

## **SCOPING AND ENVIRONMENTAL IMPACT REPORTING (S&EIR) PROCESS**

### **THE PROPOSED CONSTRUCTION OF ADAM TAS LINK ROAD FROM TECHNOPARK AVENUE ROAD TO ADAM TAS ROAD (R310), STELLENBOSCH, WESTERN CAPE.**

#### **EXECUTIVE SUMMARY AND INVITATION TO PARTICIPATE**

**2 March 2023**

GNEC Reference Number: **70111**

**Current DEA&DP Reference Number: 16/3/3/6/7/2/B4/45/1530/22**

*\*Please Note: A copy of the document will be available on GNEC's website from the 2<sup>nd</sup> of March 2023.*

#### **PURPOSE OF THIS DOCUMENT**

The purpose of this document is to:

- Provide stakeholders with information about the proposed development.
- Introduce and explain the Environmental Impact Assessment 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)), and Environmental Impact Assessment (EIA) Regulations, 2014 (as amended 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 **2<sup>nd</sup> of March 2023 until the 05<sup>th</sup> of April 2023.**

#### **1. PROJECT DESCRIPTION**

Guillaume Nel Environmental Consultants (GNEC), as independent environmental consultants and impact assessors, has been appointed by IX Engineers, on behalf of Stellenbosch Municipality (hereinafter referred to as the Applicant), to facilitate the Integrated Environmental Management (IEM) procedure for the proposed Development of the Adam Tas Link Road which will cross several properties, these include Farm No. 377, Street Parcel Re/9190, Portion 4 of Farm Fleurbaai No. 1040, The Remainder of Farm Troughend No. 284 and Portion 1 of Farm Troughend No. 284 and the Remainder of Farm No. 279 (hereinafter referred to as the "proposed site"). (Please refer to Figure 1-3).

According to the Stellenbosch Road Masterplan (WSP, 2018) the idea of a road to bypass Stellenbosch to the west of Stellenbosch originated 20 to 30 years ago. There was also the idea of an eastern bypass from Jamestown through Paradyskloof, Brandwacht/Dalsig area to intersect Van Riebeeck Street opposite Marais Street. This road would have provided an “eastern bypass” to link to the Helshoogte Road. The implementation of this route is difficult, due to buildings of the Boland College that are located on the planned route. It was recently discovered that a route from the R44 from opposite the Techno Avenue-intersection, through Blaauwklippen farm along Wildebosch Road (through Paradyskloof and Brandwacht) and to the east of Dalsig, across Welgevallen and Coetzenburg to tie in opposite Marais Street is a proclaimed Provincial main road. It thus appears that this proclaimed main road was supposed to be the “eastern bypass” mentioned above.

In addition, it was determined that inbound volumes along the R44 (south of Technopark) have increased by approximately 13% from 2012 to 2019 to 3167 vehicles per hour (vph). As a consequence, long queues and delays are experienced on the R44 during the weekday AM peak.

Considering traffic at Technopark it is important to note that despite some local improvements over the years, the signalised intersection on the R44 experiences major capacity issues. The two conflicting movements are the high volume of right turning traffic into Technopark conflicting with the high volume of left turning traffic into Technopark and the northbound through traffic. The historic proposal for the upgrading of a portion of Techno Road to two lanes per direction to improve traffic flow near to the intersection with the R44 has been approved. A second access to Technopark has also been proposed, this road link forms part of the future Western Bypass and links Technopark with Adam Tas Road.

