PROPOSED CONSTRUCTION OF A TRAFFIC CIRCLE ON BADEN POWELL DRIVE, PORTION OF ERF 547, MACASSAR, CITY OF CAPE TOWN, WESTERN CAPE PROVINCE

SITE SENSITIVITY VERIFICATION REPORT

PREPARED FOR

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

PREPARED BY
The Environmental Partnership

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THE ENVIRONMENTAL PARTNERSHIP
ENVIRONMENTAL CONSULTANTS
5 Summit Way, Constantia, 7806
T: 021 422 0999
www.enviropart.co.za
info@enviropart.co.za

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1 INTRODUCTION

The Department of Environmental Affairs promulgated regulations for the compulsory submission of a report based on the national web-based environmental Screening Tool when undertaking and submitting applications for environmental authorisation (GN 960 of 2019). On 20 March 2020, Procedures for the Assessment and Minimum Criteria for Reporting on Identified Environmental Themes in terms of Section 24 (5) (a) and (h) and 44 of the National Environmental Management Act, 1998 (GN 320 of 2020) were published. These procedures prescribe the requirements for undertaking site sensitivity verification reports as well as describe the requirements for specialist input per environmental 'theme' in the Screening Tool.

According to the above-mentioned notice, the site sensitivity verification report must be recorded in the form of a report that:

a) Confirms or disputes the current use of the land and the environmental sensitivity as identified by the screening tool, such as a new development or infrastructure, the change in vegetation cover or status, etc.
b) Contain a motivation and evidence (e.g. photographs) of either the verified or different use of the land and environmental sensitivity.
c) Is submitted together with the relevant assessment report prepared in accordance with the requirements of the Environmental Impact Assessment Regulations (EIA Regulations)

This report provides a verification for which themes will be further investigated and provide a motivation for those not requiring further investigation. See Appendix A for a summary of all themes and specialist studies and the verification of the associated sensitivities in the DFFE Screening Tool.

The site sensitivity verification is conducted through the following:

a) Desktop analysis using satellite imagery (Google Earth Pro, Cape Farm Mapper and the DEA Screening Tool spatial data);
b) Site inspections were conducted by the Environmental Assessment practitioner (EAP) on 18 March 2026 and 17 June 2026; and
c) Review of all available and relevant spatial data, zoning records, and engineering drawings.

Site photographs taken during the site inspection are included in Appendix B and support the sensitivity determinations set out in this report. All sensitivity conclusions are based on direct observation and verified spatial information. Where available, specialist input was included.

2 PROPOSED DEVELOPMENT

The project involves the construction of a new roundabout at the four-way intersection of Baden Powell Drive, Macassar Road and Japhta K Masemola Road in east Khayelitsha, Cape Town. The work is being undertaken on behalf of the City of Cape Town (CCT, or '*The Proponent*') in support of the Macassar Housing Development (Figure 1).

The traffic circle diameter is in the order of 44 to 45 m, with a truck apron to accommodate articulated vehicles and Non-Motorised Transport (NMT) crossings on the four approaches. Works are largely confined to the road reserve, with minor widening into adjoining land that includes indigenous vegetation and depressed wetland areas.

Five property cadastres are affected:

1. Remainder of Erf 18332, Khayelitsha (RE/18332)
2. Remainder of Farm Vergenoegd 547 (RE/547)
3. Portion 2 of Farm 547 Vergenoegd (2/547)
4. Portion 3 of Farm 547 Vergenoegd (3/547)
5. Remainder of Farm 544 Driftsands

Two minor exemption subdivisions are associated with the road widening, to be deemed TR2 zoning in terms of Section 16(3) of the City of Cape Town Development Management Scheme. These are Portion 1 of the Remainder of Cape Farm 547 Portion 3 (about 161 m²) on the north-west side, and Portion 1 of Farm 544 (about 2 765 m², of which roughly 1 650 m² is deemed TR2) on the southern side of Macassar Road.

The combined cadastral extent of the host properties is greater than 78 ha. The direct construction footprint for the roundabout and widening is in the order of 2900 m². The site sits inside the Cape Town urban edge. Surrounding land uses are informal residential settlement in Khayelitsha to the south-west, undeveloped Cape Flats Dune Strandveld veld on RE/547 and RE/3/547 to the north-east and north-west, and the Zandvliet Wastewater Treatment Works to the south-east.

