

TABLE A: BIOPHYSICAL: SUMMARY TABLE OF IMPACTS BEFORE AND AFTER MITIGATION

REFERENCE:	ROAD SECTOR:	ANTICIPATED IMPACT:	SIGNIFICANCE BEFORE MITIGATION	SIGNIFICANCE AFTER MITIGATION (if possible)
NEGATIVE IMPACTS AFTER MITIGATION				
9.2.1. a	1	Aquatic ecosystems: Road reserve north of the Westlake wetland	H-	H-
9.2.1. c	1	Aquatic ecosystems: Road reserve north of Zandvlei Bird Sanctuary	H-	H-
9.2.3. a	1	Flora: Westlake Wetland Complex	H-	H-
9.2.3. b	1	Flora: Loss of Cape Flats Dune Thicket North of Zandvlei Reserve	H-	H-
9.2.3. c	1	Flora: Corridor between Capricorn and Rondevlei Nature Reserve	H-	H-
9.2.3. f	1	Flora: Loss of Cape Flats Dune Thicket in the area north of Strandfontein Suburb:	H-	H-
9.6.3	Cumulative	Flora: Impact on the conservation status of flora of the Cape Flats	H-	H-
9.1.2. a	All	Groundwater: Reduction in available water resources.	M-	M-
9.1.2. e	All	Groundwater: Groundwater contamination caused by accidental spills.	H-	M-
9.1.2. f	All	Groundwater: Groundwater contamination caused by sewage and waste from the toll plaza.	M-	M-
9.1.5. a	All	Herpetofauna: Quality of road reserve habitat after road construction.	H-	M-
9.2.3. d	1	Flora: Loss of Cape Flats Dune Thicket in the area south of Pelican Park	H-	M-
9.2.3. h	1	Flora: Loss of Cape Flats Dune Thicket in the triangle at Vanguard and Westpoort Road:	M-	M-
9.2.3. i	1	Flora: Vanguard Drive/R300 Intersection:	M-	M-
9.2.5. a	1	Herpetofauna: Impact on the threatened species especially the Leopard Toad	M-	M-
9.3.3. b	2	Flora: Disturbance or loss of natural vegetation at Hindle Road Interchange	M-	M-
9.3.3. c	2	Flora: Disturbance or loss of natural vegetation at Swartklip Interchange	M-	M-
9.4.3. a	3	Flora: Loss of partly degraded Renosterveld North of Madeliefie Road	H-	M-
9.4.3. b	3	Flora: Loss of rare wetland type of Renosterveld at Wellington Road Interchange	H-	M-
9.6.4. c	Cumulative	Avifauna: Possible loss of bird populations in some places	H-	M-
9.1.4. a	All	Avifauna: Loss of important bird habitats	M-	L-
9.1.5. b	All	Herpetofauna: Creation of a barrier which would be a hazard to species movement.	H-	L-
9.1.6. a	All	Mammals: Accidental release of hazardous substances would threaten the survival of mammal species.	L-	L-
9.2.2. b	1	Groundwater: Increased run-off	L-	L-
9.2.4. a	1	Avifauna: Interruption of the surface movement of water birds.	H-	L-
9.2.4. b	1	Avifauna: Bird collisions resulting from lighting structures at night.	L-	L-
9.2.4. c	1	Avifauna: Noise effects on sensitive species.	L-	L-
9.2.4. d	1	Avifauna: The visual impact of the structure on flight paths.	H-	L-
9.2.4. e	1	Avifauna: Displacement of game bird coveys.	M-	L-