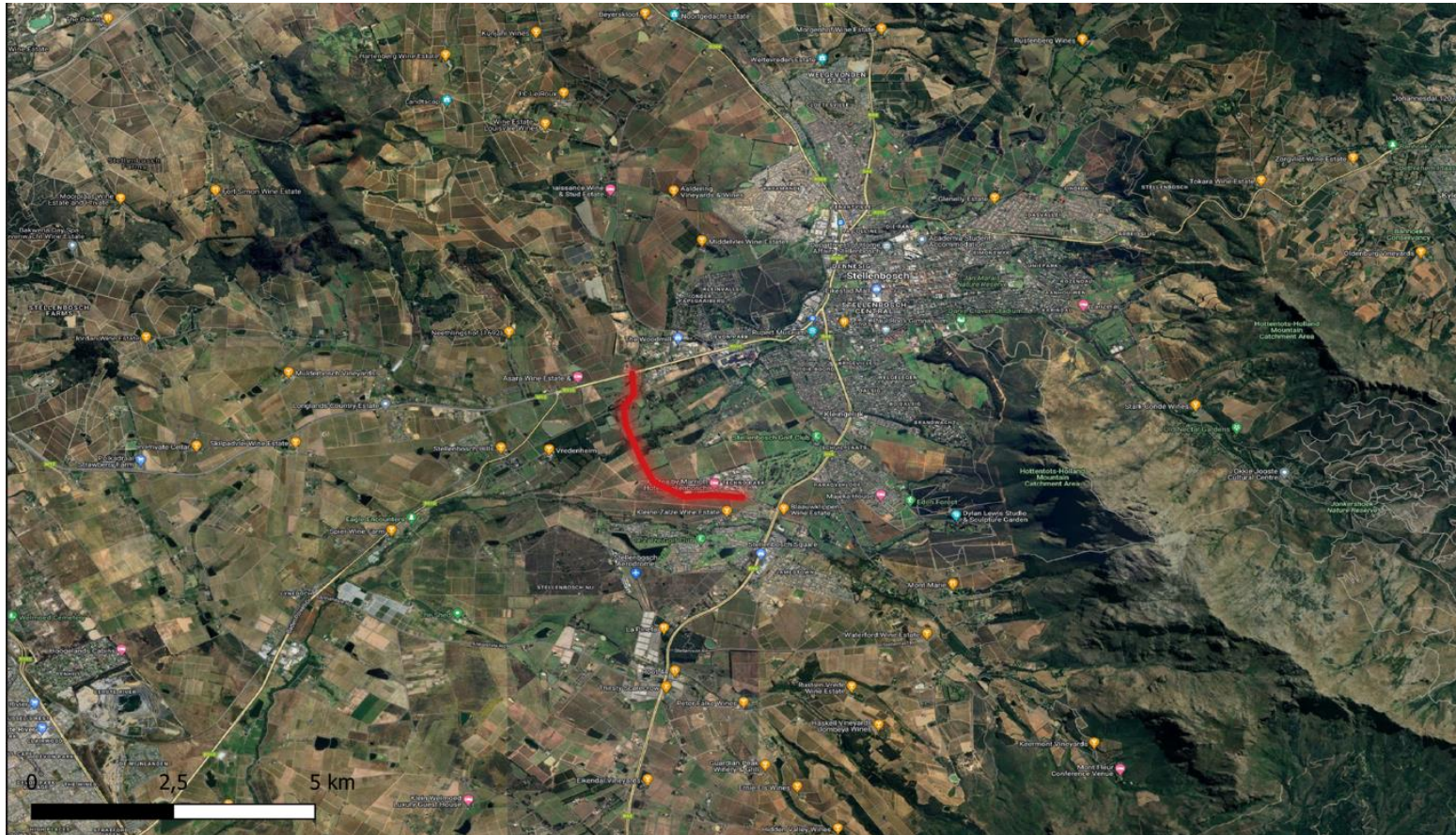
It is clear that the road network will not be able to supply the required capacity for the medium to long-term growth needs of Stellenbosch. This is very evident on the higher order Provincial roads. It is therefore acknowledged that some roads, particularly in the historic town area, may in future operate at or over capacity during peak periods (unless modal shift changes). It should also be noted that weekday AM and PM peak period traffic congestion will spread over a longer time (peak hour spreading) as a result of historic and present capacity problems.

