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

PUBLIC PARTICIPATION PROCESS REPORT

PREPARED FOR

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD
Making progress possible. Together.

Civic Centre, 12 Hertzog Boulevard
Cape Town, 8001

ON BEHALF OF

GIBB

19 D. F. Malan Street
Cape Town, 8001

PREPARED BY

The Environmental Partnership

November 2026

THE ENVIRONMENTAL PARTNERSHIP
ENVIRONMENTAL CONSULTANTS

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

1. TABLE OF CONTENTS

1. TABLE OF CONTENTS I

2. INTRODUCTION 1

3. STAKEHOLDERS AND INTERESTED AND AFFECTED PARTIES DATABASE 2

4. MEDIA NOTICE 5

4.1 First PPP Iteration – April 2026 5

4.2 Second PPP iteration – August 2016 7

5. SITE NOTICE 10

6. BACKGROUND INFORMATION DOCUMENT / INFORMATION SHEET 18

6.1 Background Information Document 19

7. PROOF OF DISTRIBUTION OF BACKGROUND INFORMATION DOCUMENTS AND INFORMATION SHEETS 30

7.1 Background Information Document 30

8. AVAILABILITY OF DRAFT BASIC ASSESSMENT REPORT 31

8.1 BAR – August 2026 31

9. COMMENTS AND RESPONSE TABLE 34

9.1 Comments and Response Table 34

2. INTRODUCTION

The City of Cape Town (CCT) proposes to upgrade the existing priority-controlled intersection of Baden Powell Drive (R310), Macassar Road (M9) and Japhta K Masemola Road, located on the eastern edge of Khayelitsha, to a single-point roundabout (the “proposed project”). GIBB has been appointed by the City of Cape Town as consulting engineers for the project. The Environmental Partnership has been appointed as Environmental Assessment Practitioners for this project.

Meaningful and intentional public participation is a requirement of any environmental impact assessment process undertaken. Public participation is a legal requirement in terms of Chapter 6 the National Environmental Management Act (NEMA): Environmental Impact Assessment (EIA) Regulations, as amended, to ensure public and stakeholder participation during the basic assessment process. Public participation provides an opportunity for Interested and Affected Parties (I&APs) to obtain accurate and understandable information about the environmental impacts of the proposed activity and to provide comment or input into the environmental assessment.

The intention of this public participation processes (PPP) is to disclose information about the project and to understand the concerns of the I&APs. These concerns, comments, and/or suggestions were recorded in a comments and response table and a response provided by the EAP to each comment submitted. A detailed account of the process followed in complying with the requirements outlined in the 2014 EIA Regulations are provided in this report.

Two iterations of public participation have been undertaken since April 2026. The first public participation was from 22nd April 2026 – 25th May 2026 (initial), extended to 19 June 2026 and further extended to 12 July 2026 for select stakeholders. Due to certain Organs of State not having been consulted during the initial commenting period, a second 30-day commenting period was afforded to provide these authorities with an opportunity to review and comment. The second public participation iteration Commenting period was launched on 20th of August and ended on the 21st of September.

Details of the 2 public participation processes that have already occurred for this project are outlined in this report.

3. STAKEHOLDERS AND INTERESTED AND AFFECTED PARTIES DATABASE

A Background Information Document (Bid) was prepared and distributed to adjacent landowners and occupiers and identified potential I&APs on 22 April 2026 by email informing them of the proposed activity. On 20 August 2026, a second Background Information Document was compiled and distributed to adjacent landowners and occupiers and potential interested and affected parties (I&APs). Subsequently, I&APs have registered as such with The Environmental Partnership. Two draft Basic Assessment Reports were compiled and distributed to the I&APs on 22 April 2026 on 20 August 2026. A list of registered I&APs and organs of state are noted in the table below.

In complying with Section 41 and 42 of the 2014 EIA Regulations (as amended), the following I&AP register is noted below which includes registered I&APs and Organs of State.

Name / contact person	Organisation / Nature of Interest
Organs of State – distribution of draft BAR	
Department of Environmental Affairs and Development Planning	Competent Authority
Adri La Meyer	Western Cape Department of Environmental Affairs and Development Planning
Azanne van Wyk	City of Cape Town Municipality - Head: Environmental and Heritage Management Branch, Eastern Region
Dimitri Georgeades	City of Cape Town Municipality – Manager of Environmental and Heritage Management
Andrew Greenwood	City of Cape Town Municipality – Acting Manager: Environmental and Heritage Management Environmental Management Department
Debbie Evans	City of Cape Town Municipality - Acting Manager: Environmental and Heritage Management Environmental Management Department
Vusumzi Mtakati	City of Cape Town Municipality - SPO: Land Use Management
Ashleigh Manyara	City of Cape Town Municipality - Senior Professional Officer Spatial Planning & Environment Directorate Metropolitan Spatial Planning & Growth Management

Zolile Basholo	City of Cape Town Municipality - Director: Technical Services, Water and Sanitation Directorate
Ian Gildenhuys	City of Cape Town Municipality - Ian Gildenhuys Head: Specialised Environmental Health Services Air Quality Officer
Unathi Mahlati	City of Cape Town Municipality - Water and Waste Services Solid Waste Management PO: Policy and Strategy
Zimasa Matho	City of Cape Town Municipality – Regional Coordinator: Eastern Region Transport Impact Assessment & Development Control Urban Mobility Directorate
Gerhard Hanekom	City of Cape Town Municipality – Principal Professional Officer Directorate: Human Settlements Department: Informal Settlements: Planning
Jongeihwanga Joseph France	City of Cape Town Municipality - Subcouncil Manager
Theressa Frantz	Head of Branch: Biodiversity Science & Policy Advice
Ismat Adams	Land-Use Scientist: Landscape West Conservation Operations
Pieter van Zyl	DEA&DP: Directorate: Pollution and Chemicals Management
Chantal Smith	Western Cape Government: Directorate: Department of Infrastructure
Michael Janse van Rensburg	Chief Executive Officer - Heritage Western Cape
Nelisa Ndobeni	Control Environmental Officer - Department of Water and Sanitation
Jan van Staden	Chief Executive Officer (Acting) - The Breede-Olifants Catchment Management Agency (BOCMA)
Ward Councillors – emailed information sheet	
Ayanda Tetani	Ward Councillor – Ward 95
Lucky Mbiza	Ward Councillor – Ward 96
Peter Helfrich	Ward Councillor – Ward 109

Civic organisations – emailed information sheet

Kiaan Darries	Kramasa Ratepayers

Registered Interested and Affected Parties		
Organisation	**Contact Name**	**Interest Type**
Private Landowner	David Faure	RE/547 Adjacent Landowner
Zandvliet Wastewater Treatment Plant	Burnett Persens / Conrad Newman	Adjacent Landowner

4. MEDIA NOTICE

In complying with Section 41(c) of the 2014 EIA Regulations, as amended, several media notices were placed in local newspapers during various public participation iterations. The media notice notified the public of the public participation process being undertaken and invited I&APs to register with and submit their comments to The Environmental Partnership. It also noted the project proposal, location, the details of how to register as an I&AP, and provide comment on the basic assessment process, where to obtain a copy of the report, and the contact details of the EAP, and the duration of the commenting period. A tear sheet of the newspaper advertisement is provided below.

4.1 First PPP Iteration – April 2026

During the first PPP iteration, a media notice was published in the City Vision on 16 April 2026, respectively.

PUBLIC PARTICIPATION NOTICE

ENVIRONMENTAL ASSESSMENT PROCESS FOR THE PROPOSED CONSTRUCTION OF BADEN POWELL / MACASSAR ROAD TRAFFIC CIRCLE

The City of Cape Town intends to upgrade the four-way stop at Baden Powell Drive and the Macassar Road intersection to a traffic circle. These roads provide direct access to key regional transport routes. With the proposed upgrade, improved traffic flow for current and projected road traffic for the wider area will be achieved. The upgrade will include additional lanes entering and exiting the traffic circle.

Location

The site is located in Macassar along Baden Powell Drive (R310) and Macassar Road intersection within the City of Cape Town, Western Cape (34.048461°S, 18.718494°E).

Application for environmental authorisation to undertake the following activities

The project requires an environmental assessment in terms of the National Environmental Management Act, (107 of 1998), and the Environmental Impact Assessment Regulations, as amended. The proposed development includes activities in Listings Notice 1 (GNR 983 of 2014, as amended) Activity 19, and Listings Notice 3 (GNR 985 of 2014, as amended), Activity15.

Opportunity to participate:

A draft Environmental Impact Assessment Report will be available for a 30-day commenting period from 22 April to 25 May 2026. This report will be available on the following website: www.enviropart.co.za. Please select the *Public Participation* tab to access "The Baden Powell, Macassar Traffic Circle Report". A copy of the report will be placed at the Macassar Public Library. An Information Sheet (summary of the report) will be available on the website, at the library and on request at the contact details below. You may provide comments or register for further notifications during the EIA process by contacting The Environmental Partnership at the contact details below on or before 22 April to 25 May 2026.

Contact Details:

The Environmental Partnership
Tel: 021 422 0999
Email: comments@enviropart.co.za
www.enviropart.co.za

THE ENVIRONMENTAL PARTNERSHIP
ENVIRONMENTAL CONSULTANTS

City begins Eskom split

DESIRÉE RORKE

Moving away from reliance on Eskom's rising electricity costs, the City may become the first municipality in South Africa to procure electricity at scale from licenced energy traders and aggregators at below Eskom rates.

A new Energy Trader Tender aims to procure 500 MW through Power Purchase Agreements (PPAs) spanning one to 10 years from a variety of power generation technologies, including solar.

According to the City, it spends approximately 70% of its tariff income to buy bulk energy from Eskom.

"As by far the greatest input cost, it is vital to find means to reduce the impact of Eskom on electricity costs and subsequent consumer tariffs.

"This is the latest pioneering step we are taking to procure clean and affordable energy from the open market and to reduce our reliance on Eskom's very expensive power," says Mayco member for energy, Xanthea Limberg.

'Ahead of the curve'

"The City remains ahead of the curve, adapting to international best practices and South Africa's transitioning energy landscape through a mix of inhouse solutions and private sector collaboration.

"This 500 MW tender is one of many novel interventions aligned to our landmark energy strategy, and implemented under the focused Mayoral Priority Programme."

Limberg encourages Nersa-licenced energy traders and aggregators to submit their proposals under this tender as the City looks to accelerate power procurement in the open market at affordable prices.

Procurement programme

"The City of Cape Town is the first municipality to launch a procurement programme of this scale and ambition, increasingly positioning our City as an energy leader in the South African local government community.

"The tender also enables the City to participate in the South African Wholesale Electricity Market, as bidders may procure energy from SAWEM.

"We invite submissions to support our goals of reliable, affordable and carbon-neutral energy," says Limberg.

Tender details say one or multiple bidders will be selected as part of a panel, where a secondary process will be followed for submission of financial offers by the panel, subject to operational requirements.

Work order requests will be sent to the panel, and offers will be ranked from highest to lowest. Each PPA will be up to 10 years, with the first power delivery to be made no more than 36 months after the signing. Bidders will then provide prices lower than the equivalent Eskom Time-of-Use tariff, including all relevant charges.

Only electricity traders registered with the National Energy Regulator of South Africa (Nersa), or undergoing registration, shall be admitted to the panel to ensure regulatory compliance and safeguard both consumers and the City in perpetuity.

The tenderer may also not procure energy or power from the City's existing generating plant contracts, which includes existing Small-Scale Embedded Generation plants and remunerated at the existing City feed-in rates; or that is part of an existing tender process.

Tenders have until Wednesday 13 May to respond.

Alleged smash-and-grabber shot dead

An alleged smash-and-grab suspect was shot and killed on Jakes Gerwel Drive recently. Angus McKenzie, Subcouncil 15 chair, says it seems a vehicle was attacked and during the incident one of the suspects was reportedly shot and killed.

"The full details surrounding the incident are still unclear and we will provide updates as soon as more information becomes available. This road, linking areas such as Dunoon, Langa, and Samora Machel, has become a hotspot for smash-and-grab syndicates targeting vulnerable motorists at traffic lights. I hope that those involved in these activities begin to understand the consequences that come with terrorising drivers on our roads," says McKenzie.

Reliance on heavy trucks and weak maintenance damaging SA's roads

RICHARD ROBERTS



Bobby Ramagwede, chief executive of the Automobile Association (AA).

The state of South Africa's roads is appalling. This is the unequivocal verdict of Bobby Ramagwede, chief executive of the Automobile Association (AA) of South Africa, who was discussing several vehicle-related matters, such as the proliferation of vehicles, their roadworthiness, safety on the roads, aside from their condition of course.

At the helm of the organisation since October 2024, he said the roads, nationally and regionally, needed much work, although the Western Cape's roads far exceeded those of other parts of the country in terms of quality.

Heavy vehicles

Ramagwede pointed out that poor road conditions were experienced internationally, due largely to the presence of heavy vehicles on them and the economy's over-reliance on trucks, which are crippling the road networks.

He decried the fact that there was no active road-maintenance programme; instead there was an ongoing practice of patching potholes. "Patching potholes is not a maintenance programme; a maintenance programme is one in which the condition of the road is continuously assessed.

"We must ask ourselves whether or not this road is going to be fit for use tomorrow, a year from now, five years from now, and if the answer in any of these assessments is no, then one strips the road and rebuilds it, to the extent that it needs to be rebuilt from base laying, from where one rebuilds it.

"What we also need to appreciate – and this is my call to the engineers – is that when roads were first built they were built for an average vehicle weight of less than a ton. Today the average vehicle weighs more than a ton.

"In addition to that, we have more trucks on the road. So, when we keep topping up potholes we actually need to ask ourselves whom we have built these roads for, and whom we are trying to solve road conditions for."

Ramagwede said roads should be built or adjusted for heavier vehicles. "If we are going to continue relying on road networks as a principal means of ferrying goods and people, then we need to build roads with stronger base layers, better drainage and more consideration for the type of traffic we are experiencing.

"We will not get trucks off the road if the state is reliant on that very generous and very aggressive fuel levy that increases year on year."

Imports

The influx of Chinese-manufactured vehicles also plays a role, Ramagwede said.

"I am not saying it is directly related, but it speaks to more people having access to cars, so the roads take an even greater beating. But the headline fix for the state of roads is we need proper maintenance programmes. Once one has a maintenance schedule in place the general condition of roads will improve. Take the Western Cape, for instance; not every road is perfect, but most roads are in a great state."

He said municipalities should be able to work together, borrow from one another to help improve the conditions of the roads. "I was on a cycle tour coming from George down to Gqeberha recently and it was an absolute pleasure. When we entered the Eastern Cape I could feel it. The first thing that came to mind – and I am doing this on my bicycle – was all they had to do was follow a simple maintenance schedule.

"In a country where we have an example of it working I find it interesting that municipalities do not borrow from one another. It is as simple as 'Hey, Western Cape, send me your schedule, show me the materials you use and teach us the methods you use to keep these roads in a good nick'."

Roads

Ramagwede said Gauteng, the Free State and the Eastern Cape probably had the worst roads among the provinces. "They are in dire need of a road network overhaul, not even repairs. The worst driver behaviour is undoubtedly in Gauteng. Bad behaviour combined with bad infrastructure is not a recipe."

ISAZISO KULUNTU
UKUVALWA KWEENDLELA OKWEXESHANA: ESEGUGULETHU

ISixeko saseKapa siqhubekeka nolwakhiwo lwezakheko ezingundoqo ezingezothutho ezitsha nezihlaziyiweyo kwiNY 72 Road. Ngenxa yomsebenzi oqhubeka kumbindi wendlela, kuyakuthi kumiselwe ukuvalwa kwendlela okupheleleyo ukususela ngowe13 kuTshaziimpuzi (Epreli) 2026.

Kokuphi okulindelekileyo

- Indlela engu NY 72 Road iyakuthi ivalwe ngokupheleleyo ngokwesithintelo somlinganiselo wokuqhubeka kolwakhiwo, apho kumalunga neeveki ezilithoba (9).
- Oku kuvalwa kuyakuthi kuchaphazele indawo yokungena kwiBhungana iFezeka apho isusela kumdibaniselwano wendlela iGovan Mbeki Road.
- Iindlela ezingezinye ezinokusetyenziswa ziye zachongwa kwaye izalathiso zendlela ezikumgangatho ophezulu ziyakuthi zimiselwe ukunika isikhokelo kubasebenzisi bendlela.

Abaqhubi bezithuthi, abeebhasekile nabahambi ngenyawo, bayacetyiswa ukuba benze izicwangciso kwangaphambili kwaye bamkele ixesha elongezelekileyo kwiihambo zabo.

Ukuze ufumane enye ingcaciso neengxelo ezingeprowujekthi le, ndwendwela kwa www.myciti.org.za/phase2a okanye ulandele iSigaba 2 seMyCiTi kuFacebook nakuX.

LUNGELO MBANDAZAYO
UMPHATHI WESIXEKO
CTA69/2026

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Senza inkqubela yenzeke. Sisonke.

PUBLIC PARTICIPATION NOTICE

ENVIRONMENTAL ASSESSMENT PROCESS FOR THE PROPOSED CONSTRUCTION OF BADEN POWELL / MACASSAR ROAD TRAFFIC CIRCLE

The City of Cape Town intends to upgrade the four-way stop at Baden Powell Drive and the Macassar Road intersection to a traffic circle. These roads provide direct access to key regional transport routes. With the proposed upgrade, improved traffic flow for current and projected road traffic for the wider area will be achieved. The upgrade will include additional lanes entering and exiting the traffic circle.

Location:
The site is located in Macassar along Baden Powell Drive (R310) and Macassar Road intersection within the City of Cape Town, Western Cape (34.048461°S, 18.718494°E).

Application for environmental authorisation to undertake the following activities:
The project requires an environmental assessment in terms of the National Environmental Management Act, (107 of 1998), and the Environmental Impact Assessment Regulations, as amended. The proposed development includes activities in Listings Notice 1 (GNR 983 of 2014, as amended) Activity 19, and Listings Notice 3 (GNR 985 of 2014, as amended), Activity15.

Opportunity to participate:
A draft Environmental Impact Assessment Report will be available for a 30-day commenting period from 22 April to 25 May 2026. The report will be available on the following website: www.enviropart.co.za. Please select the Public Participation tab to access 'The Baden Powell, Macassar Traffic Circle. Report". A copy of the report will be placed at the Macassar Public Library. An Information Sheet (summary of the report) will be available on the website, at the library and on request at the contact details below. You may provide comments or register for further notifications during the EIA process by contacting The Environmental Partnership at the contact details below on or before 22 April - 25 May 2026.

Contact Details
The Environmental Partnership
T: 021 422 0999 | E: comments@enviropart.co.za

THE ENVIRONMENTAL PARTNERSHIP
ENVIRONMENTAL CONSULTANTS

It only takes 30 min to save 3 lives!

Remember to eat a balanced meal within 4 hours before you donate blood.

Western Cape Blood Service
Do something remarkable

t: 021 507 6300 •
www.wcbs.org.za •
info@wcbs.org.za
SMS 'bloed' na 33507 en ons skakel u terug
(R1,50 per SMS)

4.2Second PPP iteration – August 2026

Due to certain Organs of State not having been consulted during the initial commenting period, a second 30-day commenting period was afforded to provide these authorities with an opportunity to review and comment. A second media notice was published in the *City Vision* and *Distrikpos* on 20 October 2026.

The advertisement notified the public of the public participation process being undertaken and invited I&APs to register with and submit their comments to The Environmental Partnership. It also noted the project proposal, location, the details of how to register as an I&AP, and provide comment on the basic assessment process, where to obtain a copy of the report, and the contact details of the EAP, and the duration of the commenting period. A tear sheet of the newspaper advertisement is provided below.

