



Route Location and Basic Planning of a Proposed Ring Road Dutywa

ENVIRONMENTAL IMPACT ASSESSMENT

BACKGROUND INFORMATION DOCUMENT

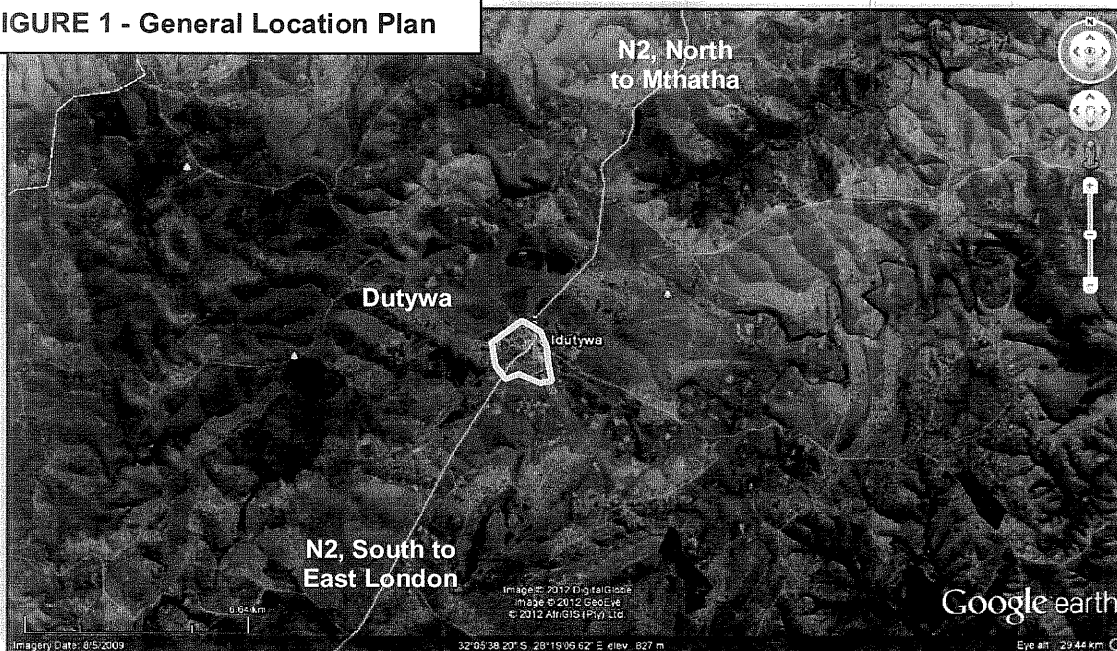


1. INTRODUCTION

The South African National Roads Agency (SOC) Limited (SANRAL) have identified a need for a ring road on National Route 2 (N2) at Dutywa (see **Figure 1**). The motivation for the ring road was identified as early as 2002 during the development and EIA process for the N2 Wild Coast Highway project. The primary purpose of the proposed N2 ring road at Dutywa is to provide a safe and uncongested passage for long distance through-traffic while removing such traffic from the congested main roads of Dutywa. Not only will this reduce travel costs and enable through-traffic to avoid unnecessary delays but it will also reduce congestion in and around Dutywa, improve safety, provide better and safer access to the town and provide new opportunities for Dutywa to grow.

In addition, planning legislation requires SANRAL, the EC province and the local and regional municipalities to identify and reserve the land for the road reserve for the ring road at the earliest opportunity. The road reserve would be incorporated into the relevant Spatial Development Frameworks (SDFs) and land use plan, as per the Spatial Planning and Land Use Management Bill (2011) (SPLUMB). The actual construction will commence when the land has been acquired, the detailed designs have been completed, the funding has been secured and budgeted for, and tenders have been invited for the construction and awarded to the successful tenderers. The route location and planning of a new road is a listed activity in terms of the National Environmental Management Act 107 of 1998 (as amended). Therefore, a full Environmental Impact Assessment (EIA) must be carried out in support of the necessary application for environmental authorisation to construct the ring road. In addition, SANRAL, in terms of Act 7 of 1998, must also proclaim the new road, declare it a National Road and acquire the land.

