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## CHAPTER 1: BACKGROUND AND OBJECTIVES

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### 1.1 BACKGROUND AND OBJECTIVES

Public participation is an essential part of the Environmental Impact Assessment (EIA) process. Interested and Affected Parties (I&APs) were afforded a number of opportunities to comment on the proposed road project during the Scoping Phase. As per the requirements of the EIA Regulations promulgated in terms of the Environment Conservation Act, 1989 (No. 73 of 1989) (ECA) and the National Environmental Management Act, 1998 (No. 107 of 1998) (NEMA), I&APs were again consulted during the full EIA stage, through a comprehensive process, capturing further comments relating to the planning and design of the project and its viable alternatives.

In general, the public participation process (PPP) ensures that:

- The general public is notified of the proposed project and afforded the opportunity to register as I&APs;
- A wide range of I&APs are identified and informed about the proposed development and its implications;
- Issues, underlying concerns and suggestions raised by I&APs are understood and documented, and
- Areas that require further specialist investigation are identified and feedback is provided to I&APs.

In particular, the key objectives of the PPP during the EIA stage were to:

- Provide feedback to I&APs on the findings of the EIA as research progressed;
- Provide an opportunity for I&APs to comment on the findings;
- Provide feedback to I&APs on their comments and queries and how these were being addressed;
- Afford an opportunity for I&APs to provide comments and ask questions at various meetings, (e.g. Open Houses and Focus Group Meetings).
- Give an opportunity for I&APs to comment on this draft Environmental Impact Report (EIR).

Before detailing the methods used during the PPP of the EIA Phase of the project, this chapter describes the underlying assumptions and limitations that are relevant to public consultation.

I&APs in the above context include both registered persons on the database, and any other persons not registered, members of the general public and authorities.

### 1.2 ASSUMPTIONS

The following assumptions have been made for the purposes of the PPP:

- All information received from sources contributing to this project is correct and hence the information sent out to the public is also correct, and
- That SANRAL/Penway would favourably consider the recommendations derived from the PPP and specialists' studies.

### 1.3 LIMITATIONS

The following limitations were applicable during the PPP:

- It has been difficult contacting certain people who registered on the I&AP database during the Scoping Phase, as their addresses and telephone numbers changed. Communication during the EIA Phase has been with the I&APs on the database and any additional people who registered throughout the process.
- Despite numerous attempts to elicit comments from I&APs living in certain areas, e.g. Mitchells Plain and Kuils River along the route, responses were limited.

## 1.4 METHODS USED

### 1.4.1 Distribution Of Interim Newsletter

In June 2001, an interim newsletter was distributed to all I&APs registered on the database, updating them on the project, and on the proposed timing for the EIA.

Refer to Appendix 2A for the newsletter.

### 1.4.2 Compilation and Distribution of a Background Information Document (BID)(#2)

The main objective of the BID was to inform I&APs on the database and potentially new I&APs, that the process was continuing into the EIA Phase. The following information was presented in the BID:

- Background
- Description of the proposed route (plus locality plan)
- Results of Scoping
- The Impact Assessment Phase (plus diagrammatic representation of this phase)
- The Public Participation Process
- Specialist Investigation
- Initial Work Table
- The Unsolicited Bid Process
- Preparation of tender documentation
- Tender Process
- Declaration of a toll road
- Process leading to financial closure

A cover letter and comment sheet accompanied this BID, which was mailed on 5 March 2002, and continued to be distributed as new I&APs registered on the database.

Refer to Appendix 2B for a copy of the revised BID, which was amended to indicate new time frames.

### 1.4.3 Expanding the I&AP Database

The original I&AP list generated during the Scoping Phase of the project was continually updated and expanded throughout the EIA Phase. A number of techniques were used to increase the I&AP database. These included:

- Knock 'n Drops
- Flyer Handout
- Newspaper Notices
- Contacting Local Municipalities
- Contacting NGOs, etc.
- Public Open Houses
- Focus Group Meetings
- Information sharing meetings/presentations

Refer to Appendix 2C for a copy of the latest I&AP database, which lists approximately 1500 registered I&APs.

### 1.4.4 Knock 'n Drop

In April 2002, Background information flyers (in English, Afrikaans and Xhosa) were distributed by hand to homes adjacent to the proposed road. Ten thousand fliers were distributed along the route.

Refer to Appendix 2D for a copy of the flyer.

### 1.4.5 Flyer Handout

In order to inform current users of the R300 of the proposed project 6 000 flyers (in English, Afrikaans and Xhosa) were handed out (during April 2002) at road intersections along the existing R300 during peak hour traffic.

