JG AFRIKA
EXPERIENCE QUALITY INTEGRITY

SCOPING REPORT:
PROPOSED VREDE
SOLAR PHOTOVOLTAIC FACILITY,
NORTHERN CAPE PROVINCE

TRANSPORT STUDY

June 2022
First Issue

Prepared by:

JG AFRIKA (PTY) LTD

Branch: Cape Town
PO Box 38561
Postal code: 7430
Telephone: 021 530 1800

VERIFICATION PAGE	Qual-frm-026
	Rev 14

TITLE:
SCOPING REPORT: PROPOSED VREDE SOLAR PHOTOVOLTAIC FACILITY, NORTHERN CAPE PROVINCE

JGA REF. NO.	DATE:	REPORT STATUS
5750	15/06/2022	First Issue

CARRIED OUT BY:

JG AFRIKA (PTY) LTD
CAPE TOWN

14 Central Square
Pinelands
7405

Tel.: +27 21 530 1800
Email: wink@jgafrika.com

COMMISSIONED BY:

Savannah Environmental (Pty) Ltd
WOODMEAD

First Floor, Block 2
5 Woodlands Drive Office Park
Cnr Woodlands Drive & Western Service Road
Woodmead, 2191

Tel: 27 011 656 3237
Email: tamryn@savannahsa.com

AUTHOR

A Johnson

CLIENT CONTACT PERSON

TL Goddard

SYNOPSIS

Preparation of a Transport Study for the Proposed Vrede Solar Photovoltaic Facility in the Northern Cape Province, pertaining to all relevant traffic and transportation engineering aspects.

KEY WORDS:

Scoping Report, Solar Energy, Transport Study, Photovoltaic, PV

QUALITY VERIFICATION

This report has been prepared under the controls established by a quality management system that meets the requirements of ISO 9001: 2015 which has been independently certified by DEKRA Certification.

Verification	Capacity	Name	Signature	Date
By Author:	Senior Technologist	A Johnson		15/06/2022
Checked by:	Associate	I Wink		15/06/2022
Authorised by:	Director	D Petersen		15/06/2022
Filename:	https://jgafrika.sharepoint.com/sites/Job5750-team-100-WIP-Internal-Eng/Shared Documents/100-WIP-Internal-Eng/104-Studies/5750_Hydra B_Vrede PV_Scoping_15062022.docx			

Report template version: 2017-10-30

PROPOSED VREDE SOLAR PHOTOVOLTAIC FACILITY, NORTHERN CAPE PROVINCE

TABLE OF CONTENTS

TABLES

FIGURES

ANNEXURES

PROPOSED VREDE SOLAR PHOTOVOLTAIC FACILITY, NORTHERN CAPE PROVINCE

1 INTRODUCTION AND METHODOLOGY

1.1 Scope and Objectives

A consortium consisting of Akuo Energy Afrique, Africoast Investments and Golden Sunshine Trading propose to develop the Vrede Solar PV Facility and its associated electrical infrastructure on Portion 5 of the Farm Bas Berg 88 in the Renosterberg Local Municipality in the greater Pixley ka Seme District Municipality in the Northern Cape Province, as shown in **Figure 1-1.**

A technically suitable project site of ~1102ha has been identified by Akuo Energy Afrique for the establishment of the Vrede Solar PV Facility with a contracted capacity of up to 150MW.

Figure 1-1: Proposed Vrede Solar PV Facility

The project site is located approximately 20km north of Philipstown and 30km west of Petrusville and within the Central Transmission Corridor. The Project (Vrede Solar PV Facility) is part of a cluster known as the Hydra B Renewable Energy Cluster. The Cluster entails the development of up to 21 solar energy facilities.

As part of the Environmental Impact Assessment (EIA) process undertaken, the services of a Transportation Specialist are required to conduct a Transport Study.

The following two main transportation activities will be investigated:

- Abnormal load vehicles transporting components to the site.
- The transportation of construction materials, equipment and people to and from the site/facility.

The transport study will aim to provide the following objectives:

- Assess activities related to traffic movement for the construction and operation (maintenance) phases of the facility.
- Recommend a preliminary route for the transportation of the components to the proposed site.
- Recommend a preliminary transportation route for the transportation of materials, equipment and people to site.
- Recommend alternative or secondary routes where possible.

1.2 Terms of Reference

General:

A specialist report prepared in terms of the Regulations must contain the following:

(a) details of-
  (i) the specialist who prepared the report; and
  (ii) the expertise of that specialist to compile a specialist report including a curriculum vitae;
(b) a declaration that the specialist is independent in a form as may be specified by the competent authority;
(c) an indication of the scope of, and the purpose for which, the report was prepared;
  (cA) an indication of the quality and age of base data used for the specialist report
  (cB) a description of existing impacts on the site, cumulative impacts of the proposed development and levels of acceptable change;
(d) the duration date and season of the site investigation and the relevance of the season to the outcome of the assessment;
(e) a description of the methodology adopted in preparing the report or carrying out the specialised process inclusive of equipment and modelling used;
(f) details of an assessment of the specific identified sensitivity of the site related to the proposed activity or activities and its associated structures and infrastructure, inclusive of a site plan identifying site alternatives;
(g) an identification of any areas to be avoided, including buffers;
(h) a map superimposing the activity including the associated structures and infrastructure on the environmental sensitivities of the site including areas to be avoided, including buffers;
(i) a description of any assumptions made and any uncertainties or gaps in knowledge;
(j) a description of the findings and potential implications of such findings on the impact of the proposed activity or activities;
(k) any mitigation measures for inclusion in the EMPr;
(l) any conditions for inclusion in the environmental authorisation;

(m) any monitoring requirements for inclusion in the EMPr or environmental authorisation;

(n) a reasoned opinion-

(i) whether the proposed activity, activities or portions thereof should be authorised; and (considering impacts and expected cumulative impacts).

