

Attention: Potential Interested and Affected Party (I&AP)

NOTIFICATION OF PUBLIC PARTICIPATION PROCESS AND AVAILABILITY OF THE REVISED DRAFT BASIC ASSESSMENT REPORT FOR PUBLIC REVIEW AND COMMENT AS PART OF THE BASIC ASSESSMENT PROCESS FOR THE PROPOSED IRT PHASE 2A TRUNK ROUTE SECTION W8- PROPOSED EXPANSION OF THE ROAD AND DEVELOPMENT OF DEDICATED BUS AND NMT LANES AND ASSOCIATED INFRASTRUCTURE BETWEEN SOUTH ROAD AND THE M5 INTERCHANGE – WYNBERG, PLUMSTEAD & YOUNGSFIELD.

DEA&DP Notice of Intent Reference Number: 16/3/3/6/7/1/A6/96/2194/23
DEA&DP REFERENCE NUMBER: 16/3/3/1/A6/96/2012/25

Date: 13 June 2025

Dear Sir / Madam

Notice is hereby given of an additional Public Participation Process (PPP) in terms of the 2014 EIA Regulations (as amended) as contemplated in Section 24(5) of the National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA). This letter serves as notification of the project, your opportunity to register as an Interested and Affected Party (I&AP) and to advise that the Revised Draft Basic Assessment Report (BAR) and related documentation is available for a 30-day public review period from **14 June 2025 to 15 July 2025**.

Please note that all comments received on the DBAR have been recorded in full in the Comments and Responses table of this RDBAR to inform the DEA&DP's decision on this application. As such, there is no need to repeat comments previously raised, and **I&APs are encouraged to limit comment on the RDBAR to the changes / new information presented.**

The proposal forms part of the greater Phase 2A of the City of Cape Town's MyCiTi IRT System, which operates along the Lansdowne-Wetton Corridor. The intention for Phase 2A is to link the south-eastern suburbs of Cape Town with nodes along the southern suburbs rail line. The two principal trunk routes will operate between Mitchells Plain and Claremont and Khayelitsha and Wynberg and would consist of both trunk and feeder services.

This Basic Assessment process and subsequent application is limited to Work Package W8 of the larger MSEC project, which would connect Wynberg Main Road in the west to the M5 Interchange in the east, via South Road. This proposed work package contains environmental sensitivities/activities as contemplated in NEMA and the associated EIA Regulations, 2014 (as amended).

The proposed scope includes a development envelope of approximately 50 606m² to accommodate:

- A ±265m extension to the existing section of South Road towards the west to connect to Wynberg Main Road via a newly constructed bridge over the railway line and Waterbury Road.
- An upgraded, widened and realigned intersection between Prince George Drive, Rosmead Avenue, Ottery Road and South Road.
- Upgrades and widening of sections of Wynberg Main Road, Prince George Drive, Ottery Road, Rosmead Avenue and Pluto Road.
- The inclusion of two dedicated bus lanes and additional vehicular use lanes along the entire route.
- A new bus station located at the Pluto Road intersection;;
- Provision of improved non-motorised transport (NMT) routes;
- Development of a bridge to cross the railway line;
- A road shoulder;
- Parking areas (Park-and-Ride facilities);
- Hard and soft landscaping using indigenous plant species and retaining, where possible, existing trees.
- Service infrastructure:
 - Stormwater interventions on site will cater for the minor (1:5 year) and major (1:10 year) storm recurrence return periods and will entail a network of concrete collector pipes, new catchpits, and the relocation of existing catchpits and manholes, all of which will integrate with the existing stormwater infrastructure.
 - The existing street lighting along the proposed roadway will be removed and replaced with new infrastructure.
 - A range of overhead and underground services (electrical, water, sewage, stormwater, telecommunication) are present within the site boundary. Accordingly, appropriate provisions must be made for the removal, relocation, upgrade (where necessary) or protection of existing

infrastructure, including electrical, telecommunication, water, and sewer services. These will however all be within the development footprint being applied for or within existing road reserves.