Refer to Appendix 2D for a copy of this flyer.

#### 1.4.6 Notification of EIA Process

An advertisement of the EIA process was placed in the following local, regional and national papers on the following dates:

NEWSPAPER	DATE APPEARED
Cape Argus	15 April 2002
Cape Times	15 April 2002
Die Burger	15 April 2002
Southern Mail	18 April 2002
False Bay Echo	18 April 2002
Table Talk & Mail	18 April 2002
Constantiaberg Bulletin	18 April 2002
Plainsman	18 April 2002
Tyger Talk	18 April 2002
Tygerburger	18 April 2002
Sunday Times	8 December 2002

Refer to Appendix 2E for a copy of the notice.

A BID was forwarded to I&APs responding to the notification in the newspapers.

#### 1.4.7 Contacting Local Municipalities and other Authorities

Local municipalities and authorities were informed of the proposed road development and their input and comments were recorded. Representatives from these authorities are listed below.

NAME	INITIAL	DEPARTMENT
Adonis	M	City of Cape Town: Roads and Stormwater
Asmal	O	Stad Tygerberg
Barn	P M	Ward S15 Councillor
Barnes	C O	Department of Economic Affairs, Agriculture and Tourism: Transport Branch
Bell	N	Ward S6 Councillor
Bester	L	City of Cape Town: Road's Engineering Department
Bettesworth	D	City of Cape Town: Blaauwberg Administration
Brand	J	City of Cape Town: Oostenberg Subcouncil
Brink	N	Department of Transport
Brinkhuis	A	Councillor
Brockman	H G	Department of Agriculture
Brook	B	Blaauwberg Municipality
Buerger	D	South Peninsula Administration
Callaghan	M	South Peninsula Administration: Environmental Management
Carney	R	City of Cape Town: Housing Department
Cedra	L	Provincial Administration of the Western Cape: Department Planning, Local Government and Housing
Clarke	R	Cape Town Administration: Environmental Management
Coetzee	M	Cape Town Provincial Roads
Collison	M	City of Cape Town: South Peninsula Administration
Crous	W W	Cape Metropolitan Council: Transport and Traffic Directorate
Cupido	M	City of Cape Town: South Peninsula Municipality
Davey	S	Environmental Management Dept, City of Cape Town, CMC Administration
Davies	H	Cape Metropolitan Council: Environmental Management

PROPOSED N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT

NAME	INITIAL	DEPARTMENT
Deacon	L P	Blaauwberg Sub-council
Director: Engineering Service		Blaauwberg Municipality
Dittke	S	CCT: Waste Management Department
Dorse	C	South Peninsula Administration: Nature Conservation
Eadie	D	Cape Metropolitan Council: Metropolitan Transport Planning
Edmunds	W	City of Cape Town
Erasmus	Z	Cape Nature Conservation
Fanner	S	Department of Transport
Fawcett	K	Cape Metropolitan Council: Wastewater
Ferreira	A	Cape Town Administration: Spatial Planning
Ferreira	D	Manager: Nature Conservation South Peninsula Administration
Foale	L	Urban Design Branch, Development Services, City of Cape Town
Fourie	W D	National Department of Environmental Affairs and Tourism Management
Gibbs	D	City of Cape Town: Nature Conservation
Granger	S	Environmental Management: CMC
Grove	E	Ward S18 Councillor
Haiden	R	City of Cape Town: Transport Planning
Hemming	J	Councillor
Hennessy	K	Cape Metropolitan Council: Spatial Planning
Impson	D	Cape Nature Conservation
Jackelman	J	South African National Parks
Jackson	J	City of Cape Town: Environmental Management Division
Jacobs	J O	South Peninsula Administration
Jacobs	J	Ward S13 Councillor
James	C	City of Cape Town: Environmental Management
Jansen	P	Area Co-coordinator: Mitchells Plain
Jones	K L	Cape Town Administration: Transport Planning
Jones	I	Ward 68 Councillor
Katchner	T	Cape Metropolitan Council: Environmental Unit
Kruger	A	City of Cape Town
Kruse	D	South Peninsula Municipality: Ward Councillor
Krynauw	E	City of Cape Town: Nature Conservation
Laidler	D	Department of Environmental Affairs and Tourism
Laubscher	A	Director: Development
Lund	P	Cape Metropolitan Council: Cape Flats Wastewater
Magniet	A	South Peninsula Municipality: Ward Councillor
Manuel	L	South Peninsula Municipality: Environmental Health
Martheze	J	City of Cape Town: TR & S
Mazaza	M	City of Cape Town: Spatial Planning
McDonald	I	Cape Metropolitan Council
McEwen	T	South Peninsula Administration: Engineering
McMasters	G	Department of Public Works
Mee	R	City of Cape Town: Waste Management
Mellet	G	Blaauwberg Subcouncil
Ngoasheng	P	Department of Environmental Affairs and Tourism
Novella	P	City of Cape Town: Waste Management
Ntotovryane	C	Cape Metropolitan Councillor
Obree	M	TR & S: CSR
Olivier	H	PGWC: Regional Planning DIR