(iA) regarding the acceptability of the proposed activity or activities, and

(ii) if the opinion is that the proposed activity, activities or portions thereof should be authorised, any avoidance, management and mitigation measures that should be included in the EMPr, and where applicable, the closure plan;

(o) a description of any consultation process that was undertaken during the course of preparing the specialist report;

(p) a summary and copies of any comments received during any consultation process and where applicable all responses thereto; and

(q) any other information requested by the competent authority.

Specific:

- Extent of the transport study and study area;
- The proposed development;
- Trip generation for the facility during construction and operation;
- Traffic impact on external road network;
- Accessibility and turning requirements;
- National and local haulage routes;
- Assessment of internal roads and site access;
- Assessment of freight requirements and permitting needed for abnormal loads; and
- Traffic accommodation during construction.

1.3 Approach and Methodology

The report deals with the traffic impact on the surrounding road network in the vicinity of the site:

- during the construction of the access roads;
- construction of the facility; and
- operation and maintenance during the operational phase.

This transport study was informed by the following:

Site Visit and Project Assessment

- Overview of project background information including location maps, component specs and any possible resulting abnormal loads to be transported.
- Research of all available documentation and information relevant to the proposed facility; and
- Site visit to gain sound understanding of the project.

The transport study considered and assessed the following:

Traffic and Haul Route Assessment

- Estimation of trip generation;
- Discussion on potential traffic impacts;
- Assessment of possible haul routes; and
- Construction and operational (maintenance) vehicle trips.

Site layout, Access Points and Internal Roads Assessment per Site

- Description of the surrounding road network;
- Description of site layout;
- Assessment of the proposed access points; and
- Assessment of the proposed internal roads on site.

1.4 Assumptions and Limitations

The following assumptions and limitations apply:

- This study is based on the project information provided by Savannah Environmental (Pty) Ltd.
- According to the Eskom Specifications for Power Transformers (Eskom Power Series, Volume 5: Theory, Design, Maintenance and Life Management of Power Transformers), the following dimensional limitations need to be kept when transporting the transformer – total maximum height 5 000mm, total maximum width 4 300 mm and total maximum length 10 500 mm.
- Maximum vertical height clearances along the haulage route is 5.2 m for abnormal loads.
- Imported elements will be transported from the most feasible port of entry, which is deemed to be Port of Ngqura.
- If any elements are manufactured within South Africa, these will be transported from their respective manufacturing centres, which would be either in the greater Johannesburg area for the transformer, inverter and the support structures and in Pinetown/Durban, Cape Town or Johannesburg for the PV modules.
- All haulage trips will occur on either surfaced national and provincial roads or existing gravel roads.
- Construction materials will be sourced locally as far as possible.

1.5 Source of Information

Information used in a transport study includes:

- Project Information provided by the Client;
- Google Earth.kmz provided by the Client;
- Google Earth Satellite Imagery;
- Road Traffic Act, 1996 (Act No. 93 of 1996)
- National Road Traffic Regulations, 2000
- SANS 10280/NRS 041-1:2008 - Overhead Power Lines for Conditions Prevailing in South Africa

- The Technical Recommendations for Highways (TRH 11): “Draft Guidelines for Granting of Exemption Permits for the Conveyance of Abnormal Loads and for other Events on Public Roads
- Information gathered during the site visit; and
- Project research of all available information.

2 DESCRIPTION OF PROJECT ASPECTS RELEVANT TO THE TRANSPORT STUDY

2.1 Port of Entry

It is assumed that if components are imported to South Africa, it will be via the Port of Ngqura, which is located in the Eastern Cape. The Port is located approximately 425km from the proposed site. The Port of Ngqura is a world-class deep-water transshipment hub offering an integrated, efficient and competitive port service for containers on transit. The Port forms part of the Coega Industrial Development Zone (CIDZ) and is operated by Transnet National Ports Authority.

2.2 Transportation requirements

It is anticipated that the following vehicles will access the site during construction:

- Conventional trucks within the freight limitations to transport building material to the site;
- 40ft container trucks transporting solar panels, frames and the inverter, which are within freight limitations;
- Flatbed trucks transporting the solar panels and frames, which are within the freight limitations;
- Light Differential Vehicle (LDV) type vehicles transporting workers from surrounding areas to site;
- Drilling machines and other required construction machinery being transported by conventional trucks or via self-drive to site; and
- The transformers will be transported as abnormal loads.

2.3 Abnormal Load Considerations

It is expected that the transformers will be transported with an abnormal load vehicle. Abnormal permits are required for vehicles exceeding the following permissible maximum dimensions on road freight transport in terms of the Road Traffic Act (Act No. 93 of 1996) and the National Road Traffic Regulations, 2000:

- Length: 22m for an interlink, 18.5m for truck and trailer and 13.5m for a single unit truck
- Width: 2.6m
- Height: 4.3m measured from the ground. Possible height of load – 2.7m.
- Weight: Gross vehicle mass of 56t resulting in a payload of approximately 30t
- Axle unit limitations: 18t for dual and 24t for triple-axle units
- Axle load limitation: 7.7t on the front axle and 9t on the single or rear axles

Any dimension / mass outside the above will be classified as an Abnormal Load and will necessitate an application to the Department of Transport and Public Works for a permit that will give authorisation for the conveyance of said load. A permit is required for each Province that the haulage route traverses.

