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10 June 2002

By E-Mail:

For Attention: Ms Sadia Chand

Chand and Ecosense Joint Venture
C/o Chand Environmental
P O Box 6997
Roggebaai
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Dear Sadia:

**POTENTIAL POSITIVE IMPACTS ARISING FROM THE DEVELOPMENT OF THE
N21 / R300 TOLL RING ROAD PROJECT**

Your recent request that we provide some information as to possible positive impacts associated with the project has reference.

In response to the request, the potential Positive Impacts, which will arise from the development of the New Ring Road, as viewed from a Town and Regional Planning Context, are many and diverse. having Impacts on both the local. Metropolitan and even Regional levels

However, in order to facilitate the debate on this issue, we have highlighted some of the key positive impacts, which could accrue as a result of the construction of the road, as follows

1. Improved east / west links in both the northern and southern areas of the CMA will provide access to areas previously characterized by poor accessibility. This will provide the catalyst for the development of presently under-developed inner city areas. This is considered particularly important where areas have been identified as being suitable for development (i.e. within the Urban Edge close to Residential and Business areas, etc), but which have been burdened with poor accessibility.
2. The development of under-developed inner Metropolitan areas will provide employment in close proximity to the existing "dormitory" Residential areas of the Cape Flats, thus reducing traveling distances and the large percentages

of income presently allocated to traveling to work. The increase in disposable income can in turn lead to the investment in residential areas and in turn the upgrading and improvement of sterile, inhospitable and generally degraded, poorly functioning Cape Flats “dormitory towns”

Many of the current Forward Planning initiatives cannot be realized in the absence of adequate transport infrastructure. For example, the MSDF and the City of Cape Town Muni SDF advocate and encourage the development of the Philippi Node, which will redress the current disparate City form, characterized by employment centres being located away from the areas housing the majority of the population. The proposed road will provide the necessary Movement Systems in which Forward Planning Initiatives can be implemented.

4. As a city grows in terms of population, housing, commercial and industrial areas, its transport system is required to grow in union. The proposed new road will alleviate many of the problems caused by a growing city and an inadequate transport system, and also provide a sustainable carrying capacity in which further city growth can take place.
5. Good city form relies on a compact city, with centrally located and accessible employment centres. The creation of the Ring Road will improve citywide access to the various Central Business Districts and dominant Employment Centres. Similarly, improved access means improved accessibility to a range of other facilities (i.e. educational, medical, recreational, etc.)
6. Poor levels of service on the existing transport networks are resulting in the relocation of employment generators and residential areas to peripheral city locations, thus exacerbating Urban Sprawl, which leads to, in turn, greater city expenditure in services and maintenance, infrastructure, destruction of valuable agricultural land, encroachment into natural areas, visual impact of large areas of low density suburbia. An improved transport infrastructure will reduce congestion and the negative impacts on available inner area, whose growth has thwarted by such conditions.
7. The road, while private in nature, will assist in improving public transportation, in that taxi's and buses which currently are stuck in congested traffic backups, would have improved commuting times and access to more direct routes.

Yours sincerely

JONATHAN HOLTSMANN