



12 August 2013

Dear Interested and Affected Party

Per Email
Number of Pages: 3

SEF REF NO.: 505220
GDARD Ref NO: GAUT 002/13-14/E0116

Dear Sir/Madam

BASIC ASSESSMENT (BA) AND WATER USE LICENSE APPLICATION (WULA) PROCESSES FOR THE PROPOSED INGONYAMA ROAD LINK EXTENSION AND THE ASSOCIATED 60M BRIDGE CROSSING IN DIEPSLOOT, GAUTENG PROVINCE

Johannesburg Development Agency (JDA) proposes to construct a 0.7 ≈ 1 km of the Ingonyama Road Link Extension and the associated 60m bridge crossing which has been identified as an activity street connecting development nodes in Diepsloot. The project aims at enhancing efficient movement and opportunities for economic development in the area. The proposed road is a major access and connector road traversing through Diepsloot, stretching from the north and south of the Diepsloot Township located within the jurisdiction of the City of Johannesburg Metropolitan Municipality (CoJ), Gauteng Province.

In terms of Government Notice (GN) No. R.543 of National Environmental Management Act, 1998 (Act No.107 of 1998), as amended (NEMA), read with GN No. R.544 (Listing Notice No. 1: Activities 9, 11 and 18) and GN No. R.546 (Listing No. 3: Activity 16) of NEMA, a Basic Assessment (BA) Environmental Process is required in order to obtain an Environmental Authorisation (EA) from the Gauteng Department of Agriculture and Rural Development (GDARD) for the above mentioned project.

In terms of Section 21 (c), (f) and (i) of the National Water Act, 1998 (Act No. 36 of 1998) (NWA), the proposed Ingonyama Road Link Extension and the associated 60m long bridge will also require a Water Use License (WUL) for impeding or diverting the flow of water in a watercourse; discharging waste or water containing waste into the water resource through a pipe, canal, sewer, sea outfall or other conduit; and altering the beds, banks, course or characteristics of a watercourse.

The JDA thus appointed Strategic Environmental Focus (Pty) Ltd (SEF), as independent environmental assessment practitioners, to facilitate the BA and Water Use License Application (WULA) Processes for the proposed development.

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The following listed activities in terms of Government Notices No. R.544 and 546 of NEMA are triggered by the project:

Government Notice No. R544 (Listing Notice 1)

Activity No: 9: The construction of facilities or infrastructure exceeding 1000 metres in length for the bulk transportation of water, sewage or storm water

- (i) with an internal diameter of 0,36 metres or more; or
- (ii) with a peak throughput of 120 litres per second or more

Excluding where

- a) such facilities or infrastructure are for bulk transportation of water, sewage or stormwater or stormwater drainage inside a road reserve; or
- b) where such construction will occur within urban areas but further than 32 metres from a water course, measured from the edge of the watercourse.

Activity No: 11: The construction of:

- (i) Canals
- (ii) Channels
- (iii) Bridges
- (xi) Infrastructure or structures covering 50 square metres or more

where such construction occurs within a watercourse or within 32 metres of a watercourse, measured from the edge of a watercourse, excluding where such construction will occur behind the development setback line.

Activity No: 18: The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock or more than 5 cubic metres from:

- (i) a watercourse

Government Notice No. R546 (Listing Notice 3)

Activity No. 16: The construction of:

- (i) jetties exceeding 10 square metres in size;
- (ii) slipways exceeding 10 square metres in size;
- (iii) buildings with a footprint exceeding 10 square meters in size; or
- (iv) infrastructure covering 10 square metres or more.

where such construction occurs within a watercourse or within 32 metres of a watercourse, measured from the edge of a watercourse, excluding where such construction will occur behind the development setback line.

(b) In Gauteng:

- (i) A protected area identified in terms of NEMPAA, excluding conservancies;
- (ii) National Protected Area Expansion Strategy/ Focus areas;
- (iii) Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority;
- (iv) Sites or areas identified in terms of an International Convention;
- (v) Sites identified as irreplaceable or important in the Gauteng Conservation Plan;
- (vi) Any declared protected areas including Municipal or Provincial Nature Reserves as contemplated by the ECA and the Nature Conservation Ordinance (Ordinance 12 of 1983); and

Areas zoned for a conservation purpose.