FIGURE 1 - General Location Plan



2. PURPOSE OF THE BACKGROUND INFORMATION DOCUMENT

The purpose of this document is to provide notice of the proposed activities and of the environmental impact assessment process that is underway as part of the application for Environmental Authorisation. The Background Information Document (BID) also provides details for registering as an interested and affected party for the EIA process and to submit comments regarding the proposals and EIA process.

The BID has been structured to include a description of the possible route proposals (Section 3), a description of the process to reserve the corridor for the proposed ring road (Section 4) and the NEMA environmental authorisation process, including the EIA (Section 5). The last section of the BID provides an opportunity to submit feedback on the proposals and EIA process.

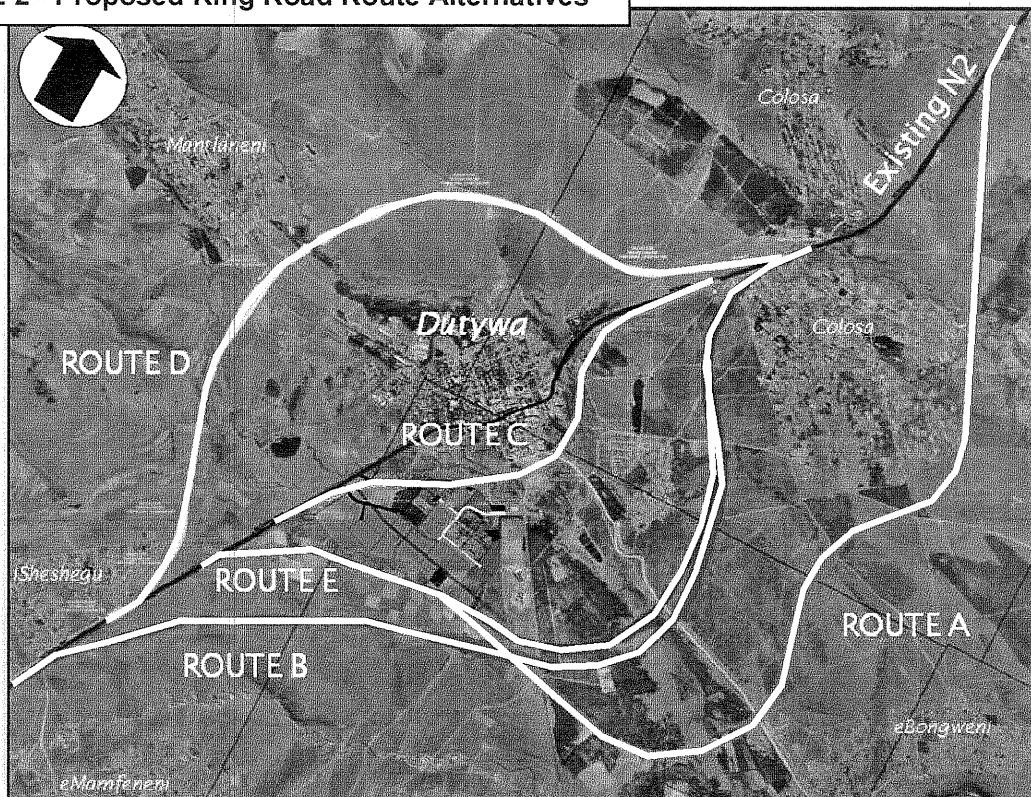
3. DESCRIPTION OF THE PROPOSALS

3.1 Features of the Proposed Ring Road

SANRAL, in terms of its mandate from Government, has a responsibility towards road users to provide a safe road network, with high mobility and good riding. The proposed N2 ring road for Dutywa will be classified as a 'Class 1 principal arterial road with the function of a 'mobility route'¹ with limited access. The road reserve will generally be a minimum of 80m wide and it will be able to accommodate a 6 lane dual carriageway.

