



environment & tourism

Department:
Environmental Affairs and Tourism
REPUBLIC OF SOUTH AFRICA

(For official use only)

File Reference Number:	
Application Number:	
Date Received:	

Basic Assessment Report in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended, and the Environmental Impact Assessment Regulations, 2006

Kindly note that:

1. This **basic assessment report** is a standard report that may be required by a competent authority in terms of the EIA Regulations, 2006 and is meant to streamline applications. Please make sure that it is the report used by the particular competent authority for the activity that is being applied for.
2. The report must be typed within the spaces provided in the form. The size of the spaces provided is not necessarily indicative of the amount of information to be provided. The report is in the form of a table that can extend itself as each space is filled with typing.
3. Where applicable **tick** the boxes that are applicable or **black out** the boxes that are not applicable in the report.
4. An incomplete report may be returned to the applicant for revision.
5. The use of "not applicable" in the report must be done with circumspection because if it is used in respect of material information that is required by the competent authority for assessing the application, it may result in the rejection of the application as provided for in the regulations.
6. This report must be handed in at offices of the relevant competent authority as determined by each authority.
7. No faxed or e-mailed reports will be accepted.
8. The report must be compiled by an independent environmental assessment practitioner.
9. Unless protected by law, all information in the report will become public information on receipt by the competent authority. Any interested and affected party should be provided with the information contained in this report on request, during any stage of the application process.
10. A competent authority may require that for specified types of activities in defined situations only parts of this report need to be completed. In addition, if it is clear to the EAP that because of the particular circumstances of the case it is not sensible to complete any of the sections indicated under paragraph 3 of this report, he or she may apply for exemption from completing that part of the report in the spaces provided in the report. It must however be noted that if the application for exemption is turned down, the report may have to be resubmitted.

SECTION A: APPLICATION FOR EXEMPTION

The relevant parts of this section must be completed if the environmental assessment practitioner (EAP) on behalf of the applicant wishes to apply for exemption from completing or complying with certain parts of this basic assessment report.

1. APPLICATION FOR EXEMPTION FROM ASSESSING ALTERNATIVES:

At least two alternatives (site or activity) should be assessed. If that is not possible, the applicant should apply for exemption from having to assess alternatives. Such exemption will, however, not apply to the no-go alternative that must be assessed in all cases.

Provide a detailed motivation for not considering alternatives including an explanation of the reason for the application for exemption (supporting documents, if any, should be attached to this report):

N/A

I declare that the above motivation is accurate and, hereby apply for exemption in terms of regulation 51 of the Environmental Impact Assessment Regulations, 2006, from having to assess alternatives in this application as required in section 24(4)(b) in the National Environmental Management Act, 1998 (Act No. 107 of 1998)

Signature of the EAP: _____ Date: _____

2. APPLICATION FOR EXEMPTION FROM COMPLYING WITH PARTS OF REGULATION 23(2) REGARDING THE CONTENT OF THIS BASIC ASSESSMENT REPORT:

Application for exemption from certain parts of regulation 23(2) regarding the completion of certain parts of this basic assessment report may be made by completing the relevant sections below.

Indicate the numbers of the sections of this report for which exemption is applied for:

Section B:

7(a)	7(b)	7(c)	7(d)	8	9	10(c)	10(e)	10(f)	10(g)	10(h)	10(j)	10(k)	12
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Section C:

1	2	3	4	5	6	
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Section D:

1(a)	1(b)	1(c)	1(d)	1(f)	1(g)	3
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Provide a detailed motivation including an explanation of the reason for the application for exemption (supporting documents, if any, should be attached to this report):

I declare that the above motivation is accurate and, hereby apply for exemption in terms of regulation 51 of the EIA Regulations, 2006, from having to complete the indicated sections of the Basic Assessment Report.

Signature of the EAP: _____ Date: _____

SECTION B: ACTIVITY INFORMATION

1. ACTIVITY DESCRIPTION

Describe the activity, which is being applied for in detail (A1):

The proposed activity entails the re-alignment, rehabilitation and upgrading of the Tokai picnic-braai site. In particular the following is proposed:

- In order to establish a viable terrestrial ecological corridor linking the Critically Endangered Cape Flats Sand Fynbos with the Endangered Peninsula Granite Fynbos, the existing Tokai picnic-braai site needs to be re-aligned from its current northwest – southeast orientation to a northeast – southwest orientation along Tokai Road.
- In order to establish a viable riverine ecological corridor as documented in the Working for Wetlands (WfW) Prinskasteel Source to Sea project, the Prinskasteel River will require rehabilitation.
- The upgrading of the picnic-braai site will entail the following:
 - The overall size of the current site (approximately 24ha) will be reduced to approximately 21ha. However, the capacity of 2,000 persons and 212 braai sites will be increased to 2,500 persons and 262 braai over time and in a phased approach;
 - Demolition of three of the old ablution facilities and construction of six new ablution facilities to provide seven ablution blocks in total;
 - Decommissioning of the old septic tank and soak-away systems and construction of a new waterborne sewerage reticulation with connection to the municipal network;
 - The planting of non-invasive exotic and indigenous trees to provide for shaded landscapes as and where required in the new, re-aligned area and along shade routes bordering the ecological corridor;
 - Upgrading of site access to include re-alignment of the entrance facility to address congestion along Tokai Road and associated upgrading of Tokai Road pavement with edging on both sides and to include a 2.5 gravel verge for informal parking and non-motorised users (pedestrian and cyclists);
 - The construction of a circular access hardened gravel road.
 - Demarcated parking areas from which the user will walk to the pre-determined braai sites ([Alternative 1](#));
 - Four low key boardwalk type pedestrian bridges across the Prinskasteel River;
 - The introduction of three open play areas;
 - The improvement of perimeter security fencing.

See [Appendix A4](#) for layout plan of the applicant's preferred activity alternative ([Alternative 1](#)).

2. ALTERNATIVES

Describe alternatives that are considered in this application. Alternatives should include a consideration of all possible means by which the purpose and need of the proposed activity could be accomplished in the specific instance taking account of the interest of the applicant in the activity. The no-go alternative must in all cases be included in the assessment phase as the baseline against which the impacts of the other alternatives are assessed. The determination of whether site or activity (including different processes etc.) or both is appropriate needs to be informed by the specific circumstances of the activity and its environment. After receipt of this report the competent authority may also request the applicant to assess additional alternatives that could possibly accomplish the purpose and need of the proposed activity if it is clear that realistic alternatives have not been considered to a reasonable extent.

2(a) Site alternatives:

Describe site alternative 1 (S1), for the activity described above, or for any other activity alternative:

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Approximately 15ha (60%) of the current picnic-braai site will be retained in its current positioning while the 9ha (40%) that falls within the proposed terrestrial ecological corridor will have to be realigned.

Only the abutting area immediately north of the existing Tokai picnic-braai site is being considered as part of the realigned picnic-braai area. This area is a disturbed site with low ecological rehabilitation potential and contains numerous exotic trees that were planted as part of the Porter Estate arboretum. All other area's adjoining the current picnic-braai site have either been deemed to have good ecological restoration potential or are not managed by SANParks.

The Prinskasteel River traverses the Tokai picnic-braai site (current and future site). The course of this river has been drastically altered over time (past 100 years) resulting in it flowing in an artificial man-made channel.

The current infrastructure within the picnic-braai site contains numerous, dilapidated, concrete braai sites arranged randomly though the site as well as 4 ablution buildings. Vegetation on the site comprises a stand of large (± 40 m high) pine trees (*Pinus radiata*) planted as a plantation, with the aim of being harvested, as well as a number of exotic Eucalyptus and Poplar species occurring along river courses. A small stand of indigenous (to South Africa) and exotic hard wood tress have been planted in the northern portion of the site. While being predominated by alien vegetation, the Prinskasteel canal does maintain some riparian vegetation, including *Berzelia lanuginose*.

Access to the site is controlled by an entrance gate and guardhouse situated on upper Tokai Road. A wire security fence encloses the area.

Appendix A2 and Appendix A3 illustrate the existing Site Layout.

Describe site alternative 2 (S2), if any, for the activity described above, or for any other activity alternative:

N/A

Describe site alternative 3 (S3), if any, for the activity described above, or for any other activity alternative:

N/A

(2)(b) Activity alternatives:

Describe activity alternative 1 (A1), if any, for any or all of the site alternatives as appropriate:

Activity alternate A1 (applicant's preferred activity alternative) comprises the following components (see Annexure A4):

Picnic-braai area upgrade:

- Alternative A1 proposes a change to the current way that parking within the braai site is arranged. Currently a 'park at your braai' practise exists, where patrons drive up to and park directly next to a braai site. This type of approach has both negative social and environmental impacts.
- On the social side, having vehicles at each braai site results in user conflict through noise (vehicles arriving and departing), indiscriminate parking (users park where they want) and loss of a natural outdoor experience (exhaust emissions and dust created by vehicular traffic).
- On the environmental side, due to there being no formal road network, parking and access space is not used optimally, ad-hoc driving decreases the recreational experience, the informal track network results in increased maintenance costs.
- Activity alternative A1 (applicant's preferred activity alternative) proposes separating parking from the picnic-braai facilities by creating designated parking areas. This has several advantages in that:
 - users have access to a range of outdoor experiences in more natural settings;
 - user conflict is minimised;
 - biodiversity impacts are minimised (e.g. habitat disturbance due to vehicles driving freely throughout area);
 - vehicular noise and pollutant impacts are minimised (e.g. effective, formalised vehicular movement and grouped parking away from braais, thus enhancing the recreational experience).
- The maximum distance between the parking areas and the braai sites is about 150 meters, while the average is less than 50 meters.

Formalisation of Internal road and parking:

- The proposed internal single road of between 3 to 4 meters wide is a circular route of 1.2 km in length, with 7 permanent parking areas (totalling 10,500 m²) accommodating 470 cars. An additional 5 areas (totalling 7,500 m²) accommodating a further 336 cars will be available as overflow parking to be used during peak periods. The road surface will be sand/gravel surface.

Retention of Shaded areas / Planting of new areas:

- The provision of shaded picnic-braai areas is a key part of the proposal. On the northern side of the site (north of Prinskasteel river), the non-plantation and non-hazardous trees will be retained. In addition, negotiations with MTO (PTY Ltd) will be undertaken for plantation trees that fall within the realigned picnic-braai site to remain as part of the shaded landscape.
- On the southern side of the picnic-braai site (south of Prinskasteel river), the plantation Pine trees are becoming senescent and dangerous. These trees need to be removed in a thinning approach, being replaced by either indigenous (to South Africa) or non-invasive exotic trees. Non-invasive exotics are being considered as there are a very limited number indigenous trees that are able to grow into canopy shade trees, within a reasonable amount of time, in this area.

