

## MEETING MINUTES

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<b>MEETING:</b>	Pre-Application Meeting
<b>PROJECT NAME:</b>	Development of Rocabar Access Roads as part of the N2 Interchange Project in Kokstad
<b>VENUE:</b>	Microsoft Teams
<b>DATE:</b>	15 November 2021
<b>TIME:</b>	11h00

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### ATTENDEES

Name and Surname	Designation	Email Address	Contact Number
Ntoyonke Dlamini (ND)	EDTEA: Control Environmental Officer	Ntoyonke.Dlamini@kznedtea.gov.za	039 834 7914
Nomzamo Mthimkhulu (NM)	EDTEA: Environmental Officer	Nomzamo.Mthimkhulu@kznedtea.gov.za	039 834 7914
Ayanda Nxele (AN)	EDTEA: Environmental Officer	Ayanda.Nxele@kznedtea.gov.za	035 780 0317
Shalen Jangali (JN)	JG Afrika: Technical Director	JangaliS@jgafrika.com	033 343 6700
Preggy Pillay (PP)	JG Afrika: Associate	PillayP@jgafrika.com	033 343 6700
Lethabo Maebana (LM)	Terratest: Environmental Scientist	MaebanaL@terratest.co.za	076 566 9267

### APOLOGIES

None
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## 1. Welcome and Introduction

LM welcomed the attendees to the meeting, shared the draft Agenda and requested the meeting attendees to add any agenda items which they would like to be discussed. *There were no additional agenda items.*

LM further said that she will be taking minutes for record keeping purposes and will circulate an Attendance Register at the end of this meeting.

## 2. Project Background

LM gave a brief background regarding the proposed development of the Rocabar access roads, which will be forming part of the N2 interchange project in Kokstad KwaZulu Natal Province. A summary is as follows:

- Terratest (Pty) Ltd has been appointed by JG Afrika (Pty) Ltd on behalf of the Natal Department of Transport (KZNDOT) to undertake the Environment Impact Assessment (EIA) process for the development of the Rocabar access roads (to the tradeport and future motor city).
- It is worth noting that there is an existing formal access road network that links the Main Road 609 (R56) to an existing development. This existing road network will be decommissioned in the future because it is in conflict with TRH 26 South African Road Classification and Access Management Manual. Therefore, an appropriate road network system (the Rocabar access roads) which meets the requirements of TRH26 was determined after consultation with SANRAL, KZN DoT and the landowners. The existing road will form part of the internal development network.
- It is anticipated that the proposed road network system will introduce traffic calming measures to support the proposed commercial development which lies alongside provincial road R56 on the south-eastern side of Kokstad, KwaZulu-Natal.
- The proposed construction of the access roads will include the following:
  - a) Construction of a new road section with a length of approximately 370m. Initially the maximum road width will be 18.5m (4m x 3.5m wide lanes, with a 1.5m shoulder on either sides and a 1.5m wide sidewalk on one side). However, Phase 1 of the construction the road will taper from 4 lanes (18.5m) to 2 lanes (11.5m) including shoulders and sidewalk.
  - b) Construction of a second new access road approximately 310m x 10m wide (2 x 3.5m wide lanes, with a 1.5 m shoulder on either sides).
  - c) Stream/wetland crossings on a 2 lane (11.5m) culvert. The culvert will be widened in the future to accommodate 4 lanes (18.5m).

### 3. Listed Activities Assessed and Triggered

LM indicated that the following listed activities in terms of the NEMA: EIA Regulations of 2014 (as amended) we assessed but only one activity is triggered by the proposed development of access roads.

