
PROPOSED IRT PHASE 2A TRUNK ROUTE: PORTION E1, 3.5KM OF GOVAN MBEKI ROAD, MANENBERG & GUGULETHU: PUBLIC PARTICIPATION PLAN

12/21/2020

Proposed Public Participation Plan as Part of the Basic Assessment Process for the Proposed IRT Phase 2A Trunk Route: Portion E1, 3.5km of Govan Mbeki Road, Manenberg & Gugulethu (NOI Ref: 16/3/3/6/7/1/A2/19/3028/18)

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Prepared for:
The City of Cape Town

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Acronyms and Abbreviations

BAR	Basic Assessment Report
BID	Background Information Document
DBAR	Draft Basic Assessment Report
DEA&DP	Department of Environmental Affairs and Development Planning
DWS	Department of Water and Sanitation
EA	Environmental Authorisation
EAP	Environmental Assessment Practitioner
EIA	Environmental Impact Assessment
FBAR	Final Basic Assessment Report
I&AP	Interested and Affected Party
NOI	Notification of Intent
NEMA	National Environmental Management Act (No. 107 of 1998), as amended
NHRA	National Heritage Resources Act (No. 25 of 1999)
NWA	National Water Act (No. 36 of 1998), as amended
PPP	Public Participation Process

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PROPOSED IRT PHASE 2A TRUNK ROUTE: PORTION E1, 3.5KM OF GOVAN MBEKI ROAD, MANENBERG & GUGULETHU: Public Participation Plan

PROPOSED PUBLIC PARTICIPATION PLAN AS PART OF THE BASIC ASSESSMENT PROCESS FOR THE PROPOSED IRT PHASE 2A TRUNK ROUTE: PORTION E1, 3.5KM OF GOVAN MBEKI ROAD, MANENBERG & GUGULETHU (NOI REF: 16/3/3/6/7/1/A2/19/3028/18)

1. INTRODUCTION

The Applicant proposes to upgrade a section of Govan Mbeki Road to accommodate IRT bus lanes and, at certain strategic points, foundations for future bus terminals. The proposed works would take place within and beyond the existing road reserve and widening of the current hard top (i.e., road) would be required. The Department of Environmental Affairs and Development Planning (DEA&DP) has confirmed that Environmental Authorisation through a Basic Assessment process is required for the proposed development. The following Listed Activities of the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended) are relevant:

- Activity 19 of Listing Notice 1; and
- Activities 12 and 18 of Listing Notice 3.

The DEA&DP acknowledged receipt of the Notification of Intent (NOI) submitted by Chand in their letter dated 30 January 2018 and referenced 16/3/3/6/7/1/A2/19/3028/18.

The DEA&DP's latest State of Disaster-related Circular dated 30 September 2020 (No. 0024/2020) still requires that a Public Participation Plan be submitted to the DEA&DP prior to the commencement of any public participation in order to ensure that reasonable notice is given to potential interested and affected parties (I&APs).

The Department of Environment, Forestry and Fisheries (DEFF) published revised EIA Directions for conducting EIAs and other permitting processes under the National State of Disaster and association lockdown conditions (i.e. the "revised EIA Directions") on 5 June 2020, but the period in which they were effective has passed and no directions are currently in place. Therefore, no extensions under these directions are contemplated in this report and no extensions would be applied to post-application timeframes.

This PPP Plan is, therefore submitted to the DEA&DP in terms of the abovementioned Circular for feedback and advice.

By way of an update, there has been a lengthy delay in this process as it has taken some time to confirm the details of the property owners adjacent to the site (i.e., the relevant stretch of road). These details have been confirmed and provided by the City of Cape Town (in December 2020) and so the process can now proceed. The Draft Basic Assessment Report (BAR) needs some minor updates, and the application form is completed, but

would need to be updated following feedback from the Department on this PP Plan. Note that it is our intention to submit the Application shortly after the Department is satisfied with the PP Plan. In terms of the programming of the Basic Assessment process, a draft Gantt chart is included in **Appendix A**.