REFERENCE:	ROAD SECTOR:	ANTICIPATED IMPACT:	SIGNIFICANCE BEFORE MITIGATION	SIGNIFICANCE AFTER MITIGATION (if possible)
9.2.4. f	1	Avifauna: Disruption of flight paths between water bodies.	L-	L-
9.2.4. g	1	Avifauna: Birds hit by vehicles.	L-	L-
9.2.4. h	1	Avifauna: Species diversity losses due to habitat destruction and fragmentation.	L-	L-
9.2.6. a	1	Mammals: Proposed road would limit mammal movement.	L-	L-
9.2.7. a	1	Entomology: Loss of <i>Kedestes lenis</i> habitat.	M-	L-
9.3.3. a	2	Flora: Disturbance or loss of natural vegetation during and after construction	M-	L-
9.4.1. c	3	Aquatic ecosystems: Areas north and south of Wellington Road (Section 6).	L-	L-
9.4.1. h	3	Aquatic ecosystems: Diep River (Section 7)	M-	L-
9.4.3. e	3	Flora: Loss of Sandplain Fynbos fragments in the vicinity of Morning Star	M-	L-
9.4.1. b	3	Aquatic ecosystems: Kuils River north of the N1 interchange (Section 6).	L-	L-
9.4.4. a and 9.5.4. a	3 and 4	Avifauna: Possibility of major hazardous spills during the operational phase would impact on bird habitat	L-	L-
9.6.4. a	Cumulative	Avifauna: Bird habitat loss and fragmentation.	L-	L-
9.6.4. b	Cumulative	Avifauna: Possible Pollution.	L-	L-
9.6.4. d	Cumulative	Avifauna: Attraction of new bird species.	L-	L-
9.6.4. e	Cumulative	Avifauna: Birds hit by vehicles.	L-	L-
NO NOTICEABLE IMPACTS AFTER MITIGATION				
9.1.2. b	All	Groundwater: Impact on aquifer properties and borehole yield and structure as a result of blasting.	M-	No noticeable impact
9.1.2. d	All	Groundwater: Impact on localised surface and subsurface flow, by road.	M-	No noticeable impact
9.1.2. c	All	Groundwater: Localised over-exploitation of the resource as a result of groundwater abstraction during construction.	L-	No noticeable impact
9.2.1. b	1	Aquatic ecosystems: Crossing of the Keyzers River	L-	No noticeable impact
9.2.1. h	1	Aquatic ecosystems: Construction related impacts in the area east and north-east of the CFWWTW	No noticeable impact	No noticeable impact
9.3.7. a	2	Entomology: Disturbance of butterfly and other insect populations.	No noticeable impact	No noticeable impact
9.4.1. a	3	Aquatic ecosystems: Kuils River at the N1 interchange.	L-	No noticeable impact
9.4.4. b	3	Avifauna: Loss of important bird habitats	L-	No noticeable impact
9.4.6. a	3	Mammals: Isolation of mammal populations.	L-	No noticeable impact

REFERENCE:	ROAD SECTOR:	ANTICIPATED IMPACT:	SIGNIFICANCE BEFORE MITIGATION	SIGNIFICANCE AFTER MITIGATION (if possible)
9.4.1. d	3	Aquatic ecosystems (Section 7): Route across stream line on the farm Phisantekraal	No noticeable impact	No noticeable impact
POSITIVE IMPACTS AFTER MITIGATION				
9.2.2. a	1	Groundwater: Modification of subsurface seepage at CFWWTW by the proposed road	Status Quo	H+
9.2.3. e	1	Flora: Boundary between development at Pelican Park and the conservation area	M+	M+
9.2.3. g	1	Flora: Creation of a hard barrier to development from the south (Strandfontein suburb).	M+	M+
9.4.1. e	3	Aquatic ecosystems: First order stream north of Farm Lochlynne (Section 7).	L-	M+
9.4.3. d	3	Flora: Loss of remnant natural vegetation between Van Schoorsdrift Road and the N7.	M-	M+
9.2.1. d	1	Aquatic ecosystems: Route across the Sand River	L-	L+
9.2.1. e	1	Aquatic ecosystems: Road across the Zeekoe Canal	Status Quo	L+
9.2.1. f	1	Aquatic ecosystems: Route between the Zeekoe canal and the pump station.	Status Quo	L+
9.2.1. g	1	Aquatic ecosystems: Road across effluent ponds 8 and 9 of the CFWWTW	Status Quo	L+
9.4.1. f	3	Aquatic ecosystems: Sloped wetland and drainage line north of Malanshoogte Road (Section 7).	H-	L+
9.4.1. g	3	Aquatic ecosystems: Stream drainage line confluencing with Diep River (Section 7).	M-	L+
9.4.1. i	3	Aquatic ecosystems: First order stream drainage lines (Section 7).	L-	L+
9.4.1. j	3	Aquatic ecosystems: Confluence of two first order stream drainage lines (Section 7).	L-	L+
9.4.1. k	3	Aquatic ecosystems: Stream source (Section 7).	L-	L+
9.4.3. c	3	Flora: Loss of limited remnant natural vegetation along the Diep River (plus two other drainage lines).	L-	L+
9.4.7. a	3	Entomology: Disturbance of butterfly and other insect populations.	No noticeable impact	L+