Ablution upgrades:

- Of the 4 existing ablution blocks, 3 will have to be demolished and 6 additional units need to be built over time. As such, there will be 7 ablution blocks in total within the re-aligned picnic-braai area. Two existing ablution blocks are located outside the future, re-aligned picnic-braai area and will need to be demolished as they fall within the ecological corridor. Two other existing ablution blocks, located within the future, re-aligned area, are located too close to the Prinskasteel River, is environmentally unsound and cannot be linked to the proposed sewer network. These will also be demolished.
- The number of sanitary fixtures provided in the ablution blocks will comply with National Building Regulations, this being a total of:
 - for males : 16 WC pans, 18 urinals and 17 hand wash basins; and
 - for females : 25 WC Pans and 20 hand wash basins.
- These items will be divided amongst the 7 ablutions with relatively more sanitary fixtures allocated to the ablutions in the more popular areas.
- The upgrade proposes moving away from the current septic tank and soak-away system and to link the ablutions into the municipal sewer system. The move away from the soak-away system is seen as important due to presence of river systems and seasonally high water tables in some areas, the high maintenance cost and limited life span of soak-away systems. There are however challenges in linking to the municipal sewer network. Overall the area is flat and the required gravity falls need to be carefully calculated.
- The options to connect to the wider municipal network are also limited. Although there is a main Provincial sewer line running from the Porter Estate (Chrysalis Academy) adjacent to the site, north of the Prinskasteel River, that is relatively straightforward to connect to, the closest connection point on the southern side of the river is on Orpen Rd, over 1,000 meters east of the site. Connecting to the provincial line north of the site is thus most desirable. This means that the sewer line from the southern side of the river will have to cross the river at some point to connect to the provincial main sewer line. The position of this crossing point is being considered in conjunction with the Working for Wetlands rehabilitation of the river. Annexure D4 shows that the total new network of piping is 850 meters in length. The pipe diameter used will be a 200mm Ø steel pipe for the “river crossing” and between 110mm Ø and 160mm Ø underground PVC pipe for the remainder network.

Ecological Restoration:

- Ecological rehabilitation and establishment of the terrestrial ecological corridor will be done in a phased approach. First phase entails the removal of the standing pine trees and subjecting the area to a prescribed burn. The second phase is the natural regeneration from the existing seed bank and re-introduction of species that have been lost to the area as they do not keep soil-stored seed banks, e.g. overstory protea's. In addition, Red Data List species that historically occurred in the area will also be planted. The third, and on-going, phase is the alien vegetation removal that will be required.
- The establishment of the riverine biodiversity corridor and rehabilitation of the Prinskasteel River within the picnic-braai area forms part of wider Source-to-Sea initiative implemented by Working for Wetlands. The details of the interventions are authorized in terms of an Environmental Authorisation issued by DEA&DP (see [Appendix G](#)). In brief, for the picnic-braai site, there is the possibility of creating both in-stream and off-stream ponding. This will create seasonally (winter) wet areas, while drying out in the summer. There is good potential to link this rehabilitated portion of the river to an environmental education program.

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Describe activity alternative 2 (A2), if any, for any or all of the site alternatives as appropriate:

Activity Alternative 2 (Annexure A5) also entails the re-alignment, rehabilitation and upgrading of the Tokai picnic-braai site. The essential difference between Activity Alternative A1 and Activity Alternative A2 is the retention of the current practice of vehicles parking at the braai sites. However, as the movement through the site needs to be rationalised, the road needs to be much more extensive and complicated to service each braai site. The proposed internal single sand/gravel road of between 3 to 4 meters wide will be a circular and winding route of 4.5 km in length. No designated parking areas are provided as patrons will park at the individual braai site. Overflow parking areas are also not provided as the extensive road layout takes up available surface area.

All other aspects i.e. retaining of shaded areas, replanting to create shaded landscapes, facility upgrades and ecological restoration, are the same as outlined Alternative 1 (see above).

Describe activity alternative 3 (A3), if any, for any or all of the site alternatives as appropriate:

Alternative A3 (Status Quo or "No-Go" alternative) implies that no infrastructure upgrade will be implemented, no felling of senescent trees and re-planting of new shade trees will take place and no establishment of an ecological corridor of endangered vegetation will be achieved. This alternative will lead to an eventual closure of the site due to environmental and safety issues.

4. ACTIVITY POSITION

Indicate the position of the activity using the latitude and longitude of the centre point of the site for each alternative site. The co-ordinates should be in degrees and decimal minutes. The minutes should have at least three decimals to ensure adequate accuracy. The projection that must be used in all cases is the WGS84 spheroid in a national or local projection.

The proposed Activity is located on the southern portion of Cape Farm 1465-0:

Alternative:	Latitude (S):		Longitude (E):	
	°	'	°	'
Alternative S1 ¹ (preferred or only site alternative)	34	03.609	18	25.470
Alternative S2 (if any)	°	'	°	'
Alternative S3 (if any)	°	'	°	'

For route alternatives that are longer than 500m, please provide an addendum with co-ordinates taken every 250 meters along the route for each alternative alignment.

5. PHYSICAL SIZE OF THE ACTIVITY

Indicate the physical size of the preferred activity/technology as well as alternative activities/technologies (footprints):

Alternative:	Size of the activity:
Alternative A1 ² (preferred activity alternative)	±210 000m ²
Alternative A2 (activity alternative)	±210 000m ²
Alternative A3 ("No-Go" alternative)	±240 000m ²

Indicate the size of the alternative sites or servitudes (within which the above footprints will occur):

Alternative:	Size of the site/servitude:
Alternative A1 (preferred activity alternative)	±240 000m ²
Alternative A2 (if any)	±240 000m ²
Alternative A3 (if any)	±240 000m ²

¹ "Alternative S.." refer to site alternatives.

² "Alternative A.." refer to activity, process, technology or other alternatives.

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6. SITE ACCESS

Does ready access to the site exist, or is access directly from an existing road?

YES ✓	NO
m	

If NO, what is the distance over which a new access road will be built

Describe the type of access road planned:

While controlled access to the existing Tokai picnic-braai site does exist, it is proposed that the access point off Tokai road be upgraded and that a new internal road network (circular) with demarcated parking areas be constructed. In total approximately 1,200m of new road will be formally demarcated. The road will be between 3 to 4 m wide and will either remain as compacted sand road or will be surfaced with gravel. The preferred alternative entails the construction of 7 demarcated parking areas and 5 overflow parking areas with a total parking capacity of ±800 vehicles. The layout of the proposed access road is illustrated in Annexure A4 (Preferred Alternative). Further detail is included in Appendix D3 – Traffic Report.

Include the position of the access road on the site plan.

7. WASTE, EFFLUENT, EMISSION AND NOISE MANAGEMENT

7(a) Solid waste management

Will the activity produce solid construction waste during the construction/initiation phase?

YES ✓	NO
±5 m ³	

If yes, what estimated quantity will be produced per month?

How will the construction solid waste be disposed of (describe)?

The solid construction waste, mostly rubble, will be collected by the contractor and regularly disposed of to a licensed waste disposal facility.

Where will the construction solid waste be disposed of (describe)?

At a licensed waste disposal facility, probably the Coastal Park landfill.

Will the activity produce solid waste during its operational phase?

YES ✓	NO
±180 m ³	

If yes, what estimated quantity will be produced per month?

How will the solid waste be disposed of (describe)?

The expected type of waste to be produced is equivalent to domestic refuse associated with picnicking and braaiing. The picnic-braai site will contain numerous baboon-proof litter bins into which visitors will be expected to dispose of their solid waste/litter. Cleaning staff will regularly collect wind-blown litter and dispose of the litter in the bins provided. All bins will be emptied regularly into a waste skip. The waste skip will then be emptied when full by a waste contractor who will disposed of the waste at a licensed waste disposal facility. A glass recycling dome receptacle is currently located close to the entrance, which is serviced by an independent company. The existing recycling facility will remain in place.

Where will the solid waste be disposed if it does not feed into a municipal waste stream (describe)?

At a licensed waste disposal facility, probably the Coastal Park landfill.

If the solid waste (construction or operational phases) will not be disposed of in a registered landfill site or be taken up in a municipal waste stream, the application should consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA.

Can any part of the solid waste be classified as hazardous in terms of the relevant legislation?

YES	NO ✓
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If yes, inform the competent authority and request a change to an application for scoping and EIA.

Is the activity that is being applied for a solid waste handling or treatment facility?

YES	NO
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If yes, the applicant should consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA.

Describe the measures, if any, that will be taken to ensure the optimal reuse or recycling of materials:

Has a specialist been consulted to assist with the completion of this section?

YES	NO
-----	----

If YES, please complete:

Name of the specialist:

Qualification(s) of the specialist:

Postal address:

Postal code:

Telephone:

E-mail:

Are any further specialist studies recommended by the specialist?

YES	NO
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If YES, specify:

If YES, is such a report(s) attached?

YES	NO
-----	----

Signature of specialist: _____

Date: _____

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7(b) Liquid effluent

Will the activity produce effluent, other than normal sewage, that will be disposed of in a municipal sewage system?

YES	NO ✓
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If yes, what estimated quantity will be produced per month?

	±9.6 m ³
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Will the activity produce any effluent that will be treated and/or disposed of on site?

YES	NO ✓
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If yes, the applicant should consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA.

The upgrading of the picnic-braai site will entail construction of a new waterborne sewerage system and connection to the municipal network.

Will the activity produce effluent that will be treated and/or disposed of at another facility?

YES	NO ✓
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If yes, provide the particulars of the facility:

Facility name:		
Contact person:		
Postal address:		
Postal code:		
Telephone:		Cell:
E-mail:		Fax:

Describe the measures that will be taken to ensure the optimal reuse or recycling of waste water, if any:

Has a specialist been consulted to assist with the completion of this section?

YES	NO ✓
-----	------

If YES, please complete:

Name of the specialist:		
Qualification(s) of the specialist:		
Postal address:		
Postal code:		
Telephone:		Cell:
E-mail:		Fax:

Are any further specialist studies recommended by the specialist?

YES	NO
-----	----

If YES, specify:

If YES, is such a report(s) attached?

YES	NO
-----	----

Signature of specialist: _____ Date:

7(c) Emissions into the atmosphere

Will the activity release emissions into the atmosphere?

YES	NO ✓
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If yes, is it controlled by any legislation of any sphere of government?

YES	NO
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If yes, the applicant should consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA.

If no, describe the emissions in terms of type and concentration:

Has a specialist been consulted to assist with the completion of this section?

YES	NO ✓
-----	------

If YES, please complete:

Name of the specialist:		
Qualification(s) of the specialist:		
Postal address:		
Postal code:		
Telephone:		Cell:
E-mail:		Fax:

Are any further specialist studies recommended by the specialist?

YES	NO
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If YES, specify:

If YES, is such a report(s) attached?

YES	NO
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Signature of specialist: _____ Date:

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7(d) Generation of noise

Will the activity generate noise?

YES ✓	NO
YES	NO ✓

If yes, is it controlled by any legislation of any sphere of government?

If yes, the applicant should consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA.

If no, describe the noise in terms of type and level:

It is anticipated that normal noise levels associated with small-scale construction will be generated during the construction phase. Noise will also be generated during tree-felling as this activity makes use of chainsaws which can generate significant levels of noise, but is not uncommon or unexpected as part of normal commercial plantation activities. The operational phase is unlikely to result in any excessive noise levels as users of the picnic-braai site are required to keep noise levels down (no music rule) and this is actively policed by TMNP officials.