None of the proposed service infrastructure (pipelines, transmission lines etc.) meet the thresholds considered in the respective Listed Activities.

The typical cross section for the route will comprise a 3.5m bus lane, 3.4m general traffic lane and 1.5m shoulder on either side. The NMT is made up of a 2m wide sidewalk and 1.8m wide dedicated cycle lane on both sides. The route and road extent are depicted in Error! Reference source not found..

The proposal will necessitate:

- Acquisition of approximately 22 privately owned properties along the route (subject to a separate City of Cape Town process);
- Demolition of a number of existing structures
- The permanent or partial closure of certain roads / intersections for vehicles, as determined in terms of City of Cape Town processes.

Encroachment into Public Open Spaces

Approximately thirty-five Public Open Spaces (OS2) would be encroached upon by proposed road widening and associated activities. These areas have a split zoning of OS2 and Transport 2 as they have long been earmarked for this road upgrade. The affected properties will be encroached upon by > 4m.

The development proposal triggers the following listed activity in terms of the EIA Regulations (as amended) requiring a Basic Assessment process to be undertaken to obtain environmental authorisation from the Competent Authority, the Department of Environmental Affairs & Development Planning.

Application for Environmental Authorisation (obtainable through a Basic Assessment process) is being made for the following listed activities:

Applicable Legislation	Applicable Section	Details of Listed Activity
NEMA and EIA Regulations, as amended	Activity Number 4 of Listing Notice 3 (GN No. R. 324)	The development of a road wider than 4 metres with a reserve less than 13.5 metres. <u>Western Cape</u> <ul style="list-style-type: none"> (i) Areas zoned for use as public open space or equivalent zoning; (ii) Areas outside urban areas; (aa) Areas containing indigenous vegetation; (bb) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined; or <ul style="list-style-type: none"> (iii) Inside urban areas: (aa) Areas zoned for conservation use; or (bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority
	Activity Number 18 of Listing Notice 3 (GN No. R. 324)	The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre. <u>Western Cape</u> <ul style="list-style-type: none"> (i) Areas zoned for use as public open space or equivalent zoning. (ii) All areas outside urban areas: (aa) Areas containing indigenous vegetation; (bb) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined; or <ul style="list-style-type: none"> (iii) Inside urban areas (aa) Areas zone for conservation use; or (bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority.

Refer to **Figure 2** to **Figure 5** below for proposed Site Development Plans.

Chand Consultants has been appointed by the Applicant as the independent Environmental Assessment Practitioner (EAP) to undertake the Basic Assessment process required. **This letter serves to advise you that the**

Revised Draft Basic Assessment Report (RDBAR) and associated specialist assessments are available for a 30-day public review period from 14 June 2025 to 15 July 2025.

Details of the availability of the Revised Draft BAR are tabled below:

YOUR INVITATION TO PARTAKE IN THE PUBLIC REVIEW PERIOD OF THE DRAFT BAR	
COMMENT PERIOD: 14 June 2025 to 15 July 2025.	
An electronic copy of the documentation will be made available for download on the Chand Environmental Consultants website (https://www.chand.co.za/the-know-how-3-2/projects-under-review-2024/) for the duration of the comment period.	
Electronic/hard copies of the report can be made available to registered Interested and Affected Parties (I&APs) upon reasonable request.	

Should you or your organisation have any comments or queries regarding this project or the documentation, or if you would like to participate in the process and receive future notifications on the project, please ensure that you register as an I&AP in writing and/or provide your written comment to **Chand Consultants** by no later than **15 July 2025**.

Postal Address:	Block A, Plum Park, 4 St Clair Road, Plumstead 7800
Email:	info@chand.co.za
Tel:	021 762 3050

Please note that I&APs must provide their name, contact details (postal address, telephone and email address) and an indication of any direct business, financial, personal, or other interest they may have in the approval or refusal of this application. **The DEA&DP's reference number, 16/3/3/1/A6/96/2012/25, should be quoted in response to this correspondence.** Please also quote Chand's reference number which is **IRT-W8**.

