

BASIC ASSESSMENT PROCESS

THE PROPOSED DUALLING OF MAIN ROAD 201 (R301), PAARL, WESTERN CAPE.

BACKGROUND INFORMATION DOCUMENT (BID)
AND INVITATION TO PARTICIPATE

21 FEBRUARY 2020

GNEC Reference Number: **20565**

DEA&DP Reference No: 16/3/3/6/7/1/B3/28/1156/19

***Please Note: A copy of the document will be available for review at Paarl Public Library and on the GNEC website from the 24th of February 2020.**

1. PURPOSE OF THIS DOCUMENT

The purpose of this document is to:

- Provide stakeholders with information about the proposed conversion of Main Road (MR) 201 to a dual carriageway, Paarl, Western Cape;
- Introduce and explain the Basic Assessment Process and Public Participation process to be followed for the proposed development, in terms of applicable environmental legislation (National Environmental Management Act (NEMA), (Act No. 107 of 1998)), as amended 4 December 2014 and 07 April 2017.
- Invite all stakeholders to comment on any aspect related to the proposed development; and
- Notify all stakeholders that the Interested and Affected Party registration period is from the **24th of February 2020 until the 27th of March 2020.**

2. PROJECT DESCRIPTION

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 Hawegwa 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 from Paarl's side. 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 a large amount of permanent residents as well as increasing 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 to 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.

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 30 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.

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 is currently being drafted by GNEC.

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 1 below.

Table 1 List of culverts to be replaced and / or upgraded triggering a listed activity in terms of the NEMA, 1998

Chainage (km marker)	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

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.







Main Road 201, Paarl	 environmental consultants Tel: (021) 870 1874 Fax: 086 6933 802 Cell: 072 1571 321	
Locality Map		

Figure 1: Locality Map of the relevant section of Main Road 201, Paarl.

3. NATIONAL ENVIRONMENTAL MANAGEMENT ACT (ACT NO. 107 OF 1998), AS AMENDED

The National Environmental Management Act (NEMA) (Act No. 107 of 1998) identifies the proposed application for the dualling of Main Road (MR) 201 as an activity that may have detrimental effects on the environment with the following listed activities being triggered by the proposed development:

Listing Notice 1 (GN No. R. 327):

Activity 14

The development of –

- (i) dams or weirs, where the dam or weir, including infrastructure and water surface area, exceeds 100 square metres; or
- (ii) infrastructure or structures with a physical footprint of 100 square metres or more;

where such development occurs –

- (a) within a watercourse;
- (b) in front of a development setback; or
- (c) if no development setback exists, within 32 metres of a watercourse, measured from the edge of a watercourse;

excluding –

- (aa) the development of infrastructure or structures within existing ports or harbours that will not increase the development footprint of the port or harbour;
 - (bb) where such development activities are related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies;
 - (cc) activities listed in activity 14 in Listing Notice 2 of 2014 or activity 14 in Listing Notice 3 of 2014, in which case that activity applies;
 - (dd) where such development occurs within an urban area;
 - (ee) where such development occurs within existing roads, road reserves or railway line reserves;
- or
- (ff) the development of temporary infrastructure or structures where such infrastructure or structures will be removed within 6 weeks of the commencement of development and where indigenous vegetation will not be cleared.

Activity 19

The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grot, pebbles or rock of more than 10 cubic metres from a watercourse;

but excluding where such infilling, depositing, dredging, excavation, removal or moving –

- (a) will occur behind a development setback;

- (b) is for maintenance purposes undertaken in accordance with a maintenance management plan;
- (c) falls within the ambit of activity 21 in this Notice, in which case that activity applies;
- (d) occurs within existing ports or harbours that will not increase the development footprint of the port or harbour; or
- (e) where such development is related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies.

Activity 48

The expansion of –

- (i) infrastructure or structures where the physical footprint is expanded by 100 square metres or more; or
- (ii) dams or weirs, where the dam or weir, including infrastructure and water surface area, is expanded by 100 square metres or more;

where such expansion occurs –

- (a) within a watercourse;
- (b) in front of a development setback; or
- (c) if no development setback exists, within 32 metres of a watercourse, measured from the edge of a watercourse;

excluding –

- (aa) the expansion of infrastructure or structures within existing ports or harbours that will not increase the development footprint of the port or harbour;
- (bb) where such expansion activities are related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies;
- (cc) activities listed in activity 14 in Listing Notice 2 of 2014 or activity 14 in Listing Notice 3 of 2014, in which case that activity applies;
- (dd) where such expansion occurs within an urban area; or
- (ee) where such expansion occurs within existing roads, road reserves or railway line reserves.

