

17 September 2020

**EXECUTIVE SUMMARY DOCUMENT
SECOND PUBLIC PARTICIPATION PERIOD:
18 September 2020 – 19 October 2020**

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Dear Interested and Affected Party

**EXECUTIVE SUMMARY DOCUMENT FOR THE PROPOSED DUALLING OF MAIN ROAD 201 FROM THE N1
TO KLIPRUG MINOR ROAD, PAARL, WESTERN CAPE.**

Background

Main Road 201 (also referred to as the R301) originates in the Breede River Valley, with the Km 0.00 marker being located at the intersection with the R46. MR201 extends through the Haweqwa Nature Reserve with the Bainskloof Pass being located within the nature reserve. MR 201 then extends through the towns of Wellington and Paarl before transecting the N1 roadway and terminating at the intersection with the R45 (close to the small community of Wemmershoek). MR201 largely supports one lane in each direction, with the amount of lanes increasing to two lanes in each direction in the urban areas. MR201 is entirely located within the Cape Winelands District Municipality; while sections of the road are located within the Witzenberg, Breede Valley, Drakenstein and Stellenbosch local municipalities.

MR201 is an important connecting roadway between Paarl and Franschhoek. MR201 is one of two roadways which can be utilised in order to reach Franschhoek. Travellers living outside of the Paarl-Franschhoek valley also make use of MR201 and the R45 as a gateway to regional areas which include the Overberg, Cape Agulhas and Garden Route areas.

The town of Paarl, supporting important business and education sectors, have led to the town experiencing a steady influx of permanent residents. It should be mentioned that Paarl is home to a total of 55 schools which automatically attracts large volumes of permanent residents as well as traffic volumes.

Numerous large scale private residential and lifestyle estates have also been developed South of the N1 which have resulted in an increased amount of vehicular movement on MR201. A number of residential estates have also recently been approved in the area which should still be constructed. Development of the approved residential estates will increase the amount of road users and hence traffic volumes. The increased traffic volumes will result in increased travelling times being experienced. In order to better accommodate the current and future traffic volumes, as well as to ensure the safety of road users, it is proposed that MR201 be converted into a dual carriageway. The proposed works will also entail the upgrading and expansion of existing stormwater structures.

Guillaume Nel Environmental Consultants (GNEC) have been appointed by the Western Cape Government: Department of Transport and Public Works to facilitate the Environmental Impact Assessment (EIA) process for the proposed dualling of MR201.

Proposed Development

The proposed development entails the conversion of MR201 to a dual carriageway, as well as the upgrading and expansion of the existing stormwater infrastructure. The applicable section of the MR201 roadway starts approximately 145 metres south of the N1 roadway and terminates approximately 320 metres south of Kliprug Minor Road.

Please refer to Figure 1 and 2 below for a locality map and aerial image of the proposed development site.

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Locality Map		

Figure 1 Locality Map of Main Road 201, Paarl





Main Road 201, Paarl	 Tel: (021) 870 1874 Fax: 086 6933 802 Cell: 072 1571 321	
Aerial Image		

Figure 2 Aerial Image of the proposed development site

Conversion of MR 201 to a dual carriageway

The section of MR201 applicable to the current application, *hereafter referred to as the site*, as described above, currently supports one lane in both directions. The current high vehicular movement on the subject site resulted in the need for the road to be dualled in order for the site to support two lanes in both directions. The dualling of the roadway will therefore result in the current road reserve having to be redefined as the current road reserve widths are not sufficient to accommodate the proposed roadway. It is proposed that the road reserve have a width of 40 - 50 metres. It should be noted that no private permanent buildings will be impacted on by the proposed development.

A number of access points to MR201 also forms part of the proposed development, which also entails the realignment of some of the existing accesses. More information regarding the access locations and dimensions can be obtained in the Second Draft Basic Assessment Report, as well as the proposed road alignment (Addendum B).