Interested and affected parties (I&APs) have an opportunity to **comment on the Draft Basic Assessment Report (BAR)** by providing issues of concern and/or suggestions for enhanced benefits and/or alternatives and to ensure that the GDARD has sufficient information to make a decision.

The **Draft BAR** is available for comment from **Monday, 12 August 2013 to Sunday, 22 September 2013** at the following venue (see Table 1) and on the SEF website (see below for more information).

Table 1: Public venue where the Draft BAR can be viewed

Name of public venue	Name of Contact Person	Contact Number(s)	Viewing Times
Diepsloot Post Office Diepsloot Mall, Shop 32, Cnr William Nicol & Plum St Diepsloot, 2069	Sylvester Thobakgale	011 464 2399	Mon - Fri (09h30 to 16h00) and Sat (09h30 to 14h00)

Should you wish to participate in the BA process by contributing issues of concerns/comments, please register as an I&AP by completing the enclosed Registration and Comment Sheet or you can visit SEF's website at <http://www.sefsa.co.za>. To register as an I&AP or comment on the project, click on "Stakeholder Engagement". Click on the "register" button and complete the compulsory fields to register as an I&AP. Click on client login and put your details to login in and view the Draft BAR for the **Ingonyama Road Link Extension and Associated Bridge Crossing**. Should you have any problems in obtaining the information from the Internet, please feel free to contact SEF for assistance.

The comments are due **on or before Sunday, 22 September 2013**.

Meanwhile, should you have any questions, or would like to obtain more information, please feel free to contact Mr. Mandla Zuma, at Tel: (012) 349 1307, Fax: (012) 349 1229 or **E-mail:** mandla@sefsa.co.za.

We look forward to receiving your comments!

Yours sincerely

** Electronically signed*

Mr. Mandla Zuma

For Strategic Environmental Focus

** An original signed copy can be made available on request.*

**BASIC ASSESSMENT (BA) AND WATER USE LICENSE APPLICATION (WULA)
PROCESSES FOR THE
INGONYAMA ROAD LINK EXTENSION AND THE ASSOCIATED 60M BRIDGE CROSSING**

**BACKGROUND INFORMATION DOCUMENT (BID)
AND INVITATION TO COMMENT**

SEF Ref No. 505220

GDARD Ref No: GAUT 002/13-14/E0116

August 2013



PURPOSE OF THIS DOCUMENT

The purpose of this document is to provide all interested and affected parties (I&APs) with information about the Basic Assessment (BA) environmental process for the proposed Ingonyama Road Link Extension and the associated bridge crossing in the Diepsloot Township, Gauteng Province. In addition, the document also aims to:

- Introduce and explain the BA, including the public participation process that will be followed for the proposed project, in terms of applicable environmental legislation (National Environmental Management Act, (Act No.107 of 1998) (NEMA), as amended; and
- Invite all I&APs to comment on the proposed project by raising issues of concern and/or suggestions for enhanced benefits/alternatives on any aspect related to the proposed development.

To register and for more information on the project, please contact the following persons:

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Introduction and Background

The Johannesburg Development Agency (JDA), set up as a limited liability company, is an agency of the City of Johannesburg Metropolitan Municipality (CoJ) that stimulates and supports area-based economic development initiatives throughout the metropolitan area. *Inter alia*, following are some of the JDA's objectives:

- To restructure the city by developing defined, strategic geographic areas around the city and the movement corridors that link them.

- To promote economic growth by creating efficient and competitive business environments that cluster industries and functions in these areas.
- To develop local economic potential in marginalised areas to promote access to jobs and markets.
- To promote economic empowerment through the structuring and procurement of the JDA developments.

The JDA has identified the Ingonyama Road as an activity street as it forms the connections between development nodes. It is the connecting thread between all identified nodes and it currently fosters numerous small businesses along its length resulting in a vibrant urban street character.

Motivation for the project

Diepsloot has a population of approximately 161,325 people living on a 5.18 km² area comprising of formal and informal housing. Region A's Spatial Development Framework (SDF) 2007-2008 estimated that 74% of the housing units in Diepsloot are informal structures with families lacking access to basic services such as running water, sewage and rubbish removal.

