



**EIA REFERENCE:** 16/3/3/1/A6/96/2012/25  
**NEAS REFERENCE:** WCP/EIA/0001624/2025  
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The Municipal Manager  
City of Cape Town  
14<sup>th</sup> Floor, The Towers South  
2 Hertzog Boulevard  
**CAPE TOWN**  
8001

**For Attention: Ms. Michelle Durnez**

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E-mail: [Michelle.Durnez@capetown.gov.za](mailto:Michelle.Durnez@capetown.gov.za)

**C/O Mr. Paul Faria (HHO Consulting Engineers (Pty) Ltd)** E-mail: [Paul@hho.co.za](mailto:Paul@hho.co.za)

Dear Sir and Madam

**APPLICATION FOR ENVIRONMENTAL AUTHORISATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) (“NEMA”) AND THE ENVIRONMENTAL IMPACT ASSESSMENT (“EIA”) REGULATIONS, 2014 (AS AMENDED): THE PROPOSED INTEGRATED RAPID TRANSIT (“IRT”) PHASE 2A TRUNK ROUTE SECTION W8 – PROPOSED EXPANSION OF THE ROAD AND DEVELOPMENT OF DEDICATED BUS AND NON-MOTORISED TRANSPORT (“NMT”) LANES AND ASSOCIATED INFRASTRUCTURE BETWEEN MAIN ROAD AND THE M5 MAIN ROAD INTERCHANGE – WYNBERG, PLUMSTEAD**

1. With reference to the above application, the Competent Authority hereby notifies you of its Decision to **grant** Environmental Authorisation, attached herewith, together with the reasons for the Decision.
2. In terms of Regulation 4 of the EIA Regulations, 2014 (as amended), you are instructed to ensure, within fourteen (14) days of the date of the Decision on the application, that all registered Interested and Affected Parties (“I&APs”) are provided with access to the Decision and reasons for the Decision, and that all registered I&APs are notified of their right to appeal.
3. Your attention is drawn to Chapter 2 of the National Appeal Regulations, 2025 (as amended), which prescribes the appeal procedure to be followed. This procedure is summarised in the Environmental Authorisation below.

Your interest in the future of the environment is greatly appreciated.

Yours faithfully

**MR. ZAAHIR TOEFY**  
**DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 1)**  
**WESTERN CAPE GOVERNMENT: ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING**

Copied to:

(1) Ms. Ingrid Eggert and Ms. Sabrina Thorndike (Chand Consultants)  
(2) Mr. Andrew Greenwood (City of Cape Town)

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## ENVIRONMENTAL AUTHORISATION

**APPLICATION FOR ENVIRONMENTAL AUTHORISATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) (“NEMA”) AND THE ENVIRONMENTAL IMPACT ASSESSMENT (“EIA”) REGULATIONS, 2014 (AS AMENDED): THE PROPOSED INTEGRATED RAPID TRANSIT (“IRT”) PHASE 2A TRUNK ROUTE SECTION W8 – PROPOSED EXPANSION OF THE ROAD AND DEVELOPMENT OF DEDICATED BUS AND NON-MOTORISED TRANSPORT (“NMT”) LANES AND ASSOCIATED INFRASTRUCTURE BETWEEN MAIN ROAD AND THE M5 MAIN ROAD INTERCHANGE – WYNBERG, PLUMSTEAD**

With reference to your application for the abovementioned, find below the outcome with respect to this application.

### DECISION

By virtue of the powers conferred on it by the NEMA and the EIA Regulations, 2014 (as amended), the Competent Authority herewith **grants Environmental Authorisation** to the applicant to undertake the Listed Activities specified in section B below with respect to the Preferred Activity Alternative, described in the final Basic Assessment Report (“BAR”), dated 6 August 2025.

The applicant for this Environmental Authorisation is required to comply with the conditions set out in section E below.

With reference to your application for the abovementioned, find below the outcome with respect to this application.

### A. DETAILS OF THE HOLDER FOR THIS ENVIRONMENTAL AUTHORISATION

City of Cape Town  
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**CAPE TOWN**  
8001

Tel.: (021) 425 2870  
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The abovementioned applicant is the holder of this Environmental Authorisation and is hereinafter referred to as “the holder”.

## B. LISTED ACTIVITIES AUTHORISED

Listed Activity	Activity/Project Description
<p>Listing Notice 3 of the EIA Regulations, 2014 (as amended)–</p> <p>Activity Number: 4 Activity Description: <i>“The development of a road wider than 4 metres with a reserve less than 13,5 metres.</i></p> <p><b>i. Western Cape</b> <b>i. Areas zoned for use as public open space or equivalent zoning;</b> ii. <i>Areas outside urban areas;</i> <i>(aa) Areas containing indigenous vegetation;</i> <i>(bb) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined;</i> <i>or</i> iii. <i>Inside urban areas:</i> <i>(aa) Areas zoned for conservation use; or</i> <i>(bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority.”</i></p>	<p>The South Road extension (“New South Road”) roadway with a reserve ranging between 32 – 40m in width will encroach into properties with a dual zoning of Open Space II and Transport II.</p>
<p>Listing Notice 3 of the EIA Regulations, 2014 (as amended)–</p> <p>Activity Number: 18 Activity Description: <i>“The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre.</i></p> <p><b>i. Western Cape</b> <b>i. Areas zoned for use as public open space or equivalent zoning;</b> ii. <i>All areas outside urban areas:</i> <i>(aa) Areas containing indigenous vegetation;</i> <i>(bb) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined;</i> <i>or</i> iii. <i>Inside urban areas:</i> <i>(aa) Areas zoned for conservation use; or</i> <i>(bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority.”</i></p>	<p>The affected roads will be widened by more than 4m, which are located on properties with a split zoning for Transport II and Public Open Space II.</p>

The abovementioned list is hereinafter referred to as “**the Listed Activities**”.

The holder is herein authorised to undertake the following alternative that includes the Listed Activities relating to the IRT Phase 2A corridor, linking the M5 Kromboom Parkway in the east to the M4 Main Road in the west. The IRT Phase 2A corridor comprises the following components:

- The demolition of existing properties;
- Acquisition of approximately 22 privately owned properties along the route (subject to a separate municipal process);
- Permanent or partial closure of certain roads/intersections for vehicles;
- An extension of approximately 265m to the existing section of South Road towards the west to connect to Wynberg Main Road via a newly constructed bridge over the railway line and Waterbury Road;
- Upgrading, widening and realignment of the intersection between Prince George Drive, Rosmead Avenue, Ottery Road and South Road;
- Upgrading and widening of certain sections of Wynberg Main Road, Prince George Drive, Ottery Road, Rosmead Avenue and Pluto Road;
- Construction of two (2) dedicated bus lanes and additional vehicular use lanes along the entire route;
- Construction of a new bus station located at the Pluto Road intersection;
- Provision of improved non-motorised transport ("NMT") routes and infrastructure;
- Construction of a bridge to cross the railway line;
- Construction of a road shoulder;
- Construction and provision of parking areas (Park-and-Ride facilities);
- Associated hard and soft landscaping using indigenous plant species and retaining, where possible, existing trees;
- Associated service and other infrastructure;
- Stormwater interventions;
- Removal and replacement of existing street lighting along the proposed roadway with new infrastructure; and
- The removal, relocation, upgrade of overhead and underground services present within the site boundary (restricted to be undertaken within the development footprint and/or existing road reserves).

The total development envelope measures approximately 50 606m<sup>2</sup> in extent.

### **C. ROUTE DESCRIPTION AND LOCATION**

The Listed Activities are proposed to be undertaken between Main Road and the M5 Main Road Interchange – Wynberg, Plumstead.