Also note that this is a public process and your name, contact information and original comments submitted through this process would be submitted to the DEA&DP as part of the final report submission.

Kindly note that I&APS who register on the I&AP database, would have to do so in alignment with the Protection of Personal Information Act (No. 4 of 2013), as amended (POPIA), and would thereby consent to their information being stored on the project database, to be shared with the Applicant, the Competent Authority in the final BAR, and to be shared with any appellants (who would have to be a registered I&AP), should someone wish to appeal any decision/s by the Competent Authority related to this process. Furthermore, these details will become part of the public record.

If you do not wish to be part of this public process or you would like to be removed from this database, please confirm in writing to the above-mentioned contact information.

Kind regards,
Chand Consultants

Appendix A: **Locality Map and Site Development Plan**



Figure 1. Site Locality Map (Created using Google Earth Pro, 2025)

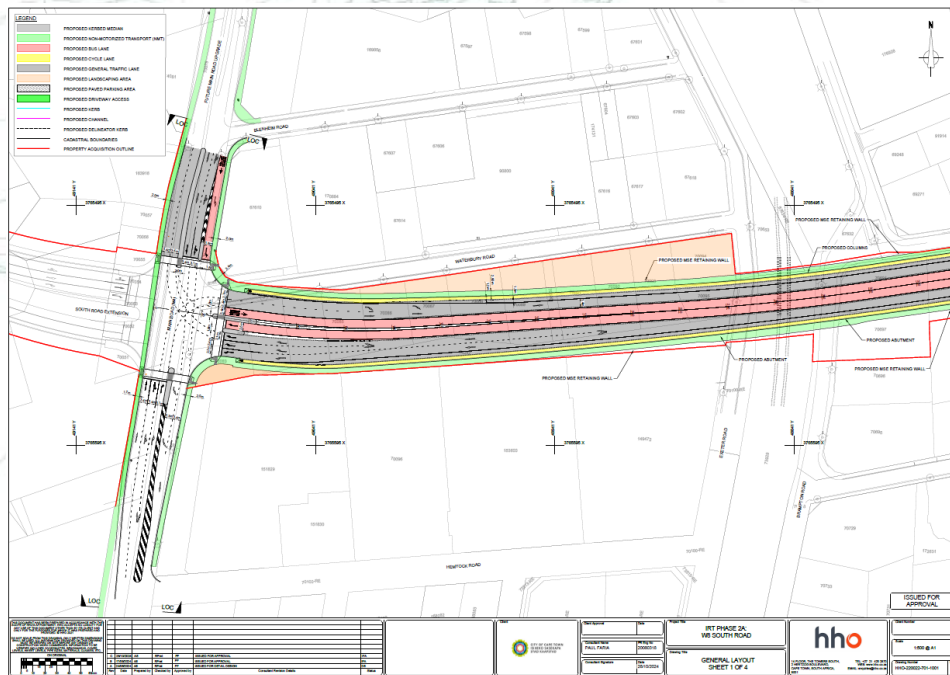


Figure 2: Site Development Plans (Source: HHO, 2025)