Has a specialist been consulted to assist with the completion of this section?

YES	NO ✓
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If YES, please complete:

Name of the specialist:

Qualification(s) of the specialist:

Postal address:

Postal code:

Telephone: Cell:

E-mail: Fax:

Are any further specialist studies recommended by the specialist? YES NO

If YES, specify:

If YES, is such a report(s) attached? YES NO

Signature of specialist: _____ Date:

8. WATER USE

Please indicate the source(s) of water that will be used for the activity by ticking the appropriate box(es)

<input checked="" type="checkbox"/> municipal	<input type="checkbox"/> water board	<input type="checkbox"/> groundwater	<input type="checkbox"/> river, stream, dam or lake	<input type="checkbox"/> other	<input type="checkbox"/> the activity will not use water
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If water is to be extracted from groundwater, river, stream, dam, lake or any other natural feature, please indicate the volume that will be extracted per month:

Does the activity require a water use permit from the Department of Water Affairs and Forestry? YES NO

If yes, please submit the necessary application to the Department of Water Affairs and Forestry and attach proof thereof to this application if it has been submitted.

9. ENERGY EFFICIENCY

Describe the design measures, if any, that have been taken to ensure that the activity is energy efficient:

Not feasible as the energy requirements are very low (only for security lighting).

Describe how alternative energy sources have been taken into account or been built into the design of the activity, if any:

No alternative energy sources have been considered in the design of the activity.

10. SITE OR ROUTE PLAN

A detailed site or route plan(s) must be prepared for each alternative site or alternative activity. It must be attached as Appendix A to this document. The site or route plans must indicate the following:

- 10(a) The scale of the plan which must be at least a scale of 1:500;
- 10(b) the property boundaries and numbers of all the properties within 50m of the site;
- 10(c) the current land use as well as the land use zoning of each of the properties adjoining the site or sites;
- 10(d) the exact position of each element of the application as well as any other structures on the site;
- 10(e) the position of services, including electricity supply cables (indicate above or underground), water supply pipelines, boreholes, street lights, sewage pipelines, storm water infrastructure and telecommunication infrastructure;
- 10(f) all trees and shrubs taller than 1.8m;
- 10(g) walls and fencing including details of the height and construction material;
- 10(h) servitudes indicating the purpose of the servitude;
- 10(i) sensitive environmental elements within 100m of the site or sites including (but not limited thereto):
 - rivers;
 - the 1:100 year flood line (where available or where it is required by DWAF);

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- ridges;
 - cultural and historical features;
 - areas with indigenous vegetation (even if it is degraded or invested with alien species);
- 10(j) for gentle slopes the 1m contour intervals must be indicated on the plan and whenever the slope of the site exceeds 1:10, the 500mm contours must be indicated on the plan; and
- 10(k) the positions from where photographs of the site were taken.

11. SITE PHOTOGRAPHS

Colour photographs from the center of the site must be taken in at least the eight major compass directions with a description of each photograph. Photographs must be attached under Appendix B to this form. It should be supplemented with additional photographs of relevant features on the site, if applicable.

12. FACILITY ILLUSTRATION

A detailed illustration of the activity must be provided at a scale of 1:200 as Appendix C for activities that include structures. The illustrations must be to scale and must represent a realistic image of the planned activity. The illustration must give a representative view of the activity.

13. ACTIVITY MOTIVATION

13(a) Socio-economic value of the activity

- What is the expected capital value of the activity on completion?
 What is the expected yearly income that will be generated by or as a result of the activity?
 Will the activity contribute to service infrastructure or is it a public amenity?

R2 000 000
R550 000
Public amenity
10
R300 000
100%
1
R2 100 000
100%

- How many new employment opportunities will be created in the development phase of the activity?
 What is the expected value of the employment opportunities during the development phase?
 What percentage of this will accrue to previously disadvantaged individuals?
 How many permanent new employment opportunities will be created during the operational phase of the activity?
 What is the expected current value of the employment opportunities during the first 10 years?
 What percentage of this will accrue to previously disadvantaged individuals?

13(b) Need and desirability of the activity

Motivate and explain the need and desirability of the activity (including demand for the activity):

The current Tokai picnic-braai site falls within the SANBI National vegetation type: Cape Flats Sand Fynbos, which has a conservation status of Critically Endangered. This vegetation type is only found on the lowlands of Cape Town and has largely been lost to urban development. Less than 1% of this vegetation type is formally protected. The picnic-braai site is currently covered by mature pine trees that were originally planted as part of the larger commercial Tokai Plantation.

The Tokai – Cecilia Management Framework (published in 2009 and drawn up through a public consultation process) identified, amongst others, the need to:

1. rehabilitate as much as possible of the Cape Flats Sand Fynbos; and
2. establish ecological corridors, both terrestrial (overland) and riverine (along rivers) that link the lowland fynbos to the mountain fynbos.

An obstacle to meeting these goals is that the current picnic-braai site is located directly within the required ecological corridors as well as the core rehabilitation area for Cape Flats Sand Fynbos as per Cecilia Management Framework. Closing the picnic site is not an appropriate option in that:

1. it is well used, attracting over 125,000 users a year
2. limited alternative braai sites in the area; and
3. it is seen as a traditional use of the area for the past 20 years

As such, the Management Framework makes provision for the realignment of the current picnic-braai area so that ecological corridors linking lower and upper Tokai can be established. Annexure A1 outlines the overall project goals.

This re-alignment of the picnic-braai area provides the opportunity to upgrade and improve the quality and level of service of the picnic-braai area, for both current and future users as

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the current infrastructure is not able to meet the demands required of the site.

In addition, as the pine trees covering the site have reached their maturity, they will become a public danger as they will, in time, fall. This will also result in recreational amenity impacts as the trees provide much needed shade.

It is anticipated that the re-alignment, rehabilitation and upgrade will be done in a phased manner over the next 5 years to allow for concurrent recreational use and rehabilitation of the area.

Indicate any benefits that the activity will have for society in general:

The Tokai picnic-braai site currently serves as a recreational area for a large number of people, predominantly from historically disadvantaged communities (primarily communities from the Cape Flats) in the greater Cape Metropolitan Area (CMA). The site has a current capacity of 2,000 visitors per day, while in unmanaged circumstances up to 3,000 visitors per day have been recorded. As the site provides people with a place to relax in a natural setting, the site can be regarded as having a significant social value to these communities. However, the current use of the site is limited to weekends and holiday periods, while during the week the site stands mostly empty. As such, there is an opportunity to diversify the utilisation of the area via the introduction of multi-use play areas and an environmental education resource/programme. As an overall result, a positive social impact benefit should arise due to the site attracting a wider spectrum of the Cape Town community than it currently does.

Indicate any benefits that the activity will have for the local communities where the activity will be located:

The Tokai picnic-braai site is located in close proximity to the middle to upper income residential suburbs of Tokai and Zwaanswyk, with the up-market Steenberg golf estate being located only ± 300 m to the south of the site. The communities residing in these areas currently do not make much use of the picnic and braai facilities offered. Rather they experience impacts associated with traffic congestion during times of high visitor usage of the picnic-braai site. The proposed realignment and rehabilitation of the site aims to make the picnic and braai facilities more attractive to a wider spectrum of local Capetonians and also aims to address the traffic-related impacts by ensuring the congestion along Tokai Road is minimised. The net effect of the project would be that local communities benefit from the proposed realignment, rehabilitation and upgrading of the site.

14. APPLICABLE LEGISLATION, POLICIES AND/OR GUIDELINES

List all legislation, policies and/or guidelines of any sphere of government that are applicable to the application as contemplated in the EIA regulations, if applicable:

Title of legislation, policy or guideline:	Administering authority:	Date:
The National Environmental Management: Protected Areas Acts, (Acts No 57 of 2003 as Amended)	SANParks	N/A
The National Environmental Management: Biodiversity Act (Act 10 of 2004 as Amended)	SANBI	N/A
Table Mountain National Park: Park Management Plan	DEA	2008
Table Mountain National Park: Conservation Development framework	DEA	2008
Tokai and Cecilia Management Framework	SANParks	2009
South African Bureau of Standards: 0400 (Building specifications)	Local Authority	1990

SECTION C: SITE/AREA DESCRIPTION

Important note: For linear activities (pipelines etc) as well as activities that cover very large sites, it may be necessary to complete Section C for each part of the site that has a significantly different environment. In such cases please complete copies of Section C and indicate the area, which is covered by each copy No. on the Site Plan.

Section C Copy No. (e.g. A):
 (complete only when appropriate)

1. GRADIENT OF THE SITE

Indicate the general gradient of the sites.

Alternative S1:

Flat ✓	1:50 – 1:20 ✓	1:20 – 1:15	1:15 – 1:10	1:10 – 1:7,5	1:7,5 – 1:5	Steeper than 1:5
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2. LOCATION IN LANDSCAPE

Indicate the landform(s) that best describes the site.

Alternative S1:

Ridgeline	Plateau	Side slope of hill/mountain	Closed valley	Open valley ✓	Plain ✓	Undulating plain/low hills	Dune	Sea-front
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3. GROUNDWATER, SOIL AND GEOLOGICAL STABILITY OF THE SITE

Is the site(s) located on any of the following (tick the appropriate boxes)?

Alternative S1:

Shallow water table (less than 1.5m deep)	YES	NO ✓
Dolomite, sinkhole or doline areas	YES	NO ✓
Seasonally wet soils (often close to water bodies)	YES	NO ✓
Unstable rocky slopes or steep slopes with loose soil	YES	NO ✓
Dispersive soils (soils that dissolve in water)	YES	NO ✓
Soils with high clay content (clay fraction more than 40%)	YES	NO ✓
Any other unstable soil or geological feature	YES	NO ✓
An area sensitive to erosion	YES	NO ✓

If you are unsure about any of the above or if you are concerned that any of the above aspects may be an issue of concern in the application, an appropriate specialist should be appointed to assist in the completion of this section. (Information in respect of the above will often be available as part of the project information or at the planning sections of local authorities. Where it exists, the 1:50 000 scale Regional Geotechnical Maps prepared by the Council for Geo Science may also be consulted).

Has a specialist been consulted to assist with the completion of this section?

YES	NO ✓
-----	------

If YES, please complete:

Name of the specialist:			
Qualification(s) of the specialist:			
Postal address:			
Postal code:			
Telephone:		Cell:	
E-mail:		Fax:	

Are any further specialist studies recommended by the specialist?

YES	NO
-----	----

If YES, specify:
 If YES, is such a report(s) attached?

YES	NO
-----	----

Signature of specialist: _____ Date:

BASIC ASSESSMENT REPORT

4. GROUNDCOVER

Tick the types of groundcover present on the site.