Five possible ring road route alternatives (A - E) were identified for Dutywa and are shown in **Figure 2**.

FIGURE 2 - Proposed Ring Road Route Alternatives



These multiple options were developed on the basis of engineering feasibility and constructability, taking into account topography, waterways, environmental sensitivity, physical obstacles, land uses and road

¹ In terms of the South African Committee of Transport Officials, Road Classification and Access Management Manual (Nov 2010).

design parameters. These options were subjected to a preliminary fatal flaw assessment to confirm their feasibility for taking forward for detailed consideration in the EIA process and ultimately final route selection.

3.2 Potential Benefits associated with the proposed Ring Road

The potential benefits of the proposed N2 ring road around Dutywa should be experienced by both through-traffic and local traffic, residents and surrounding communities. These benefits should include:

- Reduced time delays otherwise associated with congestion and accidents for through traffic in particular but also for local traffic.
- Reduced driver frustration for through and local traffic.
- Reduced transport costs for longer distance transport.
- Improved driver/passenger safety for through-traffic.
- Improved access to businesses and services for local people.
- Reduced vehicle:pedestrian conflicts.
- Improved access for local people with any sense of severance caused by traffic being reduced.
- Improved town centre aesthetics.
- Reduced maintenance costs for town road and infrastructure.

4. RING ROAD RESERVATION PROCESS

It is important that the road reserve for the proposed ring road be demarcated and reserved in terms of the Spatial Planning and Land Use Management Bill (2011) and ultimately be declared in terms of the SANRAL & National Road Act 7 of 1998 in order to protect the area from future development and to integrate the proposed ring road into future development.

Route determination for the future construction of the proposed ring road is a 'listed activity' in terms of the Section 24 of NEMA as described in Government Notice GNR 544 - 546 - see **Figure 3**. It is therefore necessary to apply for Environmental Authorisation from the National Department of Environmental Affairs and this application must be supported by an EIA as described in the EIA Regulations, 2010. This process is described in the next section.

Assuming the application for environmental authorisation is approved by DEA, SANRAL will declare the route as a National Road and then acquire the land within the approved road reserve. Provincial and local government must incorporate the road reserve into land use planning documents, including Spatial Development Frameworks. The relevant municipalities will have a legal responsibility to ensure that development does not take place within the road reserve or it is illegally occupied. The Provincial and local authorities are legally obliged to notify SANRAL of any proposed developments that are within 60m of the road reserve or within 500m of any intersection on the National Road.

Construction of the proposed ring road will follow after all the approvals are in place, land has been acquired and funding has been obtained.

