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Copy to:

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Dear Sirs,

COMMENTS ON THE DRAFT EIA REPORT: PROPOSED NEW CBD BYPASS ROAD IN HERMANUS (DEA&DP Ref: 16/3/1/2/E2/15/2124/14)

The current Draft EIA Report on the Proposed Hermanus Bypass that is out for public comment refers.

Please find the comments of the Hermanus Ratepayers Association on the Draft EIA Report.

1. Unsatisfactory Responses to Comments Submitted on the Scoping Report

In the approval received from DEADP dated 18th April 2016 to go ahead with the EIA, DEADP specified that *“9.1 A substantial amount of comments, concerns and objections have been raised thus far in the environmental application process by I&APs and commenting authorities. The applicant and EAP are advised that all comments and issues raised by I&APs must be **objectively considered and adequately addressed** during the environmental application process.”* The HRA is



extremely dissatisfied with the manner in which its comments on the Final Scoping Report have been dealt with as the responses are neither objective or adequate.

The HRA's comments on the Scoping Report submitted on 1st February 2017 in both a summarised and detailed form have been dealt with in a cursory and unsatisfactory manner in the Draft EIA Report Annexure entitled "Hermanus CBD Bypass: Comments and Responses Table Released with draft EIA Report".

Briefly, the EAP has responded as indicated in the table below in italics, where the numbers indicate the comment number in the Draft EIA Report.

HRA's COMMENT	RESPONSE/ANSWER IN EIA
1. Non-compliance with Transport Legislation	<i>43 - compliance of the proposal with national transportation legislation lies outside of the scope of the EIA</i>
	Non-compliance with the law of the land = breaking the law. The transport legislation is there to, inter alia, prevent this exact situation of a hoc transport projects coming in from left field that are not integral parts of approved transport plans
2. Incorrect Statements that the Overstrand Municipality is in Support of the Bypass	<i>38 – The Overstrand Municipality stated.... that the provision of an alternative route for people who do not want to travel into..... the CBD is supported in principle..... The Overstrand Municipality further indicated support for the relocation of the provincial road out of the CBD.....</i>
	Support by one official of the Overstrand Municipality in no way represents or equates to support by the Overstrand Municipality. The Municipal Systems Act (32 of 2000) defines what a municipality is and it is not one official
3. Incorrect assumption of no monetary value of Fernkloof Nature Reserve land	<i>127 – The FNR is municipal land and it is understood that the municipality will only make the land available if it is in support of the Hermanus CBD bypass project.</i>
	It is completely incorrect to exclude a monetary value to the FNR land that is proposed for expropriation and to include expropriation costs for other alternative alignments such that the other alternative alignments are screened out as being too expensive
4. The Screening of Alternatives is Qualitative & Biased	<i>94 - Viable alternatives that fulfil the objective of the bypass are comparatively assessed in the EIA Report, considering a range of biophysical and social impacts.</i>
	An objective and quantitative screening of alternatives that fulfil the objective has been requested and two objective and quantitative methodologies have been suggested to the EAP but they have been completely ignored
5. Incorrect Interpretation of what Municipal	



Support for the De-proclamation of Main Road means	No direct response can be found.
6. The Proposed Hermanus Bypass does not address the Highest Traffic Need on the R43 in Hermanus	<p data-bbox="625 412 1358 501">35. The investigation/implementation of the Hermanus CBD Bypass does not imply that other proposals are not also investigated/implemented</p> <p data-bbox="625 524 1318 672">Evidence suggests otherwise as the highest priority traffic sections of the Main Road (R43) in Hermanus are not currently being addressed. Furthermore, if the statutory transport planning process had been followed, the highest priority problems would have been addressed first.</p>