Activity 56

The widening of a road by more than 6 metres, or the lengthening of a road by more than 1 kilometre –

- (i) where the existing reserve is wider than 13.5 metres; or
- (ii) where no reserve exists, where the existing road is wider than 8 metres;

excluding where widening or lengthening occur inside urban areas.

Listing Notice 3 (GN No. R. 324):

Activity 12

The clearance of an area of 300 square metres or more of indigenous vegetation where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan.

Western Cape

- i. Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004;
- ii. Within critical biodiversity areas identified in bioregional plans;
- iii. Within the littoral active zone or 100 metres inland from high water mark of the sea or an estuarine functional zone, whichever distance is the greater, excluding where such removal will occur behind a development setback line on erven in urban areas;
- iv. On land, where, at the time of the coming into effect of this Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning; or
- v. On land designated for protection or conservation purposes in an Environmental Management Framework adopted in the prescribed manner, or in Spatial Development Framework adopted by the MEC or Minister.

Activity 18

The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre.

Western Cape

- i. Areas zoned for use as public open space or equivalent zoning;
- ii. All areas outside urban areas:
 - (aa) Areas containing indigenous vegetation;
 - (bb) Areas on the estuary side of the development setback line or in an estuarine functional zone where no such setback line has been determined; or
- iii. Inside urban areas:
 - (aa) Areas zoned for conservation use; or
 - (bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority.

4. DEFINITION OF AN ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

An Environmental Impact Assessment (EIA) is a good planning tool to assist in the identification, evaluation and assessment of potential positive and negative impacts of a proposed development/project on the environment. It also recommends ways to avoid or reduce negative

impacts and ensure that developments are sustainable without affecting people's lives and the environment adversely. As mentioned, an EIA in the form of a Basic Assessment is undertaken in terms of the NEMA, 1998 (Act No. 107 of 1998) and the NEMA EIA Regulations.

5. POTENTIAL ENVIRONMENTAL ISSUES

The environmental issues for the proposed dualling of MR 201 that will be addressed in the assessment include inter alia:

- Noise pollution:

A temporary noise impact will be experienced during the construction phase of the proposed development, however this will be short lived during the construction phase during working hours (07:00 to 18:00). No significant increase in noise levels is expected during the operational phase of the proposed development.

- Economic:

The proposed development will address unemployment rates within the surrounding communities by the development of temporary employment opportunities.

- Freshwater Resources:

The freshwater consultant 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 net loss of wetland habitat.

- Impact on flora:

It should be noted that natural vegetation is present in certain sections of the proposed development footprint. 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 is currently being drafted by GNEC.

- Heritage impact:

A Notice of Intent to Develop was submitted to Heritage Western Cape (HWC) on the 26th of April 2019. HWC consequently provided formal correspondence stating that *"since there is no reason*

to believe that the widening and upgrading of Main Road 201 [...] will not impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required”.

It should also be noted that no formal buildings will be impacted on by the proposed dualling of Main Road 201.

- Visual impact:

It is not expected that the proposed development will have a significant visual impact. Main Road 201 is an existing surfaced road and hence the proposed development will be in line with the existing land use.

- Traffic Impact:

During the construction phase the construction team’s vehicles will travel to and from the site during the construction activities, which may result in a temporary increase in traffic volumes. The proposed development will ensure that traffic is adequately accommodated during the operational phase.

6. PUBLIC PARTICIPATION

In terms of the NEMA, Public Participation forms an integral part of the environmental assessment process. The Public Participation Process provides people who may be affected by the proposed development with an opportunity to provide comment and to raise issues of concern about the project or to make suggestions that may result in enhanced benefits for the project.

Comments and issues raised during the Public Participation Process will be captured, evaluated and included in a Comment and Responses Report (CRR). These issues will be addressed and included in the Final Basic Assessment Report which will be submitted to the Department of Environmental Affairs and Development Planning (DEA&DP), to make a decision on whether to approve the application (provide Environmental Authorisation) or not.