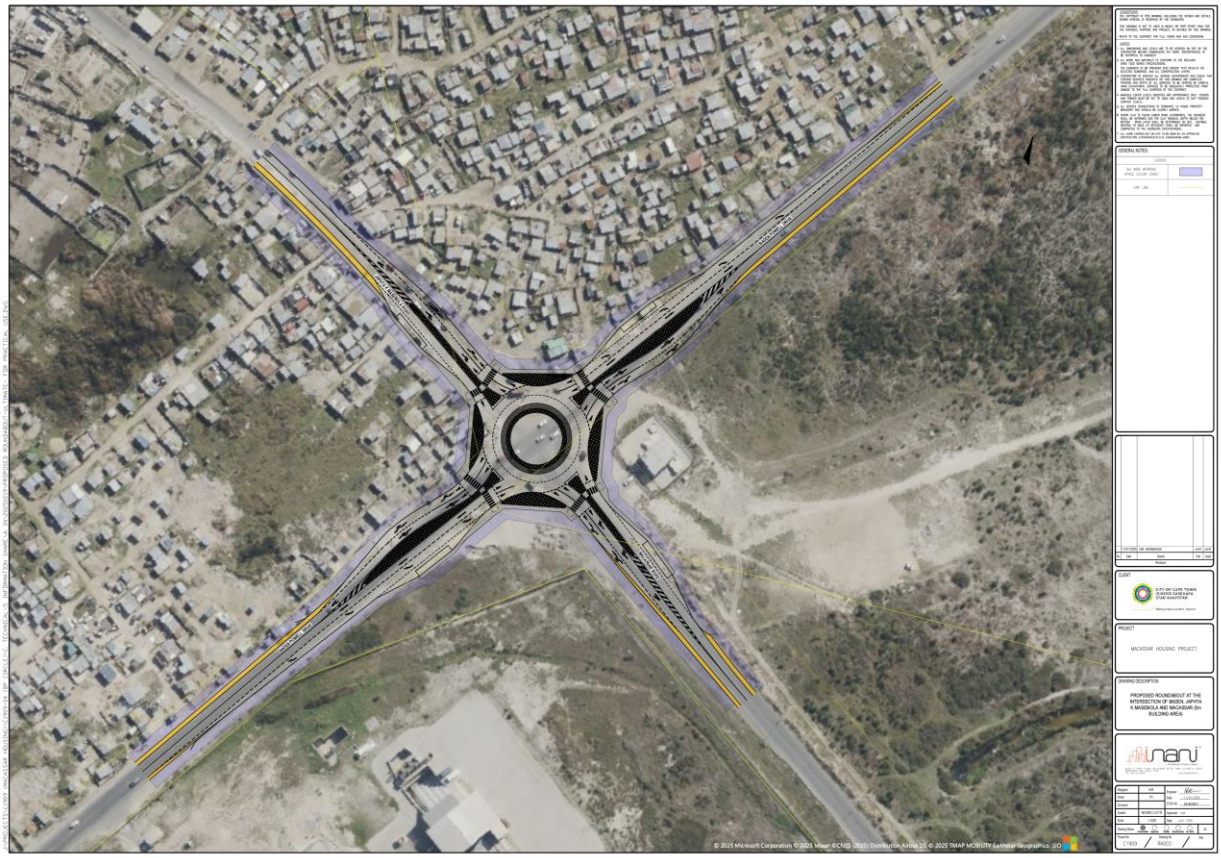


Figure 1: Site Development Layout

3 SCREENING TOOL OUTCOMES

The Screening Tool Report generated under Regulation 16(1)(v) of the Environmental Impact Assessment Regulations 2014, as amended, for the proposed development, lists the following environmental sensitivities and/or constraints:

- Agricultural Theme – High Sensitivity
- Animal Species Theme – High Sensitivity
- Aquatic Biodiversity Theme – Very High Sensitivity
- Archaeological and Cultural Heritage Theme – Very High Sensitivity
- Civil Aviation Theme Sensitivity - High Sensitivity
- Defence Theme – Very High Sensitivity
- Paleontology Theme – Medium Sensitivity
- Plant Species Theme – High Sensitivity
- Terrestrial Biodiversity Theme – Very High Sensitivity

The following sections will address the sensitivity of each theme separately.

In addition, the Screening Tool identified the requirement for six (6) specialist studies: Landscape/Visual Impact Assessment, Noise Impact Assessment, Traffic Impact Assessment, Geotechnical Assessment, Socio-Economic Assessment and an Ambient Air Quality Assessment. These are discussed in this Report.

4 SPECIALIST STUDIES COMMISSIONED

The following specialist studies will inform of the BAR.

4.1 Freshwater and Wetland Specialist Study (Aquatic Ecological Study, 2026)

Details of Study: EnviroSwift, 2026. *Detailed Freshwater Ecological Assessment: Proposed development of a Roundabout at the intersection of Baden Powell Drive and Macassar Road, Khayelitsha, City of Cape Town, Western Cape.* Prepared by Steytler, N. of EnviroSwift for The Environmental Partnership (Pty) Ltd. 31 March 2026. SACNASP Reg. No. 400029/02.

The Freshwater Study was triggered by the Very High Aquatic Biodiversity rating. The Screening Tool picks up mapped Wetland Depressions within the site and the attenuation ponds of the Zandvliet Wastewater Treatment Works sit immediately south-east of the intersection. The study was undertaken in line with the Aquatic Biodiversity Assessment Protocol and covers wetland delineation, Present Ecological State, EIS and a Department of Water and Sanitation (DWS) Section 21(c) and (i) risk assessment.

4.2 Botanical Compliance Statement (2026)

Details of Study: Capensis, 2026. *Botanical Statement for a Proposed Traffic Circle at the Intersection of Baden Powell Drive (R310) and Macassar Road (M9) within the City of Cape Town Municipality.* Prepared by Nicolson, G. of Capensis Ecological Consulting for The Environmental Partnership (Pty) Ltd. This Study is supported by Full Botanical Assessment undertaken on the adjacent Farm RE/547 (Nicolson, 2022), which included fieldwork in 2014, 2017 and 2021 (Capensis, 2022).

A Botanical Assessment was triggered by the High Plant Species rating and the Very High Terrestrial Biodiversity rating. The site is mapped as Cape Flats Dune Strandveld, which is listed as Endangered under NEM:BA (the False Bay variant is Critically Endangered), and falls within CBA 1a of the Western Cape Biodiversity Spatial Plan and the NPAES focus area. The assessment covers both the Plant Species Protocol and the Terrestrial Biodiversity Protocol.

The Botanical Assessment also covers the habitat component of the Animal Species theme. The fauna species flagged by the Screening Tool (two harriers, the Southern Black Korhaan, and two sensitive invertebrates) are all wetland-dependent or tied to intact Strandveld. Both

habitats are already under specialist review through the Freshwater and Botanical work, and no further purpose would be served by a separate fauna assessment on a narrow road-reserve footprint that is already disturbed.

4.3 Traffic Compliance Statement

Details of Study: A Traffic Impact Assessment (TIA) was undertaken for the Macassar Housing Development Land Use Application in 2012. Following the assessment of the application, the development was approved with specific conditions of approval, one of which was the upgrade of the Baden Powell / Macassar Road intersection from a stop-controlled intersection to a roundabout. As part of the conceptual design process of said roundabout, the TSM Project Identification Report (2022) (Ref: ITS 3785 – ES0710) was used to inform the design process. This report, and the information it was based on, was only a year old at the time and was used to update the conceptual design input information. The TSM Project Identification Report includes traffic volume surveys, vehicle queue length surveys, crash data analysis (137 crashes over 5 years; crash rate of 3.85 per MEV), SARTSM signal warrant analysis, and an evaluation of upgrade alternatives culminating in the recommendation of a double-lane roundabout. In light of this, a new TIA was not deemed necessary for this project. The TIA and TSM has been attached to the BAR as appendix L1 and L2, respectively

4.4 Geotechnical Study

Details of Study: A Geotechnical Study has been prepared in March 2021 as part of the Macassar Housing Development. The results of this study informed the engineering design process.

For the remaining Screening Tool themes (Agriculture, Archaeology and Cultural Heritage, Civil Aviation, Defence and Palaeontology) the nature and scale of the roundabout does not support the need for separate specialist studies. The reasons are given in the theme-by-theme sections that follow, and management measures for these themes will be carried through into the Environmental Management Programme.

5 THEME-SPECIFIC VERIFICATIONS

This section provides a review of the sensitivity themes and motivations for inclusion or exclusion of associated specialist studies in the Basic Assessment Process. See Appendix A for a summary of all themes and specialist studies and the verification of the associated sensitivities in the DFFE Screening Tool.

5.1 Agricultural Theme Sensitivity

The screening tool report identified a high agricultural sensitivity for the proposed Baden Powell, Macassar Roundabout. This rating is driven by the cadastral zoning of the affected properties (Remainder of Farm Vergenoegd 547 and Remainder of Farm Driftsands 544), which carry an Agricultural zoning under the City of Cape Town Zoning Scheme (Figure 2).