Diepsloot has a history of violent protests which were triggered, amongst other incidents, by service delivery backlogs, rumoured relocations and xenophobic attacks.

The Development Vision for Diepsloot (2007) is "to establish the area as a socially, economically and environmentally sustainable human settlement that is spatially integrated into the CoJ with access to basic services and opportunities for social mobility and economic development". One of the aims of this vision was to develop nodes and activity streets within Diepsloot. In addition, the Diepsloot 2020 Framework and the Diepsloot Urban Development Framework (UDF) and Business Plan identified a hierarchy of mixed nodes in line with the City's Spatial Development Framework (SDF).

The Ingonyama Road is a major access and connector road traversing through Diepsloot stretching from the north and south of the Diepsloot Township as shown in Figure 1 below. It fosters a large proportion of the economic activity (both formal and informal) and public and non-motorised transport in the area as indicated above.

The JDA has identified that the value and benefits from the proposed nodes can be fully exploited by completing and upgrading the Ingonyama Road.

The proposed construction will include providing a complete road and a river crossing which will complete the missing link. This will improve efficiency of movement and enhance opportunities for economic development. Despite the importance of this road, it forms an incomplete system resulting in inefficient movement throughout the area. This will improve efficiency of movement and enhance opportunities for economic development.

DESCRIPTION OF THE PROPOSED INGONYAMA ROAD LINK EXTENSION AND THE ASSOCIATED 60M BRIDGE CROSSING IN DIEPSLOOT TOWNSHIP

Location

The proposed Ingonyama Road Link Extension and the associated 60 m bridge crossing are located in Extensions 2, 5 and 7 on the southern side of the Diepsloot Township. The site falls within the Diepsloot Farm 388, in the CoJ, Gauteng Province. The area has the following SG Code: T0JR0000000038800000 (Figure 1).

The proposed route is from corner 1st Avenue Road and Achilles Roads to corner Mkwanazi and Plum Street. The route has the following co-ordinates 25°56'29.75"S and 28°0'37.45"E (starting point) and 25°56'20.98" S and 28°0'14.25"E (end point).

Description of the proposed project

The proposed project is for the construction of the Ingonyama Road Link Extension and the associated 60 m river crossing bridge in Diepsloot Township. The proposed route is 0.7 km ≈ 1 km in length.

The proposed development will include, *inter alia*:

- Contractor's establishment on site including camp site and fuel storage facilities;
- The construction of the carriageway (with a surfaced width of 6.0m, 2.0m sidewalks, a cycle lane of

between 2.0 m and 3.0 m and a single 1.5 m trading / green lane);

- Appropriate shelter for the street vendors and for the public transport users;
- The construction of a bridge over the river to accommodate the proposed single carriageway; and
- Construction material will be imported, and therefore, there will not be any borrow pits for the proposed road construction.

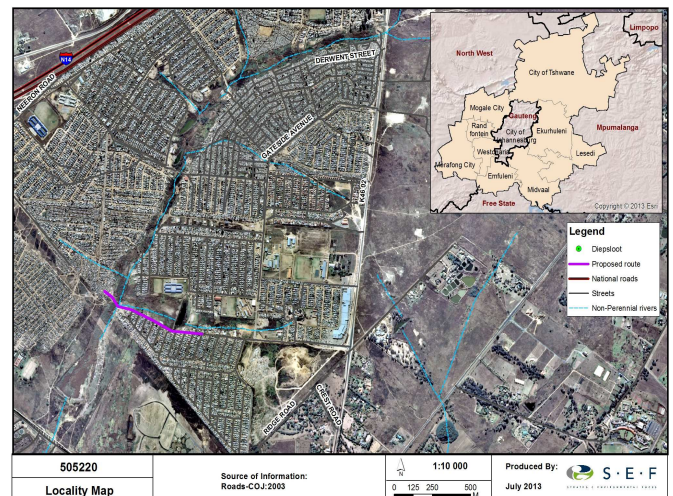


Figure 1: The map indicates the proposed study area.

Who is doing the work?