**PROPOSED N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT**

<b>NAME</b>	<b>INITIAL</b>	<b>DEPARTMENT</b>
Oosthuizen	M	Department of Environmental Affairs & Development Planning
Ozinsky	M	ANC Spokesperson on Environment, Western Cape Provincial Legislature
Ozinsky	S	Cape Town Tourism
Petersen	J	Ward S17 Councillor
Peterson	R	Provincial Administration
Pinder	M	City of Cape Town: Blaauwberg Administration
Platzky	L F	Department of Economic Development, Tourism and Agriculture
Pollet	M	Stad Tygerberg
Pretorius	D	City of Cape Town
Qually	D L	DP Councillor
Reinecke	D	Provincial Administration of the Western Cape
Roets	W	Provincial Administration of the Western Cape: Nature Conservation Board
Ross	L	Durbanville Municipality
Rouillard	F	City of Cape Town: CMC Administration
Schoeman	J	Western Cape Tourism Administration
Seymour	V	South Peninsula Municipality: Ward S16 Councillor
Siebritz	R	Cape Metropolitan Council: Scientific Services
Smith	D	CMC: Environmental Management
Smith	B	Ward S12 Councillor
Southworth	B	City of Cape Town: Urban Design
Stander	C	Metropolitan Regional Planner
Thom	Q	Cape Peninsula National Park
Thompson	M	South Peninsula Municipality
Titmus	P	Blaauwberg Municipality
Tommy	B	City of Cape Town: Head of Planning
van der Bijl	W	Cape Metropolitan Council
van Driel	D	Cape Metropolitan Council: Scientific Services
van Heerden	E	South Peninsula Municipality: Ward Councillor
van Rensberg	L J	Ward 71 Councillor
Van Rooyen	A	Durbanville Municipality
van Stade	I	Department of Water Affairs and Forestry
van Wyk	H	ANC Councillor
van Zyl	H	Bellville Municipality
Venter	J C	Department of Economic Affairs
Wallace	I	City of Cape Town
Watters	M	Provincial Administration of the Western Cape: Chief Directorate of Transport
Weinronk	E	Cape Metropolitan Council: Environment Directorate
Wiseman	K	CMC: Environment Directorate
Wood	E	Councillor
Wood	J	South Peninsula Municipality: Environmental Management

Since June 2002, monthly progress meetings have been held between the CCT and Penway and the SANRAL. The aim of these meetings has been to keep the CCT informed of the progress of this project, and to obtain ongoing input from them. The minutes of these meetings can be viewed in Appendix 2F.

### 1.4.8 Focus Group Meetings

The initial six focus group meetings (refer to the table below) aimed at informing chairmen of civic/interest groups and organisations that the EIA process was continuing, as well as assessing whether there were any further issues/impacts that were not raised or adequately considered during the Scoping Phase.

Refer to Appendix 2G for the minutes of these meetings (included in the table below). Details of these meetings in terms of invitees and actual attendees of the first six meetings were recorded and are available in Appendix 2H.

Besides the focus group meetings that were identified by the project team as being necessary, numerous others were held as a result of recommendations made by I&APs during the PPP for the EIA Phase.

The details of all focus group meetings held with key I&APs are as follows:

DATE	I&AP GROUP
Thursday, 11 <sup>th</sup> April 2002	Tokai (two meetings)
Monday 15 <sup>th</sup> April 2002	Durbanville/Bonteheuwel (three meetings)
Friday, 19 <sup>th</sup> April 2002	Interest Groups and NGOs
Monday, 13 <sup>th</sup> May 2002	Cape Tourism
Friday, 24 <sup>th</sup> May 2002	Minister of Environmental Affairs (Not facilitated by CEJV)
Tuesday 28 <sup>th</sup> May 2002	Philippi Farmers' Agricultural Union
Monday, 22 <sup>nd</sup> July 2002	Mitchell's Plain Subcouncil
Thursday, 15 <sup>th</sup> August 2002	Durbanville Subcouncil (Not facilitated by CEJV)
Monday, 12 <sup>th</sup> August 2002	Western Cape Provincial Taxi Council
Monday, 26 <sup>th</sup> August 2002	Mark Dittke: Attorney representing civic groups and NGOs
Tuesday, 23 <sup>rd</sup> July 2002	Dalton Gibbs Rondevlei Environmental Education
Thursday, 22 <sup>nd</sup> August 2002	Clifford Dorse Zandvlei Environmental Education
Thursday, 22 <sup>nd</sup> August 2002	Schaapkraal I&APs
Wednesday, 9 <sup>th</sup> October 2002	Blaauwberg Subcouncil (Not facilitated by CEJV)
Wednesday, 18 <sup>th</sup> September, 2002	False Bay Ecology Park/Blaauwberg Conservation Area
Tuesday, 8 <sup>th</sup> October 2002	False Bay Ecology Park Provisional Steering Committee (Not facilitated by CEJV)
Tuesday, 8 <sup>th</sup> October 2002	Morningstar Residents
Thursday, 13 <sup>th</sup> November 2002	Durbanville Farmers/Landowners
Monday, 13 <sup>th</sup> January 2003	Cape Chamber of Commerce
Tuesday, 14 <sup>th</sup> January 2003	Cape & Transvaal Land and Finance Co. (Pty) Ltd
Friday, 31 <sup>st</sup> January 2003	Durbanville Farmers/Landowners
Wednesday, 26 <sup>th</sup> March 2003	CCT: Catchment, Storm water and River Management
Tuesday, 1 <sup>st</sup> April 2003	CCT: Transport, Roads and Storm water
Monday, 21 <sup>st</sup> July 2003	Western Cape Microlight Club
Wednesday, 20 <sup>th</sup> August 2003	Durbanville Farmers/Landowners
Monday, 25 <sup>th</sup> August 2003	Lochlyne Farm Manager
Thursday, 2 <sup>nd</sup> October 2003	De Wet Road Users
Monday, 10 <sup>th</sup> November 2003	Blaauwberg Conservation Area: Design Issues
Friday, 14 <sup>th</sup> November 2003	Department of Mineral and Energy Affairs
Friday, 14 <sup>th</sup> November 2003	Department of Agriculture
Friday, 14 <sup>th</sup> November 2003	Department of Water Affairs and Forestry
Wednesday, 17 <sup>th</sup> November 2003	Brochetto (Pty) Ltd
Monday, 8 <sup>th</sup> December 2003	Cape and Transvaal Land and Finance Co. (Pty) Ltd
Wednesday, 18 <sup>th</sup> February 2004	T Blewett Property Administrators
Wednesday, 25 <sup>th</sup> February 2004	Ahlan Wasahlan: Landowners Sector 1
Friday, 5 <sup>th</sup> March 2004	Botanical/Conservation Organisations

Note that CEJV did not facilitate all meetings. Refer to Appendix 2I for the minutes of the subsequent focus group meetings and one-on-one meetings facilitated by CEJV.

#### 1.4.9 Open Houses (First Round)

Five Open Houses were held in September 2002. These Open Houses were advertised in the local and regional press (see Appendix 2E for this advertisement and section 1.4.6 for the list of newspapers). During October 2002, Invitations were also sent out to all I&APs on the database and posters were put up in public places along the proposed route (Refer to Appendix 2J).

The details of these Open Houses are as follows:

DATE	VENUE	LOCATION	ATTENDANCE NO.
5 September 2002	Promotions Court, Blue Route Mall	Tokai Rd, Tokai	103
9 September 2002	Mitchell's Plain Indoor and Sports and Recreation Complex	Cnr Hazeldene and Merrydale, Portlands, Mitchell's Plain	16
11 September 2002	Western Cape College of Education	Nooiensfontein Rd, Kuilsrivier	10
18 September 2002	Durbanville Town Hall	Main Rd, Durbanville	55
19 September 2002	Parklands College	91 Raats Road, Parklands, Tableview	28
<b>TOTAL</b>			<b>212</b>

At the Open Houses, the public were afforded a further opportunity to view the latest alignment of the road, to learn more about the proposed project and to pose questions to the professional team.

Posters were on display with information and diagrams of the draft final road alignments, toll plaza positions, preliminary specialist findings and general project information.

Booklets summarising the draft conclusions of the specialists were available for the public to peruse.

Provisional engineering plans were also available for the public to inspect alignments through the various sectors of the proposed road.