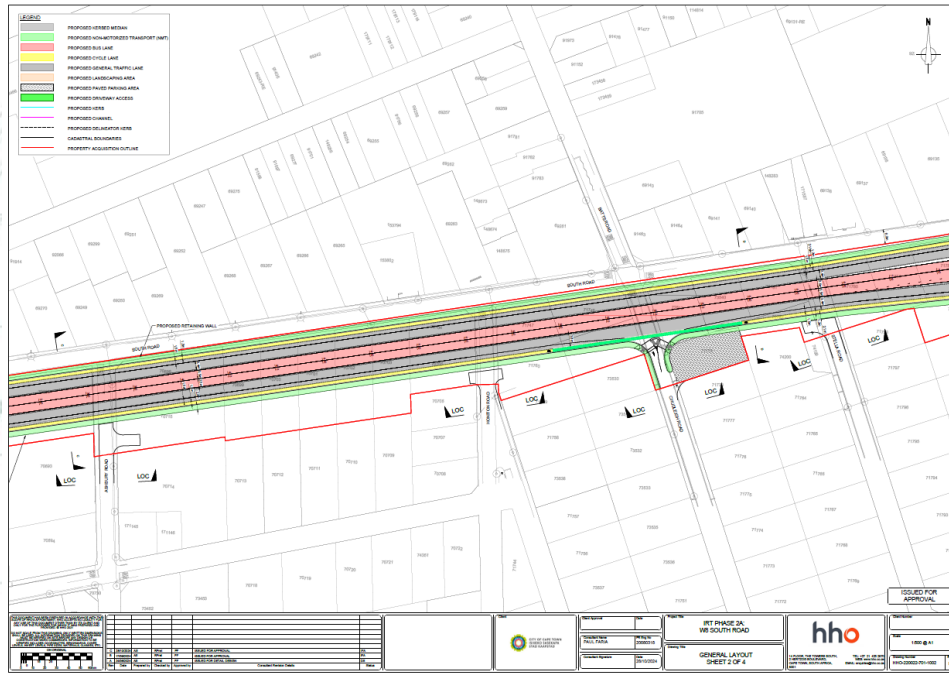


Figure 3: Site Development Plans (Source: HHO, 2025)

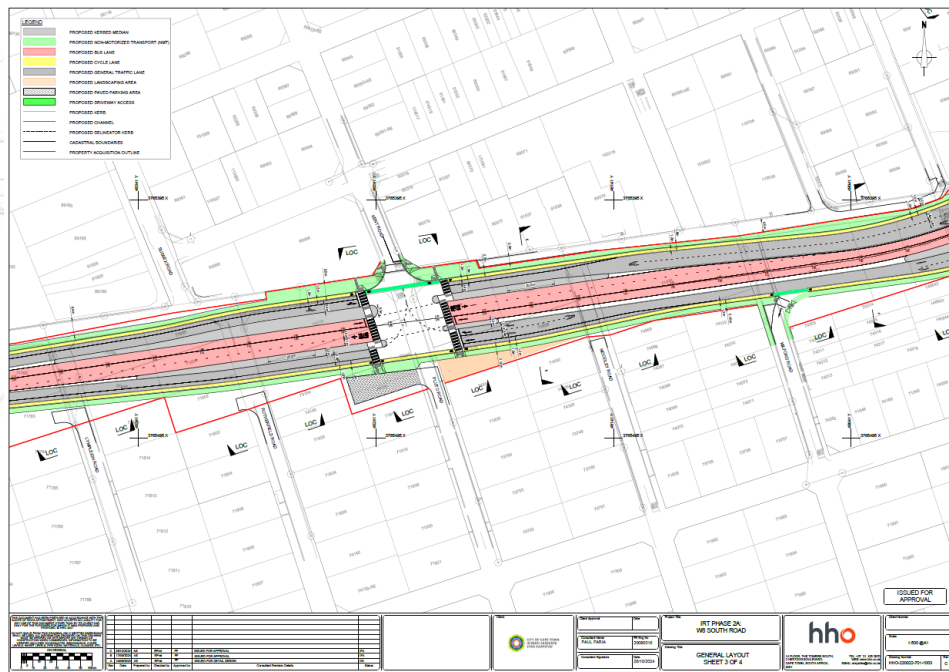


Figure 4: Site Development Plans (Source: HHO, 2025)