TABLE B: SOCIAL: SUMMARY TABLE OF IMPACTS AFTER MITIGATION

REFERENCE:	SECTOR:	ANTICIPATED IMPACT:	SIGNIFICANCE BEFORE MITIGATION	SIGNIFICANCE AFTER MITIGATION (if possible)
NEGATIVE IMPACTS AFTER MITIGATION				
10.2.2. a	1	Economic impact on the proposed False Bay Ecology Park.	M-	H-
10.2.2. b	1	Impact on land values of wetlands in current state.	M-	H-
10.2.4. a	1	Impact on sense of place of conservation areas	H	H-
10.4.6. p	3	Anticipated changes in landscape character through agricultural landscape.	H	H-
10.6.7. c	5	Visual impact from structures sited within agricultural land.	H	H-
10.1.6. a	All Sectors	Light pollution from road structures.	H	M-
10.1.6. b	All Sectors	Visual impact on road reserves and open space surrounding road structures.	H	M-
10.1.6. c	All Sectors	Visual impact from interchanges/intersections with grade separation and toll plaza.	H	M-
10.1.6. d	All Sectors	Visual impact from mainline toll plaza.	H	M-
10.2.4. b	1	Impact on environmental education programmes.	H	M-
10.2.4. g	1	Unpleasant living conditions	M-	M-
10.2.4. f	1	Unsafe road crossings.	H-	M-
10.2.5. c	1	Impact on bird viewing.	H-	M-
10.2.6. a	1	Visual impact on quality of outdoor experience.	H-	M-
10.2.6. b	1	Visual impact on adjacent houses.	H-	M-
10.2.6. c	1	Light intrusion into residences.	H	M-
10.2.6. i	1	Impact of mainline toll plaza on Strandfontein residents.	M-	M-
10.3.2. b	2	Impact on business: increased road user costs during the short term.	M-	M-
10.3.2. c	2	Impact on the willingness of customers to visit business at Access City during operation.	M-	M-
10.3.4. a	2	Noise along Vanguard Drive to the N1.	H-	M-
10.3.5. a	2	Impact on taxis and hence increased cost of road use for vulnerable communities.	H-	M-
10.3.7. f	2	Visual impact from mainline toll plaza between Stellenbosch and Van Riebeeck Interchange.	H-	M-
10.4.2. a	3	Section 7: Financial impact on farms (excluding Lochlyenne).	H-	M-
10.4.2. b	3	Section 7: Financial impact on Lochlyenne Farm.	H	M-
10.4.4. a	3	Section 6: Impact on sense of place.	M-	M-
10.4.4. b	3	Section 6: Potential devaluation of property.	M-	M-
10.4.4. g	3	Section 7: Loss of investment and long-term income: Lochlyenne.	H-	M-
10.4.4. h	3	Section 7: Impact on living environment at Sondagsfontein.	M-	M-
10.4.6. a	3	Impact on visual character of wetlands.	H-	M-