Alternative S1:

Natural veld - good condition ^E	Natural veld with scattered aliens ^E	Natural veld with heavy alien infestation ^E	Veld dominated by alien species ^E ✓	Gardens ✓
Sport field	Cultivated land	Paved surface	Building or other structure ✓	Bare soil ✓

If any of the boxes marked with an "E" is ticked, please consult an appropriate specialist to assist in the completion of this section if the environmental assessment practitioner doesn't have the necessary expertise.

Has a specialist been consulted? YES NO ✓

If YES, please complete the following:

Name of the specialist: _____
 Qualification(s) of the specialist: _____
 Postal address: _____
 Postal code: _____
 Telephone: _____ Cell: _____
 E-mail: _____ Fax: _____

Are there any rare or endangered flora or fauna species (including red data species) present on any of the alternative sites? YES NO

If YES, specify and explain: _____

Are there any special or sensitive habitats or other natural features present on any of the alternative sites? YES NO

If YES, specify and explain: _____

Are any further specialist studies recommended by the specialist? YES NO

If YES, specify: _____

If YES, is such a report(s) attached? YES NO

Signature of specialist: _____ Date: _____

The location of all identified rare or endangered species or other elements should be accurately indicated on the site plan(s).

5. LAND USE CHARACTER OF SURROUNDING AREA

Black out land uses and/or prominent features that does not currently occur within a 500m radius of the site

Alternative S1:

Natural area	Low density residential	Medium density residential		
		Plantation	River, stream or wetland	Nature conservation area
Other land uses (describe):	Porter Estate is used as an environmental education facility.			

If any of the boxes marked with an "N" are ticked, please consult an appropriate noise specialist to assist in the completion of this section.

Has a specialist been consulted? YES NO ✓

If YES, please complete the following:

Name of the specialist: _____
 Qualification(s) of the specialist: _____
 Postal address: _____
 Postal code: _____
 Telephone: _____ Cell: _____
 E-mail: _____ Fax: _____

Will the ambient noise level have a negative impact on the proposed activity? YES NO

If YES, specify and explain: _____

Are any further specialist or studies recommended by the specialist? YES NO

If YES, specify: _____

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If YES, is such a report(s) attached?

YES	NO
-----	----

Signature of specialist: _____ Date: _____

If any of the boxes marked with an "Au" are ticked, please consult an appropriate air quality specialist to assist in the completion of this section.

Has a specialist been consulted?

YES	NO ✓
-----	------

If YES, please complete the following:

Name of the specialist: _____
 Qualification(s) of the specialist: _____
 Postal address: _____
 Postal code: _____
 Telephone: _____ Cell: _____
 E-mail: _____ Fax: _____

Will the ambient air pollution level have a negative impact on the proposed activity?

YES	NO
-----	----

If YES, specify and explain: _____

Are any further specialist studies recommended by the specialist?

YES	NO
-----	----

If YES, specify: _____

If YES, is such a report(s) attached?

YES	NO
-----	----

Signature of specialist: _____ Date: _____

If any of the boxes marked with an "H" are ticked, please consult an appropriate health assessment specialist to assist in the completion of this section.

Has a specialist been consulted?

YES	NO ✓
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If YES, please complete the following:

Name of the specialist: _____
 Qualification(s) of the specialist: _____
 Postal address: _____
 Postal code: _____
 Telephone: _____ Cell: _____
 E-mail: _____ Fax: _____

Will the surrounding land use pose any unacceptable health risk on the proposed activity?

YES	NO
-----	----

If YES, specify and explain: _____

Are any further specialist studies recommended by the specialist?

YES	NO
-----	----

If YES, specify: _____

If YES, is such a report(s) attached?

--	--

Signature of specialist: _____ Date: _____

6. CULTURAL/HISTORICAL FEATURES

Alternative S1

Are there any signs of culturally or historically significant elements, as defined in section 2 of the National Heritage Resources Act, 1999, (Act No. 25 of 1999), including archaeological or palaeontological sites, on or close (within 20m) to the site?

YES	NO ✓
Uncertain	

If YES, explain: _____

If uncertain, conduct a specialist investigation by a recognised specialist in the field to establish whether there is such a feature(s) present on or close to the site.

Briefly explain the findings of the specialist: _____

Will any building or structure older than 60 years be affected in any way?

YES	NO ✓
-----	------

Is it necessary to apply for a permit in terms of the National Heritage Resources Act, 1999 (Act 25 of 1999)?

YES	NO ✓
-----	------

If yes, please submit or, make sure that the applicant or a specialist submits the necessary application to SAHRA or the relevant provincial heritage agency and attach proof thereof to this application if such application has been made.

SECTION D: PUBLIC PARTICIPATION

1. ADVERTISEMENT

The environmental assessment practitioner must follow any relevant guidelines adopted by the competent authority in respect of public participation and must at least –

- 1(a) Fix a notice in a conspicuous place, on the property where it is intended to undertake the activity which states that an application will be submitted to the competent authority in terms of these regulations and which provides information on the proposed nature and location of the activity, where further information on the proposed activity can be obtained and the manner in which representations on the application may be made.
- 1(b) inform landowners and occupiers of adjacent land of the applicant's intention to submit an application to the competent authority
- 1(c) inform landowners and occupiers of land within 100 metres of the boundary of the property where it is proposed to undertake the activity and whom may be directly affected by the proposed activity of the applicant's intention to submit an application to the competent authority;
- 1(d) inform the ward councillor and any organisation that represents the community in the area of the applicant's intention to submit an application to the competent authority;
- 1(e) inform the municipality which has jurisdiction over the area in which the proposed activity will be undertaken of the applicant's intention to submit an application to the competent authority; and
- 1(f) inform any organ of state that may have jurisdiction over any aspect of the activity of the applicant's intention to submit an application to the competent authority; and
- 1(g) place a notice in one local newspaper and any *Gazette* that is published specifically for the purpose of providing notice to the public of applications made in terms of these regulations.

2. CONTENT OF ADVERTISEMENTS AND NOTICES

Advertisements and notices must indicate that an application will be submitted to the competent authority in terms of the EIA regulations, the nature and location of the activity, where further information on the proposed activity can be obtained and the manner in which representations in respect of the application can be made;

3. PLACEMENT OF ADVERTISEMENTS AND NOTICES

Where the proposed activity may have impacts that extend beyond the municipal area where it is located, a notice must be placed in at least one provincial newspaper or national newspaper, indicating that an application will be submitted to the competent authority in terms of these regulations, the nature and location of the activity, where further information on the proposed activity can be obtained and the manner in which representations in respect of the application can be made, unless a notice has been placed in any *Gazette* that is published specifically for the purpose of providing notice to the public of applications made in terms of the EIA regulations.

Advertisements and notices must make provision for site alternatives where appropriate.

4. DETERMINATION OF APPROPRIATE MEASURES

The practitioner must ensure that the public participation is adequate and must determine whether a public meeting or any other additional measure is appropriate or not based on the particular nature of each case. Special attention should be given to the involvement of local community structures such as Ward Committees, ratepayers associations and traditional authorities where appropriate. Please note that public concerns that emerge at a later stage that should have been addressed may cause the competent authority to withdraw any authorisation it may have issued if it becomes apparent that the public participation process was inadequate.

5. COMMENTS AND RESPONSE REPORT

The practitioner must record all comments and respond to each comment of the public before the application is submitted. The comments and responses must be captured in a comments and response report as prescribed in the EIA regulations and be attached to this application. The comments and response report must be attached under Appendix E.

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6. LOCAL AUTHORITY PARTICIPATION

Local authorities are key interested and affected parties in each application and no decision on any application will be made before the relevant local authority is provided with the opportunity to give input. The planning and the environmental sections of the local authority must be informed of the application at least 30 (thirty) calendar days before the submission of the application.

Has any comment been received from the local authority?

YES ✓	NO
-------	----

If "YES", briefly describe the feedback below (also attach any correspondence to and from the local authority to this application):

Comment was received from the Local Authority. Their comment was as follows:

- The Prinskasteel canal does maintain some riparian vegetation, including *Berzelia lanuginosa*. Note that in the BAR, p. 4, 2. Alternatives: the statement that “very little, if any, natural vegetation or undergrowth occurs” should be corrected.
- The Tokai Park section of the TMNP represents some of the most significant biodiversity in Cape Town, comprising remnants and soil-stored seed banks of Critically Endangered Cape Flats Sand Fynbos vegetation. Less than 1% of this national vegetation type is conserved, so it is very positive to see that the picnic site is to be re-aligned so that another section of fynbos can be restored from the persistent seed banks under the pine plantation. The area is also rich in perennial and seasonal wetlands. The proposal is aligned to the TMNP Tokai-Cecilia Management Framework.
- Note that the Prinskasteel River (eastern section) is actually a man-made channel in the NE section of the figure from where the flow was diverted straight across Orpen Road into the eastern plantation area. The historical river flow diverted northwards at the NE section of the picnic site (section 1A in Figure A6) towards the more northerly watercourse and then entered the Soetvlei wetland system. This old watercourse does maintain some riparian vegetation, including *Berzelia lanuginosa*, and the option of restoring it in future should be kept open, in accordance with the “Source to Sea” project. In order to achieve this it will be necessary to excise a small section off the NE corner of picnic area 1A in order to ensure that the future restored watercourse lies in the conservation corridor and not in the picnic site.
- The proposed internal road alignment is much better than Alternative 2; however, given the straight edge of the eastern leg of the road and close proximity to the ecological corridor it would make much more sense to move this road to the outer edge of the picnic site where it can double as a firebreak. This would reduce the amount of Critically Endangered fynbos in the corridor being degraded as firebelt area. Parking could remain in a similar area as indicated.
- The fynbos restoration area (1B) that forms the eastern part of the current picnic site is being driven over by vehicles in order to access the braai sites. This activity is damaging to soils and buried seeds owing to soil compression that may result in loss of seed viability. It is strongly recommended that vehicular access to this area be halted immediately – especially before the busy summer season – so that further damage to the soils is prevented. Access on foot to the braai sites could be permitted until the area closes for restoration in June 2011.
- It is recommended that any future tree planting is undertaken with indigenous, preferably locally indigenous, species.
- The proposals for Western Leopard Toad and summer dry lawns in the wetland are in conflict. Adult Western Leopard Toads (WLT) do not occupy wetlands and water except for the breeding season, which lasts for about a week in August. Thus water is not important for WLT adults and wetlands are of no conservation value to adult WLTs. This problem can be solved by removing the requirement that the area act as a WLT conservation area. However, it may be possible to maintain a relatively small area as a permanent pond with the majority of the area as a winter wetland and still achieve both goals. The minimum area for a long-term conservation of WLTs is probably a pond with 250m² of open water, 2m deep, and with fringing reeds.
- The recommendation to “create winter pools and seepage areas for amphibian species such as endangered Western Leopard Toad” is questioned (for reasons described in the comment above). It would be better to focus on restoring the riparian corridor as far as is possible.
- In the future, if the access road to the manor house is upgraded, speed calming measures should be implemented and, ideally, access be restricted along this road at night, especially during the breeding season of the Western Leopard Toad and the Cape Rain Frog, in order to minimise mortalities on the road.
- The entrance gate must be relocated 275m west of the existing access, as per Option 2, within two years of the completion of the site upgrade.