PUBLIC PARTICIPATION NOTICE

ENVIRONMENTAL ASSESSMENT PROCESS FOR THE PROPOSED CONSTRUCTION OF BADEN POWELL / MACASSAR ROAD TRAFFIC CIRCLE

The City of Cape Town intends to upgrade the four-way stop at Baden Powell Drive and the Macassar Road intersection to a traffic circle. These roads provide direct access to key regional transport routes. With the proposed upgrade, improved traffic flow for current and projected road traffic for the wider area will be achieved. The upgrade will include additional lanes entering and exiting the traffic circle.

Location

The site is located in Macassar along Baden Powell Drive (R310) and Macassar Road intersection within the City of Cape Town, Western Cape (34.048461°S, 18.718494°E).

Application for environmental authorisation to undertake the following activities

The project requires an environmental assessment in terms of the National Environmental Management Act, (107 of 1998), and the Environmental Impact Assessment Regulations, as amended. The proposed development includes activities in Listings Notice 1 (GNR 983 of 2014, as amended) Activity 19, and Listings Notice 3 (GNR 985 of 2014, as amended), Activity15.

Opportunity to participate:

A draft Environmental Impact Assessment Report will be available for a 30-day commenting period from 19 August to 17 September 2026. This report will be available on the following website: www.enviropart.co.za. Please select the *Public Participation* tab to access "The Baden Powell, Macassar Traffic Circle Report". A copy of the report will be placed at the Macassar Public Library. An Information Sheet (summary of the report) will be available on the website, at the library and on request at the contact details below. You may provide comments or register for further notifications during the EIA process by contacting The Environmental Partnership at the contact details below on or before 19 August – 17 September 2026.

Contact Details:

The Environmental Partnership
Tel: 021 422 0999
Email: comments@enviropart.co.za
www.enviropart.co.za

THE ENVIRONMENTAL PARTNERSHIP
ENVIRONMENTAL CONSULTANTS

Mfuleni's Bardale centre reopens

UNATHI OBOSE

Mfuleni residents were elated at the reopening of the Bardale Multi-Purpose Centre on Monday 17 August.

The event was attended by Mayco member for community services and health Francine Higham and other officials.

Welcoming guests, Ward 108 councillor Nkosiphendule Lombi described the occasion as a special event, adding that it was high time the community looked after its own facilities. "It is not worth it if members of the community vandalises or destroys the facilities they have when they demand something. They need to learn from what happened at the Bardale Multi-Purpose Centre. It took almost 10 years for them to get it back. We need them to ensure they protect whatever facilities they have."

However, he stressed while it is every community's right to protest they must do so cautiously.

Higham described the event as a time to celebrate as the centre had finally reopened. She said the community would be able to host its programmes. "This is a facility where the community, especially children, can come and play. It is a safe space for everyone. The walls, floor and windows have been refurbished, a new fire detection system has been installed, and there is a new roof. Everything looks amazing."

Higham echoed Lombi's sentiments, urging the community not to damage the facility. She expressed her gratitude to the community for being patient.

Giving the background of the centre, Jade Philander, the City's Senior Professional Officer for Social Services and Town Planner, said the hall was initially opened in 2010 by former Mayor Dan Plato. She said the centre was set alight in 2016 by angry residents who were protesting and demanding service delivery.

"Everything you see here is new. More than R4 million was set aside to refurbish the hall. We had a problem with the City's Fire and Rescue Service. We were unable to do anything without a building plan. Then we submitted one. We were told it was outdated and didn't meet the necessary requirements. We had to redesign the plan to comply, which we submitted in October last year."



Mayco member for community services and health Francine Higham celebrates with the community during the reopening of the Bardale Multi-Purpose Centre in Mfuleni on Monday 17 August. PHOTO: UNATHI OBOSE



Meat vendors welcome stall renovations

UNATHI OBOSE

Meat vendors from Town Two are pleased with the progress of the renovation of their stalls by the City of Cape Town.

The first phase of the project started in April and is expected to be completed by the end of this month (August).

The project is being implemented in two phases. During the first phase, at least 18 meat stalls, a shop, storeroom and toilets have been built.

One of the meat vendors, who identified herself as Madlamini, said they were thrilled with the renovations, which she described as long overdue.

"We are happy with the new project. The new facelift will make a difference. Electricity and water have been installed in our stalls. Our stalls are safe and clean. Even our customers will be happy."

Madlamini said the City had provided vendors with a temporary structure to store their belongings while the renovations were underway.

She promised that they would take care of the new stalls and ensure they remained clean.

Community liaison officer (CLO) Mzimasi Malungisa said the project was divided into two phases.

"We are currently on Phase 1, which is expected to be completed by the end of this month. As soon as Phase 1 is completed we will start with Phase 2. Everything is going according to plan."

Ward 93 councillor Thando Pimpi said the aim of the project was to improve the working conditions of meat vendors.

He said Phase 2 would also include the construction of fireplaces, parking facilities and more than 10 meat stalls.

Pimpi said the budget for renovating the stalls came from the ward allocation.



Some of the meat stalls renovated by the City in Town Two, Khayelitsha. PHOTO: UNATHI OBOSE

PUBLIC PARTICIPATION NOTICE

ENVIRONMENTAL ASSESSMENT PROCESS FOR THE PROPOSED CONSTRUCTION OF BADEN POWELL / MACASSAR ROAD TRAFFIC CIRCLE

The City of Cape Town intends to upgrade the four-way stop at Baden Powell Drive and the Macassar Road intersection to a traffic circle. These roads provide direct access to key regional transport routes. With the proposed upgrade, improved traffic flow for current and projected road traffic for the wider area will be achieved. The upgrade will include additional lanes entering and exiting the traffic circle.

Location
The site is located in Macassar along Baden Powell Drive (R310) and Macassar Road intersection within the City of Cape Town, Western Cape (34.048461ºS, 18.718494ºE).

Application for environmental authorisation to undertake the following activities
The project requires an environmental assessment in terms of the National Environmental Management Act, (107 of 1998), and the Environmental Impact Assessment Regulations, as amended. The proposed development includes activities in Listings Notice 1 (GNR 983 of 2014, as amended) Activity 19, and Listings Notice 3 (GNR 985 of 2014, as amended), Activity 15.

Opportunity to participate:
A draft Environmental Impact Assessment Report will be available for a 30-day commenting period from 19 August to 17 September 2026. This report will be available on the following website: www.enviropart.co.za. Please select the *Public Participation* tab to access "The Baden Powell, Macassar Traffic Circle Report". A copy of the report will be placed at the Macassar Public Library. An Information Sheet (summary of the report) will be available on the website, at the library and on request at the contact details below. You may provide comments or register for further notifications during the EIA process by contacting The Environmental Partnership at the contact details below on or before 19 August – 17 September 2026.

Contact Details:
The Environmental Partnership
Tel: 021 422 0999
Email: comments@enviropart.co.za
www.enviropart.co.za

THE ENVIRONMENTAL PARTNERSHIP
ENVIRONMENTAL CONSULTANTS

IIPROPATI EZINGABHALISWANGA NONQUBELA, EKHAYELITSHA

ISixeko saseKapa sicela bonke abahlali, abaxhamli, abaqeshi kunye nabanonopheli bezindlu eziphuhliswe siSixeko eNonqubela, eKhayelitsha ezingekatshintshelwa ukuba baqhagamshelane neSixeko. Amaxwebhu angekangeniswa kufuneka angeniswe ukuze kuqukunjelwe ukutshintshelwa ngokusesikweni kwezi zindlu.

Uluhlu lweepropati ezichaphazelekayo luza kuxhonywa kwiZiko lokuXhasa abaRenti, Sub Council 9 Building, Opposite Nonqubela Mall, Corner of Bonga and Sulani Drive, Site B, Khayelitsha.

Nceda uqhagamshelane neCandelo lezokuHlaliswa koLuntu: iSebe loLawulo lwabaRenti noTshintshelo ku 021 400 3825 okanye ngeimeyile simphiwe.mbobo@capetown.gov.za ngowe 19 kweyeDwarha (Okthobha) 2026, kungenjalo ubunini bepropati buyakutshintsha kwaye bugqithiselwe komnye umxhamli okanye umenzi webango.

LUNGELO MBANDAZAYO
UMPHATHI WESIXEKO
CTA188/2026

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Senza inkqubela yenzeke. Sisonke.

ISAZISO SOLWAKHIWO
IRENKI YEZOTHUTHO LUKAWONKEWONKE YASEVUYANI

Uyaqhubeka umsebenzi wokwakha nokuphucula irenki yezothutho lukawonkewonke yaseVuyani (PTI) kunye nomsebenzi wendlela ecaleni kweSpine Road eKhayelitsha. Le projekthi iza kuphucula amava abakhweli ngokwenza irenki yezothutho lukawonkewonke ikhuseleke ngakumbi, iphucule ukufikeleleka nokuqinisekisa ukusebenza okufanelekileyo ngakumbi.

Ukuze kuqukunjelwe iprojekthi ngexesha, unokhontraka uzakuqalisa ukusebenza nangeeCawa ukususela ngo09:00 ukuya ngo16:00 kangangeeveki ezimalunga neziyi6.

Siyabulela kubahlali nakubakhweli ngomonde nenkxaso yabo ngelixa siqukumbela olu phuculo kwaye sinikezela ngeziseko ezingundoqo zothutho lukawonkewonke eziphuculweyo.

LUNGELO MBANDAZAYO
UMPHATHI WESIXEKO
CTA191/2026

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Senza inkqubela yenzeke. Sisonke.

VETUS SCHOLA "Lessons Endure"
Offering a range of security services
✔ Alarm Installations
✔ Alarm Monitoring
✔ CCTV Installations
✔ Advanced CCTV Monitoring
✔ Access Control Systems
Specialising in:
✔ Armed Response
✔ Strike Management
✔ Guarding
✔ K9 Unit
✔ LPR: License Plate Recognition
✔ Armed Escorts
✔ VIP Protection
✔ Sasseta Accredited
✔ Training Academy
✔ Intelligent Perimeter Protection
Proud Supporter of HCW
HCW COMMUNITY POLICING
021 852 9009 | www.vetusschola.co.za
NW1000376-DP100826

Strand CPF to gather

The Strand Community Policing Forum (CPF) is calling on all organisations within the policing precinct to register to vote at its special general meeting on Tuesday 8 September.

The meeting will elect a new chairperson and, depending on the outcome, either a new deputy chairperson or confirm the current deputy. Secretary and project coordinator positions will also be filled.

Only organisations registered on the CPF database will be eligible to vote.

To register, organisations must collect and complete an Annexure A registration form from the Victim Empowerment Programme (VEP) room at Strand Police Station. Electronic copies are available from Lillian Albertyn, acting Strand CPF chairperson.

Completed registration forms must be accompanied by supporting documents and signed off by Monday 31 August. The VEP room will be open daily from 09:00 and 13:00 for collecting or dropping off forms.

■ **For more information on the meeting and CPF, phone Albertyn on 072 920 9864.**

Misdaad-brokkie

■ 'n Man is verlede Dinsdag (11 Augustus) deur vier koeëls in 'n skietery in Broadlandspark, Strand, gewond. Die skietery het omstreeks 14:00 in Bosduifstraat uitgebreek. Die man het drie skietwonde aan sy linkerbeen en een aan sy bobeen opgedoen en is na 'n nabygeleë mediese fasiliteit vervoer. Die Strand-polisie het 'n saak van poging tot moord geregistreer en die omstandighede rakende die skietvoorval word ondersoek.

CPF closer to full strength

Barend Williams

The Somerset West Community Policing Forum (CPF) has elected a new executive committee after months of inactivity, with Strand set to follow suit next month as the Khayelitsha sub-district moves closer to full operational strength.

Marlon Solomons, chairperson of the sub-district's CPF, welcomed the appointment of Ellen Esau as chairperson of the Somerset West CPF after a period of inactivity within the precinct following the resignation of previous chairperson Dane Thomas.

Thomas resigned in January, citing being overwhelmed by church, business and family responsibilities alongside extensive CPF commitments.

"I don't think the new executive will experience the same problems as the last, given most of those chosen are self-employed," Solomons related.

He highlighted that the precinct is in desperate need of sub-forums, given how large and varied the areas within it are.

Esau, a long-time community worker who has been serving as acting chairperson since Thomas's resignation, said she knows the community's concerns and believes she can contribute significantly in the role. She praised her predecessor for his investment in the community and spiritual support to the police and residents during his tenure.

Esau said the new executive committee's priorities are to strengthen partnerships with all stakeholders, encourage more residents to become involved in neighbourhood watches and Community in Blue initiatives, and get young people on board in fighting crime.

"When we have a strong community presence with police, we will be able to bring change in our communities," Esau pointed out.

She identified drug abuse, crime and unemployment as the most concerning issues facing the community.

George Kruger, the CPF's newly elected public relations officer (PRO), said the new committee plans to strengthen partnerships between local police, communities and neighbourhood watch structures through better communication and cooperation.

The structure is focusing on increasing community participation and creating platforms where safety concerns can be shared and constructively addressed.

"Through collaboration and a shared commitment to community safety, we can build a stronger, safer and more united Somerset West," Kruger said.

With the Somerset West CPF back on its feet, attention has turned to Strand, which will elect new members for vacant executive positions on Tuesday 8 September.

The CPF structure has been without a permanent leader following the expulsion of the previous chairperson after he was charged with sexual assault last year ("Beskuldigde uit GPF geskors," *DistrictMail & Helderberg Gazette*, 13 August 2025).

Justin Kumlehn, deputy chairperson of the City of Cape Town's CPF district, has confirmed the former chairperson has officially been removed from his position following an internal investigation.

"Because the disciplinary hearing is linked to a criminal case that is currently under way, I am unable to comment any further," Kumlehn said.

The Strand CPF has been led by acting chairperson Lillian Albertyn for the past year.

A new permanent chairperson will be elected and, depending on the outcome, a deputy chairperson. Secretary and project coordinator positions will also be filled after the incumbents stepped down.

Brent Louis, Strand CPF PRO, has recused himself from his role after entering the local government elections race in November.

The election for the vacant positions on the Strand CPF executive committee will be held at Rusthof Primary School in Tenth Street on Tuesday 8 September. Only organisations registered on Strand police's CPF database will be eligible to vote.

Nearly at full strength, Solomons is looking forward to what is next for the sub-district's CPF. "We are the partners of the police and our goal is to bring crime down," he reiterated.

He explained that their next focus will be on the taxi violence that has been crippling the sub-district's precincts, as well as the continued threat of illegal firearms. Solomons has called on the community to assist and support the CPF.

BERG SEE PINKSTER
staan op, staan vas, staan uit
KOM KUIER | KOM WORD DEEL
Psalm 23:2
Hy laat my neerlê in groen weivelde
Herder: Past. Riaan Hart
Sondae: 09h30vm Erediens & Kinderkerk
Disastr 34 Gordonsbaai, Kerkkantoor: 076 529 6569
www.bergseepinkster.co.za
Almal Welkom
NW1000467-DP100826

HAVE YOUR SAY!
DRAFT HERITAGE RESOURCES MANAGEMENT STRATEGY FOR THE CITY OF CAPE TOWN

The City of Cape Town (the City) is proposing a revised Heritage Resources Management Strategy to guide the management and conservation of heritage resources at municipal level, in terms of the National Heritage Resources Act (Act 25 of 1999).

The draft Strategy seeks to strengthen heritage management within the city by:
- Integrating heritage management into municipal planning processes.
- Implementing appropriate levels of protection for conservation-worthy heritage resources.
- Reducing administrative inefficiencies and unnecessary duplication between heritage approval processes.
- Supporting the role of heritage in economic growth, public benefit and environmental sustainability.

The draft Strategy recognises that heritage is not only about the past, but also about how Cape Town grows, develops and retains its unique identity over time.

The draft Strategy is aligned with relevant national and provincial legislation and supports the City's broader planning and development objectives.

Notice is hereby given in accordance with section 17 of the Local Government: Municipal Systems Act, Act 32 of 2000, that the public and interested parties or groups are given the opportunity to submit comments to the municipality from 17 August 2026 to 17 September 2026.

Comments, input and recommendations can be submitted in any of the following ways:
- Email: Heritage@capetown.gov.za
- Online: www.capetown.gov.za/haveyoursay or www.capetown.gov.za/collaborate
- Written submissions: Subcouncil offices and City libraries

Scan the QR code to join the online information session on Thursday, 27 August 2026 at 18:30-20:30

https://tinyurl.com/HSPP2026

The City's Public Participation Unit will assist people living with disabilities and those unable to submit written comments, to ensure that their input can be recorded and submitted to the City.

Contact Anthea Bendie from the Public Participation Unit on 021 400 1450 or Anthea.Bendie@capetown.gov.za if you have any queries on how to submit your comments.

Enquiries relating to the draft Heritage Resources Management Strategy can be directed to: Heritage@capetown.gov.za.

LUNGELO MBANDAZAYO
CITY MANAGER
CTA151/2026

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Making progress possible. Together.

PUBLIC PARTICIPATION NOTICE

ENVIRONMENTAL ASSESSMENT PROCESS FOR THE PROPOSED CONSTRUCTION OF BADEN POWELL / MACASSAR ROAD TRAFFIC CIRCLE

The City of Cape Town intends to upgrade the four-way stop at Baden Powell Drive and the Macassar Road intersection to a traffic circle. These roads provide direct access to key regional transport routes. With the proposed upgrade, improved traffic flow for current and projected road traffic for the wider area will be achieved. The upgrade will include additional lanes entering and exiting the traffic circle.

Location
The site is located in Macassar along Baden Powell Drive (R310) and Macassar Road intersection within the City of Cape Town, Western Cape (34.048461°S, 18.718494°E).

Application for environmental authorisation to undertake the following activities
The project requires an environmental assessment in terms of the National Environmental Management Act, (107 of 1998), and the Environmental Impact Assessment Regulations, as amended. The proposed development includes activities in Listings Notice 1 (GNR 983 of 2014, as amended) Activity 19, and Listings Notice 3 (GNR 985 of 2014, as amended), Activity 15.

Opportunity to participate:
A draft Environmental Impact Assessment Report will be available for a 30-day commenting period from 19 August to 17 September 2026. This report will be available on the following website: www.enviropart.co.za. Please select the *Public Participation* tab to access "The Baden Powell, Macassar Traffic Circle Report". A copy of the report will be placed at the Macassar Public Library. An Information Sheet (summary of the report) will be available on the website, at the library and on request at the contact details below. You may provide comments or register for further notifications during the EIA process by contacting The Environmental Partnership at the contact details below on or before 19 August – 17 September 2026.

Contact Details:
The Environmental Partnership
Tel: 021 422 0999
Email: comments@enviropart.co.za
www.enviropart.co.za

THE ENVIRONMENTAL PARTNERSHIP
ENVIRONMENTAL CONSULTANTS
NW1000374-DP100826

Public Participation Process Report

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

5. SITE NOTICE

In compliance with Section 41(2)(a) and 41(3) of the 2014 EIA Regulations, a site notice was placed in conspicuous locations on 23 April 2026 & 19 August 2026. These locations include: The Macassar Community Day Care Centre, Library and alongside of Baden Powell Drive and Macassar Road.

5.1 First PPP Iteration – April 2026

During the first PPP iteration, a site notice was placed alongside of Baden Powell Drive and Macassar Road and the Macassar Library, on 23 April 2026. The below is the site notices pictures.

PUBLIC PARTICIPATION NOTICE

ENVIRONMENTAL ASSESSMENT PROCESS FOR THE PROPOSED CONSTRUCTION OF BADEN POWELL / MACASSAR ROAD TRAFFIC CIRCLE

The City of Cape Town intends to upgrade the four-way stop at Baden Powell Drive and the Macassar Road intersection to a traffic circle. These roads provide direct access to key regional transport routes. With the proposed upgrade, improved traffic flow for current and projected road traffic for the wider area will be achieved. The upgrade will include additional lanes entering and exiting the traffic circle.

Location

The site is located in Macassar along Baden Powell Drive (R310) and Macassar Road intersection within the City of Cape Town, Western Cape (34.048461°S, 18.718494°E).