Additionally, areas of sensitive natural vegetation was identified in the existing road reserve and new proposed construction footprint. Therefore, a Botanical Assessment was conducted by Dr Dave McDonald. It is proposed that rehabilitation of the natural areas be conducted in line with a rehabilitation plan which has been compiled by GNEC. Please refer to Addendum O for a copy of the rehabilitation report.

A number of access points to MR201 also forms part of the proposed development, which also entails the realignment of some of the existing accesses. The relevant accesses are indicated in Table 1 below.

Table 1 MR201 Access Description

Access Description	Closure Applicable	Dimensions	Total Disturbance Footprint
New Private Access Road – Zanddrift Estate	Yes, closure of temporary access to Wilde Paarde & Azalea Estates	3.4 m per lane; limit of construction ± 90 metres	$\pm 612 \text{ m}^2$
New Private Access Road – Boschenmeer Gate 1	Yes, closure of existing Gate 1 access	5.0 per lane; limit of construction ± 15 metres	$\pm 150 \text{ m}^2$

Upgrading of DR1110 (Lustigan Road) intersection	N/A	Within proposed road reserve	N/A
OP5252	Yes, closure of OP5252	N/A	N/A
OP5253	N/A	Within proposed road reserve	N/A
Private Access Road – Fraaigelegen & Bretagna Estates	N/A	± 12 metres wide & 10 metres long	±120 m ²
Farm Access - Fraaigelegen new farm access	Yes, closure of the existing farm access	± 12 metres wide & 85 metres long	±1020 m ²
New Private Farm Access opposite OP5254	Yes, closure of two existing gravel access roads located North and South of the access road	± 12 metres wide & 90 metres long	±1200 m ²
Closure of Farm Access on Portion 6 of Farm 841	Yes, closure of existing farm access	N/A	N/A
Relocation of OP5255 (Kliprug Road) intersection	N/A	± 13 metres wide & 95 metres long	1235 m ²

Upgrading of Stormwater Structure

The proposed dualling of MR201 will result in the existing stormwater structures to be upgraded and expanded in order to ensure that stormwater is adequately accommodated. The proposed widening of MR201 will result in a total of 27 culverts to be replaced and / or upgraded. It should however be noted that only three culverts are located within rivers, while two wetlands will be impacted on by the proposed development. As such, Scientific Aquatic Services (SAS) was appointed to conduct a Watercourse Assessment of the proposed development. It is proposed that rehabilitation of the wetland areas be conducted in line with a rehabilitation plan which is currently being drafted by SAS. The culverts which trigger NEMA listed activities are indicated in Table 2 below.

Table 2 List of culverts to be replaced and / or upgraded triggering a listed activity in terms of the NEMA, 1998

Chainage marker)	(km	Description	Dimension		Crossing / Access
			Width (mm)	Depth (mm)	
59.05		Box Culvert	5100	3600	Crossing Unnamed Tributary of the Berg River
60.040		Box Culvert	458	2602	Crossing Malans Stream
61.750		Box culvert	1200	1300	Crossing Unnamed Tributary of the Berg River
Near Fraaigelegen Road		Adjacent to existing road			Seep Wetland
Near Kliprug Minor Road		Adjacent to existing road			Depression Wetland

VEGETATION

According to the National Vegetation Map of South Africa, Lesotho and Swaziland (Mucina & Rutherford 2006) sections of the site would have historically been covered in FFa3 Swartland Alluvium Fynbos and FFg2 Boland Granite Fynbos vegetation types. Boland Granite Fynbos is classified as Vulnerable, while Swartland Alluvium Fynbos is classified as Critically Endangered.

It should be noted that Dr Dave McDonald was appointed to conduct a botanical assessment due to natural vegetation being present in certain sections of the proposed development footprint. Dr McDonald noted that the vegetation type that occurs along MR 201 is partly Boland Granite Fynbos (Vulnerable classification) and partly Swartland Alluvium Fynbos (Critically Endangered classification). One species of conservation concern (SCC, Red List), being *Leucadendron corymbosum*, was found at the new proposed Kliprug Minor Road intersection. Dr McDonald confirmed that the proposed development will result in the loss of at least 0.5 ha of critically endangered habitat.