2.4 Further Guideline Documentation

The Technical Recommendations for Highways (TRH 11): “Draft Guidelines for Granting of Exemption Permits for the Conveyance of Abnormal Loads and for other Events on Public Roads” outlines the rules and conditions that apply to the transport of abnormal loads and

vehicles on public roads and the detailed procedures to be followed in applying for exemption permits are described and discussed. Legal axle load limits and the restrictions imposed on abnormally heavy loads are discussed in relation to the damaging effect on road pavements, bridges and culverts.

The general conditions, limitations and escort requirements for abnormally dimensioned loads and vehicles are also discussed and reference is made to speed restrictions, power / mass ratio, mass distribution and general operating conditions for abnormal loads and vehicles. Provision is also made for the granting of permits for all other exemptions from the requirements of the Road Traffic Act and the relevant regulations.

2.5 Permitting – General Rules

The limits recommended in TRH 11 are intended to serve as a guide to the Permit Issuing Authorities. It must be noted that each Administration has the right to refuse a permit application or to modify the conditions under which a permit is granted. It is understood that:

a) A permit is issued at the sole discretion of the Issuing Authority. The permit may be refused because of the condition of the road, the culverts and bridges, the nature of other traffic on the road, abnormally heavy traffic during certain periods or for any other reason.
b) A permit can be withdrawn if the vehicle upon inspection is found in any way not fit to be operated.
c) During certain periods, such as school holidays or long weekends an embargo may be placed on the issuing or permits. Embargo lists are compiled annually and are obtainable from the Issuing Authorities.

2.6 Load Limitations

The maximum load that a road vehicle or combination of vehicles will be allowed to carry legally under permit on a public road is limited by:

- the capacity of the vehicles as rated by the manufacturer;
- the load which may be carried by the tyres;
- the damaging effect on pavements;
- the structural capacity on bridges and culverts;
- the power of the prime mover(s);
- the load imposed by the driving axles; and
- the load imposed by the steering axles.

2.7 Dimensional Limitations

A load of abnormal dimensions may cause an obstruction and danger to other traffic. For this reason, all loads must, as far as possible, conform to the legal dimensions. Permits will only be considered for indivisible loads, i.e. loads that cannot, without disproportionate effort, expense or risk of damage, be divided into two or more loads for the purpose of transport on public roads. For each of the characteristics below there is a legally permissible limit and what is allowed under permit:

- Width;
- Height;

- Length;
- Front Overhang;
- Rear Overhang;
- Front Load Projection;
- Rear Load Projection;
- Wheelbase;
- Turning Radius; and
- Stability of Loaded Vehicles.

2.8 Transporting Other Plant, Material and Equipment

In addition to transporting the specialised equipment, the normal Civil Engineering construction materials, plant and equipment will need to be transported to the site (e.g. sand, stone, cement, gravel, water, compaction equipment, concrete mixers, etc.). Other components, such as electrical cables, pylons and substation transformers, will also be transported to site during construction. The transport of these items will generally be conducted with normal heavy loads vehicles, except for the transformers which require an abnormal load vehicle.

3 DESCRIPTION OF THE AFFECTED ENVIRONMENT

3.1 Description of the site

The proposed Vrede Solar PV facility will be located 28km north-west of Philipstown and 57km north-east of De Aar, as shown in **Figure 3-1**. The proposed site is located north of the gravel road connecting Philipstown to Houtkraal and the site can be accessed via a gravel road used by property owners in the area.