The JDA appointed SEF, an independent environmental consultant to conduct the BA, including the public participation process for the Ingonyama Road Link Extension and the associated bridge crossing

DESCRIPTION OF THE PROPOSED INGONYAMA ROAD LINK AND THE ASSOCIATED 60 M LONG BRIDGE

Legal requirements for this BA

In accordance with the requirements of the NEMA, JDA requires the approval from the Competent Authority, in this case the Gauteng Department of Agriculture and Rural Development (GDARD) to undertake this development.

Government Notices (GN) Regulation 544 and 546 list specific activities which require approval from the GDARD. For the purpose of this development the following listed activities are anticipated to be applicable to the proposed development:

GN Regulation 544 (Listing Notice 1)

Activity Number 9: The construction of facilities or infrastructure exceeding 1,000 metres in length for the bulk transportation of water, sewage or storm water, (i) with an internal diameter of 0,36 metres or more; or (ii) with a peak throughput of 120 litres per second or more; excluding where (a) such facilities or infrastructure are for bulk transportation of water, sewage or storm water or storm water drainage inside a road reserve; or (b) where such construction will occur within urban areas but further than 32 metres from a watercourse, measured from the edge of the watercourse.

Activity Number 11: The construction of (i) Canals and (iii) Bridges; where such construction occurs within a watercourse or within 32 metres of a watercourse, measured from the edge of a watercourse, excluding where such construction will occur behind the development setback line.

Activity Number 18: The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock or more than 5 cubic metres from (i) a watercourse.

GN Regulation 546 (Listing Notice 3)

Activity Number 16: The construction of (i) jetties exceeding 10 square metres in size; (ii) slipways exceeding 10 square metres in size; (iii) buildings with a footprint exceeding 10 square meters in size; or (iv) infrastructure covering 10 square metres or more; where such construction occurs within a watercourse or within 32 metres of a watercourse, measured from the edge of a watercourse, excluding where such construction will occur behind the development setback line. (b) In Gauteng: (ii) National Protected Area Expansion Strategy/ Focus areas; and (iii)

Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority.

National Water Act, (Act No. 36 of 1998)

In addition to the above, the Water Use License (WUL) needs to be obtained from the Department of Water Affairs (DWA) for impeding or diverting the flow of water in a watercourse; discharging waste or water containing waste into the water resource through a pipe, canal, sewer, sea outfall or other conduit and altering the beds, banks, course or characteristics of a watercourse. These are some of the water uses listed under Section 21 of the National Water Act, (Act No. 36 of 1998) (NWA). For such water uses, a Water Use License Application process needs to be undertaken to obtain a WUL from the DWA.

A WULA process will be undertaken concurrently with a BA environmental process for the proposed Ingonyama Road Link Extension.

Potential issues for investigation

A few potential issues of concern are summarised here for stakeholders' information.

- **River and Wetland**

The proposed road will traverse a river just west of the starting point. The proposed bridge will be located on the banks of the river and will therefore impact on the river due to the anticipated construction activities. The road also traverses a 32 m wetland buffer

However, the river and the wetland are currently in a very poor ecological state, as these have been subjected to extensive pollution from the surrounding communities in many ways (see Photograph 1). The Environmental Studies will also endeavour to develop mitigation and rehabilitation plans for the rehabilitation of the wetland. The mitigation measures will be recommended in the Environmental Management Programme (EMP) to minimise the negative impacts of the proposed project on the river and wetland.

- **Biodiversity, including Flora and Fauna**

During the construction of the proposed road, there will be clearing of the vegetation on the river bank. This will affect the fauna that inhabit the particular

vegetation and subsequently, many of these species may be forced to relocate.

Based on the information available during the time of this environmental study, there is no faunal or floral species of significant ecological importance that occur on site. Nevertheless, the impact study will look at the impacts in more detail and recommend the appropriate mitigation measures.



Photograph 1: The river that will be traversed by the proposed road and the associated bridge in Diepsloot.

- **Social and economic value**

The Gauteng Open Space Project (GOSP) database indicates the social Provincial Environmental Importance (PEI) as high. With the establishment of the proposed road, the social PEI shall be maintained as high. The road will no longer generate dust and will have formal shelters for the street vendors. Additionally, the bridge will provide a safe and convenient crossing to the local communities. More economic opportunities will be available, thus bringing more employment opportunities and consequently indirectly uplifting the social status of the surrounding communities.