- Whilst it would be preferred that the relocation of the gate is completed together with the upgrade of the picnic/braai area, the possibility exists that this may not be possible. In the event that the existing entrance has to continue to be used in the interim period, an additional entrance lane and ticket control must be implemented for use on busy days, to facilitate quicker access to the site.
- It is noted that Tokai Road to the west of the Zwaanswyk Road junction is of sub-standard width, and is not a City-owned road. This portion of the road is in a state of disrepair. The Parks-owned portion of Tokai Road must be widened and resurfaced to a width of 6m, with a 2.5m-wide gravel verge on each side, between the Zwaanswyk Road intersection and the Prinskasteel Stream bridge, as recommended in the TIS. All road-works to be to the satisfaction of the Director: Roads & Stormwater.
- The TIS records a worst-day scenario of queuing back along Tokai Road as far as the library, which is alarming, but not the normal occurrence. On other days, queuing tails back as far as the Orpen Road circle. A traffic management plan is recommended for dealing with these special instances, but normal operations are acceptable.
- The internal roads must be able to accommodate normal vehicular traffic, as well as buses and the new, larger taxis.
- No provision is required for Non-Motorised Transport on Tokai Road, due to the low volume of pedestrians who can use the gravel verge alongside the carriageway. As part of the road-widening process, the gravel verge should be formalised with a minimum width of 2.5m, as recommended in the TIS.

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7. CONSULTATION WITH OTHER STAKEHOLDERS

Any stakeholder that has a direct interest in the site or property, such as servitude holders and service providers, should be informed of the application at least 30 (thirty) calendar days before the submission of the application and be provided with the opportunity to comment.

Has any comment been received from stakeholders?

YES	NO ✓
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If "YES", briefly describe the feedback below (also attach copies of any correspondence to and from the stakeholders to this application):

N/A

SECTION E: IMPACT ASSESSMENT

The assessment of impacts must adhere to the minimum requirements in the EIA Regulations, 2006, and should take applicable official guidelines into account. The issues raised by interested and affected parties should also be addressed in the assessment of impacts.

1. ISSUES RAISED BY INTERESTED AND AFFECTED PARTIES

List the issues raised by interested and affected parties.

In total 17 registered Interested and Affected Parties (IAPs) (the Local Authority, SAHRA, WESSA, SANBI, the Tokai Residents Association, the Constantia Hills Residents Association and 11 local residents) submitted written comment. The key issues and concerns raised in the public participation process were either related to procedural issues (extent of public participation), planning & design issues (aspects of detailed design) or to substantive issues such as potential biodiversity impacts, traffic-related impacts, noise impacts and operational phase impacts (e.g. management of baboons). In summary the following key issues and concerns were raised:

- **Extent of Public Participation:** The methods used to notify interested and affected parties were insufficient and ineffective. As such the Public Participation Process is deficient.
- **Planning & Design:** A variety of comments were received primarily regarding aspects of detailed planning and design including the alignment of an emergency route, the precise alignment of the north eastern boundary, internal road alignments, inclusion of play equipment and braai design.
- **Biodiversity Impacts:** Some aspects of the proposals are in conflict and could result in negative impacts on biodiversity (e.g. proposals for Western Leopard Toad on the one hand and the proposal to establish summer dry lawns in the wetland, on the other hand). The remnant Prinskasteel wetland should be excluded from the high use zone and rather incorporated into the adjacent biodiversity corridor earmarked for restoration (annotated drawings provided). The importance of ensuring that no alien invasive vegetation becomes established is stressed.
- **Traffic-related impacts:** The road in its current state is in a poor state of disrepair and does not accommodate pedestrians or cyclists. Upgrading the road will enable motorists to speed along the section of road which increased the road safety risk.
- **Operational phase impacts:** Noise, baboon management and public safety are important issues that need careful management during the operational phase.

All comment received from registered IAPs was responded to in the Comments & Responses Report (see Appendix E).

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Response from the practitioner to the issues raised by the interested and affected parties (A full response must be given in the Comments and Response Report that must be attached to this report):

The responses provided by the project team to the key issues and concerns were as follows:

- **Extent of Public Participation:** A comprehensive Public Participation Process that is wholly compliant with Regulation 54 has been undertaken. This Comments & Responses Report illustrates and provides proof of the extensive way in which potential IAPs were notified.
- **Planning & Design:** A detailed planning stage will commence following the issuing of the Environmental Authorisation during which the following will be fine-tuned:
 - the alignment and position of an emergency exit gate.
 - The north eastern boundary
 - The internal road alignments
 - Braai design
- **Biodiversity Impacts:** Synergy with the Working for Wetlands Project will ensure that benefits to the riparian ecosystems of the Prinskasteel River are optimised. The detailed design phase will ensure that benefits associated with the rehabilitation of the lowland fynbos are also optimized. Preferably indigenous tree species will be selected but when required only non-invasive exotic tree species will be used. All potential impacts on biological resources associated with the construction phase will be managed through the implementation of a Construction phase EMP.
- **Traffic-related impacts:** In accordance with the recommendations of the Traffic Impact Statement the road will be upgraded and will cater for non-motorised transport. In addition traffic calming measures will be introduced as well as signage indicating speed limits.
- **Operational phase impacts:** All impacts and issues associated with the operational phase including noise, waste and baboon management and public safety will be managed through the implementation of an Operational EMP.

2. IMPACTS THAT MAY RESULT FROM THE PLANNING AND DESIGN PHASE

List the potential site alternative related impacts (as appropriate) that are likely to occur as a result of the planning and design phase, including impacts relating to the choice of site alternatives.

Alternative S1 (preferred alternative)

None

No-go alternative (compulsory)

None

Indicate mitigation measures that may eliminate or reduce the potential impacts listed above:

Alternative S1

N/A

List the potential activity/technology alternative related impacts (as appropriate) that are likely to occur as a result of the planning and design phase:

Alternative A1 (preferred alternative)

None

Alternative A2

None

No-go alternative (compulsory)

None

Indicate mitigation measures that may eliminate or reduce the potential impacts listed above:

Alternative A1:

Alternative A2:

N/A	N/A
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3. IMPACTS THAT MAY RESULT FROM THE CONSTRUCTION PHASE

List the potential site alternative related impacts (as appropriate) that are likely to occur as a result of the construction phase:

Alternative S1 (preferred alternative)

Direct impacts:

Noise impacts: Normal construction-related noise impacts are anticipated. These will be generated by the demolition and construction activities. Owing to the relatively small scale of the construction activities, their temporary nature and the lack of permanent sensitive receptors the noise impacts are anticipated to be minor.

Visual impacts: Construction is normally associated with visual impacts. This is typically due to the presence of construction machinery, construction materials and solid waste (litter). Given the natural setting of the site and its frequent use by visitors, the significance of potential visual impacts associated with the construction phase are potentially significant. Offsetting the significance is their temporary nature (i.e. only during the construction phase). Implementation of a Construction phase Environmental Management Plan (EMP) that ensures good house keeping and effective waste management will address these impacts.

Socio-economic benefits: Socio-economic benefits associated with the employment effects (labour expenditure) and the procurement of goods and services locally. The significance of the socio-economic benefits is enhanced due to the labour intensive policy adopted by TMNP for infrastructure upgrading projects.

Botanical impacts: Construction activities including excavations and vegetation clearing has the potential to generate botanical impacts. However, given the disturbed nature of the site and the predominance of exotic vegetation, negligible botanical impacts are associated with the construction phase.

Fauna impacts: The clear felling of the large Pine trees will have a potentially significant impact on certain raptor species (see [Appendix D2](#) – Fauna Report). Before felling takes place all trees should be inspected for nesting birds. If nests are found these should be marked and felling within a distance of 50 meters from the nest should not take place while there are chicks on the nest.

Aquatic ecological impacts: The project will entail construction works within and in close proximity to the Prinskasteel River. Rehabilitation of the river, in terms of the Working for Wetlands (WfW) Prinskasteel Source to Sea project, will be undertaken. As the rehabilitation component is currently authorised in terms of the WfW project (see [Appendix G](#)) and an Environmental Management Plan (EMP) is approved in terms of that project, the continued implementation of the EMP will address any potentially significant aquatic ecological impacts associated with rehabilitation. Regarding any construction activities associated with the upgrading of the picnic-braai site (e.g. pedestrian and vehicle bridges and services crossing the river), these can be managed by a combination of a Construction phase EMP and, for works within the river channel, by implementing the WfW EMP (see [Appendix G](#)).

Indirect impacts:

No significant indirect impacts anticipated.

Cumulative impacts:

No significant cumulative impacts anticipated.

No-go alternative (compulsory)

Direct impacts:

This is N/A as the No-Go alternative will not entail any construction activities.

Indirect impacts:

N/A

Cumulative impacts:

N/A

Indicate mitigation measures that may eliminate or reduce the potential impacts listed above:

Alternative S1

The following mitigation measures are recommended:

Visual impacts:

- Formulate and implement a Construction phase EMP that includes measures to ensure good housekeeping (e.g. proper storage of construction materials and effective waste management).

Fauna impacts:

- Before felling takes place all trees should be inspected for nesting birds. If nests are found these should be marked and felling within a distance of 50 meters from the nest should not take place while there are chicks on the nest.

Aquatic ecological impacts:

- Formulate and implement a Construction phase EMP that includes measures to minimize potential impacts such as contamination of watercourses due to contaminated run-off; sedimentation due to erosion of excavated areas, inappropriate location of temporary ablutions and poor waste management (e.g. litter control).
- Implement the WfW EMP for all works within the stream channel (e.g. when building bridges and crossing the stream with services)

List the potential activity/technology alternative related impacts (as appropriate) that are likely to occur as a result of the construction phase:

Alternative A1 (preferred alternative)

These impacts have been described above under S1 (preferred alternative)

Alternative A2

Direct impacts:

Noise impacts: Normal construction related noise impacts are anticipated. These will be slightly more significant than the preferred alternative due to the additional length of internal road that will need to be constructed (i.e. the additional earthworks will generate greater noise).

Visual impacts: Visual impacts associated with the construction phase of the activity alternative are anticipated to slightly greater when compared to the preferred alternative due to the greater scale of works associated with the greater length of road to be constructed.

Socio-economic benefits: Socio-economic benefits associated with the employment effects (labour expenditure) and the procurement of goods and services locally are expected to be slightly greater for the activity alternative when compared with the preferred alternative. This is due to the greater scale of the construction project due to the extra length of internal roads

that will be constructed.

Botanical impacts: The additional road length is likely to generate slightly greater botanical impacts during the construction phase. These are nonetheless expected to be minor due to the fact that the vegetation is primarily exotic.

Fauna impacts: The additional road length is likely to generate slightly greater fauna impacts during the construction phase. Overall there is negligible difference between the fauna impacts associated with the two schemes.

Aquatic ecological impacts: These are expected to be the same as for the preferred alternative as for both alternatives the same number of bridges are proposed.