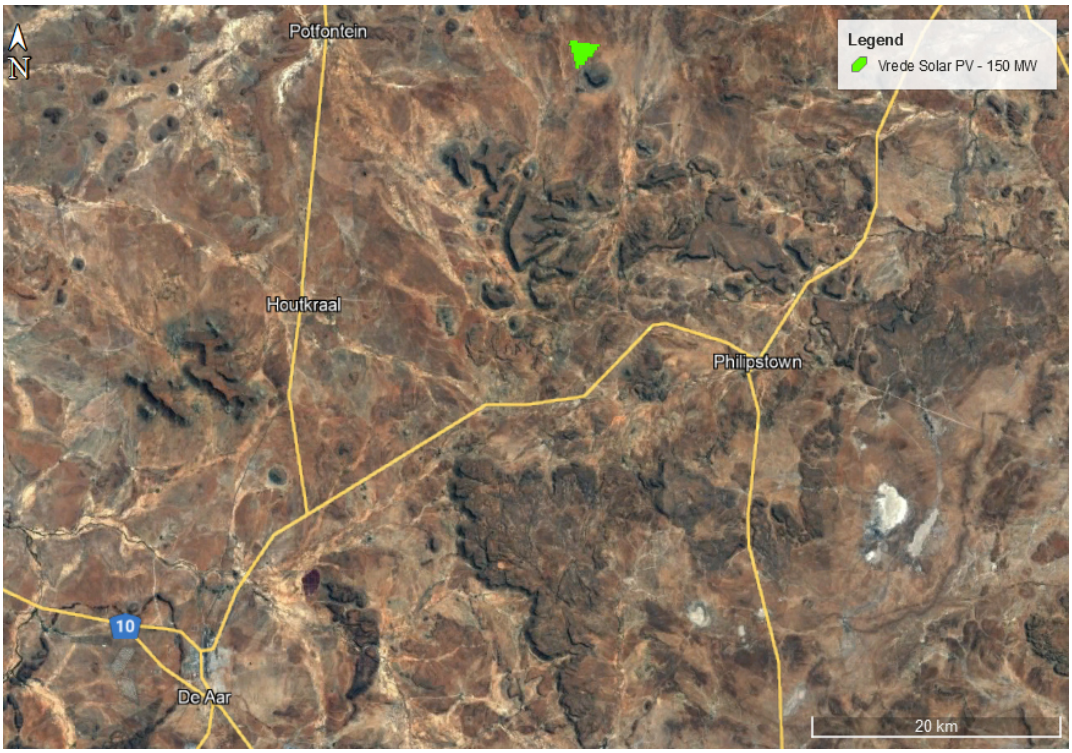

Figure 3-1: Aerial View of the Proposed Vrede Development

The Vrede Solar PV Facility project site is proposed to accommodate the following infrastructure, which will enable the facility to supply a contracted capacity of up to 150MW:

- Solar PV array comprising PV modules and mounting structures (monofacial or bifacial and a single axis tracking system)
- Inverters and transformers
- Cabling between the project components
- Battery Energy Storage System (BESS)
- On-site facility substation and power lines between the solar PV facility and the Eskom substation (to be confirmed and assessed through a separate process)
- Site offices, Security office, operations and control, and maintenance and storage laydown areas
- Access roads, internal distribution roads

3.2 National Route to Site for Imported Components

There are two viable options for the port of entry for imported components - the Port of Ngqura in the Eastern Cape and the Port of Saldanha in the Western Cape.

The Port of Ngqura is located approximately 530km travel distance from the proposed site whilst the Port of Saldanha is located approximately 865km travel distance from the proposed site. The Port of Ngqura is the preferred port of entry, however, the Port of Saldanha can be used as an alternative should the Port of Ngqura not be available.

The preferred route from the Port of Ngqura is shown in green in **Figure 3-2** below. The route is 530km and follows the N10 north to De Aar, passing Cradock and Middelburg, and onto the R48 towards the proposed site.

The alternative route from the Port of Saldanha, shown in orange in **Figure 3-2**, will follow the R45 east to Moorreesburg before taking the R46 east to Ceres. Vehicles will head east on the N1, passing Laingsburg and Beaufort West, and north on the N12 towards Britstown. At Britstown, vehicles will head east on the N10, before heading north on the R48 at De Aar towards the proposed site.

Figure 3-2: Preferred and Alternative Routes

It is critical to ensure that the abnormal load vehicle will be able to move safely and without obstruction along the preferred route. The preferred route should be surveyed prior to construction to identify any problem areas, e.g., intersections with limited turning radii and sections of the road with sharp horizontal curves or steep gradients, that may require modification. After the road modifications have been implemented, it is recommended to undertake a "dry-run" with the largest abnormal load vehicle, prior to the transportation of any components, to ensure that the delivery will occur without disruptions.

It needs to be ensured that the gravel sections of the haulage routes remain in good condition and will need to be maintained during the additional loading of the construction phase and reinstated after construction is completed.

3.3 Route for Components manufactured locally

As mentioned in Section 1.4 (Assumptions and Limitations), it is anticipated that elements manufactured within South Africa will be transported to the site from the Cape Town, Johannesburg and Pinetown/Durban areas. It is also assumed that the transformer, which will be transported with an abnormal load vehicle, will be transported from the Johannesburg area and therefore it needs to be verified that the route from the manufacturer to the site does not have any load limitations for abnormal vehicles. At this stage, only a high-level assessment can be undertaken as no information of the exact location of the manufacturer is known and all road structures (such as bridges and culverts) need to be confirmed for their load bearing by SANRAL or the respective Roads Authority.

3.4 Route from Cape Town to Proposed Site

Components, such as PV panels, manufactured in Cape Town will be transported to site via road as shown in **Figure 3-3**. Haulage vehicles will travel from Cape Town on N1, passing Laingsburg and Beaufort West, before heading north on the N12 towards Britstown. At Britstown, vehicles will head east on the N10, before heading north on the R48 at De Aar towards the proposed site.

Haulage vehicles will mainly travel on the national highway and the total distance to the proposed site is approximately 825km.