The Ingonyama Road is identified as an activity street as it forms the connection between various development nodes. It is the connecting thread between all identified nodes and it currently fosters numerous small businesses along its length resulting in a vibrant urban street character. The proposed road fosters a large proportion of the economic activity (both formal and informal) and public and non-motorised transport in the area. Despite the importance of this road, it forms an incomplete system resulting in inefficient movement throughout the area. This will improve efficiency of movement and enhance opportunities for economic development.

- **Aesthetic Quality**

The proposed road is located in the mostly informal settlement without access to basic services and the

area is characterised by the high level of pollution. There is a lack of infrastructure in the area and thus the proposed development will stimulate the further development that will bring more needed infrastructure and improve the aesthetic quality of the area. The facilities to be provided for the informal traders and public transport users will add aesthetic value to the area.

- **Pollution and Waste Management**

With a significant part of the site being occupied by informal settlements, there is limited access to the area and that consequently leads to improper waste management and ultimately subjecting the area to pollution.

The construction of the proposed road and the associated bridge will promote access to the area and thus the municipal waste collection service is likely to improve. The proper waste management will reduce the observed level of land and water pollution.

Waste generated by the contractor on site during construction will be the responsibility of the specific contractor with regard to removal.

- **Traffic Impact**

The proposed road is envisaged to improve movement efficiency in the area and reduce the level of traffic congestion as observed in Diepsloot's internal road network during the Traffic Impact Study. The single carriageway, the Ingonyama Link Road, will relieve congestion on Diepsloot roads network during the peak hours.

The pedestrian sidewalks, pedestrian bridge and the cycle path will promote pedestrian safety and decrease traffic delays caused by pedestrian and their associated congestion (see Photograph 2).

- **Visual and noise impacts**

It will be taken into consideration that the proposed development design should not have any negative visual impacts. Transportation of building materials by construction vehicles could also be a source of noise and will subsequently be investigated.



Photograph 2: Proposed road and bridge with a pedestrian sidewalk.

extent are likely to have significant impacts that cannot be easily predicted.

Basic Assessment (BA)

Box 1. What is an Environmental Impact Assessment (EIA)?

An EIA is a good planning and decision-making tool. It is able to identify the environmental impacts of a proposed project, and helps to ensure that the project, over its life cycle, will be environmentally acceptable and integrated into the surrounding environment in a sustainable manner.

An EIA needs to show the authorities and the proponent what the consequences of their choices will be in environmental, economic and social terms. Public issues and concerns must thus be identified in good time so that they can be evaluated by the EIA technical specialists. The specialists show what the potential impacts would be, and what mitigation measures should be put in place to avoid or reduce negative impacts, and to enhance positive impacts.

The two levels of study of the EIA are Basic Assessment (BA) as well as Scoping and Environmental Impact Reporting (S&EIR). The relevance of the level of study to the particular project depends on the nature of the project. A BA process is applied to activities that are considered less likely to have significant environmental impacts and, therefore, unlikely to require a full-blown and detailed Environmental Impact Assessment. A S&EIR process is applied to activities that due to their nature and/or

Basic Assessment (BA) Process

Please refer to **Figure 2** below for an illustration of the BA process.

Public Participation Process (PPP) and scheduling

The key objective of public participation during a BA is to assist stakeholders to identify issues of concern and suggestions for enhanced benefits, and to comment on the project.

