • Landscaping of medians / islands leading up to Mainline Toll Plaza; • Design and placement guidelines for structures and infrastructure i.e. signage, communication, lighting etc. to consider: <ul style="list-style-type: none"> • Use of appropriate materials; • Massing, i.e. cluster activities where possible; • Appropriate setbacks from, adjacent uses, especially residential; • Modest scale, height and form of simple rectangular nature; • Structures to be as 'transparent' as possible to 'melt' into the landscape; • Signage and other infrastructure, e.g. communication leading up to and at plazas to be kept to a minimum; • Signage and other infrastructural elements be uniform as far as possible; • 'Armcor' and other traffic safety barrier (e.g. metal drums, etc.) to be considered in terms of visual impact such as uniformity, maintenance condition, location, etc.; and • Lighting to be kept to a minimum, to minimise light pollution and intrusion especially into private properties adjacent. 	Along entire route greenfields as well as existing R300

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e	Pedestrian bridges and all other elevated structures (besides tolled / untolled interchanges) over the freeway*	At detailed design stage mitigatory screening (e.g. planting, boundary walls etc.) should be considered especially to prevent overlooking of properties adjacent to overhead structures.	Sector 5: section 10.
f	Residential areas directly adjacent to road corridor or elevated road structures	<p>Mitigation of visual impact through landscaping in accordance with landscape guidelines and area specific road reserve landscape plans as set out in the Environmental Management Plan, screen houses from road by means of e.g.:</p> <ul style="list-style-type: none"> • Planted earth berms in selected areas; • Planting of appropriate tall trees within road reserve and / or private plot; or • Residential edge treatment e.g. perimeter walls (review regulation on maximum allowable height for residential property perimeter walls adjacent the road corridor in terms of increasing to allow for screening) etc.; <p>Mitigation of visual impact of light pollution / intrusion through:</p> <ul style="list-style-type: none"> • consideration at detail design stage • use of reflectors on side positioned street lights to direct light onto road; • planting of tall trees in gardens or in road reserve; • implementation of noise barriers on the freeway, which would provide a visual barrier. <p>It may however be necessary to investigate special mitigatory measures at detail design stage for properties immediately adjacent freeway ramps.</p>	Along entire route greenfields as well as existing R300
g	Areas adjacent road corridor or elevated road structures which have a low visual absorption capacity e.g. low fynbos vegetation, agricultural lands etc.	<p>Road should be aligned on the edge of areas which have a low visual absorption capacity as well as road structures placed rather in close proximity to existing built areas e.g agricultural lands;</p> <p>Mitigate visual exposure of the area from the road with screening vegetation in accordance with the Environmental Management Plan (indigenous hedge planting and / or an avenue of taller appropriate non-indigenous trees). Note that in agricultural areas height of vegetation should be considered so as to prevent casting shade which inhibits vegetable growth.</p> <p>Minimise lighting so as to prevent light pollution / intrusion.</p>	Along entire route greenfields as well as existing R300, but specifically: Sector 1: sections 1 and 2; Sector3: sections 7 and 8; Sector 5: section 10.
h	Intersections, linkages with or within view of identified scenic routes	Within identified scenic route visual corridors take extra precautions to prevent visual blight;	Sector 1: sections 1 and 2; Sector 2: sections 3,4 and 5; Sector3: section 6; Sector3: sections 7 and 8; Sector 4: section 9; Sector 5: section 10.

Based on current engineering information may be amended / added to during detail design stage