REFERENCE:	SECTOR:	ANTICIPATED IMPACT:	SIGNIFICANCE BEFORE MITIGATION	SIGNIFICANCE AFTER MITIGATION (if possible)
10.4.6. b	3	Visual impact on continuity of Kuils River Open Space System.	H-	M-
10.4.6. c	3	Visual impact on adjacent residential areas.	H-	M-
10.4.6. d	3	Impact on visual character of "suburbia".	H	M-
10.4.6. g	3	Visual impact on residences at the Stellenberg Interchange.	H-	M-
10.4.6. i	3	Visual impact on residences at the Wellington Road Interchange.	H-	M-
10.4.6. j	3	Visual impact on rural landscape.	H-	M-
10.4.6. k	3	Visual impact from alignment on exposed landforms.	H-	M-
10.4.6. l	3	Loss of scenic value of Diep River.	H-	M-
10.4.6. m	3	Greater visual impact on high lying areas.	H-	M-
10.4.6. n	3	Visual impact on scenic route at the N7 Intersection.	H-	M-
10.4.6. o	3	Visual impact from N7 Mainline Toll Plaza.	H-	M-
10.5.6. a	4	Visual impact of Stellenberg Interchange.	H-	M-
10.6.7. a	5	Visual impact from the Vanguard Drive Interchange.	H-	M-
10.6.7. b	5	Visual impact from the Strandfontein Interchange.	H-	M-
10.6.7. d	5	Visual impact from the proposed De Wet Road Bridge.	H-	M-
10.1.3. a	All Sectors	Noise levels during construction.	M-	L-
10.1.5. c	All Sectors	Toll fees on different types of tourists.	M-	L-
10.2.1. b		Impact on Sense of Place of Historical Dwellings during construction.	L-	L-
10.2.3. a	1	Noise impact along section 1: Simon van der Stel to Prince George Drive.	H-	L-
10.2.3. b	1	Noise impact along Section 2: Prince George Drive to Vanguard Drive.	H-	L-
10.2.4. c	1	Impact on tourist related employment opportunities at the proposed FBEP.	M-	L-
10.2.4. e	1	Division of communities and barrier between residential areas and amenities.	L-	L-
10.2.5. b	1	Dilemma of access to the proposed FBEP.	H-	L-
10.2.6. d	1	Scars created through dunes.	M-	L-
10.2.6. e	1	Limited visual absorption.	M-	L-
10.2.6. f	1	Change of landscape character.	M-	L-
10.2.6. g	1	Visual impact on residential area east of proposed Main/Steenberg Road Intersection.	M-	L-
10.2.6. h	1	Visual impact on, and light pollution affecting houses at Prince George Drive Interchange.	M-	L-
10.2.6. j	1	Visual impact from grade separation at Vanguard Drive Interchange.	M-	L-
10.3.2. a	2	Short term economic impact on low income commuters.	M-	L-
10.3.2. b	2	Impact on business: increased road user costs during construction.	L-	L-
10.3.2. c i	2	Impact on the willingness of customers to visit businesses at Access City during construction.	L-	L-