Listed activity as described in GN 327, GN 325 and GN 324 of 04 December 2014 (as amended)	Relevance of the activity to the project
<p><b>GN 327 Listing Notice 1</b></p> <p><b>Activity 19:</b> The infilling or depositing of any material of more than 10 cubic meters into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more 10 cubic meters from—</p> <p>(i) a watercourse</p>	<p>As part of the proposed development, a culvert will be constructed in order for one of the access roads to cross a watercourse. <b>This activity is triggered</b> since the pipes—and concrete structures will need to be installed within a watercourse.</p>
<p><b>GN 327 Listing Notice 1</b></p> <p><b>Activity 24:</b> The development of a road—</p> <p>(ii) with a reserve wider than 13,5 meters, or where no reserve exists where the road is wider than 8 meters.</p> <p>but excluding a road –</p> <p>(b) where the entire road falls within an urban area; or</p> <p>(c) which is 1 kilometer or shorter.</p>	<p>Although the proposed development of the access roads has a reserve of more than 24m, the length of these roads is approximately 370m and 310m, respectively and the entire road network falls within an urban edge. <b>These activities are NOT triggered.</b></p>
<p><b>GN 325 Listing Notice 2</b></p> <p><b>Activity 27:</b> The development of a road—</p> <p>(iii) with a reserve wider than 30 meters; or</p> <p>(b) which is 1 kilometer or shorter; or</p> <p>(c) where the entire road falls within an urban area.</p>	
<p><b>GN 324 Listing Notice 3</b></p> <p><b>Activity 4:</b> The development of a road wider than 4 meters with a reserve less than 13. 5 meters.</p> <p><b>Kwa-Zulu Natal</b></p> <p><u>xiii. Inside urban areas:</u></p> <p>(aa) Areas zoned as public open space</p>	<p>The proposed development has minimum road reserve of 24m. and maximum 74m. The zoning of the area proposed for this linear development is unknown. <b>This activity is NOT triggered.</b></p>

Listed activity as described in GN 327, GN 325 and GN 324 of 04 December 2014 (as amended)	Relevance of the activity to the project
<p><b>GN 324 Listing Notice 3</b></p> <p><b>Activity 14:</b> The development of — (i) infrastructure or structures with a physical footprint of 10 square meters or more;</p> <p>where such development occurs— (a) within a watercourse;</p> <p><b>Kwa-Zulu Natal</b> <u>xiii. Inside urban areas:</u> (aa) Areas zoned as public open space</p>	<p>The zoning of the area proposed for this linear development is unknown, however a culvert structure to be constructed across the crossing is less than 10 square meters. <b>This activity is NOT triggered.</b></p>

#### 4. Confirmation of Specialist Studies

LM reported that the following Specialist Studies were undertaken during the feasibility phase between November 2019 and January 2020.

- Heritage Impact Assessment (incl. Desktop Palaeontology Study)
- Ecological Impact Assessment; and
- Wetland Impact Assessment

#### 5. Question and Answers

**Q: How did you include the public to participate in the project?**

*A: The Public Participation Process for the proposed development of access roads has not commenced, however a draft Public Participation Plan has been compiled and will be sent to EDTEA for approval.*

*As part of the initial phase of the Public Participation process, the Environmental Assessment Practitioner (EAP) will distribute notification sheets to the key stakeholders, place site notices at the project site (including areas close to the site) and advertise in the Kokstad Advertiser newspaper in order to notify the members of the public about the proposed development.*

*In the second phase, the hardcopies of the DBAR will be distributed as part of the for public review period to the key stakeholders (such as the Competent Authority (EDTEA), Department of Transport, Department of Water and Sanitation, KwaZulu Natal Amafa Research Institute) and also be placed in public areas such as the nearby filling station, police station and post office. An electronic copy of the DBAR will be uploaded to the EAP's website for review by any Interested and Affected Party (I&AP).*

NB: EDTEA also advised the EAP to consult with the Ward Councilor or Tribal Officer within the project and make them aware of the proposed development. The South African National Road Agency Limited (SANRAL) should also be included in the list of stakeholders.

