

**UPGRADE OF THE DR08029
TOMBO (R61) TO MPAMBA VILLAGE VIA ISILIMELA
HOSPITAL**

**ENVIRONMENTAL MANAGEMENT PLAN FOR THREE (3)
BORROWPITS**

Submitted to the Department of Minerals and Energy in compliance with
Section 5(4)a of the Minerals and Petroleum Resource Development Act,
Act No 28 of 2002.



April 2010

Prepared For:

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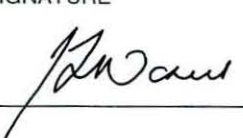
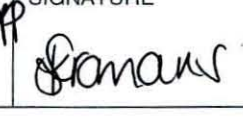
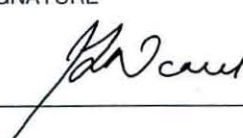
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1 INTRODUCTION

1.1 Overview

The Eastern Cape Department of Roads and Transport (DoRT) proposes to upgrade the existing gravel district road (DR08029) from Tombo to Mpamba Village, near Port St Johns, to a black top surfaced road. DoRT has appointed HHO Africa Infrastructure Engineers and PD Naidoo and Associates (PDNA) in Joint Venture for the provision of engineering services for the upgrade. The South African National Roads Agency Limited (SANRAL) is the implementing agent for the road. Notwithstanding this, the “applicant” in applying for DME permission to utilise materials sources remains the DRT.

The 27.7km stretch of gravel road extends from the intersection with the TR61 at Tombo (roughly 25km inland of Port St Johns) as far as Mpamba village (Refer to Figure 1.1). It provides access to the Isilimela Hospital, located at roughly 16km from Tombo. The intention is to upgrade the existing gravel road to a low-speed Class 3 surfaced standard with minor changes to the horizontal and vertical alignment. The purpose of the upgrade is primarily to improve access to the Isilimela Hospital and to provide a tourism route which may ultimately form Phase I of the Wild Coast Tourism Meander. Four bridges and a number of culverts will be upgraded as part of the project. The total surfaced width of the road will be approximately 9m, with the possibility of surfaced walkways alongside the road where it passes through villages.

Terreco Consulting (Geotechnical, Environmental and Waste Management consultants) were appointed by the Joint Venture Consulting Engineers on behalf of the client to undertake the necessary investigations and applications in order to obtain authorisation from the relevant authorities for the proposed works. To this end, an Environmental Scoping Exercise was undertaken for the road upgrade in terms of the requirements of the Environment Conservation Act, Act No 73 of 1989. A positive Record of Decision (ROD) was issued on the 14 March 2007. The validity period for the ROD was extended on the 10 March 2008 for a further 12 months. A copy of the ROD and letter of extension are provided in APPENDIX A¹.

It is proposed that road construction materials be sourced on site from a number of sources including road cuttings, borrowpits and a hard rock quarry. Material sourced from road cuttings will be removed as part of the normal bulk earthworks required in order to widen and realign the road according to the design requirements. The presence of suitable material along the road cuttings has significantly reduced the volumes required from additional dedicated borrowpits with the result that it is anticipated that all borrowpits will measure less than 1.5ha.

¹ The ROD expired on the 12 March 2009. A new application, submitted under the NEMA Regulations, is currently underway, with the submission of a Basic Environmental Assessment imminent.

This report presents the Environmental Management Plan (EMP) for the three (3) borrowpits which will be utilised as part of the road upgrade. The EMP is submitted in support of a mining permit application. Section 27(1) of the Minerals and Petroleum Resources Development Act, Act No 28 of 2002 (MPRDA), indicates that “A Mining Permit may only be issued if – (a) the mineral in question can be mined optimally within a period of two years and (b) the mining area in question does not exceed 1.5ha in extent.” Since it is anticipated that mining of the borrowpits will be completed within an 18 month to two year period and that they will all measure less than 1.5ha, an application for a mining permit was deemed to be adequate. Notwithstanding this, a detailed impact assessment has been conducted for each of the sites.

As an organ of state, the Eastern Cape Department of Roads and Transport (DRT) – the applicant – is exempt for undertaken the full application procedure required under the MPRDA, and is simply required to submit an Environmental Management Plan as specified in Regulation 52, together with the necessary undertakings and guarantees as required by the Department of Minerals and Energy (DME) – the relevant authority in this instance.

It should be noted that the hard rock source, which is a greenfields quarry located near Mpamba Village, will be dealt with under a separate Mining Right application process, which will involve the submission of a Scoping Report, followed by a detailed Environmental Impact Assessment (EIA) and Environmental Management Programme Report (EMPR).