In order to improve and accommodate increasing traffic, as well as be in line with the 2040 traffic assignment as explained in the Stellenbosch Road Masterplan (WSP, 2018), the Applicant is proposing to construct a link road between the existing roundabout located in Techno Avenue, which spans from the existing R44 roadway to the existing Adam Tas Road (R310) opposite the Material Recovery Recycling Facility entrance. The proposed development site is located within the Stellenbosch Municipal area of

jurisdiction. The majority of the properties on which the link road will be constructed is used for agricultural purposes.

The proposed project will involve the route determination and construction of a new roadway of approximately 3.40 kilometres in length between the above-mentioned roadways. The road reserve to be registered will amount to approximately 40-55 metres in width however the proposed road will ultimately be approximately 25.4 – 34.2 metres wide.

It is important to note that the proposed development which is applied for in this application entails the proposed development of a road with the following dimensions: 3.40 kilometres in length and 10.50 – 12.20 metres wide. In addition, a bridge is proposed to cross the prevailing Eerste River. The bridge will be approximately 50 metres in length and 13.40 metres wide. A bridge will also be constructed over the existing railway line, located approximately 395 meters south of the existing Adam Tas Road.



Locality Map of the Proposed Adam Tas Link Road,  
Stellenbosch, Western Cape.

Figure 1: Locality Map of the proposed Adam Tas Link Road, Stellenbosch, Western Cape.



Aerial Image of the Proposed Adam Tas Link Road,  
Stellenbosch, Western Cape.

Figure 2: Aerial view of the proposed Adam Tas Link Road, Stellenbosch, Western Cape.