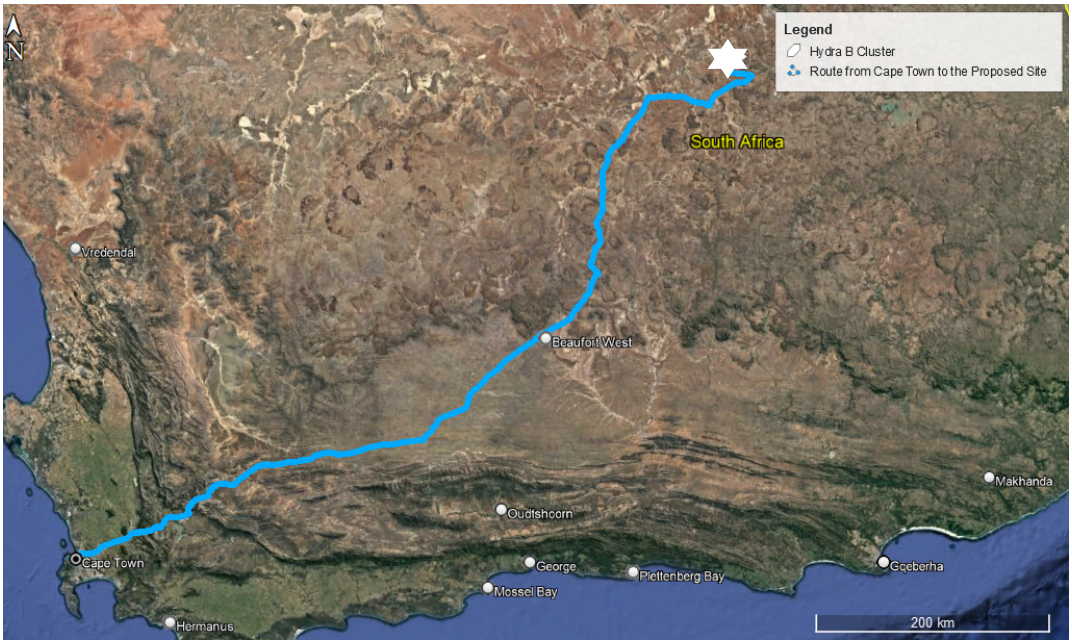

Figure 3-3: Route from Cape Town to Proposed Site

3.5 Route from Johannesburg to Proposed Site

It is assumed that the inverter and support structure will be manufactured in the Johannesburg area and transported to site. The travel distance is around 690km, and no

road limitations are expected on this route for normal loads vehicles as it will mainly follow national and provincial roads. The route is shown in **Figure 3-4**.

Figure 3-4: Route from Johannesburg to Proposed Site

3.6 Route from Pinetown / Durban to Proposed Site

If the PV panels are manufactured in South Africa, they could possibly be manufactured in the Pinetown area, close to Durban and transported to site via road. These elements are normal loads and no road limitations are expected along the routes, which is shown in **Figure 3-5**. Haulage vehicles will mainly travel on national and provincial roads and the total distance to the proposed site is approximately 935km.

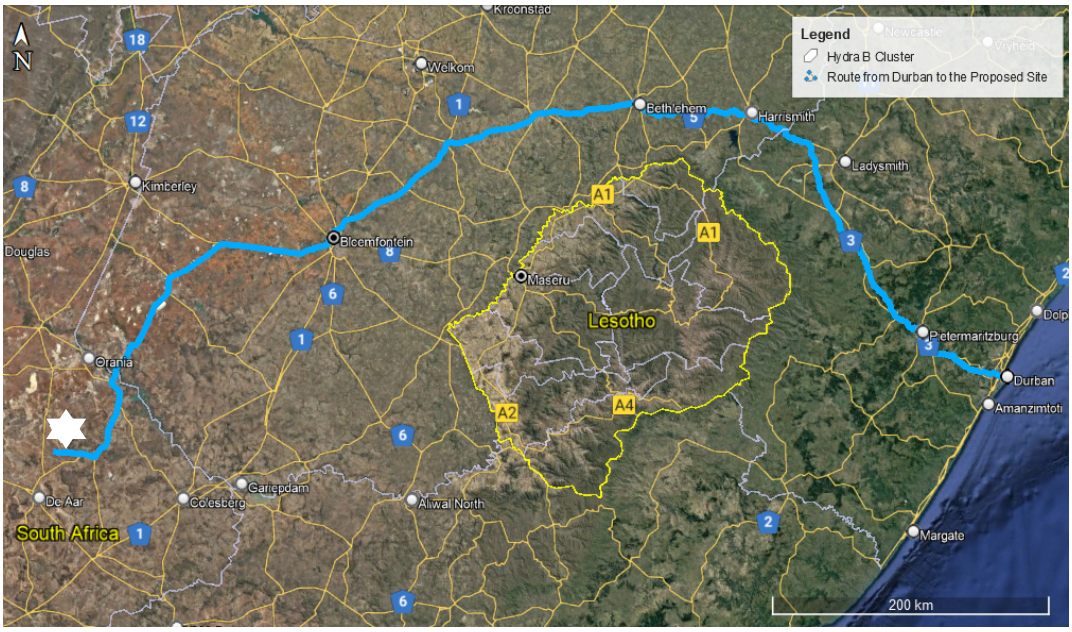

Figure 3-5: Route from Durban to Proposed Site

3.7 Route from Johannesburg Area to Site – Abnormal Load

It is assumed that the transformer will be manufactured locally in South Africa and be transported from the Johannesburg area to site. As the transformer will be transported with an abnormal load vehicle, the route planning needs a more detailed investigation of the feasible routes considering any limitations due to existing road features. Furthermore, a load of abnormal dimensions may cause an obstruction and danger to other traffic and therefore the transformer needs to be transported as far as possible on roads that are wide enough for general traffic to pass. It is expected that the transformer can be transported to site via the same route used for normal loads.

There are several bridges and culverts along this route, which need to be confirmed for load bearing and height clearances. There are several turns along the way and small towns to pass through. According to the desktop study, all turning movements along the route are manageable for the abnormal vehicle.

However, there are many alternative routes which can be investigated if the above route or sections of the route should not be feasible.

3.8 Proposed main access road to the Proposed Development

The proposed main access road to the site is an existing gravel road located off the R48, as shown in **Figure 3-6**. The proposed access road will link to the internal road network of the facility.

Figure 3-6: Proposed Access Road

The **proposed access road to the development is deemed suitable** as it is an existing gravel road.

A minimum required road width of 4 m needs to be maintained and all turning radii must conform with the specifications needed for the abnormal load vehicles and haulage vehicles. It needs to be ensured that the gravel sections of the haulage routes remain in good condition and will hence need to be maintained during the additional loading of the construction phase and then reinstated after construction is completed. The gravel roads will require grading with a grader to obtain a flat even surface and the geometric design of these gravel roads needs to be confirmed at detailed design stage.