The following lists the affected properties for acquisition/reservation of Erven along the route:

The Remainder of Erf 67610, Erf 70089, Erf 70693, Erf 71779, Erf 71798, Erf 71815, Erf 74177, the Remainder of Erf 73960, Erf 74065, Erf 74132, the Remainder of Erf 71848, the Remainder of 69409, the Remainder of 69404, Erf 69402, Erf 71850, Erf 71851, the Remainder of Erf 90500, Erf 90491, Erf 90492, Erf 90527, Erf 90528, Erf 74178, the Remainder of Erf 90475, Erf 90481, Erf 71827, Erf 67611, the Remainder of Erf 69403, the Remainder of Erf 70082, Erf 70083, Erf 70084, Erf 70085, Erf 70086, Erf 70087, Erf 70088, the Remainder of Erf 70090, Erf 70091, Erf 70092, Erf 70093, Erf 70094, the Remainder of Erf 70095, Erf 70691, Erf 70692, Erf 70697, Erf 70698, the Remainder of Erf 70699, Erf 70700, Erf 70701, Erf 70702, the Remainder of 70703, the Remainder of 70704, Erf 70705, Erf 70715, the Remainder of Erf 71747, the Remainder of Erf 71748, Erf 71749, Erf 71760, the Remainder of Erf 71761, the Remainder of Erf 71762, the Remainder of Erf 71780, the Remainder of Erf 71781, the Remainder of Erf 71782, Erf 71783, 71799, the Remainder of Erf 71800, the Remainder of Erf 71801, Erf 71802, Erf 71816, Erf 71817, the Remainder of Erf 71828, Erf 71829, Erf 71835, Erf 71836, the Remainder of Erf 71840, the Remainder of Erf 71841, the Remainder of Erf 71842, Erf 71849, the Remainder of Erf 73539, the Remainder of Erf 73540, the Remainder of Erf 73541, Erf 73542, the Remainder of Erf 74131, Erf 74219, Erf 74247, the Remainder of Erf 90493, Erf 90494, Erf 90501, Erf 90504, the Remainder of Erf 67634, Erf 70653, Erf 73929, the Remainder of Erf 70051, the Remainder of Erf 70052, the Remainder of Erf 70053, Erf 70054 and Erf 70055.

The co-ordinates are given below:

Starting point of the new overpass	<b>Latitude (S)</b>	<b>Longitude (E)</b>
	34° 0' 57.19" South	18° 28' 5.72" East
Middle point of the new overpass	<b>Latitude (S)</b>	<b>Longitude (E)</b>
	34° 0' 54.60" South	18° 28' 34.95" East
End point of the new overpass	<b>Latitude (S)</b>	<b>Longitude (E)</b>
	33° 0' 46.18" South	18° 29' 1.22" East

A map indicating the co-ordinates for every 100m along the route is attached to this Environmental Authorisation, as **Annexure 1**.

The list of privately owned property buildings to be demolished:

ID No	Erf No	Ownership	Property Impact
01	67610 -RE	Private	Partial
02	69402	Private	Partial
03	69404-RE	Private	Partial
04	70089	Private	Full
05	70693	Private	Partial
08	71779-RE	Private	Full
09	71798	Private	Partial
10	71815	Private	Partial
11	71850	Private	Full
12	71851	Private	Full
14	74065	Private	Partial
15	74132	Private	Partial
16	74177	Private	Full
17	74178	Private	Full
18	90491	Private	Full
19	90492	Private	Full
20	90500-RE	Private	Partial
21	90527	Private	Full
22	90528	Private	Full

The list of publicly owned property buildings to be demolished:

ID No	Erf No	Ownership	Property Impact
25	69403-RE	Public	Full
27	70082-RE	Public	Full
31	70086	Public	Full
32	70087	Public	Full
33	70088	Public	Full
36	70092	Public	Full
37	70093	Public	Full
38	70094	Public	Full
39	70095-RE	Public	Full
42	70692	Public	Full
43	70697	Public	Full
44	70698	Public	Full
46	70700	Public	Full
47	70701	Public	Full
48	70702	Public	Full
51	70705	Public	Full
52	70715	Public	Full

55	71749	Public	Full
56	71760	Public	Full
62	71783	Public	Full
67	71816	Public	Full
68	71817	Public	Full
71	71829	Public	Full
72	71835	Public	Full
81	73541-RE	Public	Full
85	74219	Public	Full
86	74247	Public	Full
90	90494	Public	Full
91	90501	Public	Full
92	90504	Public	Full

Refer to **Annexure 2: Locality and Route Map** and **Annexure 3: Bridge Structure (Rail Overpass)**  
The above property is hereinafter referred to as "**the route**".

#### D. DETAILS OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER

Chand Consultants  
C/O Ms. Ingrid Eggert  
Block A  
Plum Park  
4 St. Clair Road  
**PLUMSTEAD**  
7801

Tel.: (021) 762 3050  
E-mail: [info@chand.co.za](mailto:info@chand.co.za)

#### E. CONDITIONS OF AUTHORISATION

##### Scope of Authorisation

1. The holder is authorised to undertake the Listed Activities specified in Section B above in accordance with and restricted to the Preferred Activity Alternative described in Section B above.
2. The holder must commence with, and conclude, the Listed Activities within the stipulated validity period, which this Environmental Authorisation is granted for, or this Environmental Authorisation shall lapse and a new application for Environmental Authorisation must be submitted to the Competent Authority.

This Environmental Authorisation is granted for –

- (a) A period of five (**5**) years, from the date of issue, during which period the holder must commence with the authorised Listed Activities.
  - (b) A period of ten (**10**) years, from the date the holder commenced with the authorised Listed Activities, during which period the authorised Listed Activities must be concluded.
3. The holder shall be responsible for ensuring compliance with the conditions by any person acting on his behalf, including an implementing agent, sub-contractor, employee or any person rendering a service to the holder.

4. Any changes to, or deviations from the scope of the alternative described in section B above must be approved in writing by the Competent Authority before such changes or deviations may be implemented. In assessing whether or not to grant such approval, the Competent Authority may request information in order to evaluate the significance and impacts of such changes or deviations, and it may be necessary for the holder to apply for further authorisation in terms of the applicable legislation.

#### **Written Notice to the Competent Authority**

5. A written notice of seven (7) calendar days must be given to the Competent Authority before commencement of the development activity.
  - 5.1. The notice must make clear reference to the route details and EIA Reference number given above.
  - 5.2. The notice must include proof of compliance with the following conditions described herein:  
  
Conditions: 6, 7, 13 and 22.

#### **Notification of Environmental Authorisation and Administration of Appeal**

6. The holder must in writing, within fourteen (14) calendar days of the date of this decision–
  - 6.1. notify all registered Interested and Affected Parties (“I&APs”) of –
    - 6.1.1. the decision reached on the application;
    - 6.1.2. the reasons for the decision as included in Annexure 4;
    - 6.1.3. the date of the decision; and
    - 6.1.4. the date when the decision was issued.
  - 6.2. draw the attention of all registered I&APs to the fact that an appeal may be lodged against the decision in terms of the National Appeal Regulations, 2014 (as amended) detailed in Section G below;
  - 6.3. draw the attention of all registered I&APs to the manner in which they may access the decision;
  - 6.4. provide the registered I&APs with the:
    - 6.4.1. name of the holder (entity) of this Environmental Authorisation;
    - 6.4.2. name of the responsible person for this Environmental Authorisation;
    - 6.4.3. postal address of the holder;
    - 6.4.4. telephonic and fax details of the holder;
    - 6.4.5. e-mail address, if any, of the holder; and
    - 6.4.6. contact details (postal and/or physical address, contact number, facsimile and e-mail address) of the decision-maker and all registered I&APs in the event that an appeal is lodged in terms of the National Appeals Regulations, 2014 (as amended).

#### **Commencement**

7. The Listed Activities, including preparation of the route, must not be commenced within twenty (20) calendar days from the date the applicant notifies the registered I&APs of this decision.
8. In the event that an appeal is lodged with the Appeal Authority, the effect of this Environmental Authorisation is suspended until the appeal is decided.