Application for environmental authorisation to undertake the following activities

The project requires an environmental assessment in terms of the National Environmental Management Act, (107 of 1998), and the Environmental Impact Assessment Regulations, as amended. The proposed development includes activities in Listings Notice 1 (GNR 983 of 2014, as amended) Activity 19, and Listings Notice 3 (GNR 985 of 2014, as amended), Activity15.

Opportunity to participate:

A draft Environmental Impact Assessment Report will be available for a 30-day commenting period from 22 April to 25 May 2026. This report will be available on the following website: www.enviropart.co.za- Please select the *Public Participation* tab to access 'The Baden Powell, Macassar Traffic Circle. Report". A copy of the report will be placed at the Macassar Public Library ,Macassar, Cape Town, 7134. An Information Sheet (summary of the report) will be available on the website, at the library and on request at the contact details below. You may provide comments or register for further notifications during the EIA process by contacting The Environmental Partnership at the contact details below on or before 22 April to 25 May 2026.



Contact Details:

The Environmental Partnership
Tel: 021 422 0999
Email: comments@enviropart.co.za
www.enviropart.co.za

THE ENVIRONMENTAL PARTNERSHIP
ENVIRONMENTAL CONSULTANTS



Figure 1: Site notice along Macassar Road

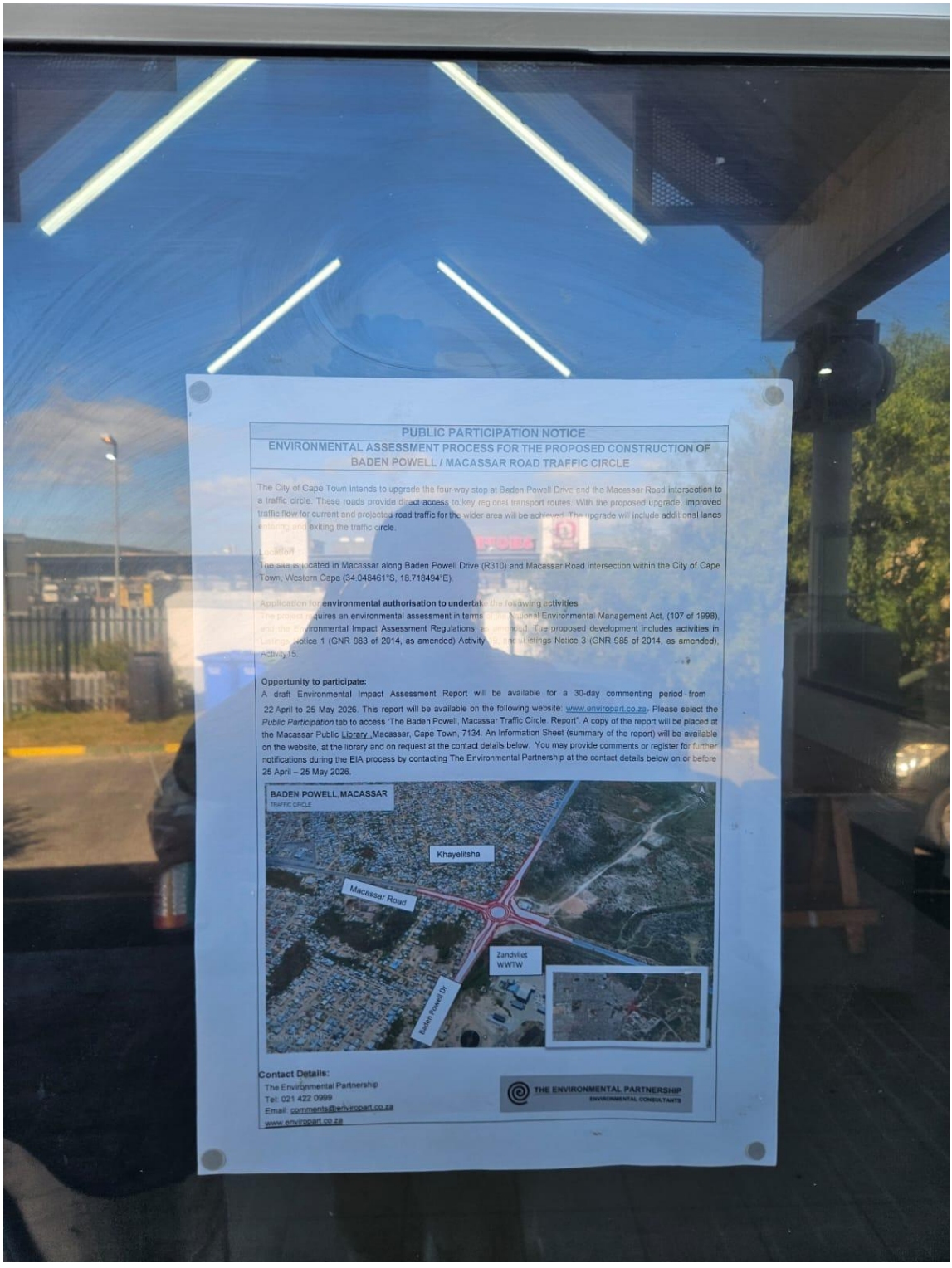


Figure 2: Site Notice in the Civic Centre

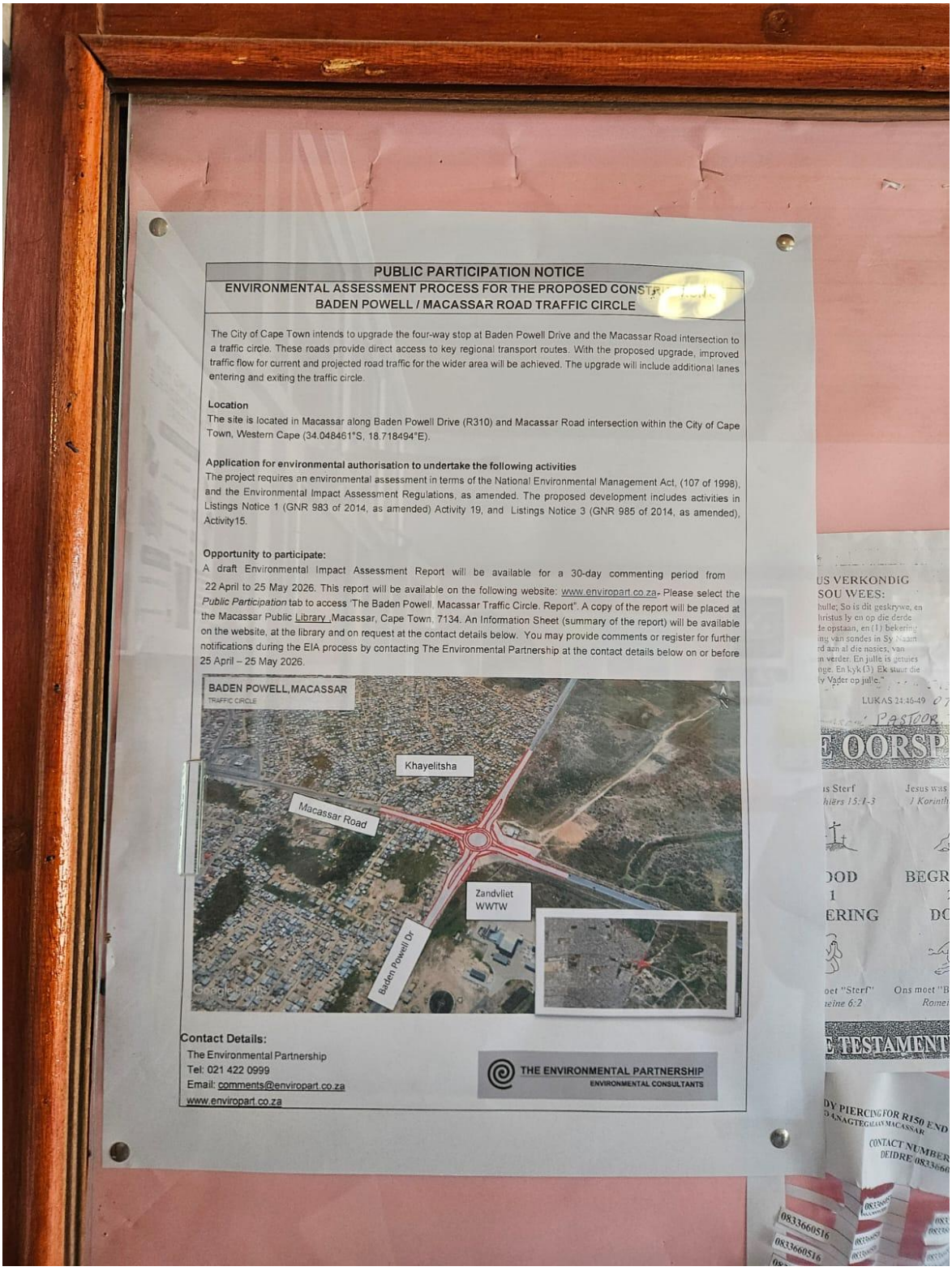


Figure 3: Site Notice at the Macassar Library

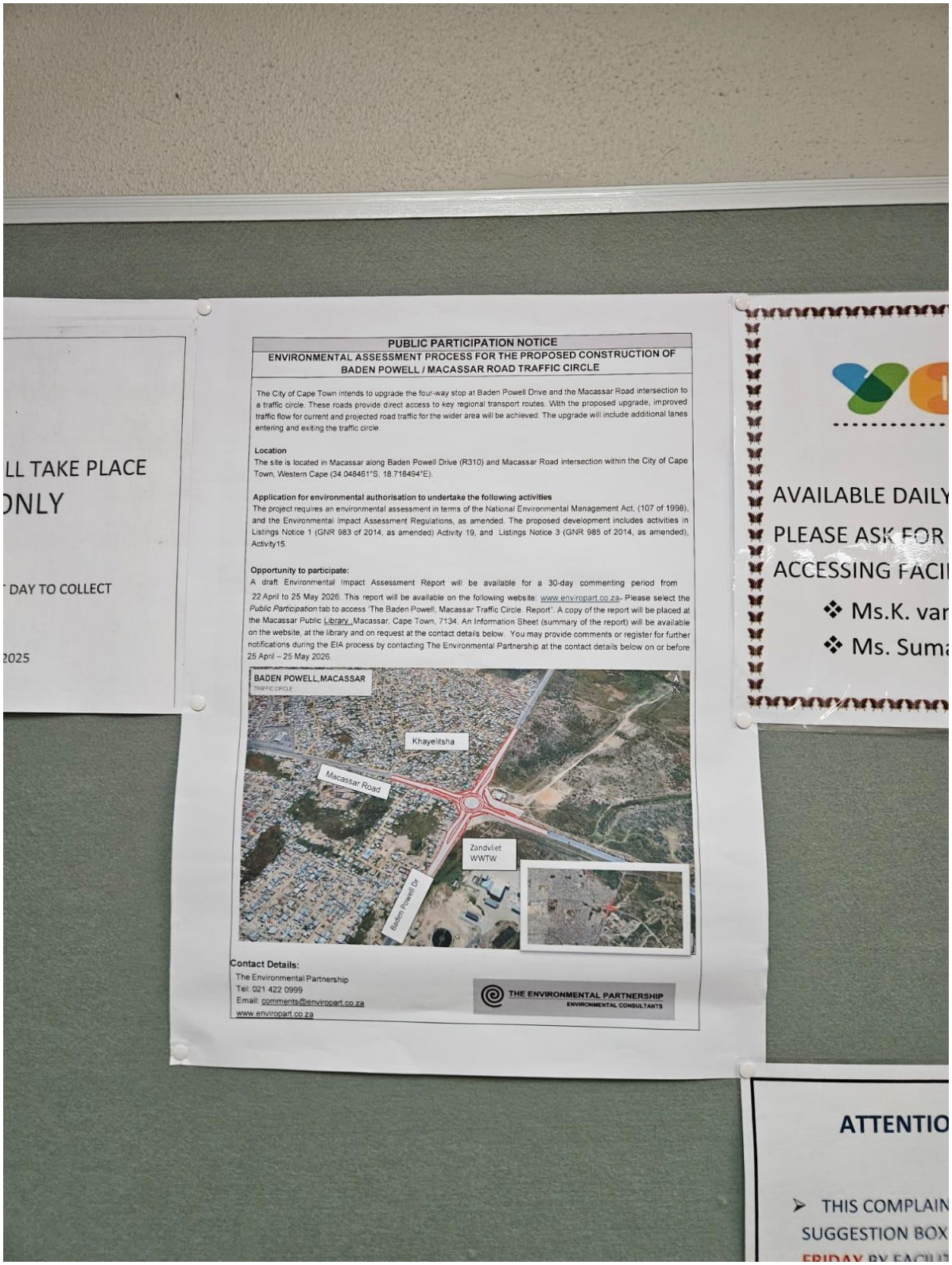


Figure 4: Site notice in the Macassar Community Day Center

5.2Second PPP Iteration – August 2026

During the second PPP iteration, a site notice was placed alongside of Baden Powell Drive and Macassar Road and the Macassar Library and Macassar Community Day Centre, on 19 August 2026. The below is the site notices pictures.

PUBLIC PARTICIPATION NOTICE

ENVIRONMENTAL ASSESSMENT PROCESS FOR THE PROPOSED CONSTRUCTION OF BADEN POWELL / MACASSAR ROAD TRAFFIC CIRCLE

The City of Cape Town intends to upgrade the four-way stop at Baden Powell Drive and the Macassar Road intersection to a traffic circle. These roads provide direct access to key regional transport routes. With the proposed upgrade, improved traffic flow for current and projected road traffic for the wider area will be achieved. The upgrade will include additional lanes entering and exiting the traffic circle.

Location

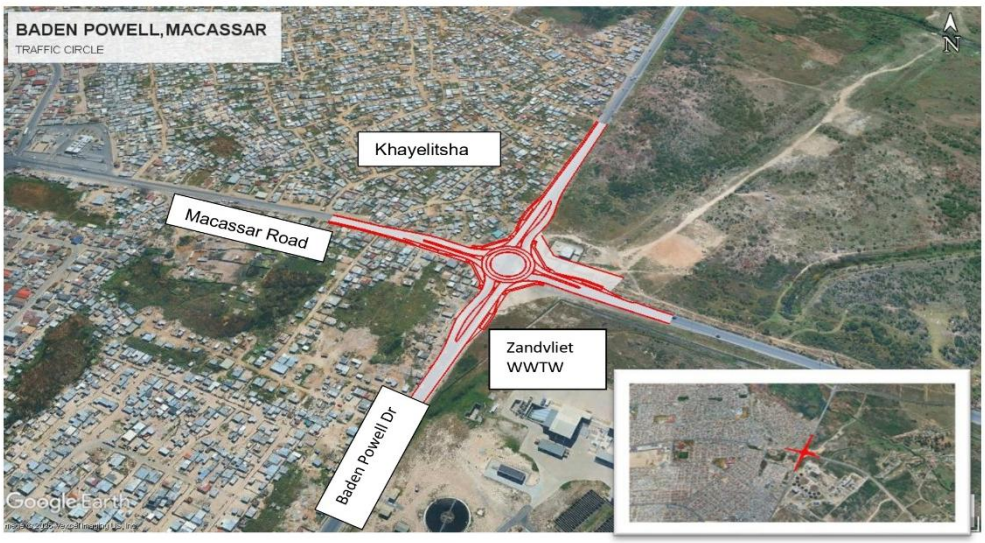
The site is located in Macassar along Baden Powell Drive (R310) and Macassar Road intersection within the City of Cape Town, Western Cape (34.048461°S, 18.718494°E).

Application for environmental authorisation to undertake the following activities

The project requires an environmental assessment in terms of the National Environmental Management Act, (107 of 1998), and the Environmental Impact Assessment Regulations, as amended. The proposed development includes activities in Listings Notice 1 (GNR 983 of 2014, as amended) Activity 19, and Listings Notice 3 (GNR 985 of 2014, as amended), Activity15.

Opportunity to participate:

A draft Environmental Impact Assessment Report will be available for a 30-day commenting period from 19 August to 21 September 2026. This report will be available on the following website: www.enviropart.co.za. Please select the *Public Participation* tab to access 'The Baden Powell, Macassar Traffic Circle. Report". A copy of the report will be placed at the Macassar Public Library ,Macassar, Cape Town, 7134. An Information Sheet (summary of the report) will be available on the website, at the library and on request at the contact details below. You may provide comments or register for further notifications during the EIA process by contacting The Environmental Partnership at the contact details below on or before 19 August – 21 September 2026.



Contact Details:

The Environmental Partnership
Tel: 021 422 0999
Email: comments@enviropart.co.za
www.enviropart.co.za

THE ENVIRONMENTAL PARTNERSHIP
ENVIRONMENTAL CONSULTANTS

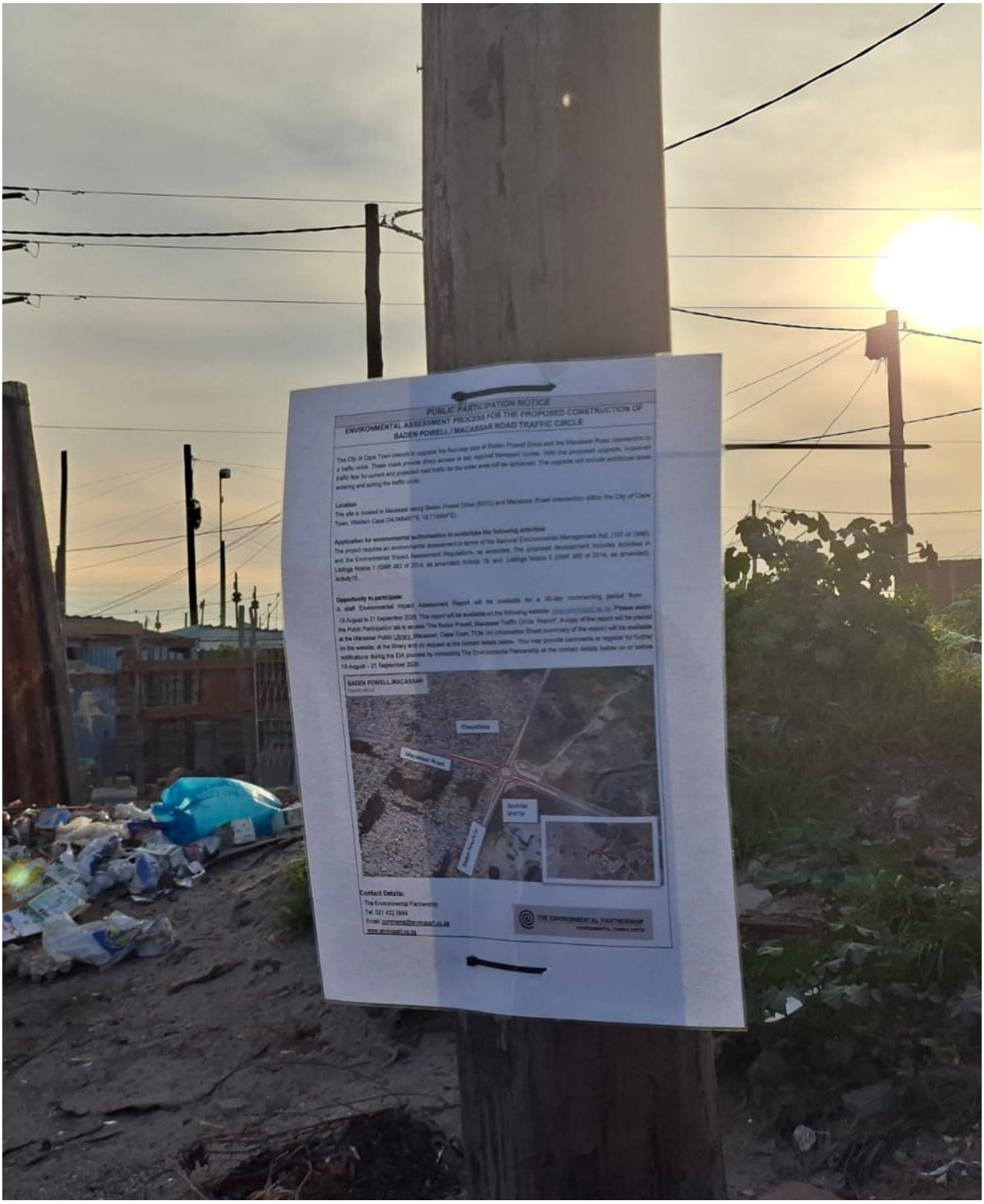


Figure 5: Site notice along Baden Powell Drive



Figure 6: Site notice in the Macassar Community Day Center

6. BACKGROUND INFORMATION DOCUMENT / INFORMATION SHEET

The Background Information Document/Information Sheet provides a summary of the project proposal and the environmental impact assessment process that would be undertaken. The intention of the Background Information Document and the Information Sheet was to inform key stakeholders, organs of state, and the interested and affected public of the proposals and the opportunities to participate.