However, a site inspection conducted on 18 March 2026 and review of aerial imagery and spatial data (Figure 3, CapeFarmMapper) confirm that the affected parcels are not in agricultural production. The construction footprint falls almost entirely within the existing tarred road reserve that surfaced with tar and concrete with road-related infrastructure and no cultivated land. Site photographs confirming this are included in Appendix B. No agricultural potential will be lost through the project. No specialist Agricultural Impact Assessment is required.

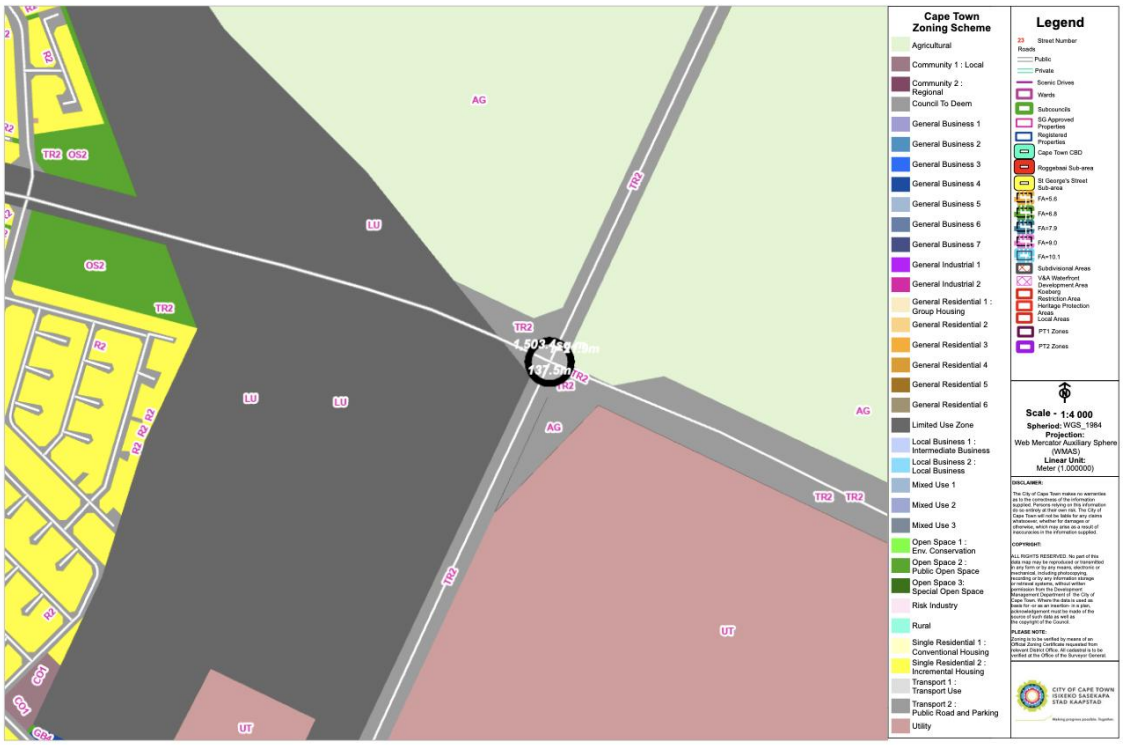


Figure 2: Zonation Map (Agricultural zoning of land parcels shown in green north and north-east of proposed Traffic Circle). Black circle indicated location of the proposed Traffic Circle to be constructed at the intersection of Baden Powell Drive and Macassar Road (east) and Japhta K Masemola Road (west).

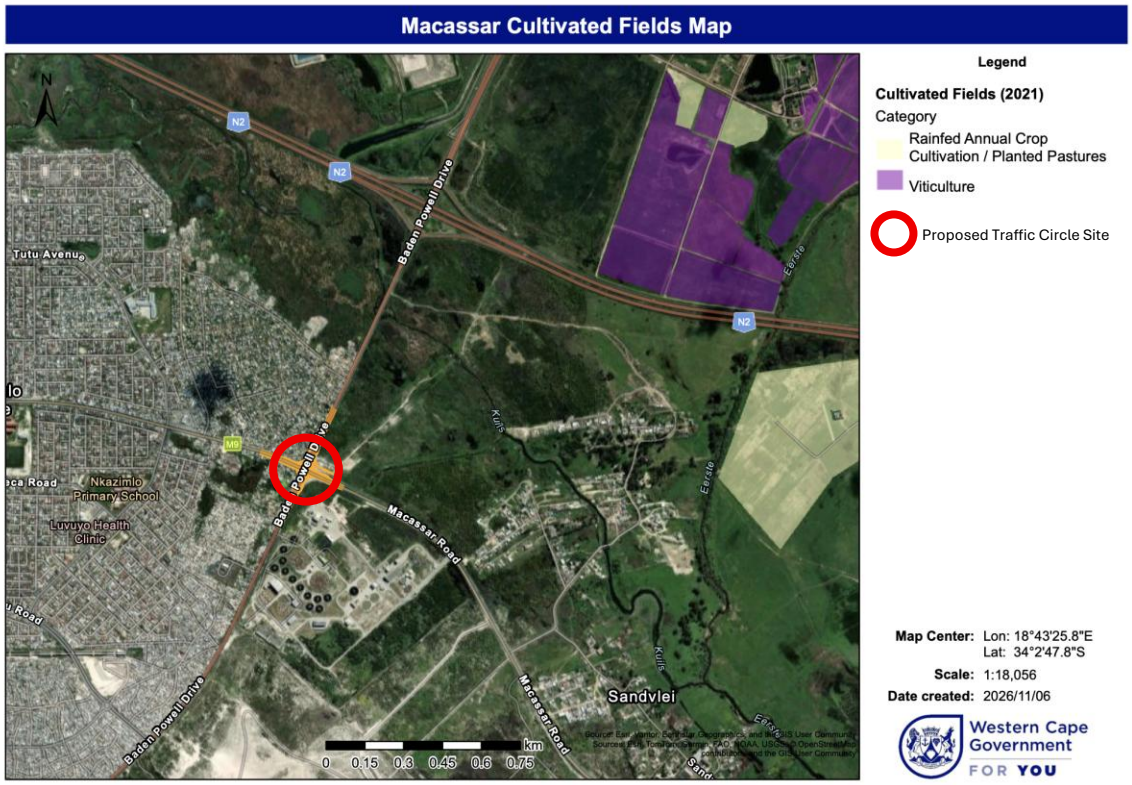


Figure 3: Cultivated Land in Proximity to Site (shown in purple, north east of the proposed Traffic Circle location intersection. No cultivated land within the footprint of the proposed project.