## Management of Activities

9. The Environmental Management Programme ("EMPr") (dated July 2025) is hereby approved and must be implemented.
10. An application for amendment to the EMPr must be submitted to the competent authority in terms of Chapter 5 of the EIA Regulations, 2014 (as amended) if any amendments are to be made to the outcomes of the EMPr, and these may only be implemented once the amended EMPr has been authorised by the competent authority.
11. The Environmental Authorisation and EMPr must be included in all contract documentation for all phases of implementation.
12. A copy of the Environmental Authorisation and the EMPr must be kept at the site office where the Listed Activities will be undertaken. Access to the route referred to in Section C above must be granted and, the Environmental Authorisation and EMPr must be produced to any authorised official representing the competent authority who requests to see it for the purposes of assessing and/or monitoring compliance with the conditions contained herein. The Environmental Authorisation and EMPr must also be made available for inspection by any employee or agent of the applicant who works or undertakes work at along the route.

## Monitoring

13. The holder must appoint a suitably experienced Environment Control Officer ("ECO"), for the duration of the construction phase to ensure compliance with the provisions of the EMPr and the conditions contained in this Environmental Authorisation.

The ECO must –

- 13.1. be appointed prior to commencement of any construction activities commencing;
  - 13.2. ensure compliance with the EMPr and the conditions contained herein;
  - 13.3. keep record of all activities at the site office; problems identified; transgressions noted, and a task schedule of tasks undertaken by the ECO;
  - 13.4. remain employed until all rehabilitation measures, as required for implementation due to construction damage, are completed; and
  - 13.5. provide the competent authority with copies of the ECO reports within 30 days of the project being finalised.
14. A copy of the Environmental Authorisation, EMPr, Environmental Audit Reports and compliance monitoring reports must be kept at the site office of the authorised activity during the development activities thereafter it must be kept at the office of the holder and must be made available to any authorised person on request.
  15. Access to the route referred to in Section C above must be granted, and the environmental reports mentioned above must be produced, to any authorised official representing the Competent Authority who requests to see it for the purposes of assessing and/or monitoring compliance with the conditions contained herein.

## Auditing

16. In terms of Regulation 34 of the NEMA EIA Regulations, 2014 (as amended), the holder must conduct environmental audits to determine compliance with the conditions of the Environmental Authorisation and the EMPr and submit Environmental Audit Reports to the

Competent Authority. The Environmental Audit Report must be prepared by an independent person with the relevant environmental auditing expertise and must contain all the information required in Appendix 7 of the NEMA EIA Regulations, 2014 (as amended).

- 16.1. The holder must submit an environmental audit report –
  - 16.1.1. six (6) months after commencement of the construction phase to the relevant competent authority.
  - 16.1.2. three (3) months after completion of the construction phase to the relevant competent authority; and
  - 16.1.3. every five (5) years while the Environmental Authorisation remains valid.
- 16.2. The holder must, within seven (7) days of the submission of the Environmental Audit Reports to the Competent Authority, notify all potential and registered I&APs of the submission and make the Environmental Audit Report available to any I&APs upon request and, where the holder has such a facility, place on a publicly accessible website.
17. The audit report must indicate compliance status with the conditions of this Environmental Authorisation, and the EMPr and make recommendations for improved environmental management.

### **Specific Conditions**

18. Should any heritage remains be exposed during excavations or any other actions along the route, this must immediately be reported to the Provincial Heritage Resources Authority of the Western Cape, Heritage Western Cape. Heritage remains uncovered or disturbed during earthworks must not be disturbed further until the necessary approval has been obtained from Heritage Western Cape.

Heritage remains include, *inter alia*, meteorites, archaeological and/or paleontological remains (including fossil shells and trace fossils); coins; indigenous and/or colonial ceramics; any articles of value or antiquity; marine shell heaps; stone artifacts and bone remains; structures and other built features with heritage significance; rock art and rock engravings; and/or graves or unmarked human burials including grave goods and/or associated burial material.

19. A qualified archaeologist and/or paleontologist must be contracted where necessary (at the expense of the holder) to remove any heritage remains. Heritage remains can only be disturbed by a suitably qualified heritage specialist working under a directive from the relevant heritage resources authority.
20. An integrated waste management approach must be used that is based on waste minimisation and must incorporate reduction, recycling, re-use and disposal where appropriate. Any solid waste that cannot be recycled, re-use shall be disposed of at a licensed waste disposal facility.
21. An integrated waste management approach, which is based on waste minimisation and incorporates reduction, recycling, re-use and disposal, where appropriate, must be employed. Any solid waste must be disposed of at a waste disposal facility licensed in terms of the applicable legislation.
22. The following measure adapted from the final BAR (dated 6 August 2025), must be implemented:
  - 22.1. A Traffic Management Plan/Method Statement must be prepared by the ECO and the Site Engineer, and implemented for the duration of the construction

phase. A Copy of the Traffic Management Plan/Method Statement together with the inputs from the City of Cape Town must be submitted to this Directorate for record purposes prior to the commencement of earthmoving- and construction activities.

23. The following measures adapted from the Visual Impact Assessment Report (dated 30 July 2025 and compiled by Mr. David Gibbs), must be implemented:
  - 23.1. Urban design proposals to improve urban streetscape and plaza areas and prioritising local pedestrian movement, must be prepared by a suitably qualified and registered Landscape Architect, which must be implemented. The approved urban design proposals that incorporate comments from the City of Cape Town must be submitted to this Directorate, together with the inputs from the City of Cape Town, for record purposes.
  - 23.2. A detailed Landscape plan must be prepared by a suitably qualified and registered Landscape Architect, which must be implemented. The approved detailed Landscape plan that incorporates comments from the City of Cape Town must be submitted to this Directorate together with the inputs from the City of Cape Town for record purposes.
24. The following measures adapted from the Noise Impact Investigation Report (dated February 2025 and compiled by Soundscape Consulting (Pty) Ltd), not included in the EMPr, must be implemented:
  - 24.1. Construction activities must be limited to daytime working hours (preferably 07h00 to 17h00). If deviation from these hours are necessary, potential affected receptors must be informed of the type of activity, expected noise levels, and the duration of the activity.
  - 24.2. Sound/acoustic barriers must be installed along all or part of the route east of the overpass without gaps and with a continuous minimum surface density of 10kg/m<sup>2</sup>. The sound/acoustic barriers must be placed as close to the source or to the receiver location, as possible.
  - 24.3. Strategic landscaping must be used by using trees and shrubs to act as a natural buffer to reduce noise levels.
25. The following measures, adapted from the Geotechnical Investigation Report (dated June 2024 and compiled by HHO Consulting Engineers), not included in the EMPr, must be implemented:
  - 25.1. Excavation sidewalls above the water table must be battered to a maximum of 1v:2h (27o) unless lateral support measures or shoring are provided.
  - 25.2. For excavations exceeding 1.5m below existing ground levels, groundwater lowering or temporary lateral support, including groundwater control/drainage through dewatering, must be applied/implemented.
  - 25.3. For heavier structures and/or structures with limited tolerance for settlement deeper piled foundations transferring foundation loads into the underlying residual granite soils must be applied/implemented.
  - 25.4. For difficult access conditions and flexibility (both enlarged base and rock socket are possible), a forum bored pile/shaft of 410mm and typical working load of between 500kN and 800 kN must be used.
  - 25.5. Care must be taken while excavating (boring) within the upper transported soils below the perched water table. In this regard, temporary casing must be driven

well ahead of the excavation levels within the casing to ensure that 'boiling' does not occur.

- 25.6. Driven cast-in-situ ("DCIS") piles must be used, where so required.
- 25.7. The selection of the lateral support method must consider the additional lateral force effects of this perched groundwater, unless dewatering measures are implemented.
- 25.8. Any buried concrete structures situated below the water table must take cognisance of the corrosive properties of the groundwater and apply appropriate precautions against chemical attack and/or corrosion of concrete.