Below is a copy of the Background Information Document and Information Sheet that was distributed.

6.1 Background Information Document

BADEN POWELL MACASSAR TRAFFIC CIRCLE
ENVIRONMENTAL INFORMATION SHEET 1

INTRODUCTION AND BACKGROUND

The City of Cape Town (CCT) proposes to upgrade the intersection of Baden Powell Drive, Macassar and Japhta K Masemola Roads, located at the eastern edge of Khayelitsha (the proposed project) (Figure 1). The proposed project entails a conversion of the existing stop-controlled intersection to a roundabout. Baden Powel Drive has priority flow, and the traffic circle is intended reduce the delay experienced by current and future development traffic approaching from Japhta K Masemola and Macassar Roads and allow for safer right turn and crossing manoeuvres at this intersection. The project is being undertaken on behalf of the City of Cape Town in support of the Macassar Housing Development. A Transport Impact Assessment (ITS Engineers, 2012) was undertaken as part of the Macassar Housing Project, which identified that the Baden Powell / Macassar Road intersection is expected to operate over capacity during the afternoon peak hour. A traffic circle was proposed to alleviate the expected congestion and improve traffic flow at the intersection.

Five erven 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.

PROJECT PROPOSAL

The City of Cape Town (CCT) proposes to upgrade the existing priority-controlled intersection of Baden Powell Drive (R310), Macassar Road (M9) and Japhta K Masemola Road, located on the eastern edge of Khayelitsha, to a single-point roundabout (the “proposed project”) (Figure 1). The upgrade replaces the current T-junction configuration with a 44 m – 45 m traffic circle with two circulatory lanes, a truck apron, formalised public-transport stops, and Non-Motorised Transport (NMT) crossings with concrete/asphalt sidewalks on all four approaches. The two-lane circulatory roundabout will include two-lane approaches on all four legs, tapering back to the current single-lane cross-section beyond the intersection on Baden Powell Drive. Lane widths are generally between approximately 3.7 m and 4.0 m, and the total footprint of the project (including

exiting roads) is approximately 20,900 m2. The exits along Macassar Road and Japhta K Masemola Road remain single-lane.

The project is being undertaken on in support of the Macassar Housing Development. A Transport Impact Assessment (ITS Engineers, 2012) was undertaken as part of the Macassar Housing Project, which identified that the Baden Powell / Macassar Road intersection is expected to operate over capacity during the afternoon peak hour. A traffic circle was proposed to alleviate the expected congestion and improve traffic flow at the intersection.



Figure 1: Locality Plan

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.

DESCRIPTION OF RECEIVING ENVIRONMENT

The site is situated 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.

The natural vegetation to the north-east is classified as (1) Degraded to Highly degraded Strandveld and (2) Highly degraded to Transformed Strandveld. The existence of fragmented remnants of a depression wetland was confirmed within the project footprint, located to the west of Baden Powell Drive in the Khayelitsha informal settlement which extends up to the current edge of Baden Powell Drive. These have triggered the need for this Basic Environmental Assessment.

ENVIRONMENTAL ASSESSMENT PROCESS AND APPLICABLE LISTED ACTIVITIES

Due to the listed activities triggered by the proposed development, an Environmental Basic Assessment Report (BAR) process is required in application for Environmental Authorisation to undertake the proposed project. The Environmental Partnership (TEP) was appointed as the Environmental Assessment Practitioner (EAP) by The City of Cape Town to undertake this BAR. The Draft BAR has been undertaken in terms of the National Environmental Management Act (Act No. 107 of 1998) and associated EIA Regulations.

Listed Activities triggered by the proposed development are:

- ***Activity 19,*** *Listing Notice 1. (GN R983 of 2014, as amended by GN R327): "The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse…"*
- ***Activity 13****. Listing Notice 3 (GN R985 of 2014 as amended by R324): "The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan.* ***i. Western Cape:*** *Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004; Within critical biodiversity areas identified in bioregional plans..."*

As part of the BAR, three alternatives are being assessed:

1. **Alternative 1: Preferred Alternative**: **Landscaped Traffic Circle**, including two circulatory lanes, with all four approaches to the roundabout upgraded to two lanes per approach.
2. **Alternative 2: Paved Traffic Circle**, including two circulatory lanes, with all four approaches to the roundabout upgraded to two lanes per approach.
3. **Alternative 3: No-Go Alternative**, which implies that the project will not be realised.

The proposed project requires an application for a water use license in terms of the National Water Act, 1998 (Act No. 36 of 1998). A **General Authorisation** is required as the road widening would encroach on existing wetlands and the working areas would place the wetlands at risk of being impacted, and trigger Section 21 c and i water uses.

SPECIALIST STUDIES UNDERTAKEN

Two Specialist Studies informed the BAR:

1. **Botanical Statement, Capensis (2026).** *Greg Nicolson, Pr. Sci. Nat. (Botanical Science),* 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).
2. **Detailed Freshwater Ecological Assessment, EnviroSwift / Steytler (2026).** *Nick Steytler, SACNASP Pr. Sci. Nat. (Ecological Sciences),*

KEY FINDINGS AND RECOMMENDATIONS

Biophysical Environment

The botanical assessment confirmed that the vegetation within the study area is Cape Flats Dune Strandveld, which is nationally listed as Endangered. However, vegetation within the proposed development footprint is largely degraded to highly degraded, with the western portion classified as degraded to highly degraded and the eastern portion as highly degraded to transformed. Approximately 500 m² of indigenous vegetation will be cleared as part of the proposed road upgrade. The development footprint falls outside the City of Cape Town Terrestrial Biodiversity Network (2024) and does not occur within a Critical Biodiversity Area (CBA). Although the adjacent Farm RE/547 is mapped as CBA 1a (irreplaceable), the proposed development footprint does not encroach into this area.

One species of conservation concern, *Erepsia dunensis* (Endangered), has historically been recorded on a neighbouring property; however, the known buffer area for this species does not intersect the proposed development footprint. A pre-construction botanical walk-down is therefore recommended to confirm the presence of any species of conservation concern within the footprint. Should any such species be identified, they must be translocated to suitable conserved habitat prior to vegetation clearance. Given the degraded condition of the vegetation and the limited extent of clearing, a biodiversity offset is not considered necessary.

The freshwater ecological assessment identified two watercourses within the broader area of influence: the Kuils River floodplain wetland, located approximately 450 m downstream, which will not be directly affected, and a small depression wetland remnant located within the informal settlement west of Baden Powell Drive, which will be partially lost due to road widening. Approximately 2 000 m² of this depression wetland falls within the development footprint. The wetland is classified as having a Present Ecological State (PES) of Category F (Critically Modified), with a WET-Health Level 2 composite score of 8.2, indicating a severely degraded system. The wetland's Ecological Importance and Sensitivity (EIS) was assessed as low to marginal, and the WET-EcoServices assessment indicated uniformly low ecosystem service provision.

Given the wetland's critically modified condition, low ecological importance, and highly transformed surrounding context, the specialist concluded that rehabilitation to a higher ecological category is not feasible, and that a wetland offset is not required in accordance with the National Biodiversity Offset Guideline (GN 48841 of 23 June 2023).
The primary potential impacts associated with the development include loss of degraded vegetation, limited wetland habitat loss, and temporary construction-related disturbance. These impacts are assessed as low to moderate before mitigation and low after mitigation, provided that the recommended mitigation measures and the Environmental Management Programme (EMPr) are implemented.

Overall, the specialists concluded that the development is acceptable from a biophysical perspective. Key mitigation measures include a pre-construction botanical walk-down, translocation of any species of conservation concern identified, and implementation of construction-phase environmental controls through the EMPr.

Socio-Economic Environment

The project area is located within a densely populated peri-urban environment between Khayelitsha and Macassar, characterised by a mix of formal and informal residential areas, relatively high unemployment levels, and strong reliance on public transport and major road corridors for access to employment and essential services. Baden Powell Drive functions as an important regional transport route supporting commuter mobility and economic activity.

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. In addition, informal dwellers currently occupying the road reserve may need to be relocated during

the construction preparation phase. This relocation impact is rated as medium significance before mitigation. With the implementation of a fair and transparent relocation process, provision of suitable alternative accommodation, and stakeholder engagement, the residual impact is expected to reduce to low to medium significance.

Overall, construction-phase socio-economic impacts are assessed as moderate before mitigation but low after mitigation, provided that a traffic management plan, dust suppression measures, appropriate construction scheduling, and stakeholder communication mechanisms are implemented.

The project is also expected to generate positive socio-economic impacts, particularly during the operational phase. These include short-term employment and local procurement opportunities during construction, as well as long-term improvements in traffic flow, road safety, pedestrian accessibility, and public transport efficiency. Improved intersection performance is expected to reduce congestion and travel delays along Baden Powell Drive, enhancing connectivity between surrounding communities and key economic nodes. These benefits are assessed as having moderate to high positive significance, resulting in an overall net positive socio-economic outcome.

Heritage Environment

A Site Sensitivity Verification Report confirmed that the proposed development footprint has low heritage sensitivity, and no known archaeological, palaeontological, or historical heritage resources have been identified within the project area. The project involves upgrading an existing road intersection within an already transformed urban environment, which further reduces the likelihood of significant heritage resources occurring on site.

The only potential impact relates to the chance discovery of previously unknown archaeological or palaeontological material during construction. This impact is considered low probability and low significance, provided that a chance-find protocol is implemented. Should any heritage material be uncovered during construction, work must cease in the immediate area and the relevant heritage authority must be notified, allowing a qualified heritage specialist to assess the find and recommend appropriate management measures.

Impact Summary Table

POTENTIAL IMPACTS	Alternatives 1 and 2: Traffic Circle and Approach Roads		Alternative 3 — No-Go	
	Without mitigation	With mitigation	Without mitigation	With mitigation
CONSTRUCTION PHASE				
BIOPHYSICAL IMPACTS				
Potential Displacement and mortality of fauna during site clearance	Low (-)	Low (-)	Not applicable	Not applicable
Potential Loss and disturbance of Degraded-to-Highly-Degraded Cape Flats Dune Strandveld (indigenous vegetation)	Low (-)	Low (-)	Not applicable	Not applicable
Potential Spread of invasive alien plants from disturbed ground into adjacent CBA 1a	Low (-)	Very Low (-)	Low (-)	Low (-)
Potential Direct wetland habitat loss (approx. 2 000 m²)	Medium (-)	Low (-)	Low (-)	Low (-)
Potential Wetland habitat disturbance during construction	Medium (-)	Low (-)	Not applicable	Not applicable
Potential Erosion and sedimentation into remnant wetland / downstream Kuils River	Low (-)	Very Low (-)	Not applicable	Not applicable
Potential Water-quality impairment (cement, fuels, litter, turbid runoff)	Moderate (-)	Low (-)	Not applicable	Not applicable
Potential Loss of aquatic biota	Low (-)	Very Low (-)	Not applicable	Not applicable
SOCIO-ECONOMIC IMPACTS				
Potential Traffic congestion and NMT safety risk during construction	Medium (-)	Low (-)	Not applicable	Not applicable
Potential Nuisance to adjacent residents and businesses (dust, noise, vibration, access)	Medium (-)	Low (-)	Not applicable	Not applicable
Potential Short-term employment and SMME procurement opportunities (positive)	Low (+)	Medium (+)	Not applicable	Not applicable
Potential Chance-find disturbance to heritage or palaeontological resources	Low (-)	Very Low (-)	Not applicable	Not applicable
Potential Relocation of Informal Dwellers from the Proposed Road Reserve	Medium (-)	Low – Medium (-)	Low (-)	Low (-)
OPERATIONAL PHASE				
BIOPHYSICAL IMPACTS				
Potential fragmentation of ecological connectivity across the CBA	Low (-)	Very Low (-)	Not applicable	Not applicable

POTENTIAL IMPACTS	Alternatives 1 and 2: Traffic Circle and Approach Roads		Alternative 3 — No-Go	
	Without mitigation	With mitigation	Without mitigation	With mitigation
Potential Nuisance lighting effects on nocturnal biodiversity	Low (-)	Very Low (-)	Not applicable	Not applicable
Potential Alteration of wetland flow regime from raised road prism and stormwater discharge	Low (-)	Low (-)	Not applicable	Not applicable
Potential Ongoing wetland habitat disturbance (operational maintenance, windblown litter)	Low (-)	Low (-)	Not applicable	Not applicable
SOCIO-ECONOMIC IMPACTS				
Potential Improved road safety for all users (positive)	Medium (+)	High (+)	Medium (-)	Medium (-)
Potential Improved traffic flow, travel time and public-transport reliability (positive)	Medium (+)	Medium (+)	Medium (-)	Medium (-)
Potential Stimulation of broader economic activity along the R310 corridor (positive)	Low (+)	Medium (+)	Not applicable	Not applicable
DECOMMISSIONING PHASE				
A traffic circle is permanent road infrastructure. Decommissioning is not foreseen within any assessable timeframe and is therefore not separately assessed. Should decommissioning ever occur, impacts would be similar in nature and significance to those assessed for the construction phase.				

PUBLIC PARTICIPATION

Public participation is a key component of the environmental assessment process as it introduces the proposed activity to the public and provides an opportunity for comments and concerns to be raised. Public participation will be undertaken in terms of Section 41 of the 2014 NEMA: EIA Regulations, as amended.

The draft Basic Assessment Report was made available to the broader public, identified Interested and Affected Parties (I&APs) and Organs of State for their perusal and comment from **19 August 2026** until **21 September 2026** by the following means:

- The draft BAR was distributed to the relevant Organs of State for comment via email (with a link for larger files, if necessary).
- The Information Sheet (summary of the BAR) was distributed to via email or hand-delivered to the following identified I&APs: occupiers of the site, directly adjacent landowners/occupiers and key I&APs such as the Ward Councilor and any Community Organizations in the area such as a Ratepayers Association.

- An electronic copy of the draft BAR and Information Sheet was placed on The Environmental Partnership's website (www.enviropart.co.za).
- A media notice was published in the *City Vision: Khayelitsha Edition* local newspaper.
- Site notices were placed in conspicuous locations around the site.
- A hard copy of the draft Basic Assessment Report was placed at **Macassar Public Library** for the duration of the commenting period.
- Where written comments cannot be provided, provision was made for telephonic communication.

Second public participation iteration
The following will be undertaken for the second public participation iteration:

- Distribution of an Information Sheet (summary of the revised BAR) to registered I&APs.
- Distribution of copies of the revised BAR to relevant state departments for comment.
- Placement of a copy of the revised BAR on The Environmental partnership's website, www.enviropart.co.za.
- Compilation of a Comments and Responses Table to document all comments received.
- The 30-day commenting period will commence on 19 August 2026 until 21 September

At the end of the commenting period, all comments will be captured and addressed and included in the Final Basic Assessment Report (BAR). Proof of the Public Participation Process is appended to this revised BAR as Appendix F.

WAY FORWARD

All comments and concerns raised by I&APs in this commenting period will be addressed by the EAP and project team. Upon completion of the 30-day period, a PPP Report will be compiled and appended to the next revision of the BAR. The revised BAR will then be made available to the registered public for a further 30-day commenting period.

Comments on this report may be submitted on or before **21 September 2026** to:

The Environmental Partnership
5 Summit Way, Nova Constantia, Cape Town, 7806
Tel: 021 422 0999
Email: comments@enviropart.co.za

EAP IMPACT STATEMENT

The EAP is of the reasoned opinion that the proposed upgrade of the intersection of Baden Powell Drive, Macassar Road and Japhta K Masemola Road at the eastern edge of Khayelitsha, to a traffic circle (Alternative 1 – Preferred), should be authorised, subject to the implementation of the Environmental Management Programme (EMPr) and the mitigation measures contained in the specialist reports.

This opinion is based on the findings of the Basic Assessment process and supporting specialist studies, which indicate that the proposed development will occur largely within an existing road reserve in an already transformed urban environment. Although the broader vegetation type is Cape Flats Dune Strandveld (Endangered), vegetation within the development footprint is degraded to highly degraded. The footprint also falls outside the City of Cape Town Terrestrial Biodiversity Network and does not encroach into the adjacent Critical Biodiversity Area (CBA 1a) located on Farm RE/547.

Specialist studies further confirmed that a small remnant depression wetland adjacent to the road will be partially lost; however, the wetland is already critically modified (PES Category F) and has low ecological importance and sensitivity. Based on these characteristics, and in accordance with the National Biodiversity Offset Guideline (GN 48841 of 2023), neither a biodiversity offset nor a wetland offset is considered necessary.

Potential negative impacts associated with the proposed development include the loss of degraded vegetation, limited loss of wetland habitat, temporary construction-related disturbances such as noise, dust and traffic disruptions, and the relocation of informal dwellers currently occupying portions of the road reserve. These impacts are assessed as low to moderate prior to mitigation and low after mitigation. The relocation impact is expected to occur during the pre-construction phase and can be effectively managed through a fair and transparent relocation process, appropriate stakeholder engagement, and the provision of suitable alternative accommodation.

The project will result in several positive socio-economic benefits during both the construction and operational phases. These include short-term employment opportunities and local procurement during construction, as well as long-term improvements in traffic flow, road safety, pedestrian accessibility and public transport efficiency. The upgrade will improve the operational performance of the intersection and reduce congestion along Baden Powell Drive, thereby improving connectivity between surrounding communities and economic opportunities.

No significant heritage resources were identified within the study area, and the site has been confirmed to have low heritage sensitivity. The only potential heritage impact relates to the unlikely

discovery of previously unknown archaeological or palaeontological material during construction. This risk can be adequately managed through the implementation of a chance-find protocol.