2. Car Ownership not Quantified in the Socio Economic Specialist Study

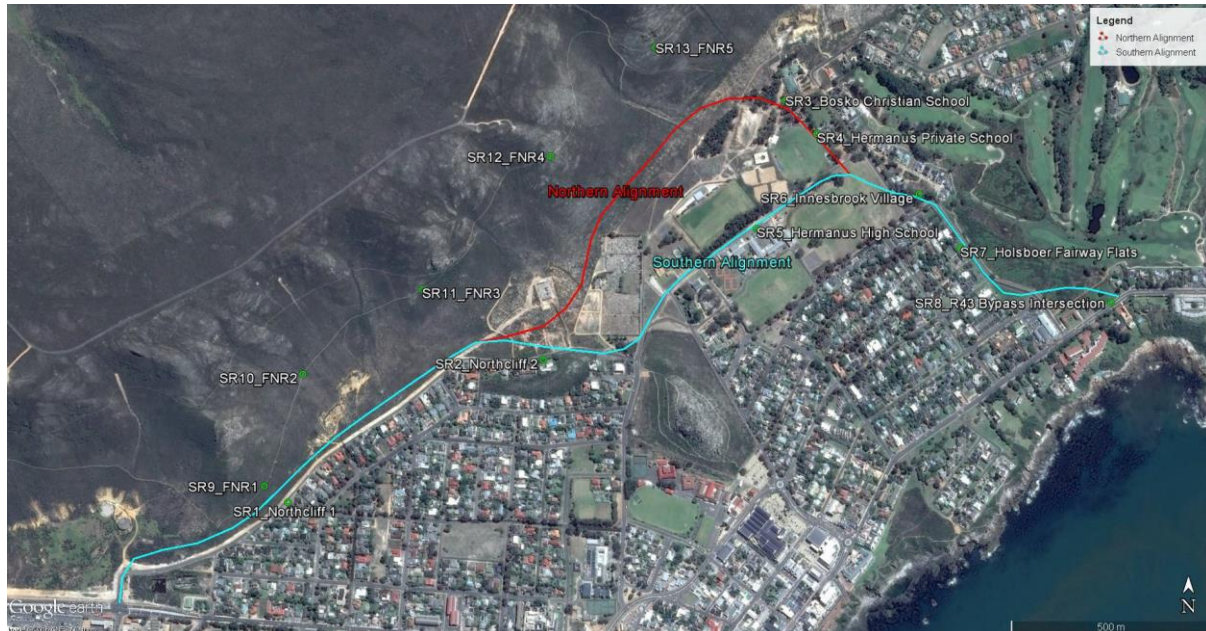
In the Draft EIA Report Annexure covering the Socio-Economic components, the baseline assessment and documentation includes variables such as education, health and service delivery but excludes the key variable of car ownership. This variable should be included as it will indicate that the proposed Hermanus bypass will be of no value whatsoever to some 60-70% of the population of greater Hermanus who are not car owners.

3. Noise Mitigation Measures Inadequately Dealt with in the Noise Specialist Study

In the Draft EIA Report Annexure relating to Noise, forecast noise levels along Mountain Drive, next to Bosko, the Private School, Innesbrook Village and Fairways Avenue are way above acceptable levels.

To quote from the report *“The day time noise levels at SR10 and SR12 are expected to increase by 3.8 dB(A) and 4.7 dB(A) respectively, which constitute a **Noticeable Adverse** impact. It is expected that due to the implementation of the northern bypass alignment, SRs 7, 9 and 13 will experience day time noise level increases of between 5 and 10 dB(A) and therefore **Considerable Adverse** impacts. Finally, **Major Adverse** impacts are expected to occur at SRs 3, 4 and 6 which could*

undergo up to 20.8 dB(A) (SR4) increases as a result of the new alignment.” Where the various receptor locations are indicated below.



Potential mitigation measures such as low noise surfacing, noise barriers, reduced speed limit and thermal glazing are discussed but the critical missing components are

- (1) exactly what mitigation measures are proposed, and where?
- (2) what will the forecast noise levels be once the mitigation measures are implemented?

4. Proposed Linkages between the Cemetery Roundabout on the Northern Alignment and the CBD Relief Road require More Attention

The current proposed link between the cemetery roundabout on the northern alignment and the CBD Relief Road appears to be along Magnolia in Northcliff. It goes alongside the Hermanus Primary School and terminates at an existing problematic priority junction at the CBD Relief Road across from the Taxi Rank. This priority junction has existing sight distance and right turn problems.



It is suggested that a more suitable main link to access the CBD might be via Jose Burman and Lord Roberts in Eastcliff to the existing roundabout at Checkers on the CBD Relief Road.

The assessment of these two options will require more detailed investigation.

5. Conclusions

Finally, In summary, the HRA believes that parts of what has been done to date is legally and procedurally flawed and that other perfectly acceptable alternatives are available to address the forecast transport problems in and around Hermanus CBD e.g. upgrading the CBD/Checkers Relief Road together with much improved public transport. In addition, the transport problems of the Sandbaai/Hawston corridor should rather be attended to.

Kindly confirm receipt of our comments and feel free to contact us should you wish to discuss any of the above in more detail.

Yours sincerely,

R A Stanway
EXCO MEMBER