## **F. GENERAL MATTERS**

1. Notwithstanding this Environmental Authorisation, the holder must comply with any other statutory requirements that may be applicable when undertaking the Listed Activities.
2. Non-compliance with any Condition of this Environmental Authorisation or EMPr may render the holder liable for criminal prosecution.
3. If the holder does not commence with the Listed Activities within the period referred to in Condition 2, this Environmental Authorisation shall lapse. If the holder wishes to extend the validity period of the Environmental Authorisation, an application for amendment in this regard must be lodged with the Competent Authority.
4. An application for amendment of Environmental Authorisation must be submitted to the Competent Authority where any detail with respect to the Environmental Authorisation must be amended, added, substituted, corrected, removed or updated. If a new holder is proposed, an application for Amendment in terms of Part 1 of the EIA Regulations, 2014 (as amended) must be submitted.
5. Please note that an amendment of the Environmental Authorisation is not required for a change in the contact details of the holder. In such a case, the Competent Authority must only be notified of such changes.
6. The manner and frequency for updating the EMPr must be made in accordance with Regulations 35 to 37 of GN No. R.982 (as amended) or any relevant legislation that may be applicable at the time.

## **G. APPEALS**

Appeals must comply the National Appeal Regulations, 2025 (Government Notice No. R. 5985 in Government Gazette No. 52269 of 13 March 2025). Please note the provisions of Regulations 1(2) and (3) of the National Appeal Regulations, 2025 when calculating the period of days.

1. The holder (applicant) of this decision must submit an appeal to the Appeal Administrator, any registered I&APs and the decision maker (Competent Authority who issued the decision) within twenty (20) calendar days from the date this Decision was sent by the decision maker.
2. The I&APs (not the holder of this Decision) must submit an appeal to the Appeal Administrator, the holder (applicant) of the Decision and the decision maker within twenty (20) calendar days from the date this Decision was sent to the registered I&APs by the holder (applicant) of the decision.

3. All appeals submitted must:
  - a. be in writing in the appeal form obtainable from the Departmental website;
  - b. include supporting documents referred to in the appeal; and
  - c. include proof of payment of the prescribed non-refundable appeal fee, if prescribed.
4. The holder (applicant) of the decision must:
  - a. notify registered I&APs and affected organs of state of any appeal received, and make the appeal available to them, within five (5) calendar days after the 20-day appeal period ends.
  - b. Submit proof of this notification to the Appeal Administrator within five (5) calendar days after sending the last notification.
5. The applicant, where applicable, the decision-maker, or any person notified under Regulation 4 of the National Appeal Regulations, 2025 may submit a Responding Statement within twenty (20) calendar days from the date they received the appeal, in the form obtainable from the Department website to the Appeal Administrator and to the appellant, where the appellant is not the applicant.
6. Appeals, Responding Statements and supporting documents must be submitted to the Appeal Administrator by means of one of the following methods:
  - a. By e-mail:  
[DEADP.Appeals@westerncape.gov.za](mailto:DEADP.Appeals@westerncape.gov.za) or
  - b. By hand where that person submitting does not hold an electronic mail account:  
**Attention:** Mr Marius Venter  
Room 809, 8<sup>th</sup> Floor Utilitas Building,  
1 Dorp Street, Cape Town, 8001

**Note:** You are also requested to submit an electronic copy (Microsoft Word format) of the appeal, responding statement and any supporting documents to the Appeal Administrator via email or to the address listed above.

A prescribed appeal form, responding statement form as well as assistance regarding the appeal processes is obtainable from the relevant website of the Appeal Authority: <http://www.westerncape.gov.za/eadp> or the office of the Minister at: Tel.: (021) 483 3721 or email: [DEADP.Appeals@westerncape.gov.za](mailto:DEADP.Appeals@westerncape.gov.za)

## H. DISCLAIMER

The Western Cape Government, the Local Authority, committees or any other public authority or organisation appointed in terms of the conditions of this Environmental Authorisation shall not be responsible for any damages or losses suffered by the holder, developer or his successor in any instance where construction or operation subsequent to construction is temporarily or permanently stopped for reasons of non-compliance with the conditions, as set out herein or any other subsequent document or legal action emanating from this decision.

Your interest in the future of our environment is appreciated.

Yours faithfully

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**MR. ZAAHIR TOEFY**  
**DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 1)**  
**WESTERN CAPE GOVERNMENT: ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING**

**DATE OF DECISION: 24 NOVEMBER 2025**

Copied to:

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**FOR OFFICIAL USE ONLY:**

**EIA REFERENCE: 16/3/3/1/A6/96/2012/25**

**NEAS REFERENCE: WCP/EIA/0001624/2025**

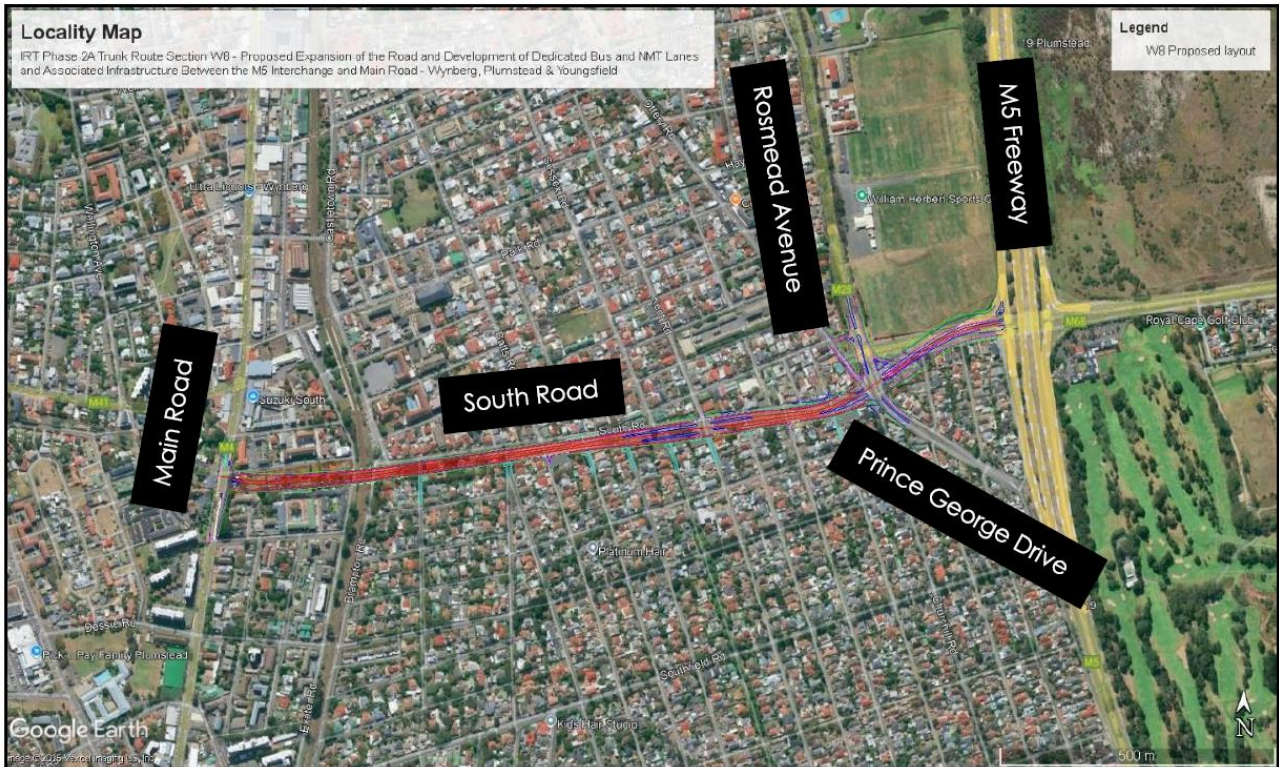
**ANNEXURE 1:** A map indicating the co-ordinates at every 100m interval along the IRT 2A route