Comment sheets were available for I&APs to express their points of view.

Refer to Appendix 2K for the tabulated comments received during the first round of Open Houses.

#### 1.4.10 Open Houses (Second Round)

In April/May 2004, the second round of Open Houses are to be held. The purpose of these Open Houses is to present the final road alignment and the conclusions from the specialists' investigations to the public, and to provide further opportunity for them to comment on the Draft EIR and final specialist reports.

Posters will be on display with information regarding the findings of the EIR and diagrams of the alignment. Comment sheets will be available for I&APs to express their points of view, which will be responded to in the Final EIR.

Despite comprehensive efforts to advertise the first round of Open Houses, a number of them were poorly attended. As a result, it was decided to host the second round of Open Houses in centrally located shopping centres along the proposed route, so as to capture passing I&APs as well as registered I&APs.

The details of the Open Houses are listed below:

DATE	VENUE	LOCATION	ATTENDANCE NO.
19 April 2004	Promotions Court, Blue Route Mall	Tokai Rd, Tokai	To be announced
22 April 2004	Promenade Mall	Mitchell's Plain	To be announced
29 April 2004	Hypermarket	Brackenfell	To be announced
3 May 2004	Tygervalley Centre	Bellville	To be announced
5 May 2004	Bayside Centre	Tableview	To be announced
<b>TOTAL</b>			To be announced

Once the Final EIR has been submitted to the authorities, comments received from the Public Review will be placed in the libraries with accompanying responses from the project team.

#### 1.4.11 Comments Received During the EIA Process

Refer to Appendix 2L for a table listing all comments received from I&APs throughout the EIA Process. These comments have been tabulated from the start of the impact assessment phase. Note that each comment was allocated a reference number in Appendix 2L. The reference number corresponds to a response from the project team. These are documented in Appendix 2M. The relevant project team member responded to each comment received.

An I&AP wrote letters to certain local papers and requested comments on the proposed road. These comments were forwarded to CEJV and are included in Appendix 2N.

#### 1.4.12 The Website

The website address ([www.peninsula-expressway.org.za](http://www.peninsula-expressway.org.za)) for the proposed toll road project was advertised throughout the Scoping and EIA phases.

The website contains detailed information on the project, including reports, maps, minutes of meetings held and relevant contact details of the environmental consultants. It is continually updated with new information.

### 1.5 PUBLIC REVIEW OF DRAFT EIR

Note that due to necessary further investigations, a newsletter (Appendix 2O) was sent out to all I&APs on the database, informing them that the originally planned review period (starting March 2003) would be delayed.

Upon completion of these investigations, a second newsletter (Appendix 2P) was sent out notifying all I&APs on the database when the public review period was to begin. A six week public review period of the Draft EIR is to take place from 15<sup>th</sup> April 2004 – 28<sup>th</sup> May 2004. An advertisement (Appendix 2Q) was also placed in the following local and regional newspapers on the following dates:

NEWSPAPER	DATE APPEARED
Cape Argus	5 <sup>th</sup> April 2004
Cape Times	5 <sup>th</sup> April 2004
Die Burger	5 <sup>th</sup> April 2004
Southern Mail	8 <sup>th</sup> April 2004
False Bay Echo	8 <sup>th</sup> April 2004
Table Talk & Mail	8 <sup>th</sup> April 2004
Constantiaberg Bulletin	8 <sup>th</sup> April 2004
Plainsman	8 <sup>th</sup> April 2004
Tyger Talk Bellville/Durbanville	8 <sup>th</sup> April 2004
Tyger Talk Kraaifontein/ Brackenfell/ Kuilsriver	8 <sup>th</sup> April 2004

A copy of the EIR, as well as all the specialists' reports were placed in the following libraries:

- Grassy Park Library
- Strandfontein Library
- Muizenberg Library
- Retreat Library
- Tokai Library
- Mitchell's Plain Library
- Durbanville Library
- Bloubergstrand Library
- Kuils River Library
- Melkbosstrand Library

## CHAPTER 2: SUMMARY OF ISSUES RAISED BY I&APS

The key issues raised by I&APs throughout the PPP for the proposed project are summarised in this chapter per sector. All issues raised were investigated further by specialists, who conducted in-depth studies, so as to determine the significance of the impacts and recommended mitigation measures where necessary.

This chapter documents the issues raised and refers the reader to the relevant chapters of Volume 1, where the issue is discussed and assessed in more detail.

Individual comments and the project team's responses are documented in Appendices 2M and 2N.