2. ASSUMPTIONS AND LIMITATIONS

This report has been compiled with the following assumptions and limitations:

- This PPP Plan has been devised at a point in the Basic Assessment process where the assessments and stakeholder engagement is well-advanced and therefore, the proposed PPP focuses on the intentions for the post-application PPP under lockdown conditions.
- Face-to-face meetings or site meetings are not anticipated, however, if the need for such a meeting arises this will be raised with the Department prior to execution and all necessary protocols to contain and limit the spread of the COVID-19 virus will be implemented (at the moment, this would entail wearing of face masks, sanitising hands on site with a sanitizer that is 80% alcohol or more and maintaining a physical distance of 1.5m between people).
- Public comment periods for post-application documents associated with this process have been devised to adhere to the minimum statutory timeframes as contemplated in the EIA Regulations 2014 (as amended) as well as to provide additional days in order to accommodate the various lockdown scenarios in terms of the COVID-19 State of Disaster. Should the State of Disaster be lifted at any time, the intention would be to revert to the minimum statutory commenting periods as contemplated in the EIA Regulations, 2014 (as amended) or to the latest requirements indicated by the Department which apply at the time.
- It is assumed that all relevant State Departments can receive emails and documents for download.
- It is assumed that community leaders would pass on any relevant information to their constituents, particularly the I&APs/ constituents who may not have access to the internet for download of documents.
- It is assumed postage can occur under all Alert Levels apart from Level 4.
- Where posting of notifications/documentation is mentioned, this refers only to regular mail and **not registered mail**. Chand does not believe it is prudent to force I&APs to queue in a post office to collect a letter during a global pandemic.

3. PUBLIC PARTICIPATION ACTIVITIES

3.1 PPP: Tasks Carried out to-date

A summary of the PPP carried out to-date is provided in order to demonstrate the extensive engagement that has occurred thus far. Understanding this is important when considering the next steps proposed.

The PPP to-date has far exceeded the minimum legislative requirements prescribed in regulation 41 of the EIA Regulations, 2014 (as amended) and has include the following activities (noting that no alternative sites have been considered in impact assessment process as the relevant section of road is a major road linking key neighbourhoods and is appropriate for the proposed development):

- Compilation of a preliminary Interested and Affected Party (I&AP) database (refer to Appendix B) which is informed by research conducted by Chand on contemporary officials and stakeholder groups which may have an interest in the area or project. The I&AP database has been maintained throughout the Basic Assessment process as meetings with key stakeholders have been held. Therefore, the I&AP database includes parties required in terms of Regulation 41 (2) (b) of the EIA Regulations, 2014 (as amended).
- One-on-one meeting with CapeNature on 13 February 2018;
- Focus Group Meeting (FGM) with representatives from the Environment and Heritage Management, Catchment Planning: Region 2, Biodiversity Management, Asset Management Roads, and Catchment Stormwater and River Management branches of the City of Cape Town on 14 February 2018;
- FGM with representatives from the Environment and Heritage Management as well as the Edith Stephens Nature Reserve (ESNR) branches of the City of Cape Town on 5 April 2018 to discuss the need for a biodiversity offset;