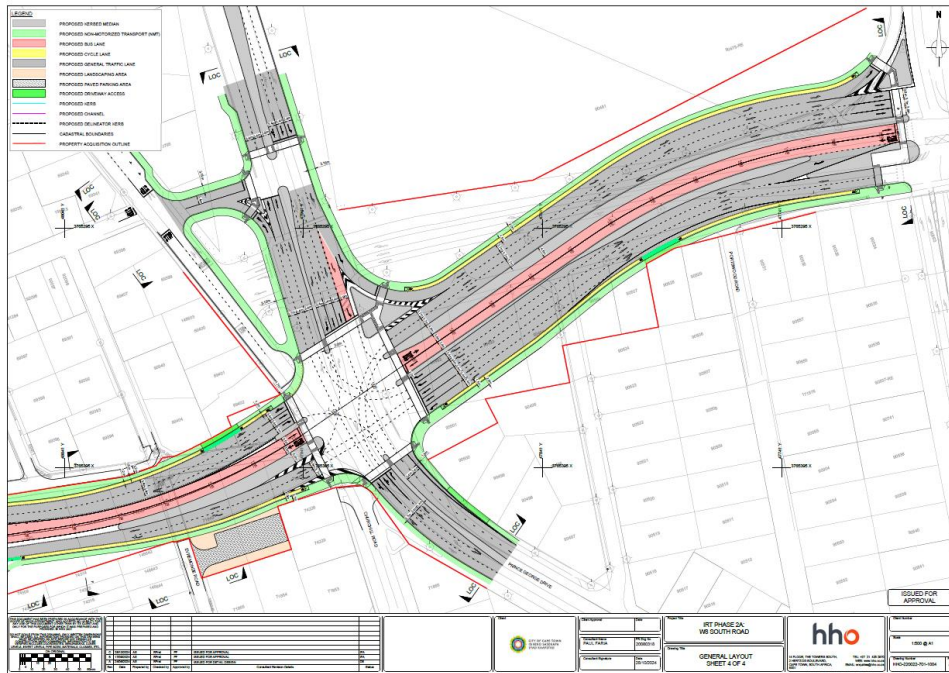


Figure 5: Site Development Plans (Source: HHO, 2025)

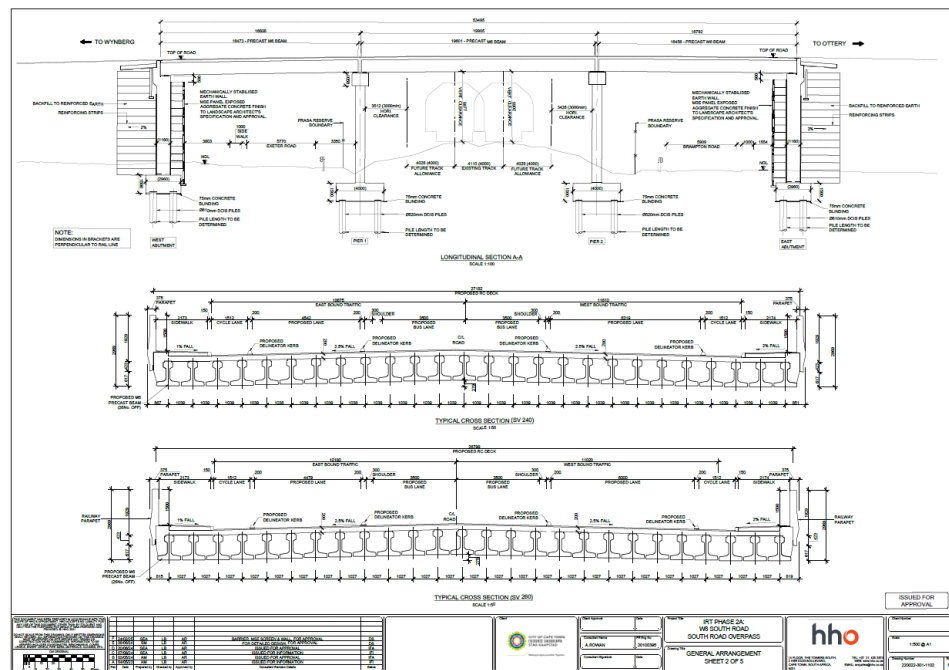


Figure 6: Overpass Bridge Cross Section (Source: HHO, 2025)