*The EAP further commented that in addition to the English newspaper advertisement, they will be also advertising in one of the native languages; but they have a challenge with choosing the language (between IsiZulu and IsiXhosa) to advertise in.*

*EDTEA commented that there will be no need for the EAP to submit a Public Participation Plan however the Covid-19 Regulations should be adhered to during throughout the Basic Assessment (BA) application process.*

*Since Kokstad now falls under KwaZulu-Natal Province, the members of the Competent Authority advised the EAP to advertise in IsiZulu.*

**Q: Will the officials from the Local and District Municipality form part of the stakeholders for the EIA application of the proposed development?**

*A: The EAP will keep and maintain a database or list of I&APs as part of the PPP for the project. Amongst other parties, this database or list will be comprised of the Applicant, members of the affected organs of state (including Local and District Municipalities).*

**Q: Has the EAP considered the decommissioning activity in the EIA Regulations since the existing road infrastructure will be decommissioned.**

*A: The decommissioning of the existing access road does not form part of this project and phase. This is planned for the future and will not be undertaken as part of this EIA application for the proposed development. The EAP will clearly reflect this in the Basic Assessment Reports (BAR) to avoid confusion.*

**Q: Will there be any clearance of vegetation when implementing the proposed development?**

*A: Yes, there will be clearance of vegetation however, Activity 27 of Listing Notice 1 and Activity 12 of Listing Notice 3 are not triggered since the proposed development is a linear activity and the site proposed for development does not fall within a critical endangered or endangered ecosystem or Critical Biodiversity Area.*

**Q: Will there be realignment (such as expansion or rerouting) of the road as part of the proposed development?**

*A: No, there will not be any realignment of the existing roads. The proposed development is specifically pertaining to the establishment of new access roads.*

**Q: Were there any Geotechnical Investigation and Traffic Impact Assessment undertaken for the proposed development?**

*A: Yes, there was a Geotechnical Investigation undertaken for these access roads and a Traffic Impact Assessment for the overall upgrading of the N2 interchange project (which included the access roads) and parts of the R56. There is also a Detail Design Report for the interchange that covered these access roads as a result of the property negotiations with the affected landowners. The Detail Design Report will be appended to the BAR.*

NB: In terms of the Heritage, Ecological and Wetlands Impact Assessment, since these studies were undertaken over a year ago it is likely that not much has changed on the receiving environment between the period when the studies were undertaken to-date. However, for the purpose of relevance, these studies will need to be updated or the specialist should add an addendum to the report confirm that indeed there are no changes. There is however no need for respective specialists to go to site, this exercise can be done through a desktop assessment.

**Q: The DFFE Screening Tool Report shows High Sensitivity for the Agricultural Theme and Animal Species Theme on the proposed site. Was or will there be an Agricultural Impact Assessment and Fauna Assessment undertaken for the proposed development.**

*A: The are noted shortcomings of the DFFE Screening Tool as upon the ground truthing of the site by the EAP on 13 September 2021 the site proved to be severely degraded as a result of past agricultural activities and of present urban and peri-urban development extending out of the town of Kokstad. The Ecological Impact Assessment also highlights that the land in the vicinity of the proposed access roads has been used for agricultural purposes, presumed to be the production of maize, in the past. However, that activity ceased prior to 2003 although some areas to the north of the site continued to be mowed for hay production. By 2013 the industrial complex to the immediate north of the roads had been built. A chicken farm is located nearby and to the immediate west of the roads is a light industrial site catering primarily to the motor parts trade and to servicing of agricultural implements. Elsewhere around the site, livestock is kept for sale, either in pens, or free grazing on the rough veld.*

Based on the above reason and the triggered activity that the Applicant will be applying for, EDTEA concluded that there will be no need for undertaking of an Agricultural Impact Assessment and Fauna Assessment is support of the EIA application.

## **6. General**

No further comments or questions were raised, and the meeting was concluded at 12h06.

**APPROVAL OF MEETING MINUTES**

Name: Lethabo Maebana

Signature:



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**For: Terratest (Pty) Ltd**

Name: Nomzamo Mthimkhulu

Signature:

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**For: KZN EDTEA**