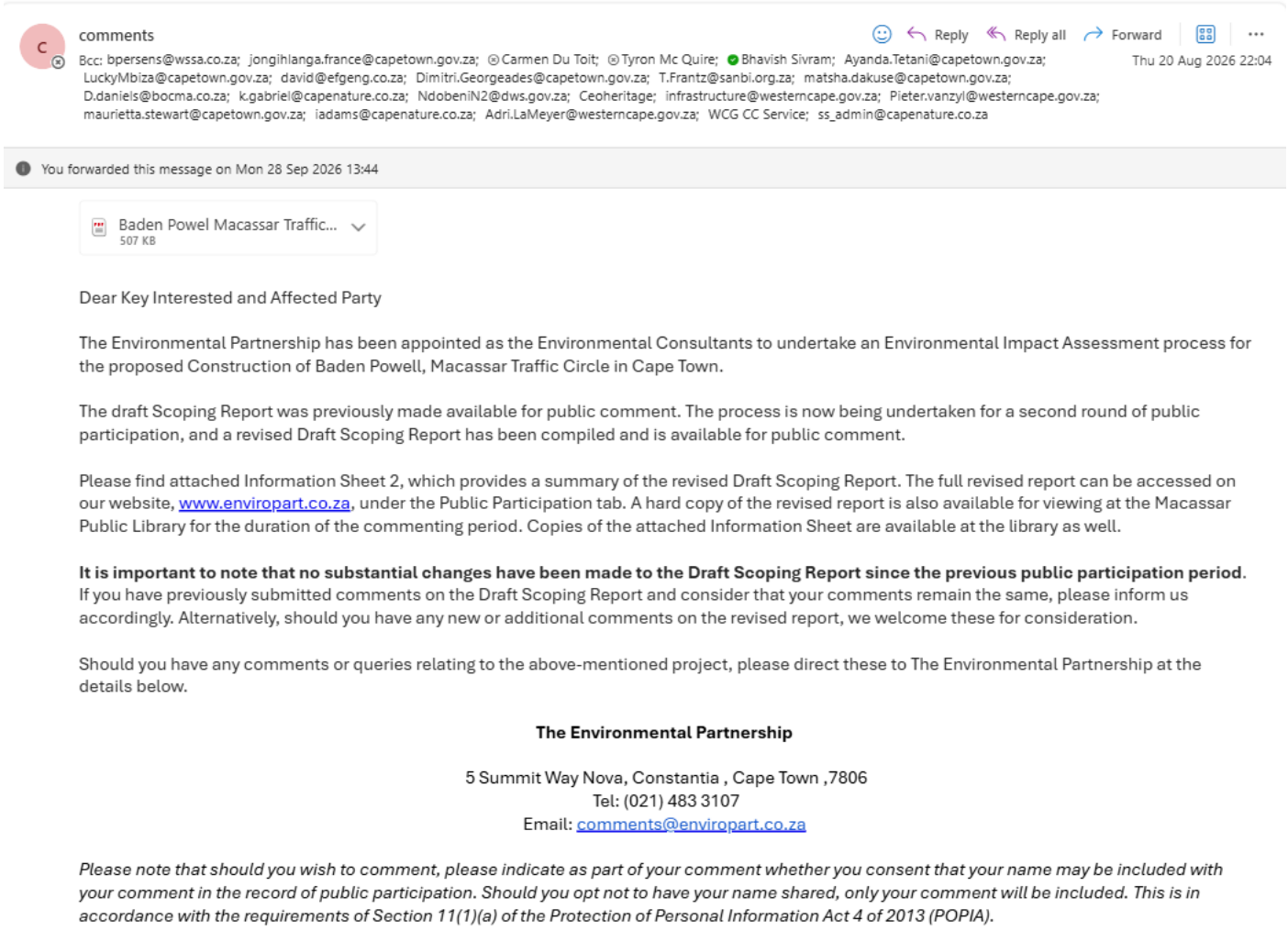
The EAP therefore concludes that the proposed development is environmentally acceptable and that the preferred alternative should be authorised, subject to the implementation of the EMPr and the recommended mitigation measures, including a pre-construction botanical walk-down, translocation of any species of conservation concern if identified, clear demarcation of no-go areas, alien invasive species control, appropriate construction management, and independent environmental monitoring.

7. PROOF OF DISTRIBUTION OF BACKGROUND INFORMATION DOCUMENTS AND INFORMATION SHEETS

Background Information Documents were emailed to organs of state, Key Stakeholders, adjacent landowners and councillors on 20 August 2026. Below is the proof of delivery via email and maildrops.

7.1 Background Information Document

Baden Powell Macassar Traffic Circle Information Document 2



comments

Reply Reply all Forward

Bcc: bpersens@wssa.co.za; jongihlanga.france@capetown.gov.za; Carmen Du Toit; Tyron Mc Quire; Bhavish Sivram; Ayanda.Tetani@capetown.gov.za; LuckyMbiza@capetown.gov.za; david@efgeng.co.za; Dimitri.Georgeades@capetown.gov.za; T.Frantz@sanbi.org.za; matsha.dakuse@capetown.gov.za; D.daniels@bocma.co.za; k.gabriel@capenature.co.za; NdobeniN2@dws.gov.za; Ceoheritage; infrastructure@westerncape.gov.za; Pieter.vanzyl@westerncape.gov.za; maurietta.stewart@capetown.gov.za; iadams@capenature.co.za; Adri.LaMeyer@westerncape.gov.za; WCG CC Service; ss_admin@capenature.co.za

Thu 20 Aug 2026 22:04

You forwarded this message on Mon 28 Sep 2026 13:44

Baden Powel Macassar Traffic...
507 KB

Dear Key Interested and Affected Party

The Environmental Partnership has been appointed as the Environmental Consultants to undertake an Environmental Impact Assessment process for the proposed Construction of Baden Powell, Macassar Traffic Circle in Cape Town.

The draft Scoping Report was previously made available for public comment. The process is now being undertaken for a second round of public participation, and a revised Draft Scoping Report has been compiled and is available for public comment.

Please find attached Information Sheet 2, which provides a summary of the revised Draft Scoping Report. The full revised report can be accessed on our website, www.enviropart.co.za, under the Public Participation tab. A hard copy of the revised report is also available for viewing at the Macassar Public Library for the duration of the commenting period. Copies of the attached Information Sheet are available at the library as well.

It is important to note that no substantial changes have been made to the Draft Scoping Report since the previous public participation period. If you have previously submitted comments on the Draft Scoping Report and consider that your comments remain the same, please inform us accordingly. Alternatively, should you have any new or additional comments on the revised report, we welcome these for consideration.

Should you have any comments or queries relating to the above-mentioned project, please direct these to The Environmental Partnership at the details below.

The Environmental Partnership

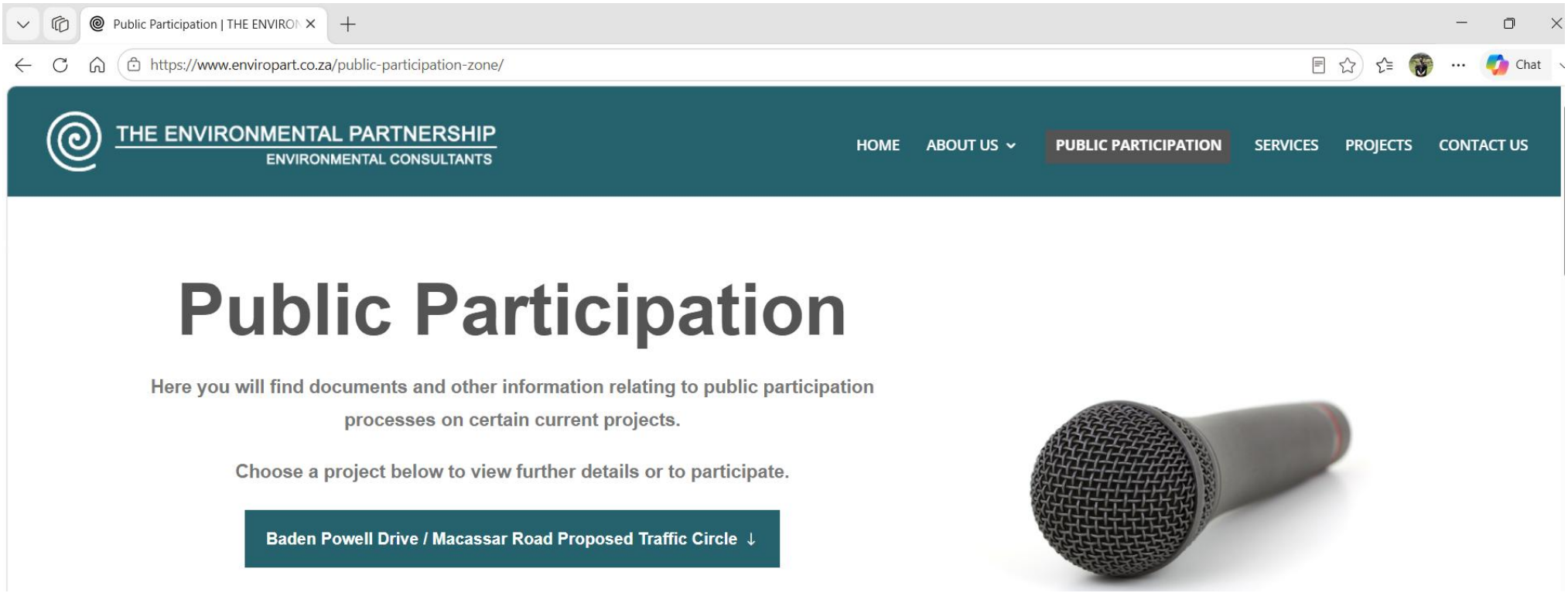
5 Summit Way Nova, Constantia , Cape Town ,7806
Tel: (021) 483 3107
Email: comments@enviropart.co.za

Please note that should you wish to comment, please indicate as part of your comment whether you consent that your name may be included with your comment in the record of public participation. Should you opt not to have your name shared, only your comment will be included. This is in accordance with the requirements of Section 11(1)(a) of the Protection of Personal Information Act 4 of 2013 (POPIA).

8. AVAILABILITY OF DRAFT BASIC ASSESSMENT REPORT

8.1 BAR – August 2026

A hardcopy of the Draft BAR was placed at the Macassar Public Library. An electronic copy of the draft BAR was placed on The Environmental Partnership's website. Please see proofs below.


Public Participation | THE ENVIRON
https://www.enviropart.co.za/public-participation-zone/
Chat
THE ENVIRONMENTAL PARTNERSHIP
ENVIRONMENTAL CONSULTANTS
HOME
ABOUT US
PUBLIC PARTICIPATION
SERVICES
PROJECTS
CONTACT US
Public Participation
Here you will find documents and other information relating to public participation processes on certain current projects.
Choose a project below to view further details or to participate.
Baden Powell Drive / Macassar Road Proposed Traffic Circle ↓

Public Participation | THE ENVIRON

Baden Powell Drive / Macassar Roa

https://www.enviropart.co.za/baden-powell-drive-macassar-road-proposed-traffic-circle/

THE ENVIRONMENTAL PARTNERSHIP
ENVIRONMENTAL CONSULTANTS

HOME ABOUT US PUBLIC PARTICIPATION SERVICES PROJECTS CONTACT US

BADEN POWELL MACASSAR TRAFFIC CIRCLE

INTRODUCTION AND BACKGROUND

The City of Cape Town (CCT) proposes to upgrade the intersection of Baden Powell Drive, Macassar and Japhta K Masemola Roads, located at the eastern edge of Khayelitsha (the proposed project) (Figure 1). The proposed project entails a conversion of the existing stop controlled intersection to a roundabout. Baden Powel Drive has priority flow, and the traffic circle is intended reduce the delay experienced by current and future development traffic approaching from Japhta K Masemola and Macassar Roads and allow for safer right turn and crossing manoeuvres at this intersection. The project is being undertaken on behalf of the City of Cape Town in support of the Macassar Housing Development. A Transport Impact Assessment (ITS Engineers, 2012) was undertaken as part of the Macassar Housing Project, which identified that the Baden Powell / Macassar Road intersection is expected to operate over capacity during the afternoon peak hour. A traffic circle was proposed to alleviate the expected congestion and improve traffic flow at the intersection.
Five erven 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.

PROJECT PROPOSAL

The City of Cape Town (CCT) proposes to upgrade the existing priority-controlled intersection of Baden Powell Drive (R310), Macassar Road (M9) and Japhta K Masemola Road, located on the eastern edge of Khayelitsha, to a single-point roundabout (the "proposed project") (Figure 1). The upgrade replaces the current T-junction configuration with a 44 m – 45 m traffic circle with two circulatory lanes, a truck apron, formalised public-transport stops, and Non-Motorised Transport (NMT) crossings with concrete/asphalt sidewalks on all four approaches. The two-lane circulatory roundabout will include two-lane

9. COMMENTS AND RESPONSE TABLE

In complying with Regulation 44(1) of the 2014 EIA Regulations, a Comments and Response Table has been compiled, below. All comments received during the commenting period have been documented and addressed by the EAP.

9.1 Comments and Response Table

Commenting period: 22 April 2026 – 25 May 2026 (initial), extended to 19 June 2026 and further extended to 12 July 2026 for select stakeholders. Furthermore, a second Commenting period was launched on 20th of August and ended on the 21st of September

This table records all comments received on the *Draft Basic Assessment Report (dBAR)* for the proposed upgrade of the intersection of Baden Powell Drive, Macassar Road and Japhta K Masemola Road, Khayelitsha, to a traffic circle. Comments are reproduced verbatim from the source correspondence (in italics, quotation marks); "[...]" denotes an elision of non-substantive background/introductory text within a single source document. All comments have been documented and addressed by the EAP and the project team, where necessary.

Note: A request for comment was also submitted to the Western Cape Government Contact Centre on 24 June 2026 (ref. 260624-001083) for routing to the Western Cape Department of Transport and Public Works. As at the date of this report, only acknowledgement of receipt/routing has been received from the Contact Centre — no substantive comment from the Department itself has been received, and this should be followed up before the final BAR is submitted

PROPOSED BADEN POWELL DRIVE/MACASSAR ROAD TRAFFIC CIRCLE: COMMENTS AND RESPONSES TABLE

This table records all comments received on the *Draft Basic Assessment Report (dBAR)* for the proposed upgrade of the intersection of Baden Powell Drive, Macassar Road and Japhta K Masemola Road, Khayelitsha, to a traffic circle. Comments are reproduced verbatim from the source correspondence (in italics, quotation marks); "[...]" denotes an elision of non-substantive background/introductory text within a single source document. All comments have been documented and addressed by the EAP and the project team, where necessary.

Commenting period: 22 April 2026 – 25 May 2026 (initial), extended to 19 June 2026 and further extended to 12 July 2026 for select stakeholders. Furthermore, a second Commenting period was launched on 20th of August and ended on the 21st of September.

Note: A request for comment was also submitted to the Western Cape Government Contact Centre on 24 June 2026 (ref. 260624-001083) for routing to the Western Cape Department of Transport and Public Works. As at the date of this report, only acknowledgement of receipt/routing has been received from the Contact Centre — no substantive comment from the Department itself has been received, and this should be followed up before the final BAR is submitted..

STAKEHOLDER / ORGAN OF STATE COMMENTS RECEIVED		
Stakeholder	**Comments/Issue**	**Response**
Department of Environmental Affairs and Development Planning **Ms. Saa-rah Adams** Directorate: Development Management, Region 1. 8th of October 2026.	4.1.2. The proposed upgrade of the traffic intersection is comprised of the following: 4.1.2.1. a 44m – 45m traffic circle with two circulatory lanes; 4.1.2.2. a truck apron; 4.1.2.3. formalised public transport stops; and 4.1.2.4. Non-Motorised Transport ("NMT") crossings with concrete/asphalt sidewalks on all four approaches. 4.1.3. The proposed two-lane circulatory traffic circle will have two-lane approaches on all four legs. These will taper back to the existing single-lane roads beyond Baden Powell Drive. The lane widths will range from 3.7m to 4.0m and exits to Macassar Road and Japhta K Masemola Road will remain single lane. 4.1.4. **Please confirm whether the abovementioned description in Paragraphs 2.1.1; 2.1.2 and 2.1.3. is an accurate reflection of the proposed development.**	Correct
	4.2. Applicable Listed Activities	Noted. The reference to Activity 13 of Listing Notice 3 in the Draft BAR was a typographical error. The correct applicable

	4.2.1. In this Directorate's acknowledgement of receipt of the Application Form it is confirmed that the listed activities as defined in terms of the EIA Regulations, 2014 (as amended), applicable to the proposed development are **Activity 19 of Listing Notice 1 and Activity 12 of Listing Notice 3** of the EIA Regulations, 2014 (as amended). 4.2.2. **Pages 3, 13, 30 and 40 of the draft BAR** refers to **Activity 13: Listing Notice 3**. Please be advised that you are required to revisit the draft BAR and the associated documents and revise all reports to accurately reflect the applicable listed activities.	activity is Activity 12 of Listing Notice 3, as confirmed in the Directorate's acknowledgement of receipt of the Application Form. All references in the BAR and associated documentation has been corrected to accurately reflect the applicable listed activities. Please note that while the number of the listing notice item was incorrect, the legislated description directly adjacent to that number was in fact the correct description of the activity being applied for.
	4.3. Water Use License ("WUL") Application **4.3.1.** It is understood that the Environmental Assessment Practitioner ("EAP") is of the opinion that the proposed development requires a General Authorisation in terms of Section 21 (c) and (i) of the National Water Act, 1998 (Act No. 36 of 1998). Confirmation must be obtained from the Department of Water and Sanitation ("DWS")/Breede-Olifants Catchment Management Agency ("BOCMA") to confirm whether a General Authorisation/ Water Use Licence is required. **4.3.2.** Proof of submission of the WULA/General Authorisation to the DWS/BOCMA must be included in the BAR. Please note that the WULA particulars (forms and supplementary documentation) submitted to DWS/BOCMA must be included in the draft BAR. **4.3.3.** Please ensure that comment from the DWS/BOCMA regarding the proposed development is obtained and included in the BAR.	Correct. A General Authorisation in terms of Section 21(c) and (i) of the National Water Act, 1998 (Act No. 36 of 1998) is required and has been submitted to the Department of Water and Sanitation (DWS) via the official online portal. Proof of submission is included in the BAR. As the General Authorisation process is conducted electronically, no separate WULA/GA submission forms are generated. Formal comment from the Breede-Olifants Catchment Management Agency (BOCMA) has been obtained and is included in the BAR.
	4.4. Screening Tool Report, The Protocols, Site Sensitivity Verification Report ("SSVR") and Specialist Assessments. 4.4.1. This Directorate's correspondence in acknowledgement of receipt of the Application Form dated 26 May 2026 remains valid and has reference. 4.4.2. This Directorate notes that the application form refers to the submission of the Screening Tool Report (dated 12 February 2026). The aforementioned Screening Tool Report has identified a number of specialist studies to be conducted. A Motivation as to why certain specialist studies highlighted in the Screening Report will/will not be conducted has been provided in the Site Sensitivity Verification Report dated June 2026.	Noted.
	4.4.3. The Screening Tool Report identifies the environmental sensitivity rating for the Agricultural theme as High. However, based on the findings of the SSVR,	Noted.

	a specialist assessment will not be undertaken as the development footprint is located within the road reserve, which is not comprised of cultivated land. The justification provided notes that the proposed development falls on properties that are not in agricultural production and falls almost entirely within the existing tarred road reserve. The motivation not to undertake an Agricultural Impact Assessment is supported by details of the affected property (the zoning of the property, the current land use activities present on site, etc.) with supporting aerial imagery.	
	4.4.4. The Screening Tool Report identifies the environmental sensitivity rating for the Archaeological and Cultural Heritage, and Palaeontological themes as Very High and Medium. However, the SSVR disputes the requirement of specialist assessments noting that earthworks are shallow and remain within the existing road reserve. Due to the Very High sensitivity rating, the dispute must be supported by comment from Heritage Western Cape ("HWC") confirming that no specialist assessments are required for the proposed development.	Comment from Heritage Western Cape received on the 14th of July confirms that no further studies are required.
	4.4.5. **Page 48** of the draft BAR notes that the project constitutes an upgrade of an existing road, heritage study was not required. The SSV Report notes that a Notice of Intent to Develop ("NID") has been submitted to HWC on 15 June 2026, however, page 25 of the draft BAR notes that the National Heritage Resources Act, 1999 (Act No. 25 of 1999) is not applicable to the proposal. Please ensure that the relevant section(s) of the draft BAR is revised to reflect the information contained in the SSV Report relevant to heritage resources. Comment from HWC must be included in the BAR.	The comment is noted. The BAR states that a heritage specialist assessment was not required due to the nature of the proposed activity, namely the upgrade of an existing road reserve. Subsequently, a Notice of Intent to Develop (NID) was submitted to Heritage Western Cape (HWC), as recorded in the Site Sensitivity Verification Report (SSVR), to confirm what we stated. HWC considered the NID and confirmed that no further Heritage Impact Assessment or specialist heritage studies were required for the proposed development. The heritage information presented in the BAR and SSVR are both correct. While the National Heritage Resources Act, 1999 (Act No. 25 of 1999) was not identified as a trigger requiring further specialist assessment, the heritage context of the site and HWC's findings have been duly considered and documented.
	4.4.6. The Screening Tool Report identifies the environmental sensitivity rating for the Civil Aviation and Defence themes as High and Very High and the SSVR disputes these sensitivity ratings. The dispute of these sensitivity ratings must be supported with spatial data, mapping sources and/or infographic with the relevant references to substantiate the dispute.	We are of the opinion that the dispute is adequately supported. The dispute in the Site Sensitivity Verification Report (SSVR) is supported by site-specific spatial analysis, including aerial imagery, proximity mapping, and elevation considerations. The SSVR further demonstrates that the proposed development comprises a surface-level road upgrade and does not include structures of a height that would trigger aviation-related constraints.