3.9 Proposed Access Point to the Proposed Development

The proposed main access point to the site will be located on an existing gravel farm access road, as shown in **Figure 3-7**.

The **proposed access point is deemed suitable** from a transport engineering perspective, with the access point exceeding the shoulder sight distance requirements of TRH17.

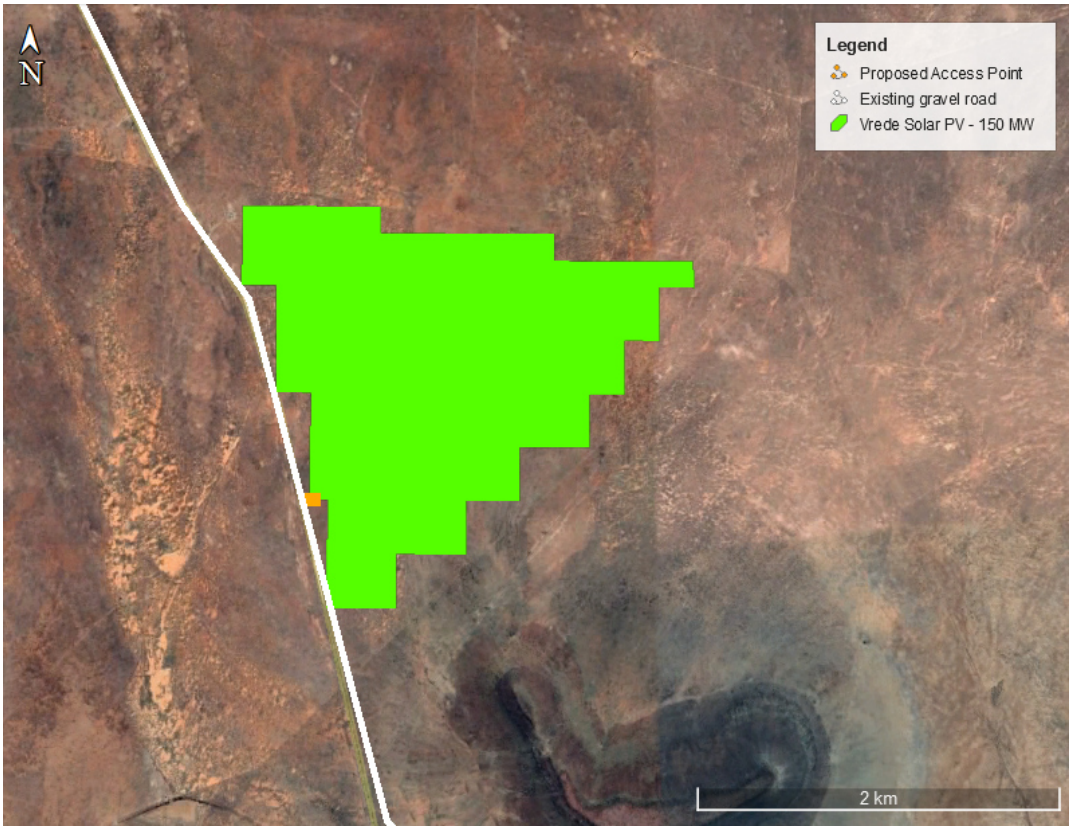

Figure 3-7: Proposed Access Points

3.10 Main Route for the Transportation of Materials, Plant and People to the proposed site

The nearest towns in relation to the proposed development site are Philipstown and De Aar. It is envisaged that most materials, water, plant, services and people will be procured within a 100km radius of the proposed facility.

Concrete batch plants and quarries in the vicinity could be contracted to supply materials and concrete during the construction phase, which would reduce the impact on traffic on the surrounding road network. Alternatively, mobile concrete batch plants and temporary construction material stockpile yards could be commissioned on vacant land near the proposed site. Delivery of materials to the mobile batch plant and the stockpile yard could be staggered to minimise traffic disruptions.

4 APPLICABLE LEGISLATION AND PERMIT REQUIREMENTS

Key legal requirements pertaining to the transport requirements for the proposed development are:

- Abnormal load permits, (Section 81 of the National Road Traffic Act)
- Port permit (Guidelines for Agreements, Licenses and Permits in terms of the National Ports Act No. 12 of 2005), and
- Authorisation from Road Authorities to modify the road reserve to accommodate turning movements of abnormal loads at intersections.

5 IDENTIFICATION OF KEY ISSUES

5.1 Identification of Potential Impacts

The potential transport related impacts are described below.

5.1.1 Construction Phase

Potential impact

- Construction related traffic
- The construction traffic would also lead to noise and dust pollution.
- This phase also includes the construction of roads, excavations, trenching for electrical cables and other ancillary construction works that will temporarily generate the most traffic.

5.1.2 Operational Phase

Potential impact

- During operation, it is expected that staff and security will visit the facility.
- Maintenance vehicles are expected on site at times.
- Should municipal water not be available, water will have to be transported to the site.

5.1.3 Cumulative Impacts

Potential impact

- Traffic congestion/delays on the surrounding road network.
- Noise and dust pollution

6 NO-GO ALTERNATIVE

The no-go alternative implies that the proposed Vrede Solar PV Facility does not proceed. This would mean that there will be no negative environmental impacts and no traffic impact on the surrounding network. However, this would also mean that there would be no socio-economic benefits to the surrounding communities, and it will not assist government in meeting the targets for renewable energy. **Hence, the no-go alternative is not a preferred alternative.**

7 POTENTIAL IMPACT ASSESSMENT SUMMARY

The assessment of potential impacts discussed above are collated in the tables below.