5.2 Animal Species Theme Sensitivity

The Screening Tool Report assigns a High Animal Species sensitivity to the site due to the possible occurrence of Aves-Circus ranivorus, Aves-Circus maurus, Aves-Afrotis afra, Invertebrate- Frankenbergerius opacus, Invertebrate-Pachysoma aesculapius (Figure 4). The direct footprint is transformed road reserve and is of low habitat value for these species. The wetland habitat linked to the two harriers is covered by the Freshwater Specialist Study, and the Strandveld habitat linked to the korhaan and the invertebrates is covered by the Botanical Assessment. No standalone animal species specialist study is therefore required.

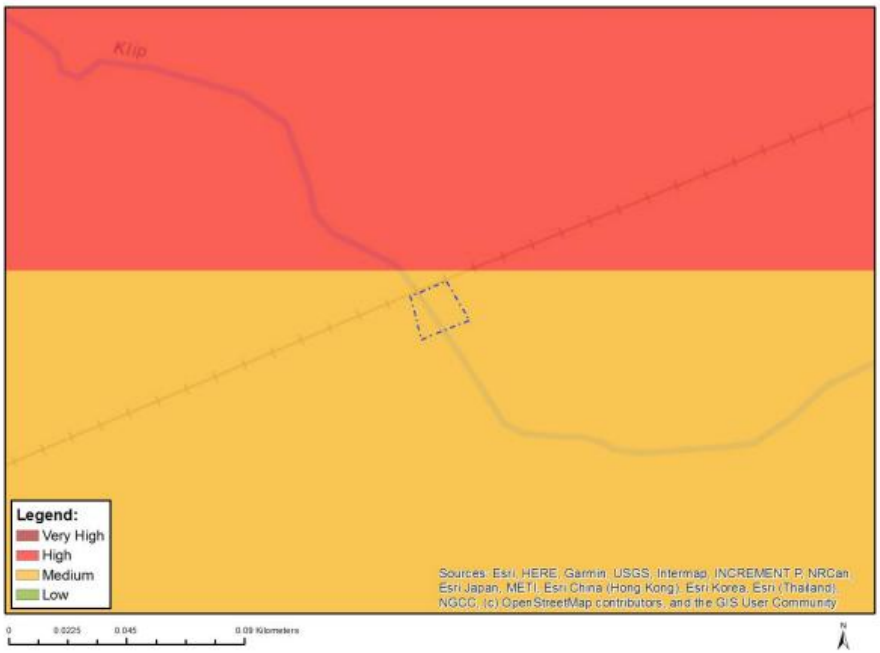


Figure 4: Map indicating the animal species sensitivity of the of Baden Powell, Macassar Roundabout extracted from the Screening Tool Report

Sensitivity Features:

Sensitivity	Feature(s)
High	Aves-Circus ranivorus
Medium	Aves-Circus maurus
Medium	Aves-Afrotis afra
Medium	Invertebrate-Frankenbergerius opacus
Medium	Invertebrate-Pachysoma aesculapius

5.3 Aquatic Biodiversity Theme Sensitivity

The Screening Tool Report identifies the aquatic biodiversity sensitivity as very high due to Wetlands Depressions (Figure 5). A Freshwater and Wetland Specialist Study has been undertaken for this reason. The Terms of Reference for the study were to delineate and classify watercourses and wetlands within 500 m of the site, to determine the Present Ecological State, Ecological Importance and Sensitivity and Recommended Ecological Category, to run the DWS Section 21(c) and (i) Risk Matrix, and to recommend mitigation and monitoring for inclusion in the Environmental Management Programme (EMP).

The findings of the Freshwater Study feed into the Basic Assessment Report, the General Authorisation process under GN 4167 and GN 509, and the EMP.



Figure 5: Map indicating the aquatic biodiversity sensitivity of the of Baden Powell, Macassar Roundabout extracted from the Screening Tool Report

Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
X			

Sensitivity Features:

Sensitivity	Feature(s)
Low	Low Sensitivity
Very High	Wetlands_Depression

5.4 Archaeological and Cultural Heritage Theme

The screening tool report indicates a very high sensitivity. The site is rated Very High for heritage because it lies within 5 km of Grade I heritage sites, namely: Kramat of Shiekh Yusuf and Macassar Dunes Conservation Area (Figure 6). The roundabout will not directly affect these resources.

However, a Notice of Intent to Develop (NID) under Section 38(1) of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) was lodged with Heritage Western Cape (HWC) on 15 June 2026. The application was subsequently considered at the HWC Heritage Officers meeting held on 6 July 2026. HWC determined that there is no reason to believe that the proposed traffic circle and associated road upgrades will impact on heritage resources and, therefore, no further action in terms of Section 38 of the National Heritage Resources Act is

required. HWC did, however, require that the HWC Chance Finds and Accidental Finds Procedures be included in the project authorisation. In the event that any heritage resources, including graves or human burials, archaeological material or palaeontological material, are discovered during construction, all works must be stopped immediately and HWC must be notified without delay see appendix C.

The proposed project constitutes the following listed activities Sections 1 (a), (c) and (d), namely:

"(1) Subject to the provisions of subsections (7), (8) and (9), any person who intends to undertake a development categorised as—

(a) the construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier exceeding 300m in length;

(c) the construction of a bridge or similar structure exceeding 50 m in length; (d) any development or other activity which will change the character of a site—

(i) exceeding 5 000 m2 in extent; or

*(ii) involving three or more existing erven or subdivisions thereof; or**

(iii) involving three or more erven or divisions thereof which have been consolidated within the past five years; or

(e) the re-zoning of a site exceeding 10 000 m2 in extent; or

(f) any other category of development provided for in regulations by SAHRA."

Comment from HWC is being obtained and will be included in the final Basic Assessment Report. Any chance finds encountered during construction will be managed through a Chance Finds Protocol in the EMP. Pending HWC's formal response, the EAP is of the opinion that a standalone heritage specialist study is not required.