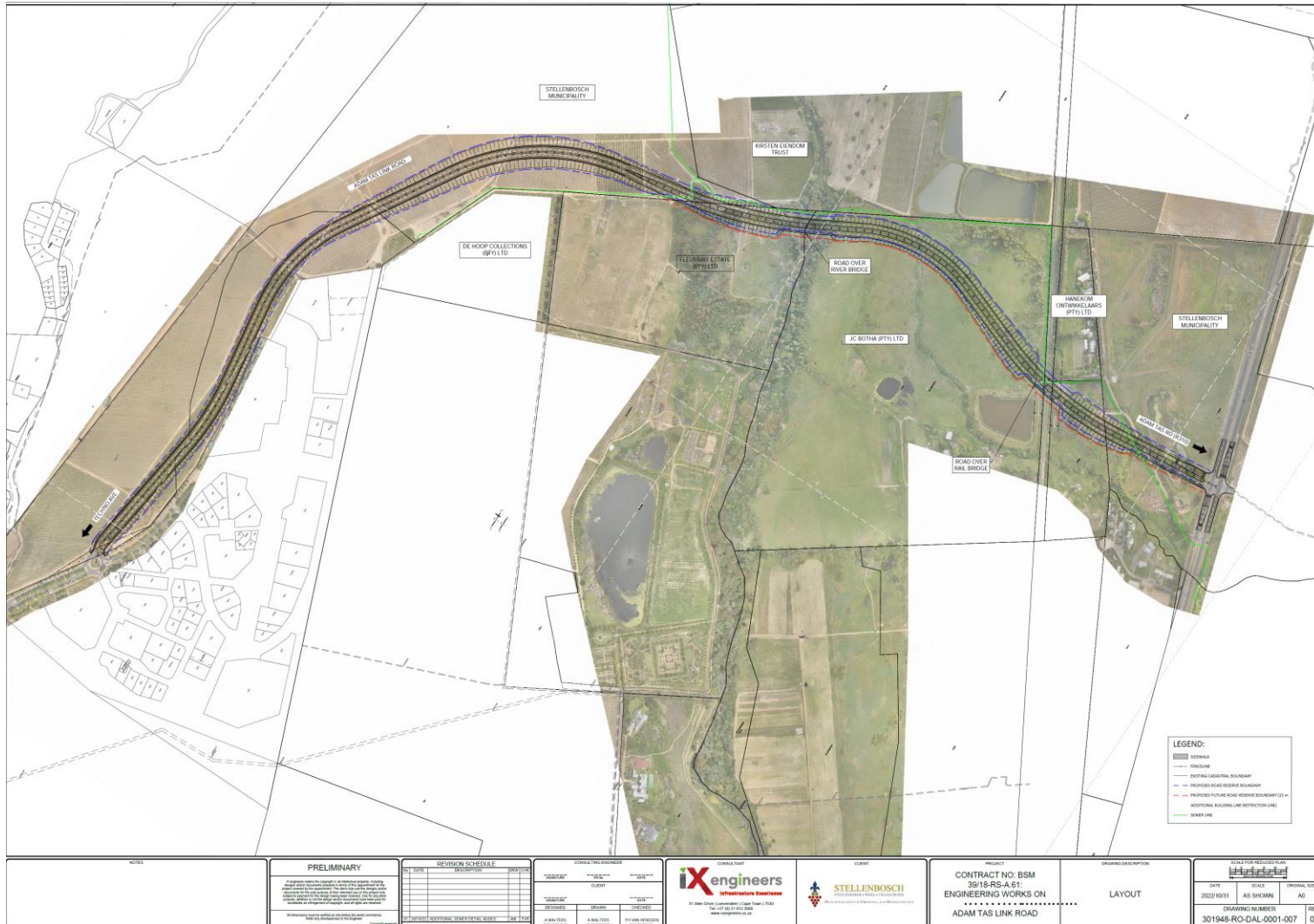


Figure 3: Preferred alignment of the proposed Adam Tas Link Road (IX, 2023).

**Freshwater**

The site lies within the Berg River Management Area and is located in the G22H quaternary catchment (Berg River System). As previously indicated, the proposed link road will cross the Eerste River via a bridge that will be constructed as part of the proposed development therefore an application for a Water Use Authorisation in terms of Section 21 of the National Water Act, 1998 (Act No. 36 of 1998) will be submitted to the Department of Water and Sanitation. Additionally, a non-perennial center line is also mapped as traversing the North of the delineation of the proposed development site. Numerous dams and wetlands are also mapped within close proximity to the proposed development site. These dams are however not instream dams. Note should be made that a Freshwater assessment is currently being facilitated in order to ground truth and to identify if the proposed development will impact on any freshwater systems.



Figure 4: Freshwater Constraints Map

**Vegetation**

According to the National Vegetation Map of South-Africa, Lesotho and Swaziland (Mucina & Rutherford 2006) the property would historically have been covered in one main vegetation type i.e. Swartland Granite Renosterveld (FRg 2). This vegetation and landscape feature is described as Moderate foot slopes and undulating plains supporting a mosaic of grasslands / herblands and medium dense, microphyllous shrublands dominated by renosterbos. Groups of small trees and tall shrubs are associated with heuweltjies and rock outcrops. The boundary with FFG 2 Boland Granite Fynbos is diffuse and patchy.

Site assessments by the Environmental Assessment Practitioners identified that the site has been severely transformed by agricultural and anthropogenic activities, however sensitive areas may be present at the prevailing watercourse. The appointed botanist identifies a few areas containing Species of Conservation Concern (SCC) as indicated in red in figure 5. The Botanical Study is currently being finalised and will be included in the First Draft EIR.