Indirect impacts:

No significant indirect impacts anticipated.

Cumulative impacts:

No significant cumulative impacts anticipated.

No-go alternative (compulsory)

Direct impacts:

This is N/A as the No-Go alternative will not entail any construction activities.

Indirect impacts:

N/A

Cumulative impacts:

N/A

Indicate mitigation measures that may eliminate or reduce the potential impacts listed above:

Alternative A1:

Alternative A2:

The following mitigation measures are recommended:

Same as for A1.

Visual impacts:

- Formulate and implement a Construction phase EMP that includes measures to ensure good housekeeping (e.g. proper storage of construction materials and effective waste management).

Fauna impacts:

- Before felling takes place all trees should be inspected for nesting birds. If nests are found these should be marked and felling within a distance of 50 meters from the nest should not take place while there are chicks on the nest.

Aquatic ecological impacts:

- Formulate and implement a Construction phase EMP that includes measures to minimize potential impacts such as contamination of watercourses due to

<p>contaminated run-off; sedimentation due to erosion of excavated areas, inappropriate location of temporary ablutions and poor waste management (e.g. litter control).</p> <ul style="list-style-type: none"> • Implement the WfW EMP for all works within the stream channel (e.g. when building bridges and crossing the stream with services) 	
---	--

4. IMPACTS THAT MAY RESULT FROM THE OPERATIONAL PHASE

List the potential site alternative related impacts (as appropriate) that are likely to occur as a result of the operational phase:

Alternative S1 (preferred alternative)

Direct impacts:

Socio-economic benefit: The upgrading of the Tokai picnic-braai site will generate significant social benefits to the visitors, as the upgrading will result in a more diverse and greatly improved visitor experience (increased capacity of the picnic-braai area from 2000 to 2500, new play areas, dedicated parking areas and improved ablutions). It will also generate greater economic benefits for TMNP associated with the anticipated increased usage of the site by visitors.

Visual benefit: Significant visual benefits are anticipated, as the upgraded and rehabilitated picnic-braai site will display improved landscaping, more attractive braai sites and cars will be concentrated in the parking areas and will not be found throughout the picnic-braai site.

Traffic-related benefit: The upgrading of the pavement of Tokai Road and the upgrading of the entrance facility to the picnic-braai site will alleviate traffic congestion on days when high user frequency occurs and improve road safety and access for pedestrians and cyclists (see [Appendix D3 – Traffic Report](#)).

Botanical benefit: A key aim of the project is the rehabilitation of the Cape Flats Sand Fynbos and the establishment ecological corridors, both terrestrial (overland) and riverine (along rivers) to link the lowland fynbos to the mountain fynbos. Provided the rehabilitation protocol (see [Appendix D1 – Botanical Report](#)) is followed, the project is anticipated to have significant botanical benefits.

Fauna benefit: The proposed upgrading and rehabilitation of the picnic-braai area will result in two direct benefits to the naturally occurring fauna of the area. Firstly, the vegetation rehabilitation will increase the overall available habitat for fauna species to utilise. Secondly the proposed realignment will create a terrestrial ecological corridor that will allow species to have seasonal movements between the lowlands (utilised in winter) and the uplands (utilised in summer), including allowing for the re-colonization of the lower Tokai area by species that have become locally extinct. [Appendix D2 – Fauna Report](#) provides further detail in this respect.

Aquatic ecological benefit: Provided the Prinskasteel River is rehabilitated in accordance with the WfW project (see Appendix G) and the recommendations of the City's Nature Conservation Department are implemented (see [Appendix D2 – Fauna Report](#)), then the proposed realignment, rehabilitation and upgrading of the picnic-braai site should have significant benefits for the site's aquatic ecosystems.

Indirect impacts:

No significant indirect impacts anticipated.

Cumulative impacts:

No significant cumulative impacts anticipated.

No-go alternative (compulsory)

Direct impacts:

Socio-economic impacts:

Currently the Tokai picnic-braai site generates socio-economic benefits (social benefits in the form of a site for recreation and relaxation for the people of Cape Town and economic in the form of revenues generated from entrance fees). The large Pines are gradually becoming a significant public health and safety risk and the current methods of sewage handling, treatment and disposal have the potential to result in contamination of the surrounding environmental. As a result, the Tokai picnic-braai site will be closed if the large senescing Pine trees are not felled and there are no upgrades to the infrastructure. Closure of the site will generate social impacts, as the users will lose out on an accessible and affordable high quality recreational asset. TMNP will lose out on the revenue generated from entrance fees which it currently uses to subsidise biodiversity conservation initiatives elsewhere in the Park.

Visual impacts: The ongoing use of the Tokai picnic-braai site in its current state will continue to generate visual impacts associated with the informal parking arrangement. Cars are currently permitted to drive and park anywhere within the picnic-braai site and their presence in a natural recreational area generates visual impacts. The dilapidated appearance of some of the braais and the ablution facilities contributes to the visual impact.

Noise impacts: The driving of cars and their presence throughout the picnic-braai site generates noise impacts associated with the sounds of vehicles being driven and the playing of music through the car stereo systems (despite the enforcement of a “no music” policy).

Soil and Groundwater Contamination: Arguably, the most significant ongoing biophysical impact associated with the ongoing use of the picnic-braai site is the potential for soil and groundwater contamination caused by the septic tank and soak-away system and the non-use of toilet facilities (i.e. people using the bushes due to the limited number of ablution facilities).

Traffic-related impacts: The current access configuration and access control system, during times of high visitor useage, results in stacking at the entrance which then causes queuing in Tokai Road. This queuing can be problematic from a traffic safety point of view and also close off thoroughfare to the Porter Estate and Tokai Forests. The current poor condition of Tokai Road, in particular the lack of any pavement, makes the road unsafe for pedestrians and cyclists. For further detail on the potential traffic impacts associated with the “No-Go” alternative, refer to [Appendix D3](#) – Traffic Report.

Indirect impacts:

Revenues generated from entrance fees result in a positive economic impact which in turn generates an indirect positive biodiversity conservation benefit as the funds are used to subsidise biodiversity conservation elsewhere in TMNP. This indirect benefit will be lost in time as the “No-Go” alternative implies that the site will eventually be closed down as a result of public health and safety concerns and contamination of the environment. The last opportunity to establish an ecological corridor linking the lowland fynbos to the mountain fynbos will be lost.

Cumulative impacts:

The “No-Go” alternative is associated with the cumulative impact of general erosion of sections being exacerbated due to vehicles driving everywhere and movement patterns not formalised.

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Indicate mitigation measures that may eliminate or reduce the potential impacts listed above:

Alternative S1

The following measures are recommended to increase the potential **benefits to terrestrial fauna**:

- As the upgraded picnic-braai site will be planted with shade giving trees.
- Baboon proof dustbins should be used and regular litter removals be conducted. If baboons become a problem in the future, adequate fencing or other mitigation measures will be required.
- Speed limits on Tokai Road should be kept to 40 km per hour to reduce the chances of road kills.
- Driving on the road after sunset should be kept to a minimum.
- Fencing in the area should be mindful of animal movements. Boundary fences to the site should be permeable to small mammals and antelope especially through the proposed ecological corridors.
- Consideration should be given to the provision of appropriate environmental interpretation e.g. through interpretative signage, of the fauna of the Tokai area.

The following measures are recommended to increase the potential **traffic-related benefits**:

- A specific Traffic Management Plan should be formulated and implemented for the 2 – 3 days a year when abnormal visitor numbers are experienced (Easter, Christmas and New Year).
- Upgrading of the pavement of Tokai Road to include concrete edges on both sides and 2.5m wide gravel shoulders for overflow parking and non-motorised transport.
- Either option 2 (as per preferred option) or option 3 (opposite Cape Research Centre) are used as the point for site access.
- Internal parking should provide capacity for 806 vehicles.
- Alternative bus/coach parking to be provided within the formally designated parking areas within the site.

The following recommendations associated with the rehabilitation of the Prinskasteel River system are recommended to increase the potential benefits to **aquatic fauna**:

- Allow both for the annual fluctuation regime of the river to take place, as well as slow pond seepage zones to allow for ground water recharge.
- Create winter pools and seepage areas for amphibian species such as endangered Western Leopard Toad (*Amietophrynus pantherinus*) and Cape River Frog (*Amieta fuscigula*). Note that in this regard the intention is not to create specific areas for Western Leopard Toads to breed but rather habitat that is more conducive for their survival on the site.

List the potential activity/technology alternative related impacts (as appropriate) that are likely to occur as a result of the operational phase:

Alternative A1 (preferred alternative)

As described under S1 (preferred alternative) above

Alternative A2

Direct impacts:

Socio-economic benefit: The operational phase socio-economic benefit of the activity alternative will be similar to that of the preferred alternative in that both alternatives entail capacity increases for up to 2500 visitors.

Visual benefit: While visual benefits are expected due to the upgrading of facilities and planting of shade trees the benefit will be significantly offset due to the fact that the alternative scheme does not have dedicated parking areas and has a circuitous internal access road

which will result in vehicles being parked throughout the picnic-braai area.

Noise impact: Noise impacts similar to those currently experienced at the picnic-braai site are likely to continue due to the fact that the alternative scheme does not have dedicated parking areas and as such cars may park anywhere within the picnic-braai area. This noise impact may then degrade the quality of the visitor experience.

Traffic-related benefit: Similar traffic-related benefits on the external road network are anticipated as both the preferred alternative and activity alternative entail upgrading the entrance facility and undertaking improvements to Tokai Road.

Botanical benefit: The operational phase botanical benefit associated with the activity alternative will be similar to that of the preferred alternative as the establishment of the corridor linking the lowland fynbos with the mountain fynbos, key elements to both schemes, will have an overriding positive effect. Some negative effect is anticipated due to the lack of control of vehicular access to the braai sites (i.e. cars may damage plants within the picnic-braai site).

Fauna benefit: The operational phase fauna benefit associated with the activity alternative will be similar to that of the preferred alternative as the establishment of the corridor linking the lowland fynbos with the mountain fynbos and the rehabilitation of the Prinskasteel River, key elements to both schemes, will have an overriding positive effect on fauna. Some negative effect is anticipated due to the lack of control of vehicular access to the braai sites (i.e. cars may disturb the habitat of terrestrial fauna within the picnic-braai site).

Aquatic ecological benefit: The aquatic ecological benefits associated with the operational phase of both the preferred and alternative schemes are expected to be very similar as both schemes involve the rehabilitation of the Prinskasteel River, the site's key aquatic feature.

Indirect impacts:

Revenues generated from entrance fees result in a positive economic impact which in turn generates an indirect positive biodiversity conservation benefit as the funds are used to subsidise biodiversity conservation elsewhere in TMNP.

Cumulative impacts:

No significant cumulative impacts are anticipated.