		In addition, reference is made to the applicable civil aviation requirements pertaining to obstacle limitation surfaces and structure heights. The proposed traffic circle upgrade falls well below the thresholds that could affect aviation operations and is located at a significant distance from aviation infrastructure. Accordingly, sufficient spatial evidence and regulatory justification were provided in the SSVR to support the revised sensitivity ratings.
	4.4.7. The Screening Tool Report has identified that a Landscape/Visual Impact Assessment, a Noise Impact Assessment, a Traffic Impact Assessment, a Geotechnical Assessment, a Socio-Economic Assessment and an Ambient Air Quality Assessment for inclusion in the Basic Assessment reporting	Correct. Due to the nature of the project, essentially being an upgrade of two existing roads where they cross, these potential impacts
	4.4.8. It is understood that a Compliance Statement will be undertaken to address the traffic-related impacts. In response to this Directorate's correspondence dated 15 June 2026 advising that a Geotechnical Investigation must be undertaken, the EAP notes in the SSV Report that a geotechnical investigation will be undertaken as part of the City of Cape Town's detailed engineering design process. Please clarify what is meant by this statement. A preliminary Geotechnical Assessment is required at this stage to identify ground conditions or constraints that may influence the development layout and engineering requirement, that could affect the feasibility of the preferred alternative and the investigation of alternatives. The motivation not to conduct a Geotechnical Assessment is not supported.	The comment is respectfully disputed. A Traffic Impact Assessment and a Geotechnical Assessment was previously undertaken as part of the broader Macassar Housing Development planning and approval process, that covered this project area as well. The proposed Baden Powell Drive/Macassar Road Traffic Circle forms part of the recommended mitigation to improve the management of traffic due to the realisation of the Macassar Housing Development. This road relates to the outcome of the Macassar Housing TIA. We have explained this in the report and referenced the TIA accordingly. If the request is to have that entire TIA as an appendix to the BAR, that will be done. This explanation and motivation for the project was approved the municipality for this project which is the upgrade of the crossroad to a roundabout. The traffic management and roads departments of the CoCT would not have approved this project if they were not satisfied with the same information put before them.
	4.4.9. Based on the "Procedures for the Assessment and Minimum Criteria for Reporting on identified Environmental Themes in terms of Sections 24(5) (a) and (h) and 44 of the National Environmental Management Act, 1998, when applying for Environmental Authorisation" ("the Protocols") were published on 20 March 2020 (Government Notice No. 320 as published in Government Gaze the No. 43110 on 20 March 2020) and the Protocols are applicable to your development proposal. According to the Protocols, before commencing with a specialist assessment, the current use of the land and environmental sensitivity of the site under consideration identified by the screening tool must be confirmed by undertaking site sensitivity verification.	Noted.

	4.4.10. Where an assessment protocol is prescribed for one of the environmental themes included in the Protocol (for example, terrestrial biodiversity), the specialist assessment must comply with the Protocol.	Noted. This was done.
	4.4.11. Where a specialist assessment is required, but no specific environmental theme protocol has been prescribed, the level of assessment must be based on the findings of the site verification and must comply with Appendix 6 of the EIA Regulations, 2014 (as amended).	Noted. There are no specific instances of non-compliance with Appendix 6 of the EIA Regulations, 2014 (as amended).
	4.4.12. Based on the Site Sensitivity Verification and Minimum Report Content Requirements as described in the Site Sensitivity Verification Requirements where a Specialist Assessment is required, but no Specific Protocol has been described protocol published on 20 March 2020 (Government Notice No. 320 as published in Government Gazette No. 43110 on 20 March 2020), it states that "1.2. The site sensitivity verification must be undertaken through the use of: (a)a desk top analysis, using satellite imagery; (b) a preliminary on-site inspection; and (c) any other available and relevant information." "1.3. The outcome of the site sensitivity verification 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 new developments or infrastructure, the change in vegetation cover or status etc.; (b) contains amotivation and evidence (e.g. photographs) of either the verified or different use of the land and environmental sensitivity; and (c) is submitted together with the relevant assessment report prepared in accordance with the requirements of the Environmental Impact Assessment Regulations1 (EIA Regulations)."	Noted. The Site Sensitivity Verification Report was prepared in accordance with the Site Sensitivity Verification Requirements and includes a desktop assessment, site inspection, photographic evidence, and an evaluation of the environmental sensitivities identified by the Screening Tool. The report confirms and/or disputes the identified sensitivities, supported by site-specific motivation and evidence, and was submitted together with the BAR.
	4.4.13. Further note that should relevant commenting authorities require any additional specialist assessments, the relevant specialist assessment must be undertaken.	Noted. No additional specialist assessments have been specifically requested by the commenting authorities consulted during the application process.
	4.4.14. The revised SSV Report dated June 2026 compiled by The Environmental Partnership, is noted. It is understood that the revised SSV Report was not included in the draft BAR that was distributed to Interested and Affected Parties for comment.	The comment 4.4.14 is incorrect. We confirm that the revised Site Sensitivity Verification Report was made available to Interested and Affected Parties as **Appendix I2** on The Environmental Partnership's public participation website. We should have stated Rev 1, as this may have caused the confusion.
Department of Environmental Affairs and Development Planning **Ms. Saa-rah Adams**	As the draft BAR for this application does not include a Comments and Response Report, this Directorate's comments raised in the previous application process dated 15 June 2026 has not been addressed and remain valid and applicable. The related comments are reiterated below: 4.5.1. Aquatic Biodiversity Impacts 4.5.1.1. It is noted that the proposed development will result in an estimated loss of approximately 2 000m² of the fragmented and critically impacted depression	Noted. The Freshwater Ecological Assessment acknowledges that the proposed road widening will result in the loss of approximately 2 000 m² of fragmented and highly modified depression wetland habitat and that this impact cannot be fully mitigated. However, the assessment also considered the broader public benefit of the proposed upgrade, the absence of

Directorate: Development Management, Region 1. 8th of October 2026	wetland habitat. Based on the findings of the specialist assessment, this loss of wetland habitat associated with the proposed road widening cannot be mitigated.	reasonable alternatives capable of achieving the same traffic and access objectives, and the implementation of mitigation measures to minimise impacts on the remaining wetland habitat. The Freshwater Specialist considered the affected depression wetlands to be of low ecological importance because they are critically modified (PES Category F), extensively transformed by informal settlement encroachment, dumping, infilling, sewage inputs and loss of indigenous vegetation. The study found limited biodiversity value, no significant habitat for threatened species, and low ecological importance and sensitivity, although some flood attenuation and water-quality functions remain. These findings were incorporated into the impact assessment and informed the overall significance rating.
	4.5.1.2. Despite the current modified nature of the wetland habitat, as a result of ongoing anthropogenic activities and land use over time, the freshwater specialist has provided descriptive recommendations and mitigation measures which includes, "*Measures to mitigate construction phase erosion and sedimentation-No stockpiles may be located to the west of Baden Powell Drive*", "*Measures to mitigate construction phase water quality impairment-All contaminated soil removed from the site by excavator or hand is to be immediately placed in a skip (i.e. no stockpiling of contaminated soil on-site*)" and "*Measures to mitigate construction phase wetland biota loss-Clearly demarcate the area to the west of Baden Powell Drive as a No-Go area prior to commencement of the construction phase and maintain the area as a No-Go area for the duration of the construction phase.*".	The comment is noted. The Freshwater Ecological Assessment recommendations have been incorporated into the environmental assessment and translated into project-specific mitigation measures. These include, amongst others, the prohibition of stockpiles west of Baden Powell Drive, demarcation of wetland areas as No-Go areas, requirements for the immediate removal of contaminated soils, erosion and sediment control measures, and ECO monitoring and inspection requirements. Accordingly, the specialist recommendations have been incorporated into the impact assessment and environmental management framework for the proposed development.
	4.5.1.3. It is the EAP's responsibility to translate these recommendations into measurable impact management actions with associated monitoring actions to achieve the successful implementation thereof. The draft EMPr must be revised to include these impact management actions, accordingly.	Noted. This has been done The recommendations contained in the Freshwater Ecological Assessment have already been translated into measurable impact management actions and monitoring requirements within the EMPr.
	4.5.1.4. Comment from the relevant departments within the City of Cape Town, the DWS and CapeNature must be obtained and included in the final BAR.	The relevant City of Cape Town departments, the Department of Water and Sanitation/BOCMA, and CapeNature, but not limited to, were consulted as part of the application process and were afforded an opportunity to comment. Where comments were received, they have been included and considered in the BAR. The EAP cannot compel an authority to provide comment, and the absence of

		a response from a commenting authority should not be interpreted as a failure to consult. We follow up constantly with them.
	4.5.2. Terrestrial Biodiversity Impacts 4.5.2.1. The Botanical Statement dated 3 June 2025, as compiled by Capensis, is noted. While the receiving environment is degraded, the botanical specialist has recommended that a "pre-development walk down of the site" be undertaken to search for the potential presence of the Endangered Erepsia dunensis. The EAP must ensure that the recommendation is clearly articulated as a measurable impact management action with associated monitoring requirements	The comment is noted and this has been done. The recommendation contained in the Botanical Statement has already been incorporated into the Environmental Impact Assessment as a specific mitigation measure requiring a pre-construction botanical walkdown by a suitably qualified specialist to confirm the absence or presence of *Erepsia dunensis* and other Species of Conservation Concern within the final construction footprint. In addition, the assessment requires the implementation of search-and-rescue and/or relocation measures should any Species of Conservation Concern be identified during the walkdown. Accordingly, the recommendation has already been translated into a project-specific management action.
	4.5.2.2. Comment regarding the methodology, impact assessment and conclusive remarks of the botanical specialist must be obtained from CapeNature.	The comment is disputed. While CapeNature is recognised as a key commenting authority for biodiversity-related matters, it is not within the scope of the EIA Regulations to prescribe the specific aspects on which a commenting authority must comment. The role of the EAP is to ensure that the relevant authority is consulted and afforded an opportunity to review and comment on the application and supporting specialist studies. The extent and focus of any comments provided remain at the discretion of the commenting authority. Accordingly, the requirements of the public participation and authority consultation process are considered to have been met. The legal obligation is to consult, provide the specialist reports and include and consider their comments of which, Cape Nature's comments will be included in the Final Bar.
	4.5.3. Alternatives (Traffic and Geotechnical Impacts) 4.5.3.1. Be advised that in terms of the NEMA EIA Regulations, 2014 (as amended), the investigation of alternatives is mandatory. All alternatives identified must therefore be investigated to determine if they are feasible and reasonable. In this regard it must be noted that the Department may grant	The BAR identifies and assesses reasonable and feasible alternatives, which relates to design and layout, namely the Preferred Landscaped Traffic Circle, the Paved Traffic Circle, and the No-Go Alternative, in accordance with Regulation 20 of the EIA Regulations, 2014 (as amended). The nature of the proposed development, being an upgrade of an existing

	authorisation for an alternative as if it has been applied for or may grant authorisation in respect of all or part of the activity applied for as specified in Regulation 20 of the EIA Regulations, 2014 (as amended). Alternatives are not limited to layout alternatives, but include technology alternatives, design, activity and operational alternatives.	crossroads which is ultimately a positive impact. Accordingly, the alternatives assessment focused on the alternative that could be considered. This is acceptable for a project of this nature, which should be taken into account.
	4.5.3.2. Further, please note that the **absence** of certain specialist limits the evidentiary basis upon which alternatives can be meaningfully identified, assessed, and compared (**see comment on Geotechnical Assessment).** As a result, the impact assessment process is not supported by sufficient site-specific information to enable a robust assessment and evaluation of alternatives.	The comment is disputed. As set out in the response to Comment 4.4.8, Geotechnical and traffic investigations were previously undertaken as part of the broader Macassar Housing Development application and informed the engineering design and planning of the proposed Baden Powell Drive/Macassar Road Traffic Circle. Accordingly, it is not agreed that the alternatives assessment is unsupported by sufficient site-specific information or that the absence of a standalone geotechnical report in the BAR precludes a robust assessment of alternatives. Please note that both the TIA and Geotechnical Report have been in the public domain and was commented on, with a regulatory decision made already. Albeit for the Greater Macassar project of which is this directly linked.
	4.5.3.3. The investigation of Alternatives highlighted on pages 51 and 53 of the draft BAR, which is limited to the investigation of Layout/Design alternatives, is noted. It is understood that the preferred alternative "*met the engineering design standards*", however, page 54 states "*No design or layout alternatives were considered as the proposed roundabout is the most suitable solution*…". Clarity in this regard is required	The comment is disputed. The BAR identifies and assesses three alternatives, namely the Preferred Landscaped Traffic Circle, the Paved Traffic Circle and the No-Go Alternative. The statement on page 54 does not imply that no alternatives were considered, but rather that no additional geometric layout alternatives were identified as reasonable or feasible once the roundabout configuration had been selected as the preferred engineering solution. The alternatives assessment must therefore be read in the context of the alternative in design related to the inclusion of the landscape island presented and assessed in the BAR. Again, this is a road upgrade project.
	4.5.3.4. The final BAR must include a detailed description of the proposed alternatives (Alternative 1, Alternative 2 and the "No-go" Alternative) as per the "engineering standards" referred to in the draft BAR.	The comment is disputed. The BAR already identifies and describes the alternatives assessed, namely Alternative 1 (Landscaped Traffic Circle), Alternative 2 (Paved Traffic Circle), and the No-Go Alternative, together with their respective environmental implications. Please do not do the job of the engineers and the approvals that they have to acquire. . Accordingly, the alternatives have been sufficiently described to enable comparison and assessment

	4.5.4. The investigation of alternatives must be revisited based on the outcomes of the specialist assessments as these findings should influence the comparative analyses of reasonable and feasible alternatives.	The comment is disputed. The findings of the specialist assessments have already informed the alternatives assessment and impact evaluation contained in the BAR. The Botanical Statement and Freshwater Ecological Assessment informed the identification of environmental sensitivities, the significance ratings assigned to potential impacts, and the mitigation measures associated with the preferred alternative and No-Go Alternative. The specialist studies did not identify any fatal flaws, significant constraints, or material environmental considerations that would necessitate a reconsideration of the alternatives assessed. Accordingly, it is not considered necessary to revisit the alternatives assessment, as the specialist findings have already been incorporated into the comparative assessment process.
	4.5.5. The EAP is required to demonstrate that alternatives were duly considered for the proposed development.	The comment is disputed. The BAR demonstrates that alternatives were identified, described, and assessed as part of the environmental assessment process, in line with the fact that this is a road upgrade. The alternatives considered include the Preferred Landscaped Traffic Circle (Alternative 1), the Paved Traffic Circle (Alternative 2), and the No-Go Alternative (Alternative 3), all of which were comparatively assessed with regard to their environmental and socio-economic implications. Accordingly, alternatives were duly considered in accordance with the requirements of the EIA Regulations.
	4.5.6. Where additional alternatives were not identified or assessed, a clear motivation must be provided, supported by practical, technical, environmental and spatial constraints, confirming that no other feasible or reasonable alternatives exist beyond the preferred option and the mandatory no go alternative	The comment is disputed. The BAR identifies and assesses the Preferred Landscaped Traffic Circle (Alternative 1), the Paved Traffic Circle (Alternative 2), and the mandatory No-Go Alternative. The proposed development comprises the upgrade of an existing intersection within an established road reserve and forms part of the supporting transport infrastructure required for the broader Macassar Housing Development. As such, the range of reasonable and feasible alternatives is constrained by the existing road network, available road reserve, engineering design requirements, traffic operational requirements, and surrounding environmental sensitivities.

	4.5.7. You are further reminded of the mandatory requirement to investigate and assess the option of not proceeding with the proposed activity (i.e., the "no-go" option) in addition to other alternatives identified. Every EIA process must therefore identify and investigate alternatives, with feasible and reasonable alternatives to be comparatively assessed.	This was done. The mandatory No-Go Alternative was identified, assessed and comparatively evaluated against the Preferred Landscaped Traffic Circle and the Paved Traffic Circle alternatives throughout the BAR and Environmental Impact Assessment. The environmental, social and operational implications of not proceeding with the proposed development were therefore duly considered in accordance with the requirements of the EIA Regulations, 2014 (as amended)
	4.5.8. Cumulative Impacts 4.5.8.1. Page 99 of the BAR, the *Summary of Findings* section, notes that, "*some informal settlements will need to be relocated to clear the road reserve needed for the proposed project*". However, no further detail is provided regarding the assessment and proposed management of this impact.	The comment is disputed. The potential relocation of informal dwellers from the road reserve was identified and assessed as a specific socio-economic impact within the Impact Assessment and appropriate mitigation measures were proposed. These measures include the implementation of a fair and transparent relocation process, provision of suitable alternative accommodation or serviced sites, maintenance of access to basic services, and ongoing engagement with affected households. Notwithstanding the above, the detailed planning and implementation of any required relocation falls within the mandate of the City of Cape Town's Human Settlements and Informal Settlements Management departments. Any relocation required for implementation of the project would be undertaken in accordance with the City's applicable policies, procedures and legislative requirements. Please note that the applicant is in fact the CoCT Municipality. Furthermore, this may be secured through an appropriate condition of Environmental Authorisation requiring the City of Cape Town to ensure that any relocation process is undertaken in a lawful, fair and transparent manner prior to construction commencing.
	4.5.8.2. The assessment of cumulative impacts is considered particularly important given the extent of existing and planned development within the broader area, which includes the upgrading of informal settlements, expansion of wastewater treatment infrastructure, and the establishment of a solar energy facility. Insufficient information is provided regarding the scale, status, anticipated timelines, and potential interaction of these planned developments with the proposed development. As a result, it is unclear whether the cumulative	The comment is disputed. The BAR considers cumulative impacts associated with existing and planned development within the broader area, including the cumulative influence of ongoing urban expansion, infrastructure upgrades and increased development pressure on ecological resources, traffic movement and service provision. The proposed traffic circle is itself a supporting infrastructure intervention intended to accommodate increased traffic demand

	effects on infrastructure capacity, traffic generation, service provision, and the receiving environment have been adequately considered.	associated with the broader Macassar Housing Development and was identified through previous traffic planning investigations. While the BAR does not provide detailed project-specific information regarding the scale, status and implementation timelines of all surrounding developments, it is not considered as necessary due to the positive nature of this project and that it is being proposed as a result of a larger TIA in the area, which was already approved by your department. The cumulative impact assessment was undertaken proportionate to the nature and scale of the proposed development, being an upgrade of an existing road intersection within an established road reserve. Pragmatism should be applied where necessary.
Department of Environmental Affairs and Development Planning **Ms. Saa-rah Adams and Taryn Dreyer** Directorate: Development Management, Region 1. 8th of October 2026	4.5.8.3. The absence of a Traffic Impact Assessment further limits the ability to evaluate the potential cumulative traffic-related impacts associated with concurrent and future development within the area. It is understood that a Traffic Compliance Statement will be undertaken. This should inform a more comprehensive assessment of cumulative impacts is therefore required to demonstrate that the implications of the proposed development have been appropriately considered within the broader development context within this area.	The comment is disputed. While the Traffic Impact Assessment itself was not included as a standalone appendix to the BAR, traffic-related information is not absent from the assessment process. The proposed Baden Powell Drive/Macassar Road Traffic Circle was identified through the broader traffic planning process undertaken for the Macassar Housing Development, including the supporting Traffic Impact Assessment and subsequent traffic planning investigations. The proposed upgrade was recommended as a necessary traffic intervention to accommodate future traffic demand associated with the approved development. Furthermore, a Traffic Compliance Statement was prepared to assess the proposed upgrade and confirm its appropriateness within the current planning context. Accordingly, cumulative traffic impacts associated with the broader development context have been considered through the planning and engineering process that informed the proposed traffic circle. It is therefore not agreed that the absence of the Traffic Impact Assessment as a standalone appendix precludes an assessment of cumulative traffic-related impacts
	4.5.9. Heritage Impacts	Please refer to the response provided under Comment **4.4.4**. A Notice of Intent to Develop (NID) was submitted to