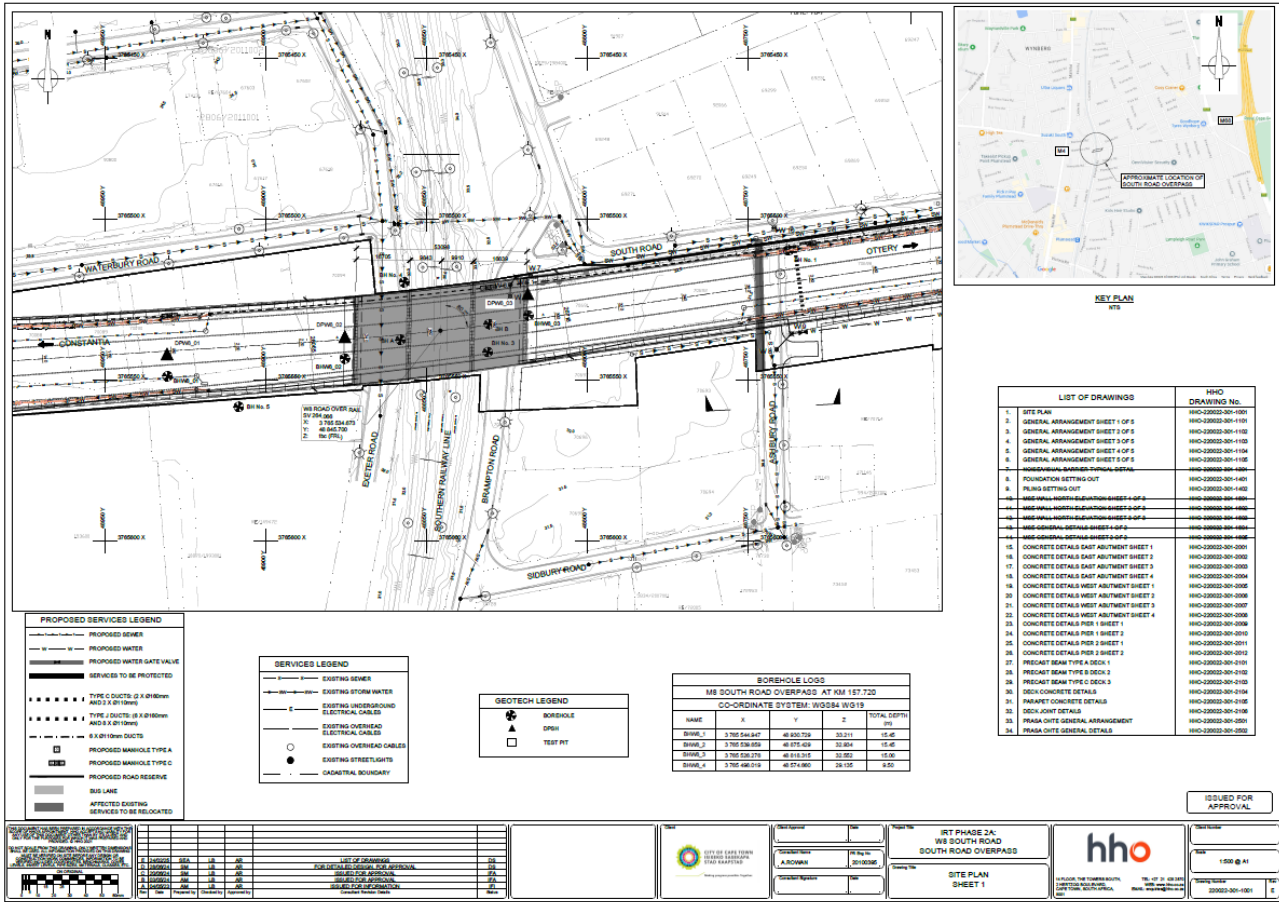
GPS Co-ordinates for linear activities

Point	Latitude	Longitude
A (0m)	34° 0'57.19"	18°28'5.72"
B (100m)	34° 0'57.13"	18°28'9.59"
C (200m)	34° 0'56.99"	18°28'13.49"
D (300m)	34° 0'56.78"	18°28'17.37"
E (400m)	34° 0'56.44"	18°28'21.25"
F (500m)	34° 0'55.85"	18°28'25.09"
G (600m)	34° 0'55.29"	18°28'28.93"
H (700m)	34° 0'54.83"	18°28'32.78"
I (800m)	34° 0'54.38"	18°28'36.62"
J (900m)	34° 0'53.91"	18°28'40.47"
K (1000m)	34° 0'53.43"	18°28'44.33"
L (1100m)	34° 0'52.85"	18°28'48.18"
M (1200m)	34° 0'51.90"	18°28'51.91"
N (1300m)	34° 0'50.28"	18°28'55.28"
O (1400m)	34° 0'48.59"	18°28'58.62"
P (1500m)	34° 0'46.18"	18°29'1.22"

## ANNEXURE 2: LOCALITY AND ROUTE MAP



# ANNEXURE 3: BRIDGE STRUCTURE (RAIL OVERPASS)



## ANNEXURE 4: REASONS FOR THE DECISION

In reaching its decision, the Competent Authority considered, *inter alia*, the following:

- a) The information contained in the Application Form (dated 11 March 2025), the final BAR (dated 6 August 2025) and the EMPr submitted together with the final BAR.
- b) Relevant information contained in the Departmental information base, including the Guidelines on Public Participation, Need and Desirability and Alternatives (dated March 2013);
- c) The objectives and requirements of relevant legislation, policies and guidelines, including section 2 of the NEMA.
- d) The comments received from I&APs and the responses thereto, included in the final BAR; and
- e) The balancing of negative and positive impacts and proposed mitigation measures.
- f) A site visit was conducted by the Competent Authority and other officials of the Directorate: Development Management (Region 1) on 6 November 2025.

All information presented to the Competent Authority was taken into account in the consideration of the application for Environmental Authorisation. A summary of the issues that were considered to be the most significant for the decision, is set out below.

### 1. Public Participation

The Public Participation Process ("PPP") included:

- Site notices were placed at the start, middle, and end of the route on South Road and Waterbury Road;
- Advertisements were placed in two local newspapers, *i.e.*, the 'Constantia Berg Bulletin' on 13 March 2025 and the 'Southern Mail' Newspapers on 12 March 2025;
- A 'knock-and-drop' exercise, along with the notification letter, was conducted for residences and formal institutions adjacent to the proposed route;
- The draft BAR was circulated to all registered I&APs and relevant stakeholders and made available for a minimum comment period of thirty (30) days, from 14 March 2025 to 14 April 2025;
- A hardcopy of the Executive Summary was made available at the Wynberg Library and the local subcouncil offices, along with a comment box and comment forms, for the duration of the abovementioned public commenting period; and
- The revised draft BAR was circulated to all registered I&APs and relevant stakeholders and made available for a minimum comment period of thirty (30) days, from 14 June 2025 to 15 July 2025.

I&APs who reside in close proximity to the route objected to the proposed development based primarily on the following reasons:

- Further detailed information required regarding the proposed development within the context of the affected area;
- What the timelines are regarding the implementation of the proposed development;
- What the resultant noise impacts will be;
- What the compensation will be if properties are expropriated;
- The need to provide specific parking facilities;
- The resultant noise, dust, traffic and environmental pollution for residents;
- The proposed development will impact negatively on peace in the local area;
- Loss of value in property(s) and the cherishing of the local area by residents;
- Widening of roads will exacerbate road users not adhering to speed limits;
- Resultant provision of more space for vagrants to occupy;
- The effect of sparking taxi violence in the area;
- The need to consider alternative traffic routes instead;
- Certain roads ought not to be closed;
- The lack of balance between city-wide benefit and local harm;
- Threat and dangers to others including children, elderly and adult pedestrians;
- The inability of the affected Milford Road to take more traffic;
- Inadequate evaluation of damage versus benefit to local community;

- Procedural oversights of the information and application;
- Security risks; and
- Concerns about how the road changes that will affect the community.

The overarching comments, objections and matters particularly raised by authorities during the abovementioned PPP, include the following:

- The requirements applicable in terms of the National Water Act, 1998 (Act No. 36 of 1998) ("NWA") should the underpass be implemented;
- No Proclaimed Provincial roads are affected;
- The need to follow an integrated waste management system;
- Compliance with the relevant municipal policies and requirements applicable;
- The significant negative impact on existing heritage resources and the cultural landscape;
- The impact of the rail overpass alternative will be extremely high;
- Support for the findings in the terrestrial biodiversity and freshwater compliance statements; and
- No support of the proposed development in its current form.