### 2.1 ISSUES RAISED

#### 2.1.1 All Sectors

A number of issues are common to all sectors of the proposed road. These are:

ISSUES RELEVANT TO ALL SECTORS OF THE PROPOSED ROUTE	
ISSUE	COMMENT/REFERENCE
The need for the road	I&APs have questioned the need for the proposed road. Refer to Chapter 2.
Alternatives	I&APs feel that investigations of alternative route alignments are insufficient. Suggestions were made to research the no-go option (see Chapter 9 and 10) and to improve public transport systems and existing road networks. Refer to Chapter 5.
Unsolicited bid from a private enterprise	I&APs questioned the validity/necessity of this unsolicited bid from a private enterprise, as road-building is usually the government's responsibility. Refer to Chapter 3.
Impacts of tolling poorer communities	There are a number of poor communities who use their own vehicles and public transport such as taxis and busses, who would be impacted financially should they need to pay regular tolls. Refer Chapter 10.
Noise pollution	I&APs living, working and recreating adjacent or close to the proposed road are concerned about the impacts of noise from passing vehicles. Refer to Chapter 10.
Impact on property values	In areas where the proposed road is planned to pass through residential neighbourhoods and farms, I&APs believe that the values of their properties would be negatively affected. Refer to Chapter 10 for this assessment.
Air pollution	I&APs are concerned that the road would negatively affect air quality. Refer to Chapter 9.
Safety and security	I&APs living adjacent to the proposed road are concerned about the safety of their properties, as a result of increased access. Others have commented that the proposed road would improve security to their area. Refer to Chapters 6 and 10.
Visual pollution	I&APs are concerned about the negative visual impacts that may result as a result of the proposed road passing through residential and "natural" areas. Refer to Chapter 10.
Pedestrian fatalities through road crossings	I&APs believe that the risk of fatalities as a result of people trying to cross the proposed road could potentially increase. Refer to Chapter 10 and the

ISSUES RELEVANT TO ALL SECTORS OF THE PROPOSED ROUTE	
ISSUE	COMMENT/REFERENCE
	supplementary study to the social assessment – the pedestrian desire lines investigation.
Shrinking open spaces in the Cape Metropolitan Area	If the proposed road is approved, I&APs feel that there would be a loss of open space. Note that there are some areas of open space that would be affected by the development of the proposed road. However, no areas that are zoned as Open Space would be impacted on. Perceived areas of open space have either been proclaimed or dedicated as road reserve and thus the Metropolitan Open Space System would not be compromised.
Accelerated development and encroachment into the urban fringe	I&APs believe that the proposed road may promote urban sprawl through accelerated development, which would result from improved access to certain areas. This impact is also viewed in a positive light, in terms of the potential economic upliftment that may occur in some areas. Measures may need to be implemented by the CCT to prevent urban sprawl.
Loss of wetlands	As the proposed road would pass adjacent to a number of wetlands, I&APs feel that it would cause adverse impacts to the wetlands and the wildlife they support. Refer to Chapter 9.
Inconsistencies in EIA process	Some I&APs have not been satisfied with the PPP. Note that the PPP has been conducted according to and exceeding legislative requirements and is considered to be in keeping with best practice.
Cumulative impacts	Refer to Chapters 9 and 10 for the assessment of cumulative impacts.
Specialist reports lack integration and are too focused.	This comment arose as a result of summaries of the conclusions of the specialist reports that were available for initial public review at the first round of Open Houses. At this early stage of the process, the specialist reports were not integrated and this aspect has been addressed in this EIR. Furthermore, an internal workshop has been held (June 2002) with all specialists present to ensure integration of findings.
The impact on the environment through people's use of other roads within the Cape Town road network, so as to avoid the proposed road.	There may be increased traffic on other routes in the vicinity of the existing R300, which could result in localised impacts of air pollution, noise and safety. Chapter 7 deals with the impact on the existing road network. Some roads could experience increased traffic, while others could have less traffic. The impacts of air pollution, noise and safety were not assessed in such detail, but the overall long-term impact should be positive.
The impact of a knock-on effect of increasing traffic through Constantia and along the scenic routes of the South Peninsula.	Refer to Chapter 7.
The impact on existing businesses near the proposed road as shopping patterns/migrations of consumers and therefore local economies would change.	The economic assessment states that businesses along the existing R300 could be impacted on by the proposed road in two ways – first, through increased road user costs leading to increased production/operation costs and second, through customer losses due to their unwillingness to pay