	4.5.9.1. The Screening Tool Report identifies the environmental sensitivity rating for the Archaeological and Cultural Heritage, and Palaeontological themes as Very High and Medium. It is understood that a NID has been submitted to HWC. Due to the Very High sensitivity rating, comment from HWC confirming that no specialist assessments are required for the proposed development must be obtained and included with the submission of the final BAR.	Heritage Western Cape (HWC) and comment was received confirming that there is no reason to believe that the proposed construction of the traffic circle (roundabout) and associated road upgrades will impact heritage resources and that no further action in terms of Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) is required. Accordingly, no specialist heritage or palaeontological assessments are required for the proposed development.
	4.6. Content Requirements of the Environmental Management Programme ("EMPr") 4.6.1. Please ensure the **application** reference number is included on the cover page of the EMPr and not the Notice of Intent Application Reference number.	Noted.
	4.6.2. Please ensure that all relevant mitigation measures proposed throughout the Basic Assessment process, the specialist studies and other inputs obtained, are included in the EMPr.	Noted. Relevant mitigation measures and recommendations arising from the BAR, specialist inputs, authority comments and other technical investigations have been considered and incorporated into the EMPr.
	4.6.3. You are reminded that it is the responsibility of the EAP to integrate the specialist's recommendations into the EMPr. The specialist's recommendations must be translated into impact management actions and outcomes that specify how the mitigation measures will be implemented, monitored and complied with. Please revise the EMPr to comply with the requirements of an EMPr as stipulated in Appendix 4 of the NEMA EIA Regulations, 2014 (as amended).	The comment is disputed. The BAR and associated specialist inputs have informed the development of project-specific mitigation and management measures, which have been translated into impact management actions and monitoring requirements. These include, inter alia, pre-construction botanical walkdowns, demarcation of no-go areas, erosion and sediment control measures, water quality protection measures, heritage chance-finds procedures and Environmental Control Officer (ECO) monitoring requirements. Accordingly, it is not agreed that the EMPr does not comply with the requirements of Appendix 4. Relevant mitigation measures have been incorporated and any additions required for improved alignment and cross-referencing have been addressed.
	4.7. Public Participation Process 4.7.1. The notices related to the Public Participation Process included in the draft BAR, makes reference to Activity 19 of Listing Notice 1 and Activity 15 of Listing Notice 3. In addition to this, the notice makes reference to a 30-day commenting period from 22 April 2026 to 25 May 2026. Furthermore, the advertisement of the notice in the City Vision newspaper included as Appendix F2 of the draft BAR	The comment is partially noted. The references to Activity 19 of Listing Notice 1 and Activity 15 of Listing Notice 3 contained in the notice were the result of a typographical error carried over from the previous application process. The correct listed activity descriptions are included, only the number was incorrect. Applicable to the current application

	is dated 16 April 2026 and references this information relevant to the previous application process with the incorrect listed activity.	are Activity 19 of Listing Notice 1 and Activity 12 of Listing Notice 3. While the notice contained an administrative error, this did not prejudice the public participation process, as the nature, location and scope of the proposed development remained unchanged and Interested and Affected Parties were provided with access to the Draft BAR and supporting documentation for review. The relevant references have been corrected in the final documentation.
	2026 until 21 September 2026. The contents of the e-mail itself made reference to a Draft Scoping Report. In addition to this, the Information document makes reference to the applicable listed activities as Activity 19 of Listing Notice 1 and Activity 13 of Listing Notice 3.	The dates reflected in the notification documentation were the result of a typographical error. Notwithstanding this administrative error, Interested and Affected Parties were afforded a commenting period of 31 days, which exceeded the minimum public participation requirements prescribed by the EIA Regulations. It is acknowledged that the email notification incorrectly referred to a "Draft Scoping Report". However, the documentation made available to Interested and Affected Parties comprised the Draft BAR and the associated appendices relevant to the current application. The incorrect reference therefore constituted an administrative error and did not prejudice the public participation process or limit access to the correct application documentation.
	4.7.3. This Directorate would like to express its concern with respect to the nature of the Public Participation Process undertaken to date. The Public Participation Process must fulfil the requirements outlined in Chapter 6 of the EIA Regulations, 2014 (as amended). Proof of having complied with the said requirements must be included in future reports that will be submitted to this Department	The public participation process was undertaken in accordance with the requirements of Chapter 6 of the EIA Regulations, 2014 (as amended).
	4.7.4. To ensure compliance with Regulation 41 (6) and Regulation 42, please confirm the measures taken to identify and register all potential Interested and Affected Parties in accordance with the requirements of the NEMA EIA Regulations, 2014 (as amended).	The comment is noted. Interested and Affected Parties (I&APs) were identified and registered in accordance with Regulations 41(6) and 42 of the EIA Regulations, 2014 (as amended). The identification process included notification of adjacent landowners and occupiers, relevant Organs of State, ward councillors, community organisations and other stakeholders with an interest in the area. Site notices were placed, an advertisement was published in a local newspaper, and electronic notifications were distributed to all

		identified stakeholders. All persons and organisations that registered an interest in the application, submitted comments, or were identified through the consultation process were included in the I&AP register, which forms part of the BAR submission.
	4.7.5. All comments obtained during the Public Participation Process must be adequately responded to, and proof hereof included in the Comments and Response Report to be submitted together with the final BAR	Noted.
	4.7.6. **The revised draft BAR inclusive of all Specialist Assessment Reports, must be circulated for comment for a minimum of 30 days.**	We would like to discuss the need for the registered public and relevant Organs of State to comment on the BAR again. The need for any additional public review period should be determined based on whether substantive new information or material amendments have been introduced that may influence the findings or conclusions of the assessment.
	4.8. Content Requirements of the BAR 4.8.1. Your attention is drawn to Appendix 1 of the EIA Regulations, 2014 (as amended), for the requirements with respect to the '*Content of basic assessment reports*'. Please ensure that you fulfil these requirements.	Noted. The requirements of Appendix 1 of the EIA Regulations, 2014 (as amended), have been taken into consideration in the preparation and revision of the BAR.
	5. General 5.1. Please be reminded that the final BAR for decision-making must be submitted to this Department within ninety (90) days from the date of receipt of the Application Form for Environmental Authorisation by this Department, calculated from 3 August 2026.	Noted. The EAP acknowledges that the final BAR must be submitted within ninety (90) days of the Department's receipt of the Application Form and will ensure compliance with the applicable regulatory timeframe
	5.2. In terms of Regulation 45 of the EIA Regulations, 2014 (as amended), an application in terms of the EIA Regulations, 2014 (as amended) lapses and the Competent Authority will deem the application as having lapsed, if the applicant fails to meet any of the timeframes prescribed in terms of these Regulations.	Noted.
	5.3. If, however, significant changes have been made or significant new information has been added to the BAR, the applicant/EAP must notify the Competent Authority that an additional 50 days (*i.e.,* 140 days from receipt of the Application Form for Environmental Authorisation) will be required for the submission of the final BAR for decision-making. The additional 50 days must include a minimum commenting period of thirty (30) days to allow I&APs to comment on the revised report/additional information.	Noted.
	5.4. This Directorate awaits the submission of the final BAR for decision-making. Please note that the final BAR must be submitted via mail correspondence to the central email address (DEADPEIAAdmin@westerncape.gov.za) and include a link to download the documents.The submission of the final BAR must contain an MS Word document/pdf (not scanned) copy of the final BAR and separate appendices.	Noted

	6. Kindly quote the abovementioned reference number in any future correspondence in respect of the application.	Noted.
	7. It is prohibited in terms of the NEMA for a person to commence with a Listed Activity unless the Competent Authority has granted an Environmental Authorisation for the undertaking of the activity. A person convicted of an offence in terms of the above is liable for a fine not exceeding R10 000 000 or to imprisonment for a period not exceeding 10 years, or to both such fine and imprisonment.	Noted.
	8. This Directorate reserves the right to revise or withdraw its comments and request further information based on any information received.	Noted.

STAKEHOLDER / ORGAN OF STATE COMMENTS RECEIVED		
Stakeholder	**Comments/Issue**	**Response**
Western Cape Government: Directorate Pollution and Chemicals Management (Gunther Frantz) (07/10/26)	The Directorate advised that it will not be submitting comments on the Revised Draft BAR Report. Should input from the Directorate: Development Management be required, comments will be provided separately.	Noted.
SAFETY AND SECURITY		
Conrad Newman, Operations Manager: Western Cape, WSSA (Pty) Ltd (operator of Zandvliet	Presently during most of the day, to enter onto Baden Powell Drive to travel in the northern direction from Macassar Rd, is almost impossible without taking a very high risk. The	The proposed roundabout will significantly improve the safety of right turners from Macassar Road, also with reduced delay for this movement.

Wastewater Treatment Works - WWTW) (Email, 27 May 2026; forwarded to The Environmental Partnership 8 June 2026) – Maintained same comment for 2nd PPP	proposed circle will hopefully reduce the risk and improve traffic flow. If the circle implicates that the potential for an accident is higher where e.g. a vehicle (N-S direction) exceeds speed and leave road around circle and crash into WWTW fence, then maybe strong barriers might be required to reduce risk of this happening. It will expose Critical Essential Service (WWTW) to potential serious environmental, safety, operational & asset loss risks.	The proposed roundabout upgrade allows for both advance signage as well as lighting to warn motorists in advance of the need to reduce speed. Chicanes are also provided on the approaches to the roundabout to further force motorists to reduce speed to an adequate level. Irrespective of this, the proposed design is expected to be set back far enough from the current WWTW fence to not require additional protective barriers (to be confirmed during detailed design stage)
Cllr Ayanda Tetani, Ward Councillor, City of Cape Town (Email, 25 May 2026) - Maintained same comment for 2nd PPP	The Councillor stated that the project is supported because it is expected to minimise accidents occurring on the road.	Noted.
TRAFFIC AND TRANSPORTATION		
Zimasa Matho Regional Co-ordinator: Eastern Region, Transport Impact Assessment & Development Control, Urban Mobility Directorate, City of Cape Town (Email to C. Dickson-Paulsen, 15 June 2026 – Annexure E)	This branch has no further input to the proposed traffic circle as it complies with the recommendations contained in a Transport Impact Assessment prepared by ITS Engineers (2012). The layout/geometry of the circle must be designed to the standards of the Urban Mobility branch and be approved by the Roads Infrastructure Management branch.	Noted.
Ashleigh Manyara, Senior Professional Officer; Liam Patel, Metropolitan Spatial Planning and Growth Management; Songezo	The Needs and Desirability Assessment mentions a Transport Impact Assessment completed by ITS Engineers in 2012. The assessment identified that the Baden Powell/Macassar Road intersection is expected to operate	The importance of the proposed project for the local road network is acknowledged. The dBAR considered the relevant environmental sensitivities

Ndaba, SPO: District Planning and Mechanisms, Urban Planning and Design Department, City of Cape Town (Memorandum, 11 June 2026 – Annexure G) – Maintained same comment for 2nd PPP	beyond its capacity during afternoon peak hours and recommended a traffic circle to improve traffic flow.	and provided mitigation measures to minimise or avoid impacts as far as practicably possible.
Conrad Newman, Operations Manager: Western Cape, WSSA (Pty) Ltd (operator of Zandvliet WWTW) (Email, 27 May 2026; forwarded to The Environmental Partnership 8 June 2026) – Maintained same comment for 2nd PPP	The proposed circle is expected to improve the current difficulty of entering Baden Powell Drive from Macassar Road and improve traffic flow.	Noted.
Kiaam Darries Registered I&AP, for KraMaSa Ratepayers (Ward 109) (Email, 21 September 2026)	As a registered I&AP, the commenter requests that the proposed alternative go beyond the immediate traffic circle and be assessed as a corridor-level traffic solution to address the issues experienced by the affected community in Ward 109. The dBAR acknowledges that the intersection is unsafe and congested, yet does not adequately establish the existing accident history, crash severity, pedestrian/NMT incidents or the reported incidence of hijacking and other serious public-safety incidents. The claimed significant positive road-safety impact is therefore not substantiated. Available accident and public-safety data for the intersection and its approaches should be obtained, disclosed and assessed, and it should	The City's TSM Project Identification Report: Safety Intersections – Japhta K Masemola Road / Baden Powell Drive / Macassar Road, Khayelitsha report, dated 30 November 2020 were considered at the start of the design process and addresses many of the issues raised, eg survey information, queue lengths, pedestrian volumes, crash data, warrants for signalisation and upgrade alternatives, ie traffic signal vs single lane roundabout vs double lane roundabout. The upgrade of the existing stop controlled intersection to a roundabout is a condition of approval in terms of the application for rezoning, subdivision and special consent: Erven 2633 and 3968, Mandela Road, Macassar.

	be demonstrated that the design does not introduce, relocate or intensify conflict points, queuing or pedestrian/NMT risks. The built alternatives in the dBAR differ mainly in the treatment of the circle and retain substantially the same geometry, so no materially different traffic-engineering solution is tested. The traffic engineer should investigate (i) up to four additional slip lanes (Baden Powell Drive to Macassar Road and back, and Baden Powell Drive to Japhta K Masemola Road and back), or a justified combination of them, and (ii) extending slip/auxiliary lanes or collector/distributor-type arrangements towards the N2/Baden Powell interchange ramps to provide lane continuity and reduce merging and weaving, treating the intersection as part of an integrated N2 to Baden Powell to Macassar to Japhta K Masemola corridor. Three configurations should be comparatively modelled (A: current proposal; B: circle with local slip lanes; C: integrated N2-to-circle configuration), covering volumes, turning movements, capacity, queue lengths (including queue-back to the N2 ramps), safety, pedestrian/NMT and public-transport provision, lighting and the implications of queuing in an area reported to experience hijackings, supported by conceptual layouts. The Final BAR and Comments and Responses Report should address the safety baseline and these alternatives with supporting evidence. The commenter does not seek to prescribe a final design, but asks that a reasonable,	In terms of the roundabout design alternatives mentioned, the proposed roundabout without slip lanes operates adequately. Introduction of slip lanes would require land acquisition. Slip lanes would also affect future safety of pedestrians more than current proposal.

	materially different, corridor-level alternative be considered before a decision is made.	
SERVICES AND INFRASTRUCTURE		
Chanée Johnstone Evaluator, Technical Services, Water and Sanitation Directorate, City of Cape Town (Memorandum, ref. 20260525_AA, 10 June 2026 – Annexure B1) – Maintained same comment for 2nd PPP	An 800 mm water reticulation main from Jeff Masemola Road crosses Baden Powell Drive, and another 800 mm main in Baden Powell Drive crosses Macassar Road. An 800 mm sewer reticulation main crosses Baden Powell Drive from Jeff Masemola Road, and a 900 mm sewer reticulation main crosses Macassar Road. All water and sewer infrastructure in the vicinity must be protected during construction.	For the confirmation of affected services, design wayleaves were requested. Discussions were also held with officials of the bulk water branch and their consultants. No services conflicts were identified, and the existing services were taken into account during the design of the stormwater infrastructure. The relocation, protection, diversion or redesign of services will not be necessary for the new circle. During the construction phase, before the start of works, construction wayleaves need to be sourced. At the start of the works all affected services will need to be shown out and located. All as-built levels and positions need to be surveyed and forwarded to the engineer to be plotted and verified against the current information
Wayne Davids SPO: Catchment, Stormwater & River Management, Bulk Services Department, Water & Sanitation Directorate, City of Cape Town (Annexure A to CoCT consolidated comment dated 8 July 2026) – Maintained same comment for 2nd PPP	Final design must ensure adequate runoff conveyance, no increase in flood risk, controlled discharge, appropriate energy dissipation and water quality measures where feasible. Natural overland flow paths must be maintained, with culverts/drainage structures where required, and additional runoff from impervious areas must be managed. Stormwater infrastructure must also have clear long-term maintenance responsibilities.	The stormwater management philosophy is to handle stormwater on the roadway by containing the flow with barrier kerbs and making use of road slopes and crossfalls to direct water to catchpits and outflow structures as applicable. The catchpits and outlet points provided are designed to be sufficient for the anticipated flows. Erosion of road edges will be prevented by the barrier kerbs and controlled outlet points. Energy dissipation

		structures have been included in the design at the outlet points. Most of the existing roadway has no kerb edges and drains directly into the natural system. The proposed barrier kerb system with controlled outlet points and energy dissipation structures will slow and control the flow and therefore will not increase downstream flood risk. Existing flow paths have been maintained in the design where required
Conrad Newman, Operations Manager: Western Cape, WSSA (Pty) Ltd (operator of Zandvliet WWTW) (Email, 27 May 2026; forwarded to The Environmental Partnership 8 June 2026) – Maintained same comment for 2nd PPP	During heavy rains, water flows across Baden Powell and towards the eastern side of the intersection, while rainwater from the eastern Macassar Road edge on the WWTW side also needs to drain towards the intersection and adjacent fields. Earthworks, slopes and drainage must therefore be carefully planned to avoid increased impacts to the WWTW and its boundary fence.	The existing drainage patterns have been considered and were used in the proposed design. The traffic circle is designed with barrier kerbs on the road edges, and the road slopes have been designed to provide proper drainage. Sufficient controlled outlet points have been provided in the design to handle the flow. To prevent adverse impacts on nearby structures, the controlled outlet points have been placed in consideration of the surrounding structures
COMPATIBILITY WITH SURROUNDING LAND USES		
Ashleigh Manyara, Senior Professional Officer; Liam Patel, Metropolitan Spatial Planning and Growth Management; Songezo Ndaba, SPO: District Planning and Mechanisms, Urban Planning and	Baden Powell Drive is a major arterial/high-mobility corridor, while Macassar Road and Japhta K. Masemola Road are minor arterials. The traffic circle will primarily be located within the existing road reserve, with site-specific effects on adjacent properties. Nearby land parcels form part of the Green Infrastructure Network and other environmental sensitivity designations.	The importance of the proposed project for the local road network is acknowledged. The *dBAR* considered all relevant environmental sensitivities of the site and provided mitigation measures to minimise or avoid impacts as far as practicably possible. This is an existing crossing of two roads

Design Department, City of Cape Town (Memorandum, 11 June 2026 – Annexure G) – Maintained same comment for 2nd PPP		that is being upgraded for better traffic management.
Vusumzi Mtakati SPO: Land Use Management, Development Management, City of Cape Town (Memorandum, 28 May 2026 – Annexure H) – Maintained same comment for 2nd PPP	The Remainder of Erf 18332 is zoned Limited Use and requires an application for exempted subdivision and consolidation, with zoning deemed TR2. The same applies to affected portions of Portion 3 of Farm 547 Vergenoegd (3/547), zoned AG. Informal settlements are present within the road reserve and may affect the proposal.	Erf 18332 is a vast property (ca 375ha) that includes unsubdivided metropolitan road reserves such as sections of Mew Way, Walter Sisulu Road , Ntlazane Road and Jeff Masemola Road. It was decided that it is therefore not necessary to subdivide off a sliver of the Baden Powell Circle, as it would have required the resolution of those other road reserves. Portions 3/547 and Remainder 547 already have exempted subdivisions and are deemed TR2 zoned properties per the DMS (Case IDs: 1500169123 and 1500151758)
IMPROVED LIVING CONDITIONS		
Gerhard Hanekom (Pr. Pln A/1882/2014) Principal Professional Officer, Human Settlements: Informal Settlements Planning, City of Cape Town (Email to C. Dickson-Paulsen, E. Kopele and X. Williams, 25 May 2026 – Annexure F) – Maintained same comment for 2nd PPP	Housing Development should approach the Informal Settlement Management team (Enoch Kopele and Xolani Williams) regarding relocation options for structures located mainly on the proposed sidewalk to ensure successful implementation of the project.	Noted.