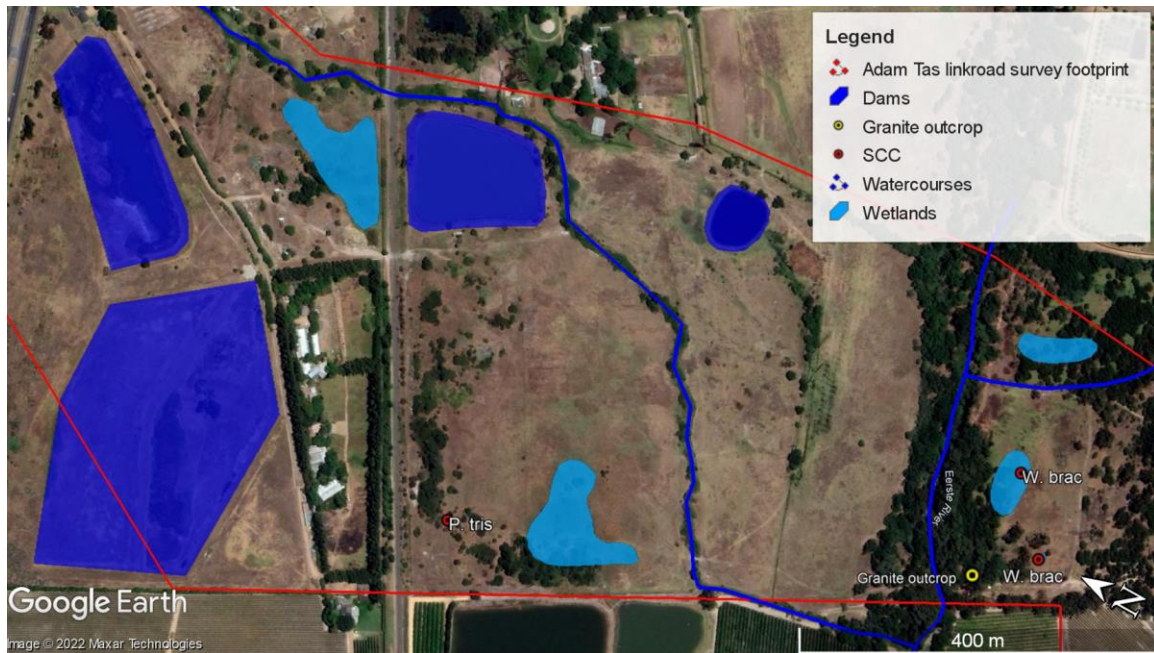


Figure 5: Species of Conservation Concern (SCC) map.



**Fauna**

According to the Screening Tool Report generated for the proposed site, the animal species theme was assigned a “High Sensitivity” rating which includes the species in the table below. The Screening Tool Report indicated the vast majority of the site as being “Medium” sensitivity with only the Northern section classified as High sensitivity. Table 1 indicates the sensitive faunal species possibly located on the site. In addition, a preliminary Faunal Sensitivity map has been generated, please refer to Figure 6. A Faunal Impact Assessment is currently being facilitated and will be included in the First Draft EIR.

Table 1: Species of Conservation Concern (SCC).

Sensitivity	Feature(s)
High	<i>Aves-Circus ranivorus</i>
High	<i>Aves-Hydroprogne caspia</i>
High	<i>Aves-Pelecanus onocrotalus</i>
Medium	<i>Aves-Sagittarius serpentarius</i>
Medium	<i>Invertebrate-Frankenbergerius opacus</i>
Medium	<i>Invertebrate-Pachysoma aesculapius</i>
Medium	<i>Invertebrate-Conocephalus peringueyi</i>
Medium	<i>Invertebrate-Bullacris obliqua</i>
Medium	<i>Invertebrate-Aneuryphymus montanus</i>



Figure 6: Faunal Constraints Map.

## **Heritage**

A Notice of Intent to Develop (NID) was submitted to Heritage Western Cape in terms of Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) on 9 December 2022. HWC is yet to respond.

## **2. 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 as an activity that may have detrimental effects on the environment with the following listed activities in terms of the EIA Regulations, 2014 (as amended) being triggered by the proposed development:

Listing Notice 1 (GN R. No 327 as amended 07 April 2017): Activities 12 and 19

Listing Notice 2 (GN R. No 325 as amended 07 April 2017) Activity 27

Listing Notice 3 (GN R. No 324 as amended 07 April 2017) Activity 12

## **3. 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, a Scoping & EIR is undertaken in terms of the NEMA, 1998 (Act No. 107 of 1998) and the NEMA EIA Regulations.