ISSUES RELEVANT TO ALL SECTORS OF THE PROPOSED ROUTE	
ISSUE	COMMENT/REFERENCE
	tolls. Refer to section 3.4.3 of the economic assessment and to Chapter 10.
Inadequate time allocated to specialist studies.	The specialists feel comfortable with the time allocated to their studies and are confident that their results are of a high standard.
The impact on how people would spend for leisure purposes.	The tourism assessment states that the proposed road is not a prerequisite for traveling to destinations or attractions located within the three identified nodes. It may appeal to certain leisure markets, which are predominately less concerned with payment of user fees. However, the users of the proposed road are likely to live in the immediate area and would likely be adverse to the payment of toll fees when traveling to locations for leisure purposes. Refer to Chapter 10 and section 4.1 in the tourism assessment.
Alternatives to the proposed project such as upgrading Baden Powell Drive.	Refer to Chapter 5.
Viability of the proposed road.	Refer to Chapter 2.
The impact of the toll on increasing food prices.	There are certain categories of commercial road users who would be considered vulnerable to the proposed road. Refer to Chapters 10 and the social and economic assessments in Volume 4.
The proposal flies in the face of Integrated Metropolitan Environmental Policy (IMEP) and its principles including the Promotion of Public Transport.	The IMEP Principles apply to the implementation of the CCT's strategies and programmes for action. The CCT will consider these principles when commenting on the proposed project. The proposal does not deter the promotion of public transport.
The 1996 motivation for the proposed road should be readdressed to see if the need for the proposal is the same.	This is been documented. Refer to the motivation for the proposed road in Chapter 2.
An impact on lifestyle.	Refer to Chapter 10 of this report and the social assessment (section 6), which assess potential impacts, which would affect lifestyle, such as livelihood risk, sense of place and living conditions.
Promotion of tourism.	Refer to Chapter 10 of this report and the tourism assessment in Volume 4.
The proposed road may encourage low-cost sub-economic housing in areas where it is not wanted (such as Morningstar).	The development of housing of any nature would be determined by the planning policies for the area and not by the proposed road. Refer to Chapter 4.
The proposed road would encourage squatting under bridges and associated negative social behaviour.	Refer to Chapter 6, which describes the security measures which would be put in place with the development of this proposed road. Patrolling of the road would be on a twenty-four hour basis.
Impact on public transport.	Refer to Chapter 6 and the minutes of the meeting held with the Western Cape Provincial Taxi Council on 12 August 2002 (Appendix 2.G).
The proposal does not fall within the ambit of the Municipal Spatial Development Framework (MSDF).	Refer to Chapter 4, which summarises the town and regional planning assessment, which discusses the proposed road in terms of this framework. Also see the response provided to the I&AP 18/03GILA- M in Appendices 2.J and 2.K, by the consulting town planner.

2.1.2 Sector 1

ISSUES RELEVANT TO SECTOR 1 OF THE PROPOSED ROUTE	
ISSUE	COMMENT/REFERENCE
The need for two road links in the south.	<p>In terms of the traffic model (refer to Chapter 7), two roads are needed in the southern area, as they would serve two different traffic catchment areas and enhance the performance of the entire scheme.</p> <p>In terms of the MSDF, the road may not be needed in order to achieve the desired spatial form of the City, but may well be needed so as to address other needs listed within the MSDF, such as the efficient movement of people, linking communities, linking places of residence and employment, providing access to previously poorly accessed resources, etc.</p> <p>Refer also to Chapter 4, where the approved road and rail network for the Cape Metropolitan Area is discussed.</p>
Disturbance of birdlife in the undeveloped stretches adjacent to the CFWWTW, Rondevlei, Zeekoevlei and Zandvlei.	<p>More than 226 bird species are expected to occur in close association with and in the immediate vicinity of the proposed road. Habitat fragmentation in the Cape Peninsula a serious threat to most species and in this context it could be argued that the proposed road would lead to further fragmentation and would thus be detrimental to most bird species</p> <p>Most species have adapted to urban and agricultural development and some have even benefited from such development. In a regional context, it is unlikely that the proposed road would lead to the local extinction of any naturally occurring bird species. Most of the species remaining in the area are mobile and should temporarily disperse during the road building process and recolonise their former habitats after completion of the construction works. Please refer to Chapter 9 for the assessment of this issue.</p>
Threat to biodiversity in terms of habitat and species loss.	<p>Species threatened by the project are mainly flora – no fauna or other aspects would be directly impacted upon. Without mitigation, the proposal could be a threat to biodiversity; however, the proposed mitigation measures would reduce the degree of this impact. Refer to Chapter 9.</p>
Impact on the population of the Western leopard toad ( <i>Bufo pantherinus</i> ).	<p>This toad is endangered and of high importance is the maintenance of its access routes to water bodies for breeding purposes. Chapter 9 describes this issue in more detail and describes the precautionary mitigation measures to be instigated should this proposal be approved.</p>
The drainage of storm water needs to be taken into consideration, especially as this area is low-lying.	<p>This issue would be addressed during the detailed design stage of the proposed road and would have to be approved by the CCT.</p>
Threat to Philippi Horticultural Area (PHA).	<p>Refer to the town and regional planning assessment (section 7.5.4.4 and section D), which elaborates further on this issue, (Volume 4). Also refer to the minutes of the meeting held with the Department of</p>