This Directorate is satisfied that the PPP that was followed met the minimum legal requirements. All the comments raised, and responses thereto, were included in the 'Comments and Responses' Report.

Specific management and mitigation measures have been considered in this Environmental Authorisation and the EMP to adequately address any significant concerns raised.

## 2. Alternatives

### The Applicant's Preferred Property and Route Alternative

This Alternative entails the construction of the IRT 2A system, which will connect Wynberg Main Road in the west to the M5 Interchange in the east, via South Road.

This is the applicant's only and Preferred Property and Site Alternative, since the development proposal was deemed essential for establishing an east-west connection in the southern Wynberg area and across the railway line, ensuring continuity with the proclaimed South/Constantia Road link west of Main Road. Other options proved unfeasible from a capital, operating and maintenance costs perspective and were therefore not further assessed.

### The Applicant's Preferred Activity Alternative (Herewith Authorised)

This Alternative entails the expansion of an existing road network as part of the IRT Phase 2A corridor, linking the M5 Kromboom Parkway in the east to the M4 Main Road in the west. The IRT Phase 2A corridor comprises the following components:

- The demolition of existing properties;
- Acquisition of approximately 22 privately owned properties along the route (subject to a separate municipal process);
- Permanent or partial closure of certain roads / intersections for vehicles;
- An extension of approximately 265m to the existing section of South Road towards the west to connect to Wynberg Main Road via a newly constructed bridge over the railway line and Waterbury Road;
- Upgrading, widening and realignment of the intersection between Prince George Drive, Rosmead Avenue, Ottery Road and South Road;
- Upgrading and widening of certain sections of Wynberg Main Road, Prince George Drive, Ottery Road, Rosmead Avenue and Pluto Road;
- Construction of two (2) dedicated bus lanes and additional vehicular use lanes along the entire route;
- Construction of a new bus station located at the Pluto Road intersection;
- Provision of improved NMT routes and infrastructure;
- Construction of a bridge to cross the railway line;
- Construction of a road shoulder;

- Construction and provision of parking areas (Park-and-Ride facilities);
- associated hard and soft landscaping using indigenous plant species and retaining, where possible, existing trees;
- Associated service and other infrastructure;
- Stormwater interventions;
- Removal and replacement of existing street lighting along the proposed roadway with new infrastructure; and
- The removal, relocation, upgrade of overhead and underground services present within the site boundary (restricted to be undertaken within the development footprint and/or existing road reserves).

The total development envelope measures 50 606m<sup>2</sup>.

This is the applicant's only and Preferred Activity Alternative, since it ensures that the City of Cape Town provides the required transport networks for the municipal area and in this case specifically serving as the link to Wynberg Main Road.

#### The applicant's Preferred Design or Layout Alternative 1

The Preferred Design or Layout Alternative 1 entails the construction and development of a rail overpass (bridge) that links South Road to Waterbury Road. The proposed vertical alignment ascends, shortly after the Main Road intersection at roughly 4.7% to form a crossing over the existing railway line. Thereafter it descends at roughly 6.4%.

The Preferred Design or Layout Alternative 1 was preferred by the applicant based on the following reasons:

- There are no sensitive areas along the surface of the route;
- Minimised continual groundwater and soil disruption (when compared with Design or Layout Alternative 2); and
- Less security risks (when compared with Design or Layout Alternative 2 - people may use the underpass for shelter or criminal activities).

#### The applicant's Design or Layout Alternative 2

The Design or Layout Alternative 2 entails the construction of an underpass beneath the Southern Railway line, linking South Road on the east of the existing railway with Waterbury Road on the west. The underpass will entail a jacked structure beneath the railway line with retaining walls (lateral support) to facilitate the underpass within the available road reserve corridor on either side.

The Design or Layout Alternative 2 was rejected, since the preliminary geotechnical investigation found that the shallow, perched groundwater table along this part of the route presented significant constraints. The implementation of Design or Layout Alternative 2 will therefore be technically and financially unfeasible for the municipality to implement, and hence, not preferred.

#### The applicant's 'No-go' Alternative (Rejected)

The 'No-Go' Alternative entails maintaining the *status quo*, i.e., no development of the IRT network nor construction of an overpass bridge.

The 'No-Go' Alternative was rejected by the applicant, since it would mean that the planned IRT Phase 2A system would not be implemented. This will result in not having the planned public transport connections to the eastern and western parts of the Cape Town materialising.

### **3. Impact Assessment and Mitigation Measures**

#### 3.1 Need and Desirability

The proposal was deemed by the applicant as essential for establishing an east-west connection in the southern Wynberg area and across the railway line, ensuring continuity with the proclaimed South/Constantia Road link west of Main Road. In doing so, the proposal is expected to contribute towards the provision of public transportation

infrastructure that enhances mobility and access to resources and socio-economic opportunities.

### 3.2 Regional and Local Planning

Most of the proposed IRT bus upgrades/road widening will occur within the area zoned for Transport Use. The route will extend beyond the existing road reserve into areas zoned Community I, Open Space and Transport. The necessary landuse planning applications will be required in order to permit the proposed development.

Various local roads will need to be closed and considered as part of the relevant requirements, which falls outside of the jurisdiction and scope of this Basic Assessment application.

Given the nature of the proposal, viz. the provision of public transportation infrastructure to enhance mobility and connectivity, it is consistent with the applicable forward planning policies on municipal and provincial level.

### 3.3 Biohysical Impacts

There is little vegetation along the proposed route, since the route is largely brownfield located in a transformed and urbanised area. The groundcover in the vicinity of the proposed route comprises either tar, pavement, soil/sand or grass. In the portions of the proposed route where it extends into some open spaces have been extensively transformed. The proposed route is not located within any mapped biophysically sensitive areas. The Terrestrial Biodiversity Compliance Statement (dated 29 August 2023 and compiled by NCC Environmental Services (Pty) Ltd) confirms that the route is of 'Low' sensitivity for terrestrial biodiversity.

Due to the above, no highly significant biophysical impacts were identified. Furthermore, no specific mitigation measures were identified in the said Terrestrial Biodiversity Compliance Statement.

### 3.4 Aquatic Impacts

According to the Aquatic Biodiversity Compliance Statement (dated 25 October 2023 and compiled by NCC Environmental Services (Pty) Ltd), no natural surface water resources are situated directly within or traverse the route. The proposed development will therefore not result in significant impacts to or losses of aquatic biodiversity. For this reason, the said Aquatic Biodiversity Compliance Statement did not specify specific mitigation measures in terms of aquatic biodiversity.

### 3.5 Geotechnical Impacts

According to the Geotechnical Investigation Report (dated June 2024 and compiled by HHO Consulting Engineers), the geotechnical investigations revealed that the geology at the route comprises transported soils of a generally sandy nature overlying residual (weathered *in-situ*) granite soils of a silty/clayey nature. A shallow groundwater table (aquifer) perched above the relatively impermeable residual granite soils exist along the route. Basic design considerations will be required to accommodate the proposed development from a geotechnical perspective. These considerations forms part of the Conditions of this EA.

### 3.6 Heritage and Archaeological Impacts

Section 38 (1) of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) ("NHRA") is applicable, since the footprint of the proposed route is bigger than 5000 square meters and the proposed development will change the character of the residential area for the length of the route.

Since the development proposal will take place in an urban area, it's likely that archaeological materials were disturbed or destroyed during the construction of the existing roads and buildings. Any potential isolated archaeological finds that may remain are expected to be out of context and of no cultural significance. There are some houses in the path of the proposed development that are older than 100 years of age. This would mean that any materials associated with their earliest occupation and even their construction would be deemed archaeological. According to the Heritage Impact Assessment Report (dated 5 May 2025 and compiled by Ms. Bridget O'Donoghue - Heritage Practitioner), although the chances of significant archaeological heritage being found are 'Very Low', they are not zero. No concerns from an archaeological point were raised.