## **4. POTENTIAL ENVIRONMENTAL ISSUES**

Potential environmental issues that will be addressed in the assessment include inter alia:

- **Socio-economic impact:**

The PSDF highlights socio-economic trends in the province, including increasing urban and regional road traffic demand. It recognises that the efficient and convenient movement of freight and people by rail and public transport between and within towns is essential to maximise economic opportunity. The proposed development will thus not only improve mobility but also

address an important need within the local area being unemployment. Employment opportunities will be provided through both the construction and operational phases of the proposed development.

- Visual

Visual impacts are expected to occur during the construction phase due to the visibility of construction vehicles. However, due to the fact that a new road is proposed to be developed the long-term visual impacts are not significant. The majority of the proposed road will be constructed on ground level, with two proposed bridges being constructed above the ground level. The bridges will however not be visible from the existing Adam Tas Road.

- Freshwater:

A few wetlands are located within close proximity of the proposed development and the new link road will cross the Eerste River, thus a bridge would be constructed. A Freshwater Impact Assessment will be conducted during the EIA phase of the EIA process.

- Heritage impact:

The road will span though an area that has historically been transformed by the use of agricultural activities. Numerous trees are also currently located within the path of the proposed road alignment that will be removed as part of the road development. There is a possibility that some of the trees that will be removed exceed 60 years in age.

Existing structures are also located on the Remainder of Farm Troughend No. 284, north of the existing railway line, which will be demolished as part of the proposed development. Four structures are currently located on the above-mentioned property. Only two of the four structures will be demolished by the road development. It is important to note that the structures that will be demolished exceed 60 years in age. Additionally, two dilapidated structures located on the Remainder of Farm Troughen No. 284, just South of the existing railway line will also be demolished as part of the proposed development.

It should be noted that a Notice of Intent to develop (NID) was submitted to Heritage Western Cape and they are yet to confirm if further action under Section 38 of the National Heritage Resource Act (Act 25 of 1999) is required.

- Impact on Fauna:

As previously stated, the proposed site may pertain sensitive faunal species, thus a Faunal Impact Assessment will be included in the First Draft EIR.

- Noise & Odour Impact:

The proposed development will not result in the increase of road users, but rather provide safer and additional road infrastructure for the current and future road users. The proposed development will result in noise impacts during the construction and operational phase; however, the majority of the proposed development will be located on agricultural land. Where the proposed development is located within close proximity to Techno Park / Protea Hotel / Kleine Zalze, the road will be lowered in order to mitigate the potential noise impacts.

Suitable mitigation measures regarding noise will be included in the Environmental Management Programme (EMPr) during the EIA Phase.

No impact on the general odour in the environment is expected to occur due to the proposed development.

- Traffic

The proposed development will not result in an increase in traffic conditions. The proposed development will assist in alleviating the traffic conditions on the surrounding roadways. A Traffic Impact Assessment will not be required due to the proposed development not resulting in a traffic impact but will instead create improved infrastructure for current and future road users. Therefore, the development proposal is to better accommodate the existing and future traffic of the area. A Traffic Impact Assessment will therefore not be conducted.

## 5. PUBLIC PARTICIPATION

In terms of the NEMA, 1998 (Act No. 107 of 1998), 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 Comments and Responses Report (CRR). These issues will be addressed and included in the Final EIA 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 proposed development or not.

## 6. DELIVERABLES

The environmental assessment will culminate in the compilation of a Scoping and Environmental Impact Report (S&EIR). The Scoping and Environmental Impact 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 S&EIR. Interested and Affected Parties (I&APs) who have registered will be notified of the Environmental Authorisation (EA).