5. ENVIRONMENTAL AUTHORISATION PROCESS AND EIA

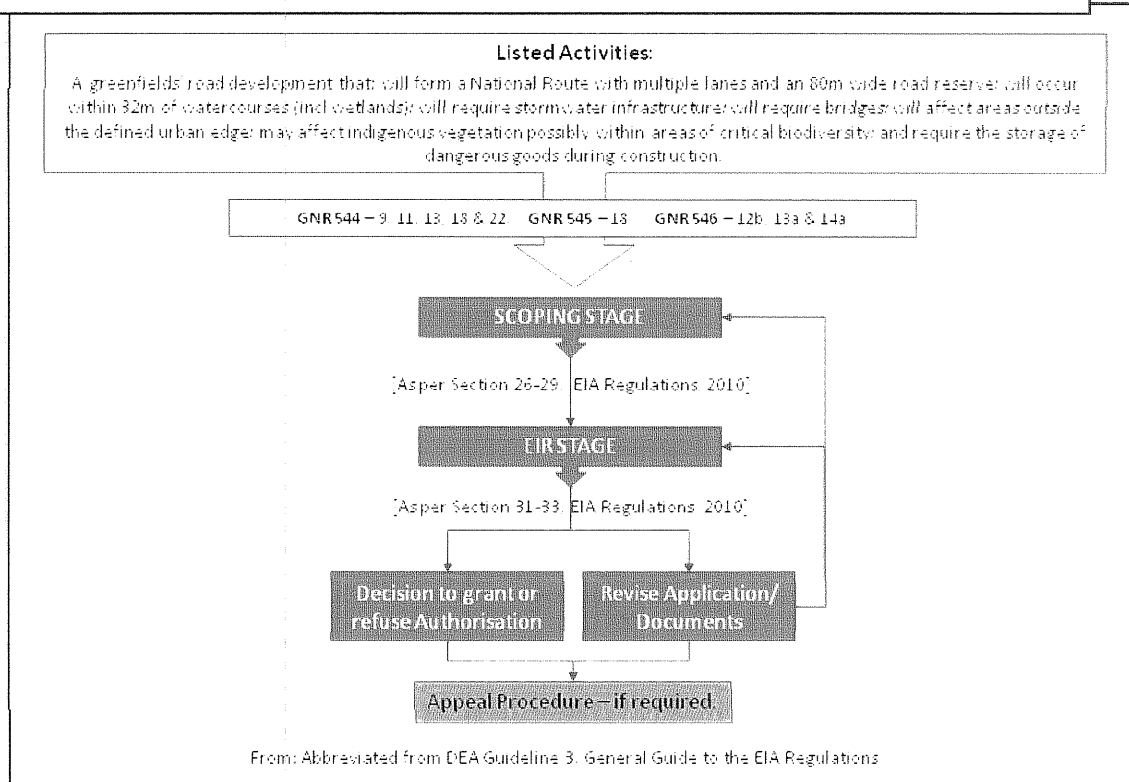
The application for Environmental Authorisation and the associated EIA will be undertaken in accordance with the EIA Regulations, 2010. Specifically, a two staged approach to the EIA process will be adopted as per Section 26 - 33 of the EIA Regulations.

The two stage EIA process is summarised in **Figure 3**.

5.1 Stage 1 of the EIA Process - Scoping Stage

The purpose of the Scoping Stage will be to identify the issues, comments (support or objection), concerns and potential impacts (positive and negative) that may be associated with the proposals as a whole and specifically with each potential route option for the N2 ring road at Dutywa.

FIGURE 3 - Environmental Impact Assessment Process



A key activity during the Scoping Stage will be the public participation process comprising advertisements, stakeholder engagement with national, provincial and local officials and public meetings for communities and other interested and affected parties. The feedback provided throughout the public participation process will be documented and taken into consideration in the Scoping Stage. Opportunities to review the results of the Scoping Stage, as presented in the Scoping Report, will also be provided prior to submitting the document to National Department of Environmental Affairs. The Scoping Report will include a proposed way forward for the next stage of the EIA, including the identification of terms of reference for specialist studies that are required to understand the potential impact of the proposals and additional public engagement required. The key activities to be undertaken during the **Scoping Stage** are summarised below:

- Pre-Application Meeting with DEA.
- Submission of Application for Environmental Authorisation (21 February 2012).
- Preliminary provincial, district and municipal level engagement
- Full notification and call for interested and affected parties to register.
- Public meetings.
- Site visits, literature reviews and desktop identification of issues and potential impacts.
- Broad-based specialist inputs to help determine feasible routes.
- Preparation of draft Scoping Report (incl. Plan of Study) for public review and public open days.
- Submission of final Scoping Report to DEA for review and approval.

- Posting notification of approval to proceed to the EIA Stage.

5.2 Stage 2 of the EIA Process - EIA Stage

Once DEA have accepted the Scoping Report, the EIA Stage will commence as per the approved approach described in the Scoping Report. At this stage it is expected the following activities will take place during the EIA Stage.