In the same way that the Visual Impact Assessment Report (dated 30 July 2025 and compiled by Mr. David Gibbs) and the Social Impact Assessment Report (dated May 2024 and compiled by Tony Barbour Environmental Consulting) confirmed the said negative impacts of the proposed development, the abovementioned Heritage Impact Assessment draws on the fact that both the proposed overpass as well as the proposed underpass will impact on the townscape, visual amenity and social fabric of the area, specifically the areas located along South Road. In a report (undated and compiled by Ms. Bridget O'Donoghue - Heritage Practitioner) supplementary to the HIA, it was confirmed that when compared, the proposed underpass is preferred, and the overpass is not supported. This Directorate notes this recommendation but has at the same time taken due consideration of the applicant's reasons why the underpass is unfeasible (refer to section 2 above regarding the unfeasibility of Design or Layout Alternative 2).

According to the final comments from Heritage Western Cape ("HWC") (dated 19 August 2025), the proposed development was not supported due to the assessed 'High' negative impacts on the townscape, visual and social environments, particularly of the bridge overpass. It is, however, noted that HWC in the said correspondence at the same time supported the proposed demolition of the relevant properties.

This Directorate, having carefully considered all information before it, is satisfied that while the proposed development will give rise to certain localised adverse impacts, the broader public interest benefits and long-term socio-economic gains demonstrably outweigh these effects when coupled with the enforceable mitigation measures imposed.

Throughout the Basic Assessment application process, sufficient information was provided, which demonstrated the broader intentions of the proposed development, *i.e.*, serving the greater Cape Metropolitan Area. These will include enhanced mobility and access to the Wynberg economic hub that will further enhance access to the facilities and opportunities that the hub offers. Since the project forms part of the City of Cape Town's overall IRT system, not only will a means of access to the Wynberg economic hub be provided, but an affordable public transport option will be provided for users. These users will include those residing in the areas of the Cape Flats who are disadvantaged in terms of access to socio-economic and other opportunities based on historical and spatial segregation as well as disenfranchisement.

### 3.7 Visual Impacts

The receiving environment can be characterised as urban, predominantly residential environment, characterised by single-storey dwellings, with community facilities such as schools and places of worship embedded within the built fabric. The urban environment is of distinctive character, with important components valued by communities for tangible as well as intangible attributes and therefore has medium visual / aesthetic quality and significance. The proposed development is anticipated to be of high intensity, including multiple lanes and modes of transport of approximately 1,5km in length, with demolition of existing properties and adjacent road closures.

The proposed development will set to impact on the route and local area directly and indirectly. The proposed acquisition and demolition of properties will also be set to disrupt and erode the area's urban form, whilst the new rail overpass bridge will intrude visually and overshadow adjacent properties. Besides the visual impacts, the proposed development will also affect the north-south continuity of the neighbourhoods and divide Wynberg/Wittebome from Plumstead due to the closure of several neighbourhood streets. The immediate vicinity does not feature areas with exceptional townscape qualities, it however does include areas with a distinct character and 'Sense of Place', particularly the residential fabric and neighbourhood identity. In terms of the latter, the remaining streetscape exhibits a coherent composition that holds significance as a representation of early to mid-20th-century residential development, including its scale, density, and building typology. Additionally, the environment incorporates places of community and religious significance, which further enhances the area's cultural value.

Considering the above, the significance of the receiving environment, including surrounding neighbouring properties and community facilities, can be considered highly susceptible to changes such as those proposed by IRT development. The proposed development will further alter the existing urban and cultural landscape neighbourhood's character. The intrusive nature of the proposed development will be in direct conflict and contrast with existing urban and cultural landscape character of the neighbourhood which comprises a finer-grained residential environment. Whilst being in contrast with the surrounding environment, the proposal will also set to dwarf the properties adjacent to the south. Hence, the sensitivity to visual change is deemed to be of 'High' significance.

As per the Visual Impact Assessment Report (dated 30 July 2025 and compiled by Mr. David Gibbs), certain measures were recommended, which also form part of the conditions of this EA as well as the provisions of the EMPr. These measures seek to reduce the negative visual impacts on the receiving environment throughout the various phases of the proposed development, including the period after construction activities have ended.

In considering the application, this Directorate has adopted a balanced assessment of all information presented during the Basic Assessment process. While acknowledging that the proposed development will result in certain localised adverse impacts, the project's broader public interest benefits to the residents of Cape Town are compelling. Accordingly, the conditions imposed in this Environmental Authorisation, together with the mitigation measures contained in the EMPr, are intended to ensure that these localised impacts are appropriately avoided, minimised and managed, particularly those associated with the proposed overpass.

### 3.8 Loss of Open Space

Approximately thirty-five Public Open Spaces ("OS2") would be encroached upon by the proposed road widening and associated activities. As detailed under section 3.3. above, the Open Space areas are in a transformed state. It was further confirmed in the final BAR that the Open Space areas are undeveloped and have not been utilised for typical Open Space recreational uses. Instead, these areas are used informally (and illegally) for parking. The loss of zoned Public Open Space is therefore not expected to result in negative impacts, such as *inter alia* the loss of local recreational spaces.

### 3.9 Traffic Impacts

During the construction period, delays will be experienced due to traffic congestion, as a result of the reduction of capacity (single general traffic lane in each direction) and the introduction of exclusive use NMT lanes. This impact will be temporary and can be mitigated to be of low to medium negative significance. The mitigation in this regard entails *inter alia* the implementation of a Traffic Management Plan for the duration of the

construction period, the provision of alternative routes for commuters to bypass the construction area and implement temporary traffic control measures.

As part of the proposed development, various roads will be fully or partially closed to vehicular traffic to accommodate the proposed IRT route. Traffic redistribution will therefore take place in the affected area. As per the Traffic Study Summary Report (dated June 2025 and compiled by HHO Consulting Engineers) and the Detailed Design Report (dated June 2024 and compiled by HHO Consulting Engineers) the impacts on the roads to where traffic will be redistributed will range from having relatively high delays and operating at a low level of service during the weekday AM and PM peak hours to operating at a reasonable level of service during the weekday AM and PM peak hours as well as operating at an acceptable level of service and under capacity. Various traffic/road upgrades, which form part of the wider planned future road network, will be implemented.

During the operational period, it is envisioned that with an additional public transport option, more people will make use of the IRT 2A (as opposed to other vehicular options, including personal car use) and thereby result in reduced traffic congestion and delays. This may translate into a reduced per capita emission of greenhouse gases in the surrounding community and beyond. These positive spinoffs are in line with the environmental and town planning goals of providing public transport options to residents in order to help reduce unsustainable car dependency societies and cities. Such factors demonstrate the desirability of the proposed development from a traffic/public transport perspective.

### 3.10 Noise Impacts

According to the Noise Impact Investigation (dated February 2025 and compiled by Soundscape Consulting (Pty) Ltd), depending on various factors, noise levels of between 52 and 95 decibels A-weighted ("dBA") can be expected at 10m from construction/demolition activities (with an average and median of 83 and 88 dBA, respectively). There are several instances of receptors being as close as 10m from either existing structures that will be demolished, or the proposed alignment. Disturbing noise may be experienced by most of the abutting receptors during the construction phase. Hence, significant efforts will be required to mitigate and manage construction phase noise impacts effectively. The mitigation measures, included as conditions of this Environmental Authorisation as well as in the provisions of the EMPr, centres around aspects of operational controls, equipment management, and personnel training. The mitigation measures could reduce the highly significant negative noise impacts to a 'Medium' negative significance during the construction phase.

The desired day and night-time rating levels of the receiving urban area are 60 dBA and 50 dBA, respectively. However, a significant portion of receptors directly adjacent to the IRT alignment already experience outdoor noise levels above the desired rating levels. It was projected that during the operational phase, the proposed development together with the projected traffic for 2040, 65% and 60% of receptors will be exposed to exceeded day- and night-time levels above 65 dBA and 55 dBA, respectively. A substantial proportion of receptors adjacent to the IRT alignment will be exposed to noise levels considered to be 'disturbing'. The required mitigation measures will have to encompass physical interventions, traffic management, as well as community engagement. These mitigation measures will maintain noise impacts during the operational phase at 'Medium-High' negative significance. This is attributed to the complexity of noise management and mitigation required. These mitigation measures form part of the provisions of the EMPr as well as conditions of this Environmental Authorisation.