7.1 Construction Phase

Table 7-1: Potential Impact - Construction Phase – Traffic Congestion

Impact:
Traffic congestion due to an increase in traffic caused by the transportation of equipment, material and staff to site

Desktop Sensitivity Analysis of the Site:
Traffic congestion possible along the R48.

Issue	Nature of Impact	Extent of Impact	No-Go Areas
Traffic congestion	Potential traffic congestion and delays on the surrounding road network. The associated noise and dust pollution due to the increase in traffic.	Local	None identified

Description of expected significance of impact
The significance of the transport impact during the construction phase can be rated as medium. However, considering that this is temporary and short term in nature, the impact can be mitigated to an acceptable level. Traffic will return to normal levels after construction is completed.

Noise and dust pollution during the construction phase cannot be completely mitigated but mitigation measures will significantly reduce the impact. These potential impacts limited to the construction period.

Gaps in knowledge & recommendations for further study

Gaps

The following items need to be clarified:

- Existing traffic volumes along the R48
- Local or imported components
- Water source to be clarified – borehole or transported to site.
- Number of components
- Number of abnormal loads
- Dimensions and weight of components
- Size of water bowser to be used
- Construction period
- Number of site staff
- Fleet size

Recommendations

- It its recommended to avoid staggered intersections. Intersections should rather be consolidated or realigned.
- Stagger component delivery to site
- Reduce the construction period
- The use of mobile batch plants and quarries in close proximity to the site
- Staff and general trips should occur outside of peak traffic periods

7.2 Operational Phase

Table 7-2: Potential Impact – Operational Phase

POTENTIAL IMPACT TABLE – OPERATIONAL PHASE
The traffic generated during this phase will be negligible and will not have a significant impact on the surrounding road network. However, the Client/Facility Manager is to ensure that regular maintenance of gravel roads occurs during operation phase to minimise/mitigate dust pollution.
Gaps in knowledge - The number of permanent employees

7.3 Decommissioning Phase

Table 7-3: Potential Impact - Decommissioning Phase

IMPACT TABLE – DECOMMISSIONING PHASE
This phase will have a similar impact as the Construction Phase i.e., traffic congestion, air pollution and noise pollution, as similar trips/movements are expected.

8 CUMULATIVE IMPACTS

The assessment of the potential cumulative impacts is shown in the table below.

Table 8-1: Potential Cumulative Impact

Impact:
Traffic congestion due to an increase in traffic.

Desktop Sensitivity Analysis of the Site:
Traffic congestion and associated noise and dust pollution possible along the R48.

Issue	Nature of Impact	Extent of Impact	No-Go Areas
Traffic congestion	Potential traffic congestion and delays on the surrounding road network and associated noise and dust pollution.	Regional	None identified

Description of expected significance of impact

The significance of the transport impact can be rated as high. *The increase in traffic cannot be completely mitigated but mitigation measures will significantly reduce the impact. Noise and dust pollution is limited to the construction and decommissioning periods.*

It should be noted that even if all the facilities are constructed and decommissioned at the same time, the roads authority will consider all applications for abnormal loads and work with all project companies to ensure that loads on the public roads are staggered and staged to ensure that the impact will be acceptable.

Gaps in knowledge & recommendations for further study

- List of approved and planned renewable energy developments in the area/region.

9 CONCLUSION AND RECOMMENDATIONS

This scoping report addressed key issues and alternatives to be considered for the proposed Vrede Solar PV Facility.

- The preferred Port of Entry for imported components is the Port of Ngqura.
- The proposed access road located off the R48 is deemed a suitable access road as it is an existing gravel road i.e., less expensive to upgrade.
- It needs to be ensured that the gravel sections of the haulage routes remain in good condition and will hence need to be maintained during the additional loading of the construction phase and then reinstated after construction is completed. The gravel roads will require grading with a grader to obtain a flat even surface and the geometric design of these gravel roads needs to be confirmed at detailed design stage.
- The construction phase traffic, although significant, will be temporary and can be mitigated to an acceptable level.
- During operation, it is expected that staff and security will periodically visit the facility. The traffic generated during this phase will be minimal and will not have an impact on the surrounding road network.
- The construction and decommissioning phases of a development is the only significant traffic generator and therefore noise and dust pollution will be higher during this phase. The duration of this phase is short term i.e., the impact of the traffic on the surrounding road network is temporary and solar facilities, when operational, do not add any significant traffic to the road network.

The following will be assessed in the EIA phase:

- Confirmation of trip generation based on the activities related to traffic movement for the construction and operation (maintenance) phases of the facility.
- Access assessment based on the preferred access point.
- Impact assessment and mitigation measure
- Cumulative impact assessment

10 REFERENCES

- Google Earth Pro
- National Road Traffic Act (Act No. 93 of 1996)
- National Road Traffic Regulations, 2000
- SANS 10280/NRS 041-1:2008 - Overhead Power Lines for Conditions Prevailing in South Africa
- The Technical Recommendations for Highways (TRH 11): “Draft Guidelines for Granting of Exemption Permits for the Conveyance of Abnormal Loads and for other Events on Public Roads
- The Technical Recommendations for Highways (TRH 17): Geometric Design of Rural Roads