ISSUES RELEVANT TO SECTOR 1 OF THE PROPOSED ROUTE	
ISSUE	COMMENT/REFERENCE
	Agriculture on the 14 November 2003 (Appendix 2.G).
Threat to the proposed FBEP.	Refer to the town and regional planning assessment (section 7.5.5.2), the tourism assessment (section 3.2.2) and the economic assessment (section 3.3) in Volume 4 for further analyses of this potential impact.
Impact on current tourism in the south (in the vicinity of Sector 1) and its potential growth.	Refer to Chapter 10 and to the tourism impact assessment (sections 3.2.2 and 4.1).
Impact on environmental education.	Refer to Chapter 10 and the social assessment (section 6.1.2), which reviews this impact.
Impact on anglers.	A letter from the Western Province Freshwater Angling Association stated that the tolling of the R300 may cause the poorer anglers to resign from the sport. H van Zyl (Environmental economist) took this into consideration when drafting the economic assessment.
Traffic congestion would result in the southern Peninsula due to increased access to the Southern Peninsula (especially on weekends).	Refer to Chapter 7.
Ecological cost of the project.	A concern exists as to the broader environmental value of the area and not just to the ecosystem value of wetlands, but also to the social, tourism, recreational and educational values of the area. Refer to Chapter 9 of this report (and to section 3.3 of the economic assessment) for the assessment of these factors.
Loss of land containing potential mineral resources (sand) for mining.	Refer to the minutes of the meeting held with the Department of Mineral and Energy Affairs on the 14 November 2003 (Appendix 2.G).
Impact on the potential of tourism to help the poor.	Refer to section 6.1.3 of the social assessment.
Loss of viability of Zandvlei Nature Reserve.	The Zandvlei Education Centre would need to be re-located. Refer to the minutes of a meeting held with Clifford Dorse on the 22 August 2002 (Appendix 2.G).
Accidental spills and stormwater runoff near wetlands.	A rapid emergency response system is to be implemented for the proposed road and a storm water drainage system which would allow for the filtering of pollution, is also to be put in place. Furthermore, it has been recommended that vehicles containing hazardous materials are escorted along the proposed route.
Permission to burn road reserve.	Refer to Chapter 11.

2.1.3 Sector 2

ISSUES RELEVANT TO SECTOR 2 OF THE PROPOSED ROUTE	
ISSUE	COMMENT/REFERENCE
Mitchell's Plain would be a captive community.	Mitchell's Plain would not be a captive community, as alternative routes do exist. The proposed road is perceived as improving road access from Mitchell's Plain to the R300.

2.1.4 Sector 3

ISSUES RELEVANT TO SECTOR 3 OF THE PROPOSED ROUTE	
ISSUE	COMMENT/REFERENCE
Detract from rural and agricultural qualities of the Vissershok Valley	Refer to the social assessment (sections 6.3.1 and 6.3.2) and the visual assessment (Volume 5) for the assessment and mitigation measures suggested for this potential impact.
Impact on the functioning, value and economic viability of farms.	The proposed alignment has been adjusted to minimise these impacts on the farms. Refer to Chapter 6.
Noise impact on the production capacity of the dairy farm.	The proposed alignment has been adjusted to minimise these impacts on the farms. Refer to Chapter 5.

2.1.5 Sector 4

No issues identified by the public were specific to this sector.

2.1.6 Sector 5

ISSUES RELEVANT TO SECTOR 3 OF THE PROPOSED ROUTE	
ISSUE	COMMENT/REFERENCE
Division of property (for example, in Schaapkraal).	Should the proposed road be approved, the CCT and SANRAL must take consideration of any rezoning applications that may need to be approved. Refer to the minutes of the meeting held with the Mssrs Japhta on 22 August 2002 (Appendix 2.G). In relation to this is the SANRAL's process of land acquisition. Refer to Chapter 4 of Volume 1.