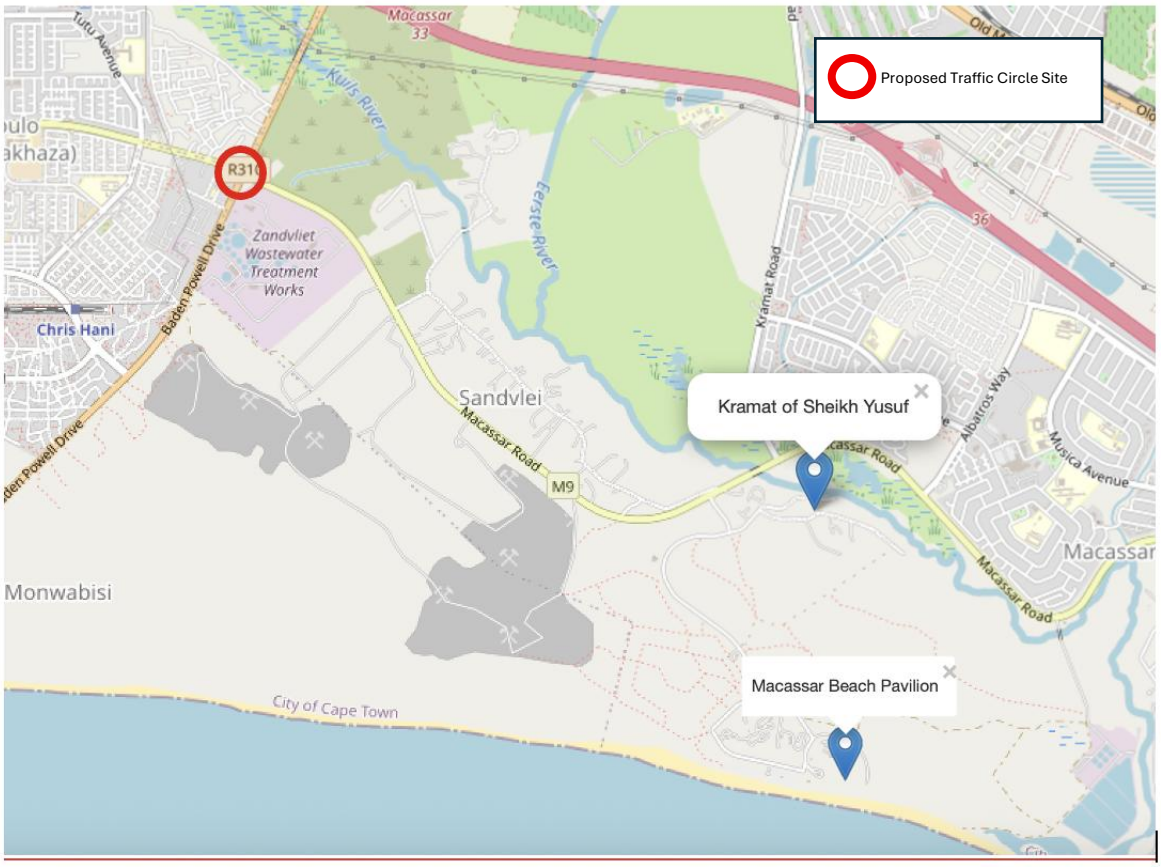


Figure 6: Nearest Grade 1 Heritage Sites: Kramat of Shiekh Yusuf and Macassar Beach Pavilion (basemap from www.artifacts.co.za)

5.5 Civil Aviation Theme Sensitivity

The Screening Tool Report assigns a High sensitivity to Civil Aviation due to the Cape Town International Airport being located within 15km (14.4km away, Figure 7). The highest element of the traffic circle is lighting columns not exceeding 12 m above ground level. In terms of the South African Civil Aviation Technical Standards (CAR 2011, Part 177), CAA consent is only required for structures exceeding 45 m within 15 km of an aerodrome. The proposed roundabout is well below that threshold. No further Civil Aviation assessment is required.

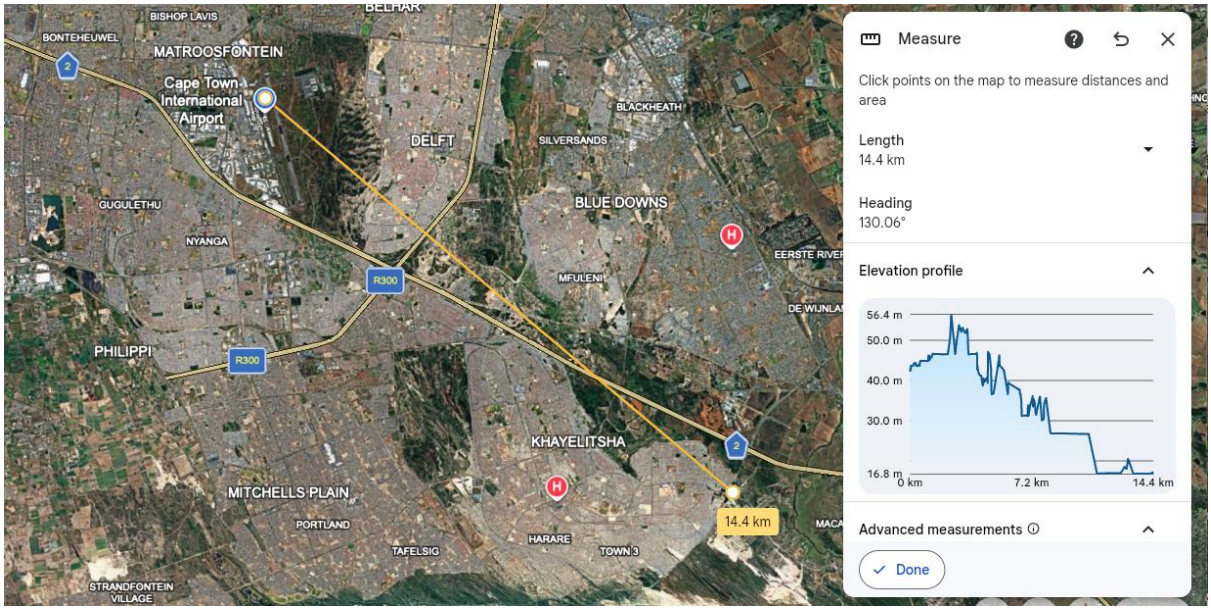


Figure 7: Map indicating the distance of the proposed Baden Powell, Macassar Roundabout to the nearest aerodrome.

5.6 Defence Theme Sensitivity

The Screening Tool Report assigns a very high sensitivity for the Defence theme. A desktop review confirms that the nearest SANDF installation is the 9A Infantry Battalion, situated at 3km north-west of the proposed development site (Figure 8). The nature of the proposed development being an upgrade to an existing traffic interchange would have a positive impact on defence operations, whereby traffic flow will be improved and accidents will be reduced. The proposed traffic circle is confined entirely to the existing tarred road reserve at road level, with no structures exceeding 12 m, no electromagnetic emissions, no radar interference and no activities that could conflict with SANDF operational requirements. No specialist Defence impact assessment is required.