- FGM with organisations which represent local culture and heritage on 11 July 2018;
- FGM with local Councillors, Sub-Council 11, on 16 February 2018;
- FGM with local Councillors, Sub-Council 14, on 16 February 2018;
- FGM with local Councillors with Wards located in the site area on 18 October 2018 to provide feedback on previous FGMs as well as the upcoming advertisement of the proposed development and associated Basic Assessment process. Note that many municipal representatives were invited to this meeting and while eight officials initially confirmed their attendance, two attended on the day. Furthermore, at the request of one of the Councillors (made telephonically prior to the meeting), Chand attempted to move the meeting venue to a Council office (i.e., the Plumstead Municipal Office, given that eight attendees had already been confirmed in the vicinity), however the facilities manager confirmed, on 17 October 2018, that the boardroom was unavailable for the date and time required for this meeting;
- A pre-application meeting with the Department of Water and Sanitation (DWS) was held on 20 April 2018 in order to confirm the Department's requirements with regard to the need for a Water Use License Application (WULA) (note that DWS confirmed that a General Authorisation would apply so there is no need to consider the One Environment System as there will **not** be a WULA associated with this Basic Assessment process and associated proposed development); and
- FGM with local Councillors at Sub-Council meetings for sub-councils 23 and 14 on 20 May 2019 and sub-councils 11 and 13 on 22 May 2019. The updated proposal in response to previous comments as well as the imminent public participation process was presented to the Councillors.

Evidence of the abovementioned actions will be provided in the post-application DBAR.

The I&AP database would be updated as comments are received from I&APs during the Basic Assessment process.

3.2 Issues and Responses

The activities undertaken to date have elicited numerous valuable inputs, which have already been considered and incorporated into the development proposal. Throughout the DBAR, we have also included a text box entitled "addressing I&AP Comments" which notes key factors in the report and proposal which have been included or clarified in response to I&AP comments received to-date.

The key issues raised through the targeted public participation activities carried out to date include the following:

- The importance of ESNR (e.g., it houses the *cacosternum platys* and Western Leopard Toad);
- The need to protect ESNR and ensure that stormwater does not flow into that area;
- The design approach of the stormwater management measures to be implemented at the interface with ESNR;
- The removal of the pavement trees should be approved by the City of Cape Town Recreation and Parks branch;
- Biodiversity Offsets (noting that, through thorough engagement, it has been deemed acceptable that no biodiversity offset would be required);
- Wetland Offsets;
- Whether a fence would be constructed adjacent to the ESNR and who would be responsible for it;
- The extent to which the edge effect on the ESNR has been considered and would be mitigated, particularly as there are many threatened species located close to the periphery of the ESNR;
- Confirmation from the City of Cape Town Biodiversity branch that no faunal assessment would be warranted;
- The importance of local cultural and heritage beyond that which has been identified by Heritage Western Cape and how these would be affected by the proposal, and including the following:
 - Lotus Park;
 - Neighbourhood Centre;
 - Thankiso Hall (in NY1);
 - Town Hall (in Gugulethu);
 - Sport Complex (in Section 2, Gugulethu);
 - Nyanga Arts Centre;
 - Amandla;

- Methodist Church (in Gugulethu); and
 - The initiation site at the north-west corner of the Govan Mbeki Road and Duinefontein Road intersection.
- Request for full Scoping and EIA process, rather than a Basic Assessment (from a local Ward Councillor)
 - The request to provide the local community with information on the greater IRT project;
 - Suggestion to enhance the Lotus Canal and make it a recreational facility and more aesthetically appealing;
 - Requirement for restoration of community spaces;
 - Requirement for benefits to accrue to the local community;
 - The suggestion to employ local community neighbourhood watches for security on the proposal, if required;
 - The Basic Assessment process should aim to achieve a balance between the natural, social, and built environment and that the needs and desires of the affected communities;
 - Comment that Golden Arrow Bus Services are already in place;
 - The need to involve the local Ward Councillors in the public engagement component of the Basic Assessment process;
 - The request for additional public engagement activities (e.g., workshops, public meetings, additional presentations at the Sub-council Activity Day/sub-council meeting);
 - Ensure updated Ward boundary information is used;
 - Make use of local representatives from the community in the public engagement component of the Basic Assessment process; and
 - Request to realign the proposal toward the end of the route to avoid the housing development currently under construction as well as the buildings to the south of the road in that same vicinity.