11 ANNEXURES

Annexure A – SPECIALIST EXPERTISE

IRIS SIGRID WINK

Profession	Civil Engineer (Traffic & Transportation)
Position in Firm	Associate
Area of Specialisation	Manager: Traffic & Transportation Engineering
Qualifications	PrEng, MSc Eng (Civil & Transportation)
Years of Experience	19 Years
Years with Firm	9 Years

SUMMARY OF EXPERIENCE

Iris is a Professional Engineer registered with ECSA (20110156). She joined JG Afrika (Pty) Ltd. in 2012. Iris obtained a Master of Science degree in Civil Engineering in Germany and has more than 15 years of experience in a wide field of traffic and transport engineering projects. Iris left Germany in 2003 and has worked as a traffic and transport engineer in South Africa and Germany. She has technical and professional skills in traffic impact studies, public transport planning, non-motorised transport planning and design, design and development of transport systems, project planning and implementation for residential, commercial and industrial projects and providing conceptual designs for the abovementioned. She has also been involved with transport assessments for renewable energy projects and traffic safety audits.

PROFESSIONAL REGISTRATIONS & INSTITUTE MEMBERSHIPS

PrEng - Registered with the Engineering Council of South Africa No. 20110156
Registered Mentor with ECSA for the Cape Town Office of JG Afrika
MSAICE - Member of the South African Institution of Civil Engineers
ITSSA - Member of ITS SA (Intelligent Transport Systems South Africa)
SAWEA - Member of the South African Wind Energy Association
SARF - South African Road Federation: Committee Member of Council
IRF - Global Road Safety Audit Team Leader

EDUCATION

1996 - Matric – Matric (Abitur) – Carl Friedrich Gauss Schule, Hemmingen, Germany
1998 - Diploma as Draughtsperson – Lower Saxonian State Office for Road and Bridge Engineering
2003 - MSc Eng (Civil and Transportation) – Leibniz Technical University of Hanover, Germany

SPECIFIC EXPERIENCE (Selection)

JG Afrika (Pty) Ltd (Previously Jeffares & Green (Pty) Ltd)
2016 – Date
Position – Associate

- **Kudusberg Windfarm** – Transport study for the proposed Kudusberg Windfarm near Sutherland, Northern Cape – Client: G7 Renewable Energies

- **Kuruman Windfarm –** Transport study for the proposed Kuruman Windfarm in Kuruman, Northern Cape – Client: Mulilo Renewable Project Developments
- **Coega West Windfarm** – Transportation and Traffic Management Plan for the proposed Coega Windfarm in Coega, Port Elizabeth – Client: Electrawinds Coega
- **Traffic and Parking Audits** for the Suburb of Groenvallei in Cape Town – Client: City of Cape Town Department of Property Management.
- **Road Safety Audit** for the Upgrade of N1 Section 4 Monument River – Client: Aurecon on behalf of SANRAL
- **Sonop Windfarm** – Traffic Impact Assessment for the proposed Sonop Windfarm, Coega, Port Elizabeth – Client: Founders Engineering
- **Universal Windfarm** - Traffic Impact Assessment for the proposed Universal Windfarm, Coega, Port Elizabeth – Client: Founders Engineering
- **Road Safety Audit** for the Upgrade of N2 Section 8 Knysna to Wittedrift – Client: SMEC on behalf of SANRAL
- **Road Safety Audit** for the Upgrade of N1 Section 16 Zandkraal to Winburg South – Client: SMEC on behalf of SANRAL
- **Traffic and Road Safety Studies** for the Improvement of N7 Section 2 and Section 3 (Rooidraai and Piekenierskloof Pass) – Client: SANRAL
- **Road Safety Appraisal**s for Northern Region of Cape Town – Client: Aurecon on behalf of City of Cape Town (TCT)
- **Traffic Engineering Services** for the Enkanini Informal Settlement, Kayamandi - Client: Stellenbosch Municipality
- **Lead Traffic Engineer** for the Upgrade of a 150km Section of the National Route N2 from Kangela to Pongola in KwaZulu-Natal, Client: SANRAL
- **Traffic Engineering Services** for the Kosovo Informal Settlement (which is part of the Southern Corridor Upgrade Programme), Client: Western Cape Government
- **Traffic and Road Safety Studies** for the proposed Kosovo Informal Housing Development (part of the Southern Corridor Upgrade Program), Client: Western Cape Government.
- **Road Safety Audit** Stage 3 – Upgrade of the R573 Section 2 between Mpumalanga/Gauteng and Mpumalanga/Limpopo, Client: AECOM on behalf of SANRAL
- **Road Safety Audit** Stage 1 and 3 – Upgrade of the N2 Section 5 between Lizmore and Heidelberg, Client: Aurecon on behalf of SANRAL
- **Traffic Safety Studies** for Roads Upgrades in Cofimvaba, Eastern Cape – Client: Cofimvaba Municipality
- **Road Safety Audit** Stage 1 and 3 – Improvement of Intersections between Olifantshoek and Kathu, Northern Cape, Client: Nadeson/Gibb on behalf of SANRAL
- **Road Safety Audit** Stage 3 – Upgrade of the Beacon Way Intersection on the N2 at Plettenberg Bay, Client: AECOM on behalf of SANRAL
- **Traffic Impact Assessment** for a proposed Primary School at Die Bos in Strand, Somerset West, Client: Edifice Consulting Engineers

- **Road Safety Audit** Stage 1 and 3 – Improvement of R75 between Port Elizabeth and Uitenhage, Eastern Cape, Client: SMEC on behalf of SANRAL