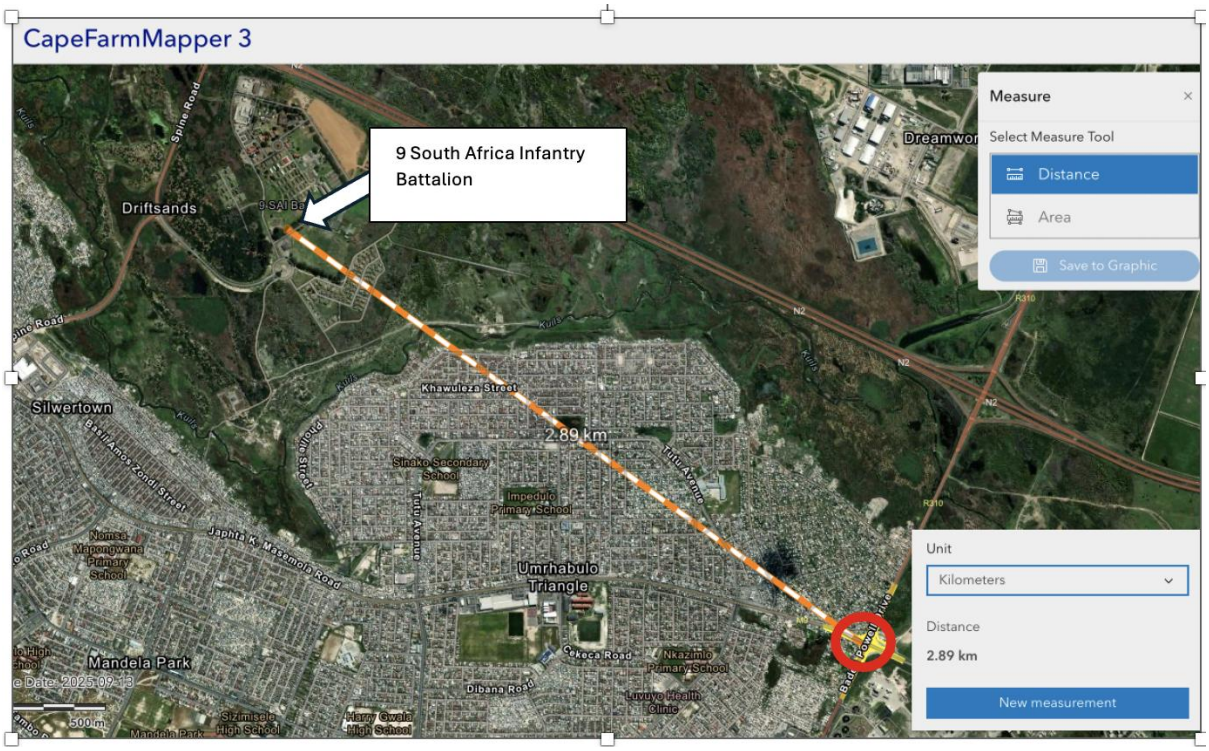


Figure 8: Map indicating the defense theme sensitivity of the proposed Baden Powell, Macassar Roundabout extracted from the Screening Tool Report

5.7 Paleontology Theme Sensitivity

The Screening Tool rates the site as Medium for palaeontology. The site is underlain by Quaternary quartz sand and calcareous dune sand of the Springfontein and Witzand Formations, with surficial cover formed in situ on Malmesbury rocks (Cape Farm Mapper, 2026). These are geologically young Quaternary deposits not associated with significant palaeontological resources. The development is a re-construction of an existing, established road intersection. The entire construction footprint is within the existing road reserve, on a road surface that has already been disturbed and built upon. Earthworks consist solely of pavement layer reconstruction and widening to shallow depths (typically 500–700 mm). No deep foundations are required. However, a Notice of Intent to Develop (NID) under Section 38(1) of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) was lodged with Heritage Western Cape (HWC) on 15 June 2026, given that the proposed project constitutes the following listed activities Sections 1 (a), (c) and (d). The approved NID is included in Appendix C in included in the report. The matter was considered at the HWC Heritage Officers meeting held on 6 July 2026, following which HWC issued its final comment. HWC determined that there is no reason to believe that the proposed traffic circle and associated road upgrades will impact on heritage resources and, therefore, no further action in terms of Section 38 of the National Heritage Resources Act is required. HWC did, however, require that the HWC Chance Finds and Accidental Finds Procedures be included in the project authorisation. Should any heritage resources, including evidence of graves or human burials, archaeological

material or palaeontological material, be discovered during construction, all works must be stopped immediately and HWC must be notified without delay.
Any unexpected fossil or other heritage finds during construction will therefore be managed in accordance with the Chance Finds and Accidental Finds Procedures included in the project authorisation and EMP.

5.8 Plant Species and terrestrial Biodiversity Themes

The Screening Tool rates Plant Species as High (Figure 9) and Terrestrial Biodiversity as Very High (Figure 10). The site is mapped as Cape Flats Dune Strandveld (Endangered under NEM:BA; the False Bay variant is Critically Endangered), overlaps WCBSP CBA 1a, and falls within the NPAES focus area.

A Botanical Assessment was undertaken to cover both the Plant Species Protocol and the Terrestrial Biodiversity Protocol under GN 320 of 2020. The Terms of Reference were to characterise the vegetation within the project area of influence, to confirm the presence or absence of the flagged Red List and Sensitive plant species, to assess the habitat against the Western Cape Biodiversity Spatial Plan (WCBSP), National Protected Area Expansion Strategy (NPAES) and National Environmental Management: Biodiversity Act (NEM:BA) listings, to identify no-go areas and residual biodiversity loss, and to recommend avoidance, minimisation and offset measures in line with the National Biodiversity Offset Guidelines (Government Notice 48841 of June 2023).

The Botanical Assessment also covers the habitat component of the Animal Species theme, since the same Strandveld and wetland patches are the habitat on which the flagged fauna depend.

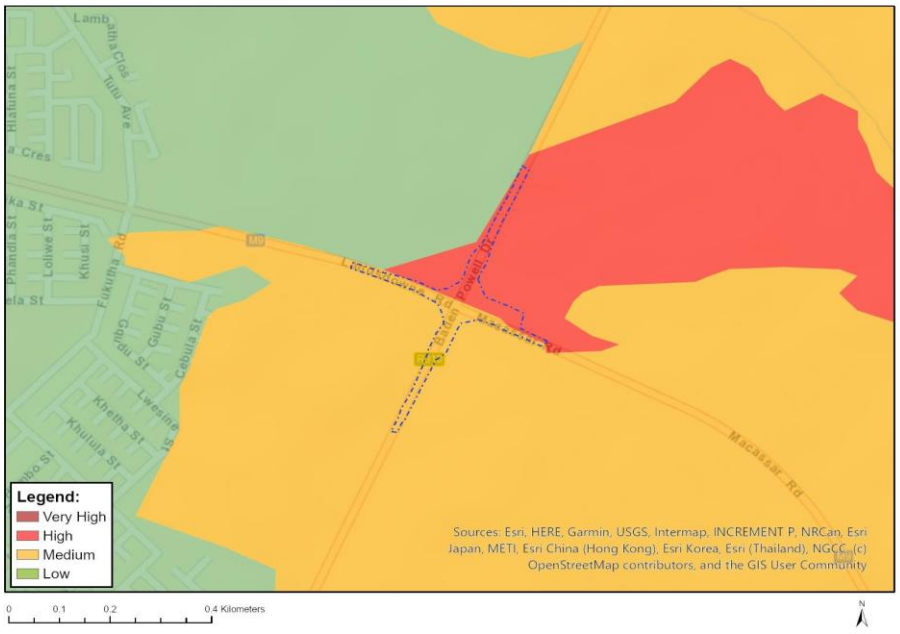


Figure 9: Map indicating the plant species theme sensitivity of the proposed Baden Powell, Macassar Roundabout as extracted from the Screening Tool Report.

Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
	X		

5.8.1.1 Sensitivity Features:

Sensitivity features (representative; full list in Screening Report):

Sensitivity	Feature(s)
High	Erepsia dunensis
High	Muraltia mitior
Medium	Lampranthus spp. (multiple)
Medium	Leucadendron spp. (including L. levisanus)
Medium	Leucospermum hypophyllocarpodendron subsp.
Medium	Diastella proteoides; Serruria aemula; Serruria brownii
Medium	Additional Red List and Sensitive species (see DFFE Screening Report attached to the BAR for complete list)

5.9 Map of Relative Terrestrial Biodiversity Theme Sensitivity

The Terrestrial Biodiversity theme is rated Very High sensitivity for the Baden Powell / Macassar roundabout, and a specialist assessment has been confirmed as required and has been commissioned.



Figure 10: Map indicating the terrestrial biodiversity sensitivity of the proposed Baden Powell, Macassar Roundabout as extracted from the Screening Tool Report.

Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
X			

Sensitivity Features:

Sensitivity	Feature(s)
Very High	CBA 1a
Very High	National Protected Area Expansion Strategy (NPAES)
Very High	EN_Cape Flats Dune Strandveld

6 Additional Specialist Studies Identified in DFFE Screening Report

The Screening Tool Report (10 March 2026) identified six additional specialist studies: Landscape/Visual Impact Assessment, Noise Impact Assessment, Traffic Impact Assessment, Geotechnical Assessment, Socio-Economic Assessment and an Ambient Air Quality Assessment. These were not fully addressed the original SSVR (April 2026). This section provides the site sensitivity verification and motivation for each additional specialist study requested.

6.1 Landscape and Visual Impact

The proposed site is a busy urban intersection in east Khayelitsha, bounded by informal residential settlement, a wastewater treatment works, and existing road infrastructure. The surrounding landscape has low scenic sensitivity: the area is predominantly flat; existing road infrastructure dominates the visual character. The traffic circle introduces no structure that materially alters the visual character beyond the existing road context. The traffic circle is

entirely within the existing road reserve, at road level, with no elevated structures. No Landscape or Visual Impact Assessment is required.

6.2 Noise Impact

The proposed development is an upgrade of an existing high-traffic intersection. The traffic circle replaces stop-start movements with free-flow, typically reducing idling, acceleration and braking noise. No new stationary noise sources are introduced. Construction noise will be managed through the EMP (restricted working hours and best-practice noise controls). The proposal is a road intersection upgrade on an already-trafficked arterial, occurring entirely within the existing road reserve. A Noise Impact Assessment is not required.

6.3 Traffic Impact

A Traffic Impact Assessment (TIA) for the Macassar Housing Development was completed in 2012 as part of the land use application process. The approved development included a condition requiring the upgrade of the Baden Powell/Macassar Road intersection from a stop-controlled intersection to a double-lane roundabout. The conceptual design was informed by the TSM Project Identification Report (ITS 3785 – ES0710), which was only one year old at the time and contained comprehensive traffic surveys, queue length assessments, crash analyses, signal warrant evaluations, and an assessment of upgrade options. As this information was considered current and sufficiently robust to support the design, a new TIA was not required.

6.4 Geotechnical Assessment

Earthworks are confined to reconstruction and widening of the existing road pavement at typical layer-works depths (generally 500–700 mm). The existing road demonstrates that founding conditions are adequate. A geotechnical investigation will be undertaken as part of the City of Cape Town’s detailed engineering design process, and its findings will be summarised in the Final Basic Assessment Report.

6.5 Socio-Economic Assessment

The Screening Tool identifies a socio-economic assessment as a potential requirement. The competent authority (DEA&DP) requires that the BAR address the social context of the development, including potential impacts on HIV/AIDS, STIs and TB prevalence, and equity and gender considerations (NEMA s24; EIA Regulations). These are addressed in the Need and Desirability and Social and Gender Considerations sections of the BAR.

This SSVR motivates that standalone Socio-Economic Impact Assessment is not required, drawing on existing publicly available data. According to Statistics South Africa (2011), Khayelitsha has a population of approximately 391,749. However, according to local data (CapeTownData, 2026), population estimates for Khayelitsha range from 500,000 to 1.2 million residents in 2026, with a high unemployment rate of approximately 47%, approximately 70% of people are living in shacks, with a heavy dependence on public transport. Road safety is a documented concern: the Baden Powell Drive / Macassar Road intersection has a history of crashes and pedestrian fatalities (TSM Project Identification Report, 2022, intersection assessment).

The socio-economic impacts of the proposed project are overwhelmingly positive: (a) improved road safety at a documented high-risk intersection; (b) new formalised NMT crossings and pedestrian sidewalks on all four approaches; (c) new formalised public transport stops improving commuter safety and reliability; (d) improved traffic flow reducing travel time and vehicle operating costs; and (e) short-term local employment during construction.

Temporary negative socio-economic impacts are expected during the construction phase, including traffic disruptions, noise, dust generation, and temporary access constraints affecting nearby residents, commuters, and informal traders operating near the intersection. These will all be accommodated for in the EMP.

In addition, informal dwellers currently occupying the road reserve may need to be relocated during the construction preparation phase. With the implementation of a fair and transparent relocation process by the project proponent (the City of Cape Town), provision of suitable alternative accommodation, and stakeholder engagement, the residual impact is expected to be of low to medium significance. The Local Councillor (A Temola) has expressed support for the project and willingness to engage with local affected residents on the proposed project and any relocation process to be implemented. Given the predominantly positive impacts expected, a Socio-economic Impact Assessment is not considered necessary.

6.6 Ambient Air Quality

The proposed traffic circle introduces no new stationary combustion sources, industrial emissions, chemical storage or processing activities. The only potential air quality impacts are temporary dust from construction, that will be managed through standard mitigation in the EMP (water suppression, vehicle speed controls, stockpile management). The free-flow roundabout design is expected to marginally reduce vehicle idling and associated tailpipe emissions, compared to the current stop-controlled intersection. An Ambient Air Quality Impact Assessment is therefore not required.