7. DELIVERABLES

The environmental assessment will culminate in the compilation of a Basic Assessment Report (BAR) and Environmental Management Plan (EMP). The Basic Assessment Report will be submitted to the Department of Environmental Affairs and Development Planning (DEA&DP), the regulatory authority responsible for the review of the report. The DEA&DP has to reach a decision as to whether, and under what conditions, the project may proceed, based on environmental considerations. An Environmental Authorization (EA) may be issued based on the information provided in the Basic Assessment Report. Interested and Affected Parties (I&APs) who have registered will be notified of the Environmental Authorisation (EA).

8. TIMEFRAMES

The table below provides an **indication** of the proposed timeframes for the project.

Activity	Estimated Timeframe
Compilation of Nol	15 – 19 April 2019
Submission of Nol	26 April 2019
Compilation of Notice of Intent to Develop (NID) (HWC)	25 – 29 March 2019
Submission of NID	02 April 2019
Heritage Western Cape review of NID	02 April – 3 May 2019
Possible Specialist Studies	April – June 2019
Layout Amendments	June 2019 – January 2020
Compilation of 1st Draft Basic Assessment Report	February 2020
Submission of 1st Draft BAR to Department of Environmental Affairs & Development Planning (DEA&DP)	24 February 2020
1st Public Participation Process (30 days)	24 February – 27 March 2020
Possible Amendments	April 2020
Compilation of 2 nd Draft Basic Assessment Report	April – May 2020
Submission of 2 nd Draft BAR to Department of Environmental Affairs & Development Planning (DEA&DP)	May 2020
Possible Amendments	June 2020
Compilation of Application	July 2020
Submission of Application	July 2020
Compilation of 3 rd Draft BAR & Environmental Management Plan (EMP)	July 2020
3 rd Public Participation Process (30 days)	August – September 2020
Respond to Comments Raised during PPP	September 2020
Amend Final BAR & EMP	September 2020
Submission of Final BAR & EMP	October 2020
Issue of Environmental Authorisation	February 2021
Notification of I&APs of the decision	February 2021

9. INVITATION TO PARTICIPATE

Guillaume Nel Environmental Consultants (GNEC) was appointed to facilitate the Environmental Impact Assessment (EIA) and Public Participation Processes for the development proposal. We would like to invite and encourage all stakeholders to complete and return the enclosed registration sheet and submit it together with any comments to:

GNEC

Attention: Carina Becker

P.O. Box 2632

Paarl

7620

Tel: (021) 870 1874

Fax: (021) 870 1873

E-mail: carina@gnec.co.za

DEA&DP REF NO: 16/3/3/6/7/1/B3/28/1156/19

Additionally, please note that a hardcopy of the 1st draft Basic Assessment Report will be made available at the Paarl Public Library from the **24th of February 2020** until the **27th of March 2020**. Additionally also note that ALL relevant documentation will also be made available to download from our Website at: **<https://www.gnec.co.za>**

Please refer to the “Documents of Review” tab on the left-hand side of the screen and select the 20565_Main Road (MR) 201, Paarl, Western Cape folder. All project specific documentation will be available within this folder for download and viewing purposes.

Please complete and submit the registration sheet together with any comments to GNEC by no later than: **Friday 27 March 2020.**

NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS FOR THE PROPOSED
DUALLING OF MAIN ROAD 201 (R301), PAARL, WESTERN CAPE.

REGISTRATION SHEET

21 February 2020

Title _____ Name and Surname _____
 Company Name/Interest _____
 Postal-or-Residential Address _____
 Area _____ Postal Code _____
 Tel: _____ Cell Phone _____
 Fax: _____
 E-Mail Address _____

Please indicate your preferred method of communication (Please indicate with an X)					
Fax		E-Mail		Post	

Comments (You are welcome to attach more sheets if necessary (Your comments will be considered in the EIA (BA) process))

Please provide details of any other person/company whom you would like us to add to our mailing list

Title _____ Name and Surname _____
 Company Name _____
 Tel: _____ Fax No: _____
 E-Mail _____

Please complete and return to GNEC by no later than **Friday 27th of March 2020**
 Attention: **Carina Becker**
 P.O. Box 2632, Paarl, 7620
 Tel: 021 870 1874, Fax: 021 870 1873
 E-mail: carina@gnec.co.za
Thank You for your participation!