The key objective of public participation during a BA is to assist stakeholders to identify issues of concern and suggestions for enhanced benefits, and to comment on the findings of the BA. Proposed steps in and scheduling of the process are:

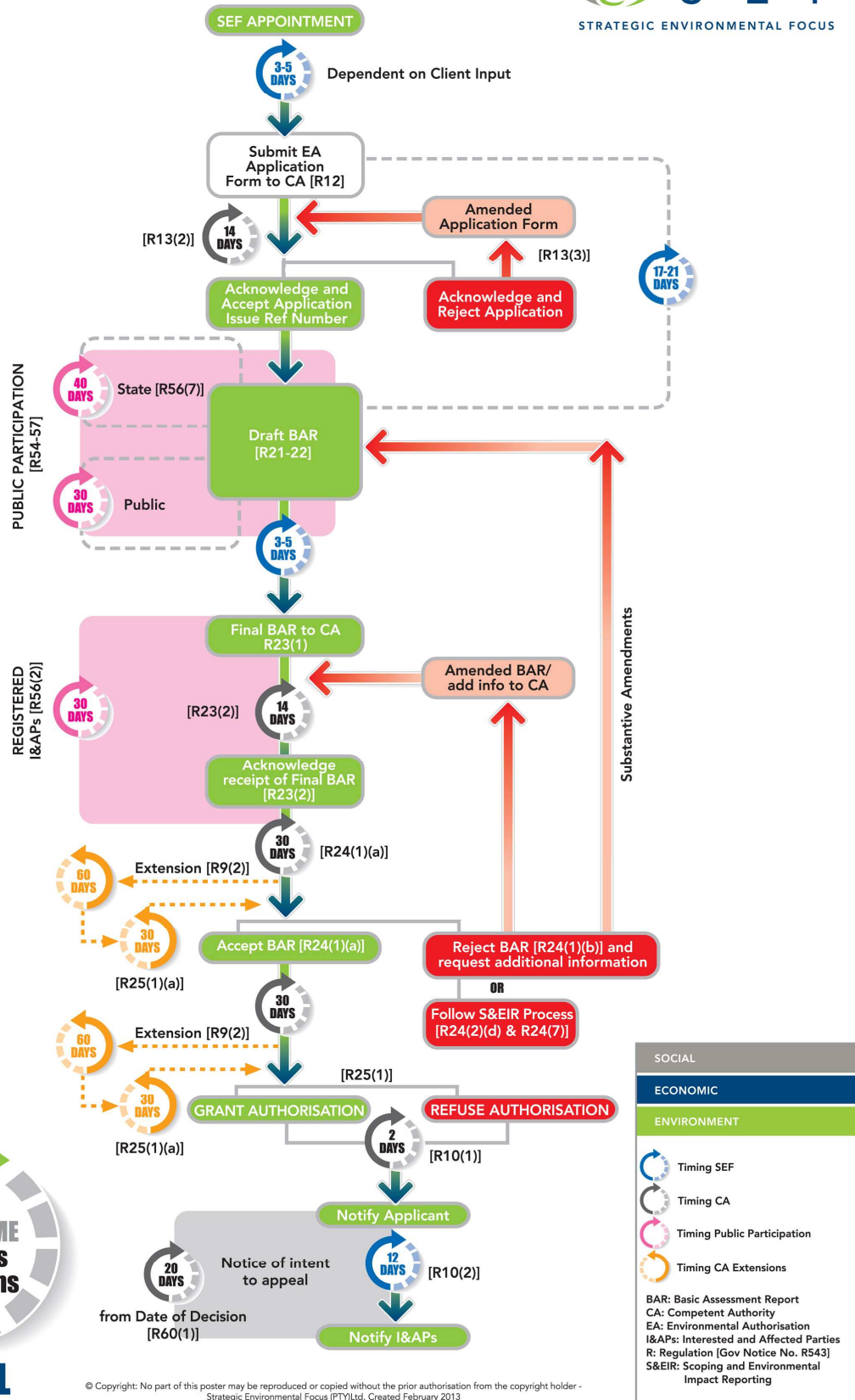
- Announcement of project and distribution of documents;
- Making the Draft Basic Assessment Report (BAR) available for public review (comments submitted to SEF);
- Consultation with stakeholders and communities;
- Compilation of Comments and Response Report (CRR) for inclusion in the Final BAR; and
- Making the Final BAR available for public review (comments submitted directly to the authorities).

The public review and commenting period on the Draft BAR is from **Monday, 12 August 2013** to **Sunday, 22 September 2013**.

Your comment is important!

Your comments on the proposed project and timing, and issues that need to be investigated will assist to focus the environmental studies and will assist the authorities in their decision-making.

BASIC ASSESSMENT PROCESS



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Figure 2: Phases of a BA Process