7 CONCLUSION

The DFFE Screening Tool flags nine environmental themes for the proposed Baden Powell / Macassar roundabout, at sensitivities ranging from Medium to Very High. Six specialist studies were identified in the Screening Tool Report (Landscape/Visual, Noise, Traffic, Geotechnical, Socio-Economic and Air Quality). This SSVR has been revised to address DEA&DP comments (letter ref. 16/3/3/1/A3/39/2021/26, 26 May 2026). Based on the outcome of this revised SSVR, the following list of specialist study input was confirmed:

Four specialist studies/inputs have been commissioned to inform the BAR:

1. Freshwater and Wetland Specialist Study (EnviroSwift, 2026) covering the Aquatic Biodiversity theme;
2. Botanical Compliance Statement (Capensis, 2026) covering Plant Species and Terrestrial Biodiversity and the faunal habitat component of the Animal Species theme.
3. Geotechnical Study (Inani Infrastructure, 2026).
4. Traffic Compliance Statement (GIBB Engineers, 2026).

For the Screening Tool themes of Archaeology and Cultural Heritage and Palaeontology, a Notice of Intent to Develop was lodged with Heritage Western Cape (HWC) on 15 June 2026 under Section 38(1) of the National Heritage Resources Act. HWC's response will be included and addressed in the Final BAR.

For the remaining Screening Tool themes (Agriculture, Civil Aviation and Defence, the Screening Tool sensitivity rating has been disputed through site verification, desktop analysis and spatial data review, and management measures are built into the EMP.

8 EAP Declaration

This Site Sensitivity Verification Report has been prepared by The Environmental Partnership under Regulation 16(1)(v) of the EIA Regulations, 2014 (as amended) and the Procedures for the Assessment and Minimum Criteria for Reporting on Identified Environmental Themes (GN 320 of 2020). It is submitted together with the Basic Assessment Report for the proposed Baden Powell Drive / Macassar Road Roundabout.

APPENDIX A: SUMMARY OF THEMES AND SITE SENSITIVITIES

Table 1: Summary Table which lists these themes and the verification of the associated sensitivities

Theme	Site Environmental Sensitivities (DFFE Screening Tool)	Is a Specialist Study or other report required for this this theme, to inform this Final BAR?
Agriculture	High	**No.** The site sits within the existing road reserve at the Baden Powell / Macassar Road / Japhta K Masemola intersection. There are no cultivated lands on the footprint, and the project will not take any land out of agricultural production.
Animal Species	High	**Terrestrial Biodiversity Compliance Statement needed.** No standalone animal study. Faunal habitat on the footprint is addressed through the Botanical Compliance Statement and the Freshwater Specialist Study. The species flagged by the Screening Tool (Circus ranivorus, Circus maurus, Afrotis afra, Frankenbergerius opacus, Pachysoma aesculapius) depend on wetland habitat or intact Strandveld, both of which fall under the two specialist studies already commissioned.
Aquatic Biodiversity	Very High	**Yes.** A Freshwater and Wetland Specialist Study was commissioned. The Screening Tool picked up Wetland Depressions within the site and the Zandvliet WWTW attenuation system is adjacent to the south-east corner. The findings feed into the BAR, the Section 21(c) and (i) Water Use process (General Authorisation), and the EMP.
Archaeological and Cultural Heritage	Very High	**No.** Earthworks are shallow and remain within the existing road formation. A Chance Finds Protocol is included in the EMP. A Notice of Intent to Develop was lodged with Heritage Western Cape (HWC) on 15 June 2026 under Section 38(1) of the National Heritage Resources Act; HWC's response will be included in the Final BAR.
Civil Aviation	High	**No.** The roundabout is ground-level infrastructure with no structure taller than 45 m, and the site is more than 15 km from any major aerodrome.
Defence	Very High	**No**. The nearest military facility, 9A Infantry Battalion, is about 3 km from the site. The roundabout has no tall structures, will not result in any electromagnetic or radar interference, and will not affect line-of-sight or military operations. The new roundabout will result in largely positive impacts for traffic flow and reduced accident risk, which are considered beneficial for defence operations.
Palaeontology	Medium	**No.** Earthworks are confined to the shallow Quaternary sands of the existing road formation. A Chance Finds Protocol in the EMP addresses any unexpected finds, in line with the NHRA. A Notice of Intent to Develop was lodged with

		Heritage Western Cape (HWC) on 15 June 2026 under Section 38(1) of the National Heritage Resources Act; HWC's response will be included in the Final BAR.
Plant Species	High	**Yes. Terrestrial Biodiversity Compliance Statement commissioned.** The site falls within Cape Flats Dune Strandveld (Endangered under NEM:BA).
Terrestrial Biodiversity	Very High	**Yes. Terrestrial Biodiversity Compliance Statement commissioned.** The site overlaps WCBSP CBA 1a and sits within the NPAES focus area.

Other themes for which the Screening Report Identified Specialist Studies to be required	
Theme / Study	**Is a Specialist Study or other report required for this this theme, to inform this Final BAR?**
Landscape / Visual	**No.** The proposed traffic circle is located within an existing urban road reserve in a low scenic sensitivity area characterised by established road infrastructure, informal residential development, and adjacent municipal services. As the development remains at road level and does not materially alter the existing visual character, no Landscape or Visual Impact Assessment is required.
Noise	**No.** The proposed development upgrades an existing arterial road intersection to a traffic circle, improving traffic flow and potentially reducing vehicle noise associated with idling, braking, and acceleration, without introducing new noise sources or increasing traffic volumes. Construction noise will be managed through the EMP, and a Noise Impact Assessment is therefore not required.
Traffic	**Yes. Compliance Statement required.** The Macassar Housing Development was approved following a 2012 Traffic Impact Assessment (TIA), subject to several conditions, including upgrading the Baden Powell Road/Macassar Road intersection from a stop-controlled intersection to a double-lane roundabout. As the conceptual design was informed by the comprehensive 2022 TSM Project Identification Report—which included recent traffic surveys, crash analysis, signal warrant assessment, and an evaluation of upgrade alternatives—a new TIA was not considered necessary.
Geotechnical	**Yes.** A geotechnical investigation will be undertaken as part of the City of Cape Town's detailed engineering design process, and its findings will be summarised in the Final Basic Assessment Report.
Socio-economic	**No.** The proposed intersection upgrade is expected to deliver significant socio-economic benefits through improved road safety, pedestrian and public transport infrastructure, enhanced traffic flow, and short-term employment opportunities, with temporary construction-related impacts and potential relocations to be managed through the EMP and a fair relocation process.

	Given that impacts are predominantly positive and adequately addressed in the Basic Assessment Report, a standalone Socio-Economic Impact Assessment is not considered necessary.
Air quality	**No.** The proposed traffic circle will not introduce any new operational air emission sources, with only temporary construction-related dust expected, which will be managed through the Environmental Management Programme (EMP). Improved traffic flow is also expected to marginally reduce vehicle emissions, and therefore an Ambient Air Quality Impact Assessment is not required.

APPENDIX B: SITE PHOTOGRAPHS