Engagement with local Councillors has indicated that comments on issues beyond the scope of the proposed development may be anticipated. Comments may include queries regarding the delivery of the greater IRT network as well as other projects which may be initiated within local communities. If such issues are raised in the public participation process of this Basic Assessment process, they will be directed to the relevant contact in the City of Cape Town. For ease of reference, it has been recommended in the post-application DBAR that such issues be lodged with the City of Cape Town: TDA Communications branch directly in order that they may be considered and responded to appropriately. The relevant contact details are also included in the post-application DBAR.

4. PROPOSED POST-APPLICATION PUBLIC PARTICIPATION ACTIVITIES

As mentioned above, the post-application DBAR and application form are nearly ready for submission. The application form will be submitted (and application fee paid) to the DEA&DP shortly after the Department's acceptance of this Plan. It should be noted that a PPP approach for the distribution of the post-application DBAR was agreed to by the Department in their letter dated 26 February 2019 (refer to **Appendix C**). The proposed post-application PPP activities described herein are based on that process, with minor updates to reflect the current approach to such processes under the present global COVID-19 pandemic.

The approach described below has been workshopped with the City of Cape Town, particularly their communications experts as well as internally with Chand. Overall, the aim is to meet the legal requirements, to effectively publish the proposal in a manner which is easy for I&APs to understand, while remaining mindful of the listed activities, to keep the project team safe, and to avoid causing alarm or upset to the local community (i.e. there are many informal settlements alongside the road that may require removal, however any potential removal or land acquisition would not be part of the BA process- however they are affected parties so they must be notified).

4.1 Public Review of Post-Application Draft Basic Assessment Report

Proposed Process beyond the requirements of Regulation 41 of the EIA Regulations, 2014 (as amended)

Prior to the commencement of the PPP, the City of Cape Town would draft a press release that would explain to the community that they will be seeing site notices go up in the area and advertisements in the media, all related to an environmental process. This would not be part of the BA process, but rather a strategic decision by the team and representatives of the City of Cape Town who work with the community (and others like it) and aims to create an appropriate expectation of the BA process within the local community.

In parallel with the above, it is our intention to present at the virtual sub-council meetings in order to provide the ward councillors with information on the project with a view to arming them with the necessary information to respond to their constituents. The presentation would include information on the proposed development as well as some typical FAQs that may be anticipated from the community. Note, however, that if there are no sub-council meetings taking place for the affected wards at the time of notification of the post-application DBAR, then this task will NOT occur, but an email explaining the intended public review period and the presentation will be sent to all sub-council managers and ward councillors at the time of the press release.

Additional activities over and above the requirements of Regulation 41 would be carried out in support of the notification of the project and availability of the post-application DBAR described below. These additional activities include the following:

- 1) A simple notification letter/ "leaflet": A very simple notification letter that gives a map of the route, explains what is happening, why the process is being done, how it affects the I&AP and who to contact for more info would be compiled. It would be in English and isiXhosa. This would be a "leaflet" and would not contain all the legal jargon that the EIA Regulations require, because it is not believed that the IA&PS would understand it all or even be concerned by that. This letter would be targeted at the informal settlements' businesses. This letter would be delivered via knock-and-drop exercise, but the exercise would make use of **local people** recommended by the ward councillors or sub-council managers. They would also get recipients to sign a delivery note, and hopefully also take photographs as evidence- if it is safe to do so, but there is a strong likelihood that we may not be able to get signed "delivery notes". Should generating signed delivery notes be problematic, it is proposed that an affidavit would be drawn up and signed by the people who deliver the "leaflets". We would also want to find out from the sub-council managers/ ward councillors if there are any regular community meetings where the aforementioned local people could hand out these letters, but this action is currently not confirmed as possible and would be an "optional extra" if possible, to arrange and the timing of any such events overlaps with the public comment period.
- 2) Posters at key locations throughout the affected community: There would also be **posters** that have similar information to the abovementioned leaflet that would be put up at **key spots** (e.g., toilets, church, "spaza" shops, clinics, etc.) in the local community. These would also be put up by the local representatives (as above) and also, hopefully photographic evidence will be collected. Again, however, there may be a chance that the local person might not be able to take a photograph, and an affidavit with the list of places where the notice went up would be drafted if that is the case.