REFERENCE:	SECTOR:	ANTICIPATED IMPACT:	SIGNIFICANCE BEFORE MITIGATION	SIGNIFICANCE AFTER MITIGATION (if possible)
10.3.2. c ii	2	Impact on the willingness of customers to visit businesses in Stikland, Bellville South, Brackenfell, Blackheath and Philippi during construction.	L-	L-
10.3.2. c ii	2	Impact on the willingness of customers to visit business in Stikland, Bellville South, Brackenfell, Blackheath and Philippi during operation.	L-	L-
10.3.5. c	2	Increased crime.	M-	L-
10.3.5. d	2	Exacerbating Inequality.	M-	L-
10.3.7. a	2	Visual impact from toll plaza at Mitchell's Plain Interchange.	L-	L-
10.3.7. b	2	Visual impact from toll plaza at the Swartklip Interchange.	M-	L-
10.3.7. c	2	Visual impact from toll plaza at the Hindle Interchange.	M-	L-
10.3.7. d	2	Visual impact from toll plaza at Stellenbosch Interchange.	L-	L-
10.3.7. e	2	Visual impact from toll plaza at the Van Riebeeck Interchange.	L-	L-
10.4.1. b	3	Likelihood of archaeological /historical remains in Section 7.	M-	L-
10.4.3. a	3	Noise along section 6: N1 to Wellington Road.	H-	L-
10.4.3. b	3	Noise levels along section 7 and 8: Wellington Road to the R27.	M-	L-
10.4.4. c	3	Section 7: reduced value of property.	M-	L-
10.4.4. d	3	Section 7: Resulting urbanization, change of lifestyle, loss of privacy and rural atmosphere.	M-	L-
10.4.4. f	3	Section 7: decrease in farm safety	M-	L-
10.4.4. i	3	Section 7: loss of access roads at Sondagsfontein.	M-	L-
10.4.4. j	3	Section 7: loss of farmland at Phisantekraal.	M-	L-
10.4.4. k	3	Section 8: impact on sense of place.	L-	L-
10.4.6. e	3	Light pollution/intrusion.	M-	L-
10.4.6. f	3	Low visual absorption due to maintenance.	M-	L-
10.4.6. h	3	Visual impact on residencies at the De Villiers Interchange.	M-	L-
10.5.3. a	4	Noise levels at the Stellenberg Interchange.	H-	L-
POSITIVE IMPACTS AFTER MITIGATION				
10.1.2. a	All Sectors	Macroeconomic impact over the long-term.	H+	H+
10.6.3. a	5	Traffic volumes over the long-term.	H+	H+
10.1.2. a	All Sectors	Macroeconomic impact during construction.	M+	M+
10.1.2. a	All Sectors	Macroeconomic impact over the short-term.	M+	M+
10.1.2. a	All Sectors	Macroeconomic impact over the medium-term.	M+	M+
10.1.5. a	All Sectors	Tourists' increased safety and security.	M+	M+
10.1.5. b	All Sectors	Creating access to nodes for tourism development.	M+	M+
10.2.2. b	1	Impact on business: Accessibility during operation.	M+	M+
10.2.4. h	1	Discouragement of crime	M+	M+

REFERENCE:	SECTOR:	ANTICIPATED IMPACT:	SIGNIFICANCE BEFORE MITIGATION	SIGNIFICANCE AFTER MITIGATION (if possible)
10.2.5. a	1	Facilitation of tourist flows.	M+	M+
10.3.2. a	2	Long-term economic impact on low income commuters.	M+	M+
10.3.2. b	2	Impact on business: increased road user costs during the long term.	M+	M+
10.3.2. c iii	2	Economic impact on business: Willingness of customers to visit businesses in Westlake and Capricorn Park during operation.	M+	M+
10.4.2. c	3	Impact on the willingness of customers to visit business in Blouberg during operation.	M+	M+
10.4.4. e	3	Increased access to the Peninsula.	M+	M+
10.4.5. a	3	Facilitation of tourist flows.	M+	M+
10.6.3. a	5	Traffic volumes over the short-term.	L+	M+
10.6.3. a	5	Traffic volumes over the medium-term.	M+	M+
10.2.2. b	1	Impact on business: Accessibility during construction.	L+	L+
10.3.2. a	2	Medium-term economic impact on low-income commuters.	L+	L+
10.3.2. b	2	Impact on business: increased road user costs during the medium term.	L+	L+
10.3.2. c iii	2	Economic impact on business: Willingness of customers to visit businesses in Westlake, and Capricorn Park during construction.	L+	L+
10.4.1.	3	Likelihood of archaeological/historical remains in Section 6.	L+	L+
10.4.2. c	3	Impact on the willingness of customers to visit business in Blouberg during construction.	L+	L+
NEGATIVE IMPACTS WHICH BECOME POSITIVE AFTER MITIAGTION				
10.3.5. b	2	Unsafe pedestrian crossings.	H-	M+
10.2.1. a	1	Potential archaeological discoveries.	M-	L+
10.2.4. d	1	Potential increase in crime.	M-	L+