## 7. TIMEFRAMES

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

Activity	Estimated Timeframe
Project announcement to I&APs and Scoping Report Review	February 2023
Consultation with key stakeholders and community	February - March 2023
Incorporate I&AP comments into Draft Final Scoping Report	April 2023
Formal Application	May 2023
Second 30 day commenting period of Scoping Report	June-July 2023
Incorporate I&AP comment into Final Scoping Report	July 2023

Submit final Scoping Report, Plan of Study for EIA to decision making authority for a decision	
DEA&DP Approval of Final Scoping Report and Plan of Study for EIA	August 2023
Specialist Studies	September – October 2023
Incorporate additional information into EIA Report and make available for First Public Review	November 2023-January 2024
Incorporate I&AP comment into Second Draft EIA Report Second 30 day Public Review of Draft Final EIA Report	February 2024 - March 2024
Incorporate I&AP comment into Draft Final EIA Report and submit to decision making Authorities for a decision	April 2024
Decision from Authorities	July 2024
GNEC informs all registered I&APs of the decision	August 2024

## **8. PROTECTION OF PERSONAL INFORMATION ACT 4, OF 2013**

The Protection of Personal Information Act, 4 of 2013 (POPIA) stipulates that the responsible party has a legal duty to process personal information in a manner that is lawful, responsible, and legitimate. The company, therefore, to comply with the provisions of the POPIA requires your informed consent to collect, process and store your personal information.

The purpose of the collection, processing and storing of personal information is as per the regulations within the National Environmental Management Act, Section 41 to 44, requiring such collection, processing and/or storage. Personal information may thus be collected as per stipulations in the POPIAs (12). Additionally, it is to provide you with the company's goods and services from time to time as requested/ required or as per contract between the parties and to receive payment for such goods and services rendered. Further the purpose of collection and processing is to liaise regarding any matter of mutual interest between the parties that may arise from time to time. All Personal Information which you provide to the Company will only be used for the purpose for which it is/was collected. The consequence of refusing/withdrawing/objecting consent is that the Company will be unable to deliver you with their products and/or services.

The information you provide will be stored securely. The data will either be stored in hard copy format or electronically in a database. The Company has taken the necessary steps to ensure the storage of your personal information is secure and the safety measures are regularly updated and reviewed.

As stipulated in the POPIA you have the right to request from the company at any time the details of your personal information which the company currently holds.

I declare that all Personal Information supplied herein is accurate, up to date, is not misleading and that it is complete in all respects. I furthermore give the Company permission to process my Personal Information, as provided, and acknowledge that I understand the purpose(s) for which it is required and for which it will be used.

## 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: Mrs. W. Cordier

P.O. Box 2632

Paarl

7620

Tel: (021) 870 1874

Fax: (021) 870 1873

E-mail: [willene@gnec.co.za](mailto:willene@gnec.co.za)

Additionally, please note that a copy of the 1<sup>st</sup> Draft Scoping Report will be made available on GNEC's website, <https://www.gnec.co.za> from the 2<sup>nd</sup> of March 2023 until the 05<sup>th</sup> of April 2023.

Please refer to the "Documents of Review" tab, and select **70111 Adam Tas**. All project specific documentation will be available within this folder for download and viewing purposes. A hard copy of the report can be made available at a location accessible to the general public, if requested.

Please complete and submit the registration sheet together with any comments to GNEC by no later than: **Wednesday 05 April 2023.**



**THE PROPOSED CONSTRUCTION OF ADAM TAS LINK ROAD FROM TECHNOPARK AVENUE  
 ROAD TO ADAM TAS ROAD (R310), STELLENBOSCH, WESTERN CAPE.**

**REGISTRATION SHEET**

**2 March 2023**

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

Please indicate you 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 **Wednesday 5 April 2023**  
 Attention: **Mrs. W. Cordier**  
 P.O. Box 2632, Paarl, 7620  
 Tel: 021 870 1874, Fax: 021 870 1873  
 E-mail: willene@gnec.co.za  
**Thank You for your participation!**