Proposed Process in terms of Regulation 41 of the EIA Regulations, 2014 (as amended)

Following the press release and engagement with Ward Councillors as described above, notification of the Post-Application DBAR would be distributed to the I&AP database (as described in section 3.1 and which includes parties required in terms of Regulation 41 (2) (b) of the EIA Regulations, 2014 (as amended)) through a letter (described below) and a "leaflet" (described above).

There would be two types of notification letters, namely the information “leaflet” as described above and a standard notification letter. The detail and distribution of the “leaflet” would occur as described above, while the standard notification letter would include all the usual references to NEMA and legislated PPP (i.e., the typical fair as prescribed by the amended EIA Regulations and PPP Guidelines), in English, and it would be distributed via email to the I&APs which have email addresses (this includes state departments) and via post to those who do not. Note that **it is not intended to use Registered Mail**, but rather regular post/mail as Chand does not believe it prudent to require people to leave their homes and queue in a post office to collect mail during a global pandemic.

This letter will also be hand delivered (i.e., a “knock-and-drop” exercise) to all businesses and formal institutions alongside the road. This exercise would be undertaken by Chand’s representatives who normally undertake such work and recipients would sign for the letter, acknowledging receipt thereof. Where recipients are absent, the letter would be left in a post box, at reception, with security, etc. and our representative would take a photograph as evidence and also sign the delivery note with an explanation of the manner in which the letter was delivered (e.g., left in mailbox). Chand employees will sanitize their hands after each delivery, wear their masks at all times and, if the I&AP is present to sign receipt of the letter, will sanitize the pen to be used for signature in the presence of the I&AP before they are offered use thereof.

In terms of receipt of comments, it would be stated in all notices and letters (including the “leaflets” described in the previous sections of this report) that submission of comments may be made via email, post, or fax, but that, should those means be inaccessible, I&APs would be encouraged to phone Chand’s offices directly and submit their comment telephonically, which would be recorded by Chand as part of the BA process.

No hardcopies of the DBAR would be delivered, as the documentation would be available for download, unless specifically requested by a state department (or I&APs, where reasonable requests are made). The report itself would be made available for download from Chand’s website.

Site notices would be erected at the start, middle and end of the route. They would be in English and Xhosa and would contain the information as prescribed by the EIA Regulations, 2014, as amended and PPP guidelines (i.e., they will be of the standard format). There would be six in total.

Adverts would be placed in a local newspaper, one in English and one in isiXhosa and these would also contain the information as prescribed by the EIA Regulations, 2014, as amended and PPP guidelines (i.e., they will be of the standard format).

The suggested comment period for the post-application DBAR would be **35 days** (i.e., the typical legislated comment period with an additional 5 days to accommodate lockdown circumstances).

There would also be an executive summary, which would contain sufficient information for I&APs to achieve a fair idea of the project for commenting purposes, without needing to review the entire BAR. This would be devised in order to allow for I&APs with minimal data to access the information. The executive summary will also be available on Chand’s website for download.

The above means of notification (as well as the PPP to-date described in section 3.1 and the notification of the decision described in section 4.2) would provide for adherence to Regulation 41 of the EIA Regulations 2014 (as amended).

Registrations resulting from the post-application DBAR distribution would be added to the I&AP Database and comments from the post-application DBAR distribution would be included in an updated Comments and Response Report and Final Basic Assessment Report (FBAR) for submission to the DEA&DP.

Should the Post-Application DBAR require substantive amendments as per S19(1)(b) of the EIA Regulations, 2014 (as amended), the updated DBAR would be distributed to the Registered I&APs for a further 30 days.