Dr McDonald concluded that *“in general, the construction of a second carriageway for the MR201 is acceptable and supported from a botanical perspective, since much of the original vegetation and habitat along the route has been changed to low sensitivity. The exception is where the road alignment would traverse Swartland Alluvium Fynbos. At these locations special care must be exercised to limit unnecessary loss to this ever-diminishing ecosystem.”*

Dr McDonald confirmed that, if the mitigation measures are applied, the project would be within acceptable limits and is supported from a botanical perspective.

As removal of the natural vegetation will not be avoidable, action will be aimed at the rehabilitation of the road reserve areas. A rehabilitation plan has been compiled by GNEC, please refer to Addendum O for a copy thereof.

FRESHWATER SOURCES

As mentioned, the proposed dualling of MR201 will result in the existing stormwater structures to be upgraded and expanded in order to ensure that stormwater is adequately accommodated. The proposed widening of MR201 will result in a total of 27 culverts to be replaced and / or upgraded. It should however be noted that only three culverts are located within rivers, while two wetlands will be impacted on by the proposed development. As such, Scientific Aquatic Services (SAS) was appointed to conduct a Watercourse Assessment of the proposed development. It is proposed that rehabilitation of the wetland areas be conducted in line with a rehabilitation plan which is currently being drafted by SAS.

SAS noted that *“several watercourses, including three non-perennial rivers, a channelled valley bottom wetland, a network of stormwater swales, and artificial features, were identified to be associated with the culverts and a seep and depression wetland were identified to be impacted by the proposed dualling and realignment of the intersections at Fraaigelegen Road and Kliprug Minor Road respectively”.*

It has been confirmed by the freshwater specialist that the proposed dualling of Main Road 201 will have a Medium risk to the integrity of the identified watercourses. The impacts on the watercourses will be minimised through the implementation of the mitigation measures proposed by SAS. A wetland rehabilitation plan is currently being drafted by SAS which is aimed at prohibiting a nett loss of wetland habitat.

SAS concluded that *“based on the findings of the freshwater ecological assessment and the results of the risk assessment, it is the opinion of the ecologist that the activities forming part of the proposed MR 201 upgrade will pose a direct negative risk to the identified watercourses, however, these impacts can be considered acceptable with implementation of suitable mitigation measures”*.

The following NEMA, 1998, EIA Regulations listed activities are triggered by the proposed development:

Government Notice No. R.983 of 2014 (as amended 07 April 2017):

Activities 14, 19, 48 & 56.

Government Notice No. R. 985 (as amended 07 April 2017):

Activity 12 & 18.

A Basic Assessment application process is therefore being facilitated in order for the necessary authorisations to be obtained from the Department of Environmental Affairs and Development Planning (DEA&DP). An Environmental Management Programme (EMPr) and River Maintenance Management Plan (RMMP) has also been compiled by GNEC. All reports can be obtained from GNEC’s website or can be forwarded via an electronic link, if requested.

Water Use Authorisation

Application is also made for a Water Use Licence in terms of Section 21 (c) and (i) of the National Water Act, 1998 (Act 36 of 1998). The WUL application is necessitated as a result of the proposed construction activities to take place within watercourses and wetlands. Proof of submission of the Water Use Licence Application has been included in Addendum L.

The aim of this EIA process is to ensure that:

- Public participation will be conducted, i.e. to afford stakeholders and/or the community sufficient opportunity to provide comment on the proposed development; and
- Sufficient information is submitted herewith to decision-makers to support an informed decision-making process.

The second Public Participation Process will run from the **18th of September 2020 until the 19th of October 2020.**

Please refer to GNEC's website (www.gnec.co.za) to access additional information pertaining to the EIA application. Please also note that responses to the comments received during the first public participation period have been included in the Comments and Responses Report (Addendum F.10).

Meanwhile, should you have any queries, please feel free to contact myself, at:

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Yours sincerely,

Carina Becker

For GNEC

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