### 3.11 Air Quality Impacts

According to the Air Quality Screening Report (dated June 2025 and compiled by DDA Environmental Engineers), the proposed South Road link, forming part of Phase 2A of

Cape Town's MyCiTi IRT system, was assessed for air quality impacts using emissions inventory and Level 2 dispersion modelling for CO, NO<sub>2</sub>, PM<sub>10</sub>, and benzene. The results indicate that the predicted concentrations for all pollutants remain well below the South African National Ambient Air Quality Standards ("NAAQS"). These concentrations represent a 'Low' significance impact on ambient air quality during the operational phase. With the implementation of standard mitigation measures, such as the adherence to Euro II vehicle emission standards, dust suppression during the construction phase, and regular road maintenance, the residual impact is deemed to remain of 'Low' significance. The development proposal will therefore not result in unacceptable air quality deterioration or pose any significant health risks to surrounding communities, since air quality impacts are considered negligible and within legal thresholds.

### 3.12 Services and Infrastructure:

The development proposal itself will generally not require additional municipal services. Improved street lighting, landscaped areas, parking, and retaining structures forms part of the development proposal. Streetlights along the upgraded route will be replaced with energy-efficient light-emitting diode lights.

A Stormwater Management Plan is required to take into account the existing stormwater constraints in the area and thereby incorporate new drainage infrastructure, including, *inter alia*, concrete collector pipes, relocated catchpits, and manholes integrated with the existing system. The drainage system includes overland escape routes to mitigate flooding risks. Existing services such as electrical, telecommunication, water, and sewer infrastructure within or adjacent to the road reserve will require removal, relocation, or protection.

### 3.13 Other Aspects

There is an opportunity cost for landowners and land users whose properties will be encroached upon by the proposed development, where it extends beyond the designated road reserve. It is confirmed in the final BAR that the City of Cape Town will follow legal and regulatory requirements for the acquisition of private properties.

Whilst the loss of informal parking can be seen as an opportunity cost for people that use the public open spaces as informal parking, such parking is understood to be unlawful/unregulated. To counter any impacts in this regard, parking is being proposed within the proposed development envelope.

### 3.14 Social Impact

According to the Social Impact Assessment Report (dated May 2024 and compiled by Tony Barbour Environmental Consulting), the proposed development aligns with the City of Cape Town's SDF and IDP objectives for transit-oriented development and improved public transport accessibility. However, the Social Impact Assessment Report identifies highly significant negative social impacts associated with the current alignment along South and Waterbury Roads, including disruption of the social fabric, environmental justice concerns, involuntary resettlement, and severe visual and property impacts from the proposed rail overpass bridge. These impacts are rated to be of 'High' Significance without mitigation and of 'Medium' significance with the implementation of mitigation measures. Conversely, positive social impacts include improved public transport access for Cape Flats communities, which is rated to be of 'High' significance and temporary employment and business opportunities during construction, which is rated to be of 'Medium' significance.

During the construction phase, the proposed development's positive impact includes the creation of business- and employment opportunities. These positive impacts will be ensured through various provisions of the EMPr, including, *inter alia*, the need to coordinate community information events to inform local residents about upcoming projects and employment opportunities available for application. The project developers must employ locally sourced materials, goods and products whenever possible and

thereby optimise benefits for the local economy. The negative impacts during the construction phase include impacts associated with the presence of construction workers along the route, security and safety impacts and noise, dust, and safety impacts associated with construction related activities. These impacts will be of higher significance due to the location of the route, *i.e.*, within an established, quiet residential area. It is, however, noted that these impacts will be temporary in nature. The EMPr includes provisions to ensure that the positive socio-economic benefits are achieved, as intended. Furthermore, most of the abovementioned negative impacts are likely to be of 'Low' negative significance with mitigation.

During the operational phase, the positive impacts include the contribution towards providing public transport that links the Cape Flats to the Wynberg Central Business District and its surrounds.

Having carefully weighed all information submitted, this Directorate recognises that although the proposal will give rise to notable localised negative impacts, the development proposal serves an overriding public-interest function for the greater Cape Town area.

### 3.15 Economic Impacts

The Basic Economic Impact Assessment Report (compiled by Urban-Econ Development Economists (Pty) Ltd.) indicates that positive impacts significantly outweigh negative impacts. Social benefits include improved access to education, healthcare, and recreational facilities, enhanced mobility, and reduced travel costs for low-income communities in Khayelitsha and Mitchell's Plain. Economic benefits encompass a 'Medium-high' positive significance for regional Gross Domestic Product stimulation during the construction phase and a 'Medium-High' positive significance for long-term operational impacts through increased accessibility to employment hubs, the revitalisation of Wynberg, as a commercial node, and improved household disposable income.

Negative social impacts, notably the legal eviction of eight (8) households and temporary disruption to 'Sense of Place' and traffic flows, are rated 'Medium' negative significance without the implementation of mitigation measures, but this impact significance can be reduced to 'Low' negative significance with the implementation of mitigation measures.

Mitigation measures include relocation support for affected households to minimise social disruption, community engagement and information sessions to manage expectations and reduce conflict, traffic management plans and alternative routes during the construction phase to alleviate congestion, local procurement and employment prioritisation to maximise economic benefits for surrounding communities.

Residual impacts are considered 'Low' and therefore acceptable within the context of the development proposals substantial socio-economic gains. Therefore, the development proposal is acceptable in terms of socio-economic impacts subject to the implementation of the proposed mitigation measures included in the provisions of the EMPr.

## 4. National Environmental Management Act, 1998 (Act No. 107 of 1998) Principles

The National Environmental Management Principles (set out in section 2 of the NEMA, which apply to the actions of all organs of state, serve as guidelines by reference to which any organ of state must exercise any function when taking any decision, and which must guide the interpretation, administration and implementation of any other law concerned with the protection or management of the environment), *inter alia*, provides for:

- the effects of decisions on all aspects of the environment to be taken into account;

- the consideration, assessment and evaluation of the social, economic and environmental impacts of activities (disadvantages and benefits), and for decisions to be appropriate in the light of such consideration and assessment;
- the co-ordination and harmonisation of policies, legislation and actions relating to the environment;
- the resolving of actual or potential conflicts of interest between organs of state through conflict resolution procedures; and
- the selection of the best practicable environmental option.

## 5. Conclusion

The Competent Authority has considered the significant socio-economic and public transport benefits of the project, including enhanced mobility for lower-income households, reduced travel times, improved access to employment, and contribution to the City of Cape Town's integrated MyCiTi network. These benefits advance the broader public interest and align with national and provincial transport, environmental, and spatial-planning objectives.

The Competent Authority also recognised the localised but substantial negative impacts identified in the Basic Assessment process, including visual intrusion arising from the scale and elevation of the proposed overpass, changes to neighbourhood character, and the social impacts associated with the demolition of several dwellings.

After evaluating the full suite of information generated through the Basic Assessment process, the Competent Authority acknowledges the presence of significant localised impacts. Nonetheless, the project's contribution to broader public mobility, economic access and social benefit justifies its advancement. To ensure that residual impacts are reduced to acceptable levels, this Environmental Authorisation prescribes specific mitigation and management measures, supported by the EMPr, to address and minimise the adverse effects associated with the development proposal.

Having weighed the significant long-term public benefits against the localised adverse effects, and having imposed conditions to avoid, minimise, and mitigate those impacts, the Competent Authority finds that the project is environmentally acceptable and in the public interest.

In view of the above, the NEMA principles, compliance with the conditions stipulated in this Environmental Authorisation, and compliance with the EMPr, the Competent Authority is satisfied that the authorised Listed Activities will not conflict with the general objectives of Integrated Environmental Management stipulated in Chapter 5 of the NEMA and that any potentially detrimental environmental impacts resulting from the undertaking of the Listed Activities can be mitigated to acceptable levels.

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