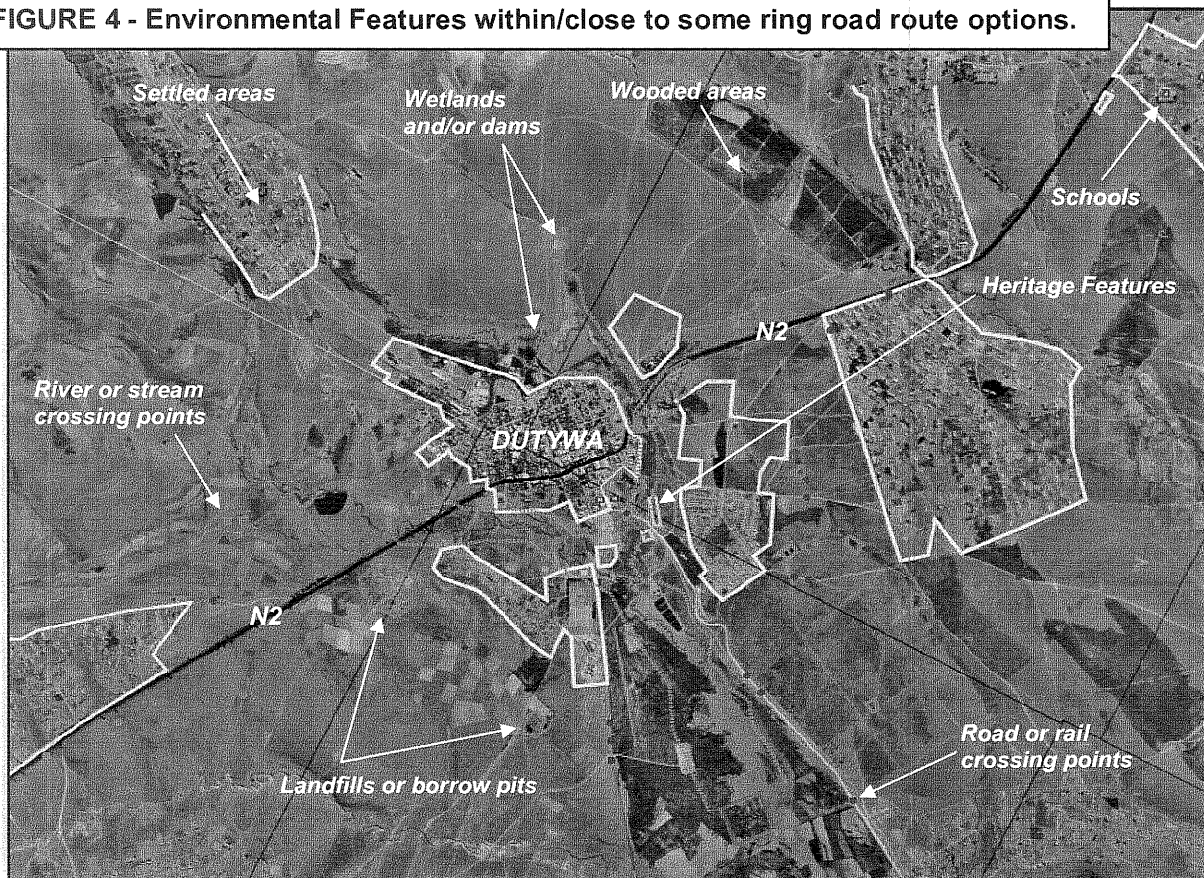
The key activities to be undertaken during the **EIA Stage** are summarised below:

- Undertaking additional public participation activities as identified during the Scoping Stage.
- Commissioning specialist studies identified during the Scoping Stage.
- Preparing the draft EIA Report which will incorporate the specialist reports..
- Preparing the draft Environmental Management Programme (EMPr) including specifications for managing the construction of the proposals in an environmentally sound manner
- Posting the draft EIA Report, Specialist Reports and EMPr for public review.
- Submission of final EIA Report, Specialist Studies and EMPr to DEA for review and consideration for Environmental Authorisation.
- Notification of DEA's decision and the appeal process.