Charlene Dickson-Paulsen Environmental Section, Environmental Management Department, City of Cape Town (Consolidated CoCT comment, 8 July 2026), together with Cllr Ayanda Tetani and Cllr Lucky Mbiza (Ward Councillor comments, 25 and 27 May 2026) – Maintained same comment for 2nd PPP	The socio-economic assessment should provide meaningful information on community input and relocation. Engagement with the Informal Settlements and Housing Development Departments is recommended before construction. The Ward Councillors also requested assistance from Human Settlements and engagement/meetings concerning affected community members and relocation land allocation.	The moving of the informal settlements that are currently located on areas required for the construction of the project will be managed by the Informal Settlements and Housing Development Departments.
CULTURAL AND HERITAGE IMPACTS		
Johan van Wyk Environmental and Heritage Management (Heritage Section), Environmental Management Department, City of Cape Town (Consolidated CoCT comment, 8 July 2026) – Maintained same comment for 2nd PPP	The applicability of the National Heritage Resources Act must be confirmed by Heritage Western Cape. The probability of chance discovery of archaeological and/or palaeontological material during construction must be acknowledged and addressed. HWC confirmation regarding the Notice of Intent to Develop (NID) and any specialist assessment requirement should be included in the reporting.	Noted. The Notice of Intent to Develop (NID) was submitted to Heritage Western Cape, and HWC's written comment confirmed that further specialist heritage assessment is not required. This response is included in the final BAR. A chance-finds procedure to address any archaeological or palaeontological material uncovered during construction is included in the EMPr.
Waseefa Dhansay Assistant Director: Professional Services, Heritage Western Cape Case No. 28958SB0615 (Letter, 14 July 2026) – Maintained same comment for 2nd PPP	No further action under Section 38 of the National Heritage Resources Act is required for the proposed traffic circle and associated road upgrades. HWC Chance Finds and Accidental Finds Procedures must be included in the Authorisation. If heritage resources, graves/burials, archaeological material or palaeontological material are discovered, work must stop immediately and HWC must be	The response that no further action is needed with regards to assessment of heritage resources is acknowledged and agreed. The EMPr will include the recommended HWC Chance Finds and Accidental Finds Procedures, together with immediate stop-work requirements should any

	notified without delay. HWC may request additional information and other statutory approvals may still be required.	heritage resources be identified during construction.
ENVIRONMENTAL		
Thato Liphoto, Senior Air Quality Practitioner; signed by Ian Gildenhuys, Head: Specialised Environmental Health Services / Air Quality Officer Community Services and Health, Air Quality Management Unit, City of Cape Town (Letter, digitally signed 10 June 2026 – Annexure C) – Maintained same comment for 2nd PPP	Primary air-quality impacts are expected during construction, mainly from dust. The applicable legislation should include the City of Cape Town Air Quality Management By-law, 2016 (as amended) and National Dust Control Regulations, 2026. Dust emissions must not create a nuisance beyond the site boundary; suppression measures must be maintained; a dust-complaints register must be kept; and a Dust Management Plan/Dustfall Monitoring Programme may be required if warranted.	Noted, no objection recorded. The list of applicable legislation in the BAR/EMPr has been updated to include the City of Cape Town Air Quality Management By-law, 2016 (as amended) and the National Dust Control Regulations, 2026. The EMPr's dust suppression measures and the requirement to maintain a dust-complaints register is included in the EMPr.
Unathi Mahlati PO: Policy and Strategy, Solid Waste Management, City of Cape Town (Letter, 1 June 2026 – Annexure D) – Maintained same comment for 2nd PPP	The report should provide estimated construction and demolition waste quantities, waste-stream classification (general waste, builders' rubble, hazardous waste), measures to prevent illegal dumping, and compliance with the National Environmental Management: Waste Act, 2008 and regulations. Measures are also required to prevent construction waste, litter and contaminated runoff from degrading the wetland, and the BAR should include a more detailed Construction Waste Management Plan.	Noted. The EMPr does address classification of waste streams and measures to prevent illegal dumping, and to reference the National Environmental Management: Waste Act, 2008 and its regulations. Waste-related mitigation to prevent contamination of the adjacent wetland will also be reflected in the EMPr.
Wayne Davids SPO: Catchment, Stormwater & River Management, Bulk Services	Section 21(c) and (i) water uses are triggered and the required DWS authorisation must be obtained prior to construction and included in the EMPr. The EMPr should also	The WULA/General Authorisation application in terms of Section 21(c) and (i) of the National Water Act has been submitted to DWS, with proof of

Department, Water & Sanitation Directorate, City of Cape Town (Annexure A to CoCT consolidated comment dated 8 July 2026) – Maintained same comment for 2nd PPP	address erosion control, pollution prevention, dewatering (if required), rehabilitation, wetland monitoring and spill response.	submission to be included in the final BAR. The freshwater specialist's construction-phase mitigation measures and erosion/sediment control, pollution prevention and wetland monitoring requirements are incorporated into the EMPr.
Ismat Adams Land-Use Scientist: Landscape West, Conservation Operations, CapeNature (Letter, ref. SSD14/2/6/1/4/S_Baden Powell Circle_Khayelitsha, 21 September 2026)	1. It is agreed that the development site is essentially degraded to highly degraded from a terrestrial biodiversity perspective due to the clear disturbances and removal of habitat that has occurred on site. The botanical compliance statement is supported, the mitigation measures proposed need to be implemented, and faunal search and rescue should be included in the protocol for botanical search and rescue that was recommended by the botanical specialist. 2. The aquatic assessment is supported, the wetlands delineated are clearly highly modified by sewage and informal settlement. All mitigation measures as per the aquatic assessment must be implemented.	Noted. The mitigation measures recommended by the botanical and freshwater specialists are incorporated into the EMPr.
Jan van Staden Chief Executive Officer (Acting), Breede-Olifants Catchment Management Agency (BOCMA) (Letter, ref. 4/10/2/G22E/Baden Powell Macassar, 21 September 2026; enquiries: Zukisa Dlaku)	1. Based on the information provided, Breede-Olifants Catchment Management Agency (BOCMA) has no objection in principle to the proposed development, subject to compliance with the requirements of the National Water Act, 1998 (Act No. 36 of 1998), and other applicable water resource management requirements. These comments do not constitute approval or authorisation of any water use requiring authorisation in terms of the Act. 2. BOCMA notes that a fragmented remnant depression wetland occurs within the project footprint, west of Baden	Noted. The Section 21(c) and (i) water uses are acknowledged, and the Water Use Licence/General Authorisation application in terms of the National Water Act is being submitted, with proof of submission to be included in the Final BAR. No construction activity triggering a water use will commence before the necessary authorisation is obtained. It is acknowledged that Environmental Authorisation does not constitute authorisation of any water use.

	Powell Drive, and that approximately 2 000 m² of the depression wetland falls within the development footprint. The Freshwater Ecological Assessment classified the wetland as Present Ecological State (PES) Category F, with low to marginal Ecological Importance and Sensitivity. Although the wetland is highly degraded, it remains a water resource that must be protected from further degradation and pollution. 3. The Environmental Information Sheet indicates that the road widening would encroach on existing wetlands and that the working areas would place the wetlands at risk of being impacted, triggering Section 21(c) and (i) water uses. The applicant must obtain the necessary authorisation in terms of the National Water Act prior to undertaking any activities requiring such authorisation. 4. BOCMA further notes that the Kuils River floodplain wetland is located approximately 450 m downstream of the project area and therefore falls within the 500 m regulated area. Although the wetland is not expected to be directly affected, the proposed development may result in wetland habitat loss and disturbance, erosion and sedimentation, water-quality impairment from cement, fuels, litter and turbid runoff, as well as alteration of the wetland flow regime from the raised road prism and stormwater discharge. The mitigation measures recommended in the Freshwater Ecological Assessment and Environmental Management Programme (EMPr) must be implemented to minimise these	The freshwater specialist's mitigation measures, including erosion and sediment control, pollution prevention (cement, fuels, litter and turbid runoff), stormwater management and wetland monitoring, are incorporated into the EMPr and will be implemented to protect the on-site depression wetland and the downstream Kuils River floodplain wetland. In order to manage the stormwater discharge, all stormwater from the proposed circle will be handled through the barrier kerbs on the road edges and with the controlled outlet points at regular intervals. Energy dissipation structures will slow and control the stormwater flow to enable erosion and sediment control. The road drainage design considerations include road slopes and cross falls to enable flows to outlet points in the barriers kerb lines. The stormwater systems are designed to follow the existing drainage patterns.

	impacts and prevent indirect impacts on the wetland and downstream water resources. 5. Any activities associated with the proposed development that constitute additional water uses in terms of Section 21 of the National Water Act must be appropriately authorised. Environmental Authorisation does not constitute authorisation of any water use in terms of the National Water Act. 6. BOCMA notes that the Environmental Information Sheet was made available for public review and comment from 19 August 2026 to 21 September 2026. Any comments relating to water resources, stormwater, drainage, erosion, sedimentation or pollution received during the public participation process must be considered and addressed in the Final Basic Assessment Report. 7. The applicant must ensure that the final design and construction activities remain consistent with the information assessed in the Environmental Information Sheet and supporting specialist studies. Any changes that may result in additional impacts on water resources or additional water uses must be assessed and authorised where applicable. 8. All requirements as stipulated in the National Water Act, 1998 (Act No. 36 of 1998) regarding water use must be adhered to. BOCMA reserves the right to revise initial comments and request further information based on any additional information received.	

BIOPHYSICAL		
DESIGN		
Wayne Davids SPO: Catchment, Stormwater & River Management, Bulk Services Department, Water & Sanitation Directorate, City of Cape Town (Annexure A to CoCT consolidated comment dated 8 July 2026)– Maintained same comment for 2nd PPP	Limited stormwater detail is provided. Final design should provide adequate runoff conveyance, controlled discharge, energy dissipation, water-quality measures, maintain overland flow paths, avoid increased flood risk and manage additional runoff from impervious areas.	A stormwater drainage system has been developed during the detailed design stage. The infrastructure is sufficient to handle all stormwater associated with the proposed intersection upgrade, as shown on The Storm Water Layout Drawing SA001 included in the Appendix. The stormwater management approach is to link into existing systems where applicable and to make use of and supplement current outflow structures where necessary. The upgrade has been designed with barrier kerbs, appropriate road slopes and crossfalls, and sufficient controlled outlet points to ensure effective drainage and runoff conveyance. Energy dissipation structures have been included at outlet points, and the existing flow paths have been maintained where required.
Charlene Dickson-Paulsen Environmental Section, Environmental Management Department, City of Cape Town (Consolidated CoCT comment, 8 July 2026) – Maintained same comment for 2nd PPP	The dBAR does not contain engineering drawings showing stormwater/road drainage design. Landscaping under Preferred Alternative 1 should not obstruct visibility and should be limited to low-growing indigenous vegetation. The proposed 45 m diameter traffic circle should be motivated and considered under alternatives.	A stormwater drainage system has been developed during the detailed design stage. The infrastructure is sufficient to handle all stormwater associated with the proposed intersection upgrade, as shown on The Storm Water Layout Drawing SA001 included in the Appendix. The design incorporates barrier kerbs, road slopes, crossfalls and controlled outlet points to ensure effective drainage. The applicable engineering

		drawings have been prepared and are attached for review. The WCG's Roundabouts: Volume 2: Framework for the Evaluation and Implementation of Roundabouts indicates a minimum 43m inscribed circle diameter (ICD) and a maximum of 65m for a two circulating lane roundabout. The preferred target ICD for an urban roundabout is 48m. The ICD is influenced by the roadside development environment, the approach speeds and the number of pedestrians at the intersection and will be assessed at detailed design stage
Conrad Newman Operations Manager: Western Cape, WSSA (Pty) Ltd (operator of Zandvliet WWTW) (Email, 27 May 2026; forwarded to The Environmental Partnership 8 June 2026) – Maintained same comment for 2nd PPP	Earthworks, slopes and drainage at the WWTW corner must be carefully designed to avoid increased flood or operational impacts. Protective barriers along the WWTW boundary may be required if the risk of vehicles leaving the circle is increased.	The infrastructure associated with the wastewater treatment works will remain more than 30 m away from the proposed traffic circle. The circle layout has been designed with curved approaches and road markings to reduce vehicle speeds. Barrier kerbs have been incorporated into the design. These are BK4 type kerbs with a height of at least 175 mm above the finished road level. As a further safety measure, an earth berm can be constructed outside the wastewater treatment works boundary fence line. The existing drainage patterns have also been considered and incorporated into the proposed design
PROPOSED SITE LOCATION		

Ashleigh Manyara, Liam Patel and Songezo Ndaba Urban Planning and Design Department, City of Cape Town (Memorandum, 11 June 2026 – Annexure G) – Maintained same comment for 2nd PPP	The proposal is primarily located within the existing road reserve. Adjacent and nearby properties include areas associated with Critical Natural Areas, the Green Infrastructure Network and endangered ecosystems. The freshwater assessment identifies a small depression wetland within the footprint and the Kuils River floodplain wetland downstream.	The wetland loss figures and PES/WET-Health rating are consistent with the freshwater specialist's (EnviroSwift) findings and are addressed in the impact assessment and EMPr. The dBAR considered the relevant environmental sensitivities and included mitigation measures.
Charlene Dickson-Paulsen Environmental Section, Environmental Management Department, City of Cape Town (Consolidated CoCT comment, 8 July 2026) – Maintained same comment for 2nd PPP	The footprint occurs outside the Cape Town BioNet on Farm 547/RE. Approximately 536 m² of indigenous vegetation will be cleared in a linear manner along the north-eastern road reserve. A pre-construction walk-down by a suitably qualified ecologist is recommended to check for Erepsia dunensis, with any search-and-rescue material relocated to Macassar Dunes Nature Reserve.	Noted. The pre-construction walk-down recommended by the botanical specialist (Capensis, Nicolson, 2025) has been included as a mandatory impact management action in the EMPr. Any specimens or search-and-rescue material found will be relocated to the Macassar Dunes Nature Reserve in consultation with the Reserve Area Manager, as recommended.
Wayne Davids SPO: Catchment, Stormwater & River Management, Bulk Services Department, Water & Sanitation Directorate, City of Cape Town (Annexure A to CoCT consolidated comment dated 8 July 2026) – Maintained same comment for 2nd PPP	Approximately 2,000 m² of a degraded depression wetland (PES F) will be lost. Impacts should be minimised as far as practicable and unnecessary encroachment avoided due to the remaining attenuation and water-quality functions.	Noted. Consistent with the freshwater specialist's (EnviroSwift) findings, the wetland is Present Ecological State Category F (critically modified) with a Low/marginal Ecological Importance and Sensitivity rating, and the loss associated with road widening cannot be avoided within the existing road reserve. EnviroSwift's assessment concludes that this residual loss does not require a biodiversity offset.
Design		

Zimasa Matho Regional Co-ordinator: Eastern Region, Transport Impact Assessment & Development Control, Urban Mobility Directorate, City of Cape Town (Email, 15 June 2026 – Annexure E) – Maintained same comment for 2nd PPP	The traffic-circle layout/geometry must be designed to the standards of the Urban Mobility branch and approved by the Roads Infrastructure Management branch.	Noted.
Ashleigh Manyara, Liam Patel and Songezo Ndaba Urban Planning and Design Department, City of Cape Town (Memorandum, 11 June 2026 – Annexure G) – Maintained same comment for 2nd PPP	The department endorses Preferred Alternative 1: a landscaped traffic circle featuring two circulatory lanes, with all four approaches upgraded to two lanes each. The proposal is consistent with the spatial frameworks and mobility objectives noted in the memorandum.	Noted, the endorsement of the proposed project by the Metropolitan Spatial Planning and Growth Management and District Planning and Mechanisms Urban Planning and Design Departments is acknowledged. Alignment with the District Spatial Development Framework and District Spatial Planning Policy is also acknowledged.
GENERAL		
Charlene Dickson-Paulsen Environmental Section, Environmental Management Department, City of Cape Town (Consolidated CoCT comment, 8 July 2026) – Maintained same comment for 2nd PPP	The Freshwater Ecological Assessment should reference the current Cape Town BioNet (2024), not the 2018 version. The DBAR should also address additional technical information and engagement requested by the relevant departments.	The Freshwater Ecological Assessment has been corrected to reference the 2024 Cape Town BioNet. Additional technical information and engagement requirements are being addressed.
Charlene Dickson-Paulsen	The EMPr was considered generic rather than site specific. It should establish clearly demarcated no-go areas; require a	Noted. The EMPr has been revised to be project- and site-specific, incorporating clearly demarcated

Environmental Section, Environmental Management Department, City of Cape Town (Consolidated CoCT comment, 8 July 2026) – Maintained same comment for 2nd PPP	pre-construction ecologist walkabout; incorporate erosion, sedimentation, runoff and pollution controls; consider dry season works near the wetland where practicable; require method statements for wetland works/interface works; and address existing sewer infrastructure within the footprint.	no-go areas; the pre-construction ecologist walkabout; the freshwater specialist's essential erosion, sedimentation, runoff and pollution control measures; dry-season timing where practicable; method statements for wetland infilling/reshaping and interface works; and confirmation of the treatment of existing sewer infrastructure within the footprint.
Charlene Dickson-Paulsen Environmental Section, Environmental Management Department, City of Cape Town (Consolidated CoCT comment, 8 July 2026) – Maintained same comment for 2nd PPP	The 2012 Transport Impact Assessment may be outdated and was not included in the DBAR. The DBAR should expand on the reasoning for the proposed 45 m traffic-circle diameter and may address the matter under alternatives. Stormwater/road drainage drawings should also be provided.	The upgrade of the existing stop controlled intersection to a roundabout is a condition of approval in terms of the application for rezoning, subdivision and special consent: Erven 2633 and 3968, Mandela Road, Macassar. The WCG's *Roundabouts: Volume 2: Framework for the Evaluation and Implementation of Roundabouts* indicates a minimum 43m inscribed circle diameter (ICD) and a maximum of 65m for a two circulating lane roundabout. The preferred target ICD for an urban roundabout is 48m. The ICD is influenced by the roadside development environment, the approach speeds and the number of pedestrians at the intersection and will be assessed at detailed design stage. The stormwater management approach is to link into existing systems where applicable and to make use of and add to the current outflow structures where necessary.

		A stormwater drainage system has been developed during the detail design stage. The infrastructure is sufficient to handle all stormwater of the proposed intersection upgrade as shown on drawing SA001. The upgrade to the intersection is designed with barrier kerbs on the road edges and roads have design slopes and cross falls for proper drainage. Sufficient controlled outlet points have been provided in the design to handle the flows
INCONSISTENCY WITH EXISTING POLICIES		
Ashleigh Manyara, Liam Patel and Songezo Ndaba Urban Planning and Design Department, City of Cape Town (Memorandum, 11 June 2026 – Annexure G) – Maintained same comment for 2nd PPP	The proposal is not considered inconsistent with the council-approved MSDF (2023) and is aligned with the District Spatial Development Framework and District Spatial Planning Policy. The proposal is also consistent with the planning objectives relating to the existing road network and mobility.	Noted.
Vusumzi Mtakati SPO: Land Use Management, Development Management, City of Cape Town (Memorandum, 28 May 2026 – Annexure H)– Maintained same comment for 2nd PPP	The Remainder of Erf 18332 requires an application for exempted subdivision and consolidation, with zoning deemed TR2; the same is applicable to affected portions of Portion 3 of Farm 547 Vergenoegd (3/547), zoned AG.	Erf 18332 is a vast property (ca 375ha) that includes unsubdivided metropolitan road reserves such as sections of Mew Way, Walter Sisulu Road , Ntlazane Road and Jeff Masemola Road. It was decided that it is therefore not necessary to subdivide off a sliver of the Baden Powell Circle, as it would have required the resolution of those other road reserves. Portions 3/547 and Remainder 547 already have exempted subdivisions and are

		deemed TR2 zoned properties per the DMS (Case IDs: 1500169123 and 1500151758)