No-go alternative (compulsory)

Direct impacts:

Socio-economic benefits: The picnic-braai site currently provides the residents of Cape Town with access to a natural area for relaxation and recreation at an affordable entry fee. This has a positive social impact, particularly for people from previously disadvantaged areas. The revenues generated from entrance fees comprise an economic benefit for TMNP. These revenues are used by TMNP to carry out its biodiversity conservation mandate. These benefits are not as great as those associated with the preferred and alternative schemes. The large Pines are gradually becoming a significant public health and safety risk and the current methods of sewage handling, treatment and disposal have the potential to result in contamination of the surrounding environment. As a result, the Tokai picnic-braai site will be closed if the large senescing Pine trees are not felled and there are no upgrades to the infrastructure. Closure of the site will generate social impacts as the users will lose out on an accessible and affordable high quality recreational asset. TMNP will lose out on the revenue generated from entrance fees which it currently uses to subsidise biodiversity conservation initiatives where required in the Park.

Visual impacts: The ongoing use of the Tokai picnic-braai site in its current state will continue to generate visual impacts associated with the informal parking arrangement. Cars

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are currently permitted to drive and park anywhere within the picnic-braai site and their presence in a natural recreational area generates visual impacts. Also the dilapidated appearance of some of the braais and the ablution facilities contributes to the visual impact.

Noise impacts: The driving of cars and their presence throughout the picnic-braai site generates noise impacts associated with the sounds of vehicles being driven.

Soil and Groundwater Contamination: Arguably, the most significant ongoing biophysical impact associated with the ongoing use of the picnic-braai site is the potential for soil and groundwater contamination caused by the septic tank and soak-away system and the non-use of toilet facilities (i.e. people using the bushes due to the limited number of ablution facilities).

Traffic-related impacts: The current access configuration and access control system, during times of high visitor usage, results in stacking at the entrance, which then causes queuing in Tokai Road. This queuing can be problematic from a traffic safety point of view and also close off the thoroughfare to the Porter Estate, Tokai Manor and upper Tokai recreational areas. The current poor condition of Tokai Road, in particular the lack of any pavement, makes the road unsafe for pedestrians and cyclists.

Indirect impacts:

Revenues generated from entrance fees result in a positive economic impact which in turn generates an indirect positive biodiversity conservation benefit as the funds are used to subsidise biodiversity conservation as and where required in TMNP. The last opportunity to establish an ecological corridor linking the lowland fynbos to the mountain fynbos will be lost.

Cumulative impacts:

No significant cumulative impacts are anticipated.

Indicate mitigation measures that may eliminate or reduce the potential impacts listed above:

Alternative A1

Alternative A2

The following measures are recommended to increase the potential **benefits to terrestrial fauna:**

As per A1.

- Baboon proof dustbins to be used and regular litter removal to be conducted. If baboons become a problem in the future, adequate fencing or other mitigation measures will be required.
- Speed limits on Tokai Road should be kept to 40 km per hour to reduce the chances of road kills.
- Driving on the road after sunset should be kept to a minimum.
- Fencing in the area should be mindful of animal movements. Boundary fences to the site should be permeable to small mammals and antelope especially through the proposed ecological corridors.
- Consideration should be given to the provision of appropriate environmental interpretation e.g. through interpretative signage, of the fauna of the Tokai area.

The following measures are recommended to

<p>increase the potential traffic-related benefits:</p> <ul style="list-style-type: none"> • A specific Traffic Management Plan be formulated and implemented for the 2 – 3 days a year when abnormal visitor numbers are experienced (Easter, Christmas and New Year). • Upgrade the pavement of Tokai Road to include concrete edges on both sides and 2.5m wide gravel shoulders for overflow parking and non-motorised transport. • Either option 2 (as per preferred option) or option 3 (opposite Cape Research Centre) are used as the point for site access. • Internal parking should provide capacity for 806 vehicles. • Alternative bus/coach parking to provided within the formally designated parking areas within the site. <p>The following recommendations associated with the rehabilitation of the Prinskasteel River system are recommended to increase the potential benefits to aquatic fauna:</p> <ul style="list-style-type: none"> • Allow both for the annual fluctuation regime of the river to take place, as well as slow pond seepage zones to allow for ground water recharge. • Create winter pools and seepage areas for amphibian species such as endangered Western Leopard Toad (<i>Amietophrynus pantherinus</i>) and Cape River Frog (<i>Amieta fuscigula</i>). 	
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5. IMPACTS THAT MAY RESULT FROM THE DECOMMISSIONING AND CLOSURE PHASE

List the potential site alternative related impacts (as appropriate) that are likely to occur as a result of the decommissioning or closure phase:

Alternative S1 (preferred alternative)

<p>Direct impacts:</p> <p>Socio-economic impacts: The only significant impact that would arise if the picnic-braai site was ever closed and decommissioned would be the social impact to the users of the site and the economic impact to TMNP associated with the loss in entrance fees. Based on visitor numbers and demographics the Tokai picnic-braai site is enjoyed by a significant number of people from previously disadvantaged backgrounds. Its closure would affect the visitors' quality of life in which access to natural recreational areas plays an important role. TMNP, given the impact of closure on its operating budget, would have less financial resources to carry out its core mandate of biodiversity conservation.</p> <p>Demolition-related impacts: Demolition-related impacts such as potential noise, visual and biodiversity impacts are anticipated due to the likely requirement for construction machinery to be used in the demolition of ablution blocks and other infrastructure. This impact is anticipated to be minor, although care will have to be exercised when facilities in close proximity to the site's aquatic features are demolished. The implementation of the construction phase EMP will mitigate these potential impacts.</p>

Indirect impacts:

Biodiversity impacts: As mentioned above the closure of the picnic-braai site could have the indirect effect of affecting biodiversity as TMNP would, as a result of the economic impact of zero income from entrance fees, have fewer resources to effectively carry out its mandate of biodiversity conservation.

Cumulative impacts:

No significant cumulative impacts are anticipated.

No-go alternative (compulsory)

Direct impacts:

Socio-economic impacts: The only significant impact that would arise if the picnic-braai site was ever closed and decommissioned would be the social impact to the users of the site and the economic impact to TMNP associated with the loss in entrance fees. Based on visitor numbers and demographics the Tokai picnic-braai site is enjoyed by a significant number of people from previously disadvantaged backgrounds. Its closure would affect the visitors' quality of life in which access to natural recreational areas plays an important role. TMNP, given the impact of closure on its operating budget, would have less financial resources to carry out its core mandate of biodiversity conservation.

Contamination of soil and groundwater: The "No-Go" alternative entails the continued use of the septic tank and soak-away system. There are potential impacts associated with the decommissioning of this infrastructure. It is necessary that the septic tanks are removed from the site and any potentially contaminated soil is excavated and disposed of as hazardous waste.

Indirect impacts:

Biodiversity impacts: As mentioned above the closure of the picnic-braai site could have the indirect effect of affecting biodiversity as TMNP would, because of the economic impact of zero income from entrance fees, have lower resources to effectively carry out its mandate of biodiversity conservation. This indirect benefit will be lost in time as the "No-Go" alternative implies that the site will eventually be closed down as a result of public health and safety concerns and contamination of the environment.

Cumulative impacts:

No significant cumulative impacts are anticipated.

Indicate mitigation measures that may eliminate or reduce the potential impacts listed above:

Alternative S1

Should the Tokai picnic-braai site be decommissioned in the future then the Construction EMP formulated for the upgrading of the site should be implemented to address impacts associated with the demolition of facilities and infrastructure.

List the potential activity/technology alternative related impacts (as appropriate) that are likely to occur as a result of the decommissioning and closure phase:

Alternative A1 (preferred alternative)

As described above under Alternative S1 (preferred alternative)

Alternative A2

Direct impacts:

Socio-economic impacts: The social impact to the users of the site and the economic impact to TMNP associated with the loss in entrance fees would be similar for both the preferred scheme and the alternative scheme as both have the same capacity (2 500 visitors).

Demolition-related impacts: Demolition-related impacts such as potential noise, visual and biodiversity impacts are likely to be greater for the alternative scheme due to the fact that there is a greater length of road surface which will have to be removed. This impact is expected to be minor, although care will have to be exercised when facilities in close proximity to the site's aquatic features are demolished. The implementation of the construction phase EMP will mitigate against these potential impacts.

Indirect impacts:

Biodiversity impacts: The closure of the picnic-braai site could have the indirect effect of impacting on biodiversity as TMNP would, as a result of the economic impact of zero income from entrance fees, have fewer resources to effectively carry out its mandate of biodiversity conservation. This indirect impact is similar to that associated with the preferred alternative.

Cumulative impacts:

No significant cumulative impacts associated with the site's cumulative impacts.

No-go alternative (compulsory)

Direct impacts:

Socio-economic impacts: The social impact to the users of the site and the economic impact to TMNP, associated with the loss in entrance fees experienced in the No-Go alternative, would be lower when compared to the other alternatives as the visitor experience is of a lower quality when compared to the two activity alternatives. Visitor numbers are also lower due to lower capacity (currently 2000).

Contamination of soil and groundwater: The decommissioning of the sewerage infrastructure can generate soil and groundwater impacts if not effectively removed from site and disposed of.

Indirect impacts:

Biodiversity impacts: The economic impact of zero income from entrance fees means fewer resources to carry out its mandate of biodiversity conservation effectively.

Cumulative impacts:

No significant cumulative impacts are anticipated.

Indicate mitigation measures that may eliminate or reduce the potential impacts listed above:

Alternative A1	Alternative A2
Should the Tokai picnic-braai site be decommissioned in the future then the Construction EMP formulated for the upgrading of the site should be implemented to address impacts associated with the demolition of facilities and infrastructure.	Same as for A1.

6. PROPOSED MANAGEMENT OF IMPACTS AND MITIGATION

Indicate how identified impacts and mitigation will be monitored and/or audited.

Alternative S1

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Alternative A1

Alternative A2

<p>No monitoring or auditing of the identified impacts will be undertaken. As the project is essentially a biodiversity rehabilitation project TMNP may report on the success of the rehabilitation process.</p> <p>Regarding the monitoring / auditing of the mitigation measures the following is recommended:</p> <ul style="list-style-type: none"> • The Construction EMP prescribe that a post-construction audit report be compiled that <i>inter alia</i> reports on compliance with conditions of the Environmental Authorisation. • As felling of Pine trees is likely to be ongoing beyond the construction phase, and this has been identified as a cause of potentially significant impacts to raptors it is recommended that a suitable qualified avifauna specialist undertake nest surveys prior to tree felling. 	<p>Same as for A1.</p>
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7. ENVIRONMENTAL IMPACT STATEMENT

Taking the assessment of potential impacts into account, please provide an environmental impact statement that sums up the impact that the proposed activity and its alternatives may have on the environment after the management and mitigation of impacts have been taken into account with specific reference to types of impact, duration of impacts, likelihood of potential impacts actually occurring and the significance of impacts.