4.2 Notification of DEA&DP Decision

Once the DEA&DP has reviewed the FBAR and issued their decision, the decision, date, reasons for decision, means to access the decision, and an explanation regarding the way the decision may be appealed, as well as any further requirements stipulated therein would be distributed to the I&AP database via email for those who have email addresses and post for those who have only postal addresses. It would also be uploaded onto Chand's website so it would be accessible for download. The applicable appeal period would be explained in accordance with that included in the decision.

5. CONCLUSION

The proposed PPP is summarized in Table 1 and indicates which activities would meet minimum statutory requirement in terms of Regulation 41 of the EIA Regulations, 2014 (as amended) and those which are additional.

TABLE 1 SUMMARY OF PROPOSED PPP PLAN RELATIVE TO STATUTORY REQUIREMENTS

PPP: Task/Activity	Before/ State Disaster	After of	Regulatory Requirements	Additional
Compilation of Preliminary I&AP Database	Before		X ¹	
Meetings: One-on-one with CapeNature, FGM with City of Cape Town representatives, FGM with City of Cape Town environmental and heritage representatives, FGM with local culture and heritage representatives, multiple FGMs with local Councilors and Sub-councils, and pre-application meeting with DWS	Before			X
Immediately prior to public review of post-application DBAR: Presentation at sub-council meeting, if possible. If no such meetings are held at the time as a result of COVID-19, then this activity would NOT take place- however an email will be sent to ward councilors and sub-council managers	After			X
Public Review of Post-Application DBAR (30 + 5 days)- report on Chand's website and via email to the I&APs which have email addresses and via post to those who do not, site notice at three points along the route, newspaper adverts (local), hardcopies only delivered to state departments if requested, Executive summary for separate download on Chand's website, knock-and-drop of notification letter to adjacent landowners.	After		X	
As part of the public review above, an additional "leaflet" would be distributed to members of the local community	After			X
As part of the public review above, additional information posters containing information similar to the "leaflet" would be placed at key locations throughout the local community	After			X
Notification of Decision to Registered I&APs via email, and post to those who do not have email addresses, decision would be uploaded to Chand's website	After		X	

¹ in so far as necessary parties would be on there

APPENDICES

LIST OF APPENDICES

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APPENDIX A:

Gantt Chart for Preliminary Programming of the Basic Assessment Process

APPENDIX B:

Preliminary I&AP Database

LIST OF INTERESTED & AFFECTED PARTIES

FULL NAME	ORGANISATION
Gershwin Adams	Golden Arrow Bus Services
Zayed Brown	DEA&DP: Pollution Management, Sub-Directorate: Pollution and Chemicals Management
Arabel McClelland	DEA&DP: Pollution Management, Sub-Directorate: Pollution and Chemicals Management
Etienne Roux	Department of Environmental Affairs and Development Planning: Waste Management
Eddie Hanekom	Department of Environmental affairs & Development Planning: Waste Management
Gottlieb Arendse	Department of Environmental Affairs and Development Planning: Pollution Management
Simon Botha	Department of Environmental affairs & Development Planning: Waste Management
Warren Dreyer	Department of Environmental Affairs and Development Planning: Department of Water & Sanitation
Marlene Laros	Department of Environmental Affairs and Development Planning: Biodiversity
Brendan Abrahams	City of Cape Town: District Roads Engineer
Claire Holderness	City of Cape Town: Systems Planning and Modelling
Clifford Dorse	City of Cape Town: Biodiversity Management Branch
Crispin Barrett	City of Cape Town: Spatial Planning and Environment Directorate
Deon Manuel	City of Cape Town: Traffic Engineer (Central Region)
Johan Meyer	City of Cape Town: Project Planning and Conceptual Design
John Spotten	City of Cape Town: Systems Planning and Modelling
Julia Woods	City of Cape Town: Biodiversity Management Branch
Marissa Adams	City of Cape Town: Director Transport: Road Infrastructure & Management: District Roads Engineer
Mark Pinder	City of Cape Town: Project Planning and Conceptual Design
Sandra Hustwick	City of Cape Town: Environmental Management Department
Suretha Dorse	City of Cape Town: Biodiversity Management Branch
Annetta Geertsema	Department of Agriculture, Forestry & Fisheries
Cor Van Der Walt	Department of Agriculture
Barend Du Preez	Western Cape Department of Transport and Public Works
Jacqui Gooch	Western Cape Department of Transport and