5.3 Consideration of Alternatives

The EIA study will include due consideration of alternatives, specifically the route options identified the Scoping Report including any additional alternatives for interchanges, bridge crossings and the like. This is a requirement of the EIA Regulations. It is envisaged that the Scoping Stage will highlight those route options which can be discarded and those to be carried through for more detailed consideration in the EIA Stage.

FIGURE 4 - Environmental Features within/close to some ring road route options.



It will also be necessary to assess a 'Do-Nothing' option where the proposed N2 ring road at Dutywa is not constructed.

5.4 Public Participation

The following activities will be undertaken, at a minimum, to ensure the legal requirements for public participation are met and all pertinent parties have been given an opportunity to be involved and/or engaged in the EIA process:

- Selected national, provincial and municipal stakeholder engagement.
- Notification of the proposals and application and EIA process (multi-lingual newspaper advertisements, signboards and radio).
- Preparation of a database of all stakeholders and registered interested and affected parties.
- Distribution of BID to interested and affected parties.
- Public consultation
- Distribution of Issues Trail generated in response to PPP activities.
- Public announcement of availability of Draft Scoping Report, Draft EIA Report (with specialist reports and EMP) for review and comment.
- Prepare a Comments and Responses Report for submission to DEA.
- Notification of DEA's decision on the application.

5. PROGRAMME

The preliminary programme for the Scoping Stage of the EIA is presented in **Figure 5** below.

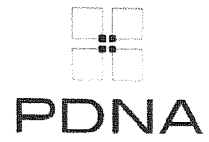
		Feb	March	April	May	June	July	Aug	Sept	Oct	Nov
Stakeholder Engagement	Stakeholder Engagement - Stage 1 (National)	★									
	Stakeholder Engagement - Stage 2 (Provincial)										
	Stakeholder Engagement - Stage 3 (Local)										
Application for Environmental Authorisation - Scoping Stage	Public Participation Activities - adverts for IAPs & meetings				★						
	Public Meetings					★					
	Preparation of Draft Scoping Report & Plan of Study										
	Public Review Period										
	Finalisation & Submission to DEA for approval to proceed										

FIGURE 5 - Preliminary Programme for the Scoping Stage.



ENVIRONMENTAL ASSESSMENT PROCESS

**Route Location and Basic Planning
of a Proposed Ring Road Dutywa**



Comments on the Proposed EIA Process, Concerns and Issues

Your comments on this questionnaire will contribute towards ensuring that the process which is applied to direct the Basic Environmental Assessment is sound and will permit an informed project decision to be taken. **The deadline for the receipt of comments is DATE.** Contact details are provided below.

Please indicate your name:

Your Contact details: (e.g. email, cellphone etc.)

1. Do you wish to be registered as an 'Interested and Affected Party for the EIA process?

Yes

No

2. Do you have any concerns which you believe should be addressed in the EIA and which you would like to bring to the attention of the EIA team? ***[Additional space for comment is provided overleaf]***

3. Are there any additional interested and affected parties (I&APs) that you feel should be consulted in the course of the EIA? If yes, please indicate contact name, email address and/or telephone number so we may contact this person or organisation:

4. Is the process which is proposed for the EIA in accordance with the principles of Environmental Management which are promoted in South Africa?

Yes

No

If no, describe briefly how you believe the process could be improved:

THANK YOU FOR YOUR CO-OPERATION



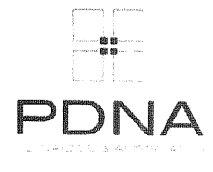
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ENVIRONMENTAL ASSESSMENT PROCESS

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Comments on the Proposed EIA Process, Concerns and Issues

ADDITIONAL SPACE COMMENTS

Lined area for providing additional space comments.

THE DEADLINE FOR REGISTERING AS INTERESTED AFFECTED PARTIES AND/OR RETURNING COMMENTS IS DATE.

Please return your comments to:



Mrs Dalene Murie
TERRECO Environmental cc



PO Box 19829, Tecoma, EAST LONDON, 5214

Phone: 043 721 1502 Fax: 043 721 1535 Email: terreco@terreco.co.za