Alternative S1 (preferred alternative)

<p>The preferred alternative is anticipated to generate the following construction phase related direct impacts:</p> <ul style="list-style-type: none"> • Noise impacts; • Visual impacts; • Socio-economic benefits; • Botanical impacts; • Fauna impacts; and • Aquatic ecological impacts. <p>The duration of these impacts, likelihood of potential impacts actually occurring and the significance of impacts is presented in the table overpage (without and with mitigation).</p>
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Table 1: Construction phase direct impacts (preferred alternative)

Impacts:	Duration	Likelihood	Significance	
			Without Mitigation	With Mitigation
Noise	Temporary	Definite	Low (-ve)	N/A
Visual	Temporary	Definite	Low (-ve)	Very low (-ve)
Socio-economic	Temporary	Definite	Low (+ve)	N/A
Botanical	Temporary	Probable	Very low (-ve)	N/A
Fauna	Temporary	Probable	Medium – low (-ve)	Low (-ve)
Aquatic	Temporary	Probable	Medium – low (-ve)	Low (-ve)

The preferred alternative is anticipated to generate the following operational phase related direct benefits:

- Socio-economic benefit;
- Visual benefit;
- Traffic-related benefit;
- Botanical benefit;
- Fauna benefit; and
- Aquatic ecological benefit.

The duration of these impacts, likelihood of potential impacts actually occurring and the significance of impacts is presented in the table below (without and with mitigation).

Table 2: Operational phase direct benefits (preferred alternative)

Impacts:	Duration	Likelihood	Significance	
			Without Mitigation	With Mitigation
Socio-economic	Permanent	Probable	Medium (+ve)	N/A
Visual	Permanent	Probable	Medium (+ve)	N/A
Traffic	Permanent	Probable	Low (+ve)	Medium (+ve)
Botanical	Permanent	Probable	High (+ve)	N/A
Fauna	Permanent	Probable	Medium (+ve)	Medium - high (+ve)
Aquatic	Permanent	Probable	Medium (+ve)	Medium - high (+ve)

In summary the assessment of potentially significant direct impacts and benefits associated with the preferred alternative has the following key findings:

- The preferred alternative is not associated with any potential construction phase related impacts that cannot be effectively mitigated;
- The operational phase is only associated with environmental benefits, the most significant of which is the botanical benefit associated with the rehabilitation of vegetation that the project facilitates;
- By implementing the recommended mitigation measures the traffic, fauna and aquatic ecological benefits can be further enhanced.
- While decommissioning is unlikely, the implementation of the Construction EMP will address any potential impacts that will arise.

Alternative A1 (preferred alternative)

See above

Alternative A2

The alternative scheme (A2) is anticipated to generate the following construction phase related direct impacts:

- Noise impacts;
- Visual impacts;
- Socio-economic benefits;
- Botanical impacts;
- Fauna impacts; and
- Aquatic ecological impacts.

The duration of these impacts, likelihood of potential impacts actually occurring and the significance of impacts is presented in the table below (without and with mitigation).

Table 3: Construction phase direct impacts (activity alternative)

Impacts:	Duration	Likelihood	Significance	
			Without Mitigation	With Mitigation
Noise	Temporary	Definite	Medium - low (-ve)	N/A
Visual	Temporary	Definite	Medium - low (-ve)	Low (-ve)
Socio-economic	Temporary	Definite	Medium - low (+ve)	N/A
Botanical	Temporary	Probable	Very low (-ve)	N/A
Fauna	Temporary	Probable	Medium - low (-ve)	Low (-ve)
Aquatic	Temporary	Probable	Medium - low (-ve)	Low (-ve)

The activity alternative is anticipated to generate the following operational phase related direct benefits:

- Socio-economic benefit;
- Visual benefit;
- Noise impact;
- Traffic-related benefit;
- Botanical benefit;
- Fauna benefit; and
- Aquatic ecological benefit.

The duration of these impacts, likelihood of potential impacts actually occurring and the significance of impacts are presented in the table below (without and with mitigation).

Table 4: Operational phase direct benefits (activity alternative)

Impacts:	Duration	Likelihood	Significance	
			Without Mitigation	With Mitigation
Socio-economic	Permanent	Probable	Medium (+ve)	N/A
Visual	Permanent	Probable	Medium - low (+ve)	N/A
Noise	Permanent	Probable	Medium - low (-ve)	Medium - low (-ve)
Traffic	Permanent	Probable	Low (+ve)	Medium (+ve)
Botanical	Permanent	Probable	Medium - high (+ve)	N/A
Fauna	Permanent	Probable	Medium - low (+ve)	Medium - high (+ve)
Aquatic	Permanent	Probable	Medium (+ve)	Medium - high (+ve)

In summary the assessment of potentially significant impacts and benefits associated with the activity alternative has the following key findings:

- Slightly elevated construction phase related impacts (when comparing to the preferred alternative) are anticipated due to the significantly greater length of internal road that must be constructed. These impacts can however be mitigated.
- Some of the operational phase benefits associated with the activity alternative is lower than that associated with the preferred alternative (e.g. visual, botanical and fauna). This is due to the uncontrolled parking arrangement associated with this alternative.
- The uncontrolled parking arrangement also generates a negative noise impact, which is due to the presence of vehicles throughout the picnic-braai area.
- The only way to mitigate these effects is to introduce a controlled parking arrangement (i.e. as per the preferred alternative).
- The operational phase socio-economic, traffic and aquatic benefits are similar to the preferred alternative.
- While decommissioning is unlikely, the implementation of the Construction EMP will address any potential impacts that will arise.

No-go alternative (compulsory)

The “No-Go” alternative is associated with the following potential impacts:

- Socio-economic benefits;
- Visual impacts;
- Noise impacts;
- Soil and Groundwater Contamination; and
- Traffic-related impacts.

The duration of these impacts, likelihood of potential impacts actually occurring and the significance of impacts are presented in the table below (without and with mitigation).

Table 5: Operational phase direct impacts (“No-Go” alternative)

Impacts:	Duration	Likelihood	Significance	
			Without Mitigation	With Mitigation
Socio-economic	Temporary	Definite	Low (+ve)	N/A
Visual	Permanent	Definite	Medium – low (-ve)	N/A
Noise	Temporary	Definite	Low (-ve)	N/A
Soil and Groundwater	Permanent	Definite	Medium – low (-ve)	N/A
Traffic	Temporary	Definite	Medium – low (-ve)	N/A

In summary the assessment of potentially significant impacts and benefits associated with the “No-Go” alternative has the following key findings:

- The primary benefits associated with the Tokai picnic-braai site are the social benefit to the users and the economic benefit to the managers (i.e. TMNP). Revenues generated help TMNP to conduct its core business of biodiversity conservation (a secondary or indirect benefit). These are however only temporary as, in the longer term the site will have to be closed down due to the public health and safety risk associated with the senescent Pines and environmental contamination associated with the septic tanks and soak-aways;
- The current condition of the facilities and the manner in which the picnic-braai site is designed leads to a number of negative environmental impacts including visual impacts, noise impacts and soil and groundwater contamination (albeit all on a relatively minor scale);
- Through upgrading the facilities and controlling parking and vehicular movement patterns, these impacts can be addressed and this will result in the enhancement of the current benefits accruing from the site. This is the motivation for the upgrading of the picnic-braai site.
- Without any upgrading decommissioning is likely and the presence of septic tanks and soak-away systems has the potential to cause soil and groundwater contamination.

8. RECOMMENDATION OF PRACTITIONER

Is the information contained in this report and the documentation attached hereto sufficient to make a decision in respect of the activity applied for (in the view of the environmental assessment practitioner). If "NO", indicate the aspects that should be assessed further as part of a Scoping and EIA process before a decision can be made (list the aspects that require further assessment):

YES ✓	NO
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N/A

If "YES", please list any recommended conditions, including mitigation measures, that should be considered for inclusion in any authorisation that may be granted by the competent authority in respect of the application:

The following recommended conditions, including mitigation measures, should be considered for inclusion in any authorisation that may be granted by the competent authority:

Construction phase:

Visual impacts:

- Formulate and implement a Construction phase EMP that includes measures to ensure good housekeeping (e.g. proper storage of construction materials and effective waste management).

Fauna impacts:

- Before felling takes place all trees should be inspected for nesting birds. If nests are found these should be marked and felling within a distance of 50 meters from the nest should not take place while there are chicks on the nest.

Aquatic ecological impacts:

- Formulate and implement a Construction phase EMP that includes measures to minimize potential impacts such as contamination of watercourses due to contaminated run-off; sedimentation due to erosion of excavated areas, inappropriate location of temporary ablutions and poor waste management (e.g. litter control).
- Implement the WfW EMP for all works within the stream channel (e.g. when building bridges and crossing the stream with services)

Operational phase:

Enhancement of benefits to terrestrial fauna:

- Baboon proof dustbins to be used and regular litter removal to be conducted. If baboons become a problem in the future, adequate fencing or other mitigation measures will be required.
- Speed limits on Tokai Road should be kept to 40 km per hour to reduce the chances of road kills.
- Driving on the Tokai Road after sunset should be kept to a minimum.
- Fencing in the area should be mindful of animal movements. Boundary fences to the site should be permeable to small mammals and antelope especially through the proposed ecological corridors.
- Consideration should be given to the provision of appropriate environmental interpretation e.g. through interpretative signage, of the fauna of the Tokai area.

Enhancement of traffic-related benefits:

- A specific Traffic Management Plan be formulated and implemented for the 2 – 3 days a year when peak visitor numbers are experienced (Easter, Christmas and New Year).
- Upgrade the pavement of Tokai Road to include concrete edging on both sides and 2.5m wide gravel shoulders for overflow parking and non-motorised transport.
- Either option 2 (as per preferred option) or option 3 (opposite Cape Research Centre) are used as the point for site access (see [Appendix D3 – Traffic Report](#)).
- Internal parking should provide capacity for 806 vehicles.
- Alternative bus/coach parking to provided within the formally designated parking areas

within the site.

Enhancement of benefits to aquatic fauna:

- Allow both for the annual fluctuation regime of the river to take place, as well as slow pond seepage zones to allow for ground water recharge.
- Create winter pools and seepage areas for amphibian species such as endangered Western Leopard Toad (*Amietophrynus pantherinus*) and Cape River Frog (*Amieta fuscigula*). Note that in this regard the intention is not to create specific areas for Western Leopard Toads to breed but rather habitat that is more conducive for their survival on the site.

Decommissioning phase:

- Should the site ever be decommissioned, implement the Construction phase EMP for the upgrading of the Tokai picnic-braai site.

SECTION F: APPENDIXES

The following appendixes must be attached as appropriate:

Appendix A: Site plan poster set:

- A1: Project needs and desirability
- A2: Existing Picnic-Braai Site Layout (Status Quo)
- A3: Design Proposal Informants & Opportunities
- A4: Alternative 1 Site Layout (Preferred Site Layout)
- A5: Alternative 2 Site Layout
- A6: Implementation Phasing for Alternative 1
- A7: Summary of Alternatives

Appendix B: Photographs

Appendix C: Facility illustration(s)

Appendix D: Specialist reports:

- D1: Botanical Report
- D2: Fauna Report
- D3: Traffic Report
- D4: Infrastructure Report

Appendix E: Comments and responses report

Appendix F: Information in support of applications for exemption

Appendix G: RoD for Working for Wetlands Project

Appendix H: Construction and Operational EMPs