	Public Works
Harry Thompson	Department of Transport and Public Works WCG
Mike Slayen	SANParks
Stephanie Barnardt	Heritage Western Cape
Waseefa Dhansay	Heritage Western Cape
Tshembhani Ngobeni	Department of Water & Sanitation
Nelisa Ndobeni	Department of Water Affairs (DHSWS)
Chad Newman	City of Cape Town: Cape Flats District
Andrew Greenwood	City of Cape Town Municipality Representative
Derril Daniels	Department of Water & Sanitation
Margot Muller	City of Cape Town: Khayelitsha/ Mitchells Plain Greater Blue Downs District
Azanne Van Wyk	City of Cape Town: Khayelitsha/ Mitchells Plain Greater Blue Downs District
Solly Fourie	Department of Economic Development and Tourism
Dimitri Georgeades	City of Cape Town: Regional Head: Environment & Heritage Management
Mxolisi Dlamuka	Heritage Western Cape: Chief Executive Officer
M Lakay	Department of Economic Development and Tourism
Joy Leaner	DEADP: Air Quality Management
Kholeka Lubelwana	Department of Social Development: Director
Dru Martheze	Department of Transport and Public Works: PGWC
Lance McBain-Charles	DEA&DP: Waste Management
Celeste Nell	Western Cape Provincial Department of Roads
Rhett Smart	Cape Nature
Grace Swanepoel	Western Cape Department of Transport and Public Works
Lee Van den Berg	City of Cape Town: Manager: Transport Regulations Management
Malcolm Watters	Western Cape Government: Road Network Management
Derek Meyer	Arrowgate Depot: GABS (General Manager)
Francios Meyer	Golden Arrow Bus Services (Pty) Ltd: Head Office
Alvin L Cope	Western Cape Government: Road Network Management
Rafiek Lakay	GABS: N2 Express (Mitchells Plain/Khayelitsha) My Citi Services
Zwelakie Mahonono	Golden Arrow: Khayelitsha Area Manager
Sonwabo Ngxumza	Ward 42: Ward Councillor
Anthony Daniels	Sub-Council 14 - Manager
Noluthando Makasi	Sub-Council 14 Chairperson
Mogamat Aslam Cassiem	Ward 46: Ward Councillor
Kayise Nombakuse	Sub-Council 11 Manager (Ward 46 and 47)
Antonio Van der Rheede	Ward 47: Ward Councillor & Sub-Council 11 Chairperson

Nkululeko Mgolombane	Ward 80: Ward Councillor
Lunga Bobo	Sub-Council 13 Manager (Ward 80)
Rhoda-Ann Bazier	Sub-Council 13 Chairperson
Fikiswa Nkuzana	Ward 34: Ward Councillor
Elton-Enrique Jansen	Ward 43: Ward Councillor & Sub-council Chairperson
Alesia Bosman	Sub-Council 23 Manager (Ward 33 and 43)
Anthony Daniels	Sub-Council 14 Manager (Ward 37, 38 and 42)
Luyanda Nyingwa	Ward 37: Ward Councillor
Sithembiso Mzobe	Ward 33: Ward Councillor
Luvuyo Zondani	Ward 38: Ward Councillor
Luzann Isaacs	Edith Stevens Nature Reserve
Carien Stegmann	City of Cape Town Recreation and Park-Central Area
	Shell Downstream South Africa Pty Ltd
Henry Du Plessis	City of Cape Town: Asset Management and Maintenance Department: Transport and Urban Development Authority: Director
Ruby Leoni Gelderbloem	City of Cape Town: Director Property Management/ Ikapa
	Got the Edge 53 CC
Mogamat Allie	
	Artova 2 Investments Pty Ltd
	Allmuss Properties (Pty) Ltd
	Lansdowne Property Limited
	Swish Property
Troy Bachmann	Consolidated Glass Works (Consol Industrial Mines): Mine Manager
	Padmini Properties
	Insama Investments CC
Helmut Ernst	Monwood Investment Trust
	Manhattan Property Holdings (Pty) Ltd
	The Universal Kingdom of God
	Muazika Investments cc
	Jacwood Investments cc
	Van Dam & Noffki CC
	K&V Investments Care of Mr. MS Ebrahim
Ester Moag	City of Cape Town: Transport Department: Marketing and Passenger Services
Ivan Anthony	City of Cape Town: MURP Manager
	Phillipi Clinic

	Phillipi Police Station
Avril Hermans	Pinati Estate Community Civic Association
Ricardo Sedres	Hanover Park Backyard Dwellers Organisation
Col. Bebies	Hanover Park Community Policing Forum
	Lansdowne Civic Association (LCA)
	Gugulethu Development Forum
	Jumbo Cash & Carry
	Boards for Africa
	Isolite Intastor Park
	Andaz Auto Mechanics
	Amandla Motor Spares
	NU Star Motors
Joan Woodman	Ward 75: Ward Councillor
Goawa Timm	Ward 76: Ward Councillor
Vuyokazi Matanzima	Sub-council 23: PR
Zukile Adonis	Sub-council 23: PR
Jean Pierre Smith	Sub-council 23: PR

APPENDIX C:

DEA&DP Confirmation of Agreement with Post-Application DBAR Public Review
Strategy



REFERENCE NUMBER: 16/3/3/6/A2/19/3042/19
ENQUIRIES: MS. K. ADRIAANSE

DATE OF ISSUE: 2019 -03- 2 6

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PLUMSTEAD
7801

For attention: Ms. M. Penwarden

Tel: (021) 762 3050
Fax: (086) 665 7430

Dear Madam

RE: CONFIRMATION OF THE PUBLIC PARTICIPATION PROCESS TO BE FOLLOWED FOR THE PROPOSED INTEGRATED RAPID TRANSPORT SYSTEM (PHASE 2A, TRUNK ROUTE: PORTION E1), 3.5KM OF GOVAN MBEKI ROAD BETWEEN MANENBERG AND KHAYELITSHA.

Your correspondence dated 13 March 2019 and received by this Department on 14 March 2019, refers.

1. Based on the information provided by you on 14 March 2019, the following public participation process is proposed:
 - 1.1. A presentation to ward councillors at the sub-council meetings;
 - 1.2. Six (6) site notices will be placed at the start, middle and end of the route. The notices will be in English and IsiXhosa;
 - 1.3. Two advertisements will be placed in one (1) local newspaper. The newspaper advertisement will be in English and IsiXhosa;
 - 1.4. Two types of notification letters will be drafted and distributed to potential interested and affected parties. The first letter will meet the requirements of the NEMA EIA Regulations, 2014 (as amended) and the second letter will explain the proposed development in a simpler format;
 - 1.5. Posters will be located at key points (i.e. churches, "spaza" shops, clinics, etc); and
 - 1.6. Where photographic evidence cannot be provided (due to safety concerns), an affidavit will be provided.

2. Further, this Directorate notes that the notification letters may also be handed out at community meetings.
3. The Department agrees to the public participation process described in your correspondence dated 13 March 2019. You are urged to distribute notification letters at one of the community meetings.

The Directorate reserves the right to revise or withdraw comments or request further information based on any information received.

Yours faithfully



HEAD OF DEPARTMENT

Copies to: (1) Ms. K. Rughoobee (DEA&DP – Directorate: Development Facilitation)
(2) Mr. A. Forbes (City of Cape Town: Environmental Resources Management)
(3) Mr. R. Samaai (City of Cape Town: Environmental Resource Management)

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