

## AGENDA

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<b>MEETING:</b>	Pre-Application Meeting
<b>PROJECT NAME:</b>	The proposed development of the Rocabar access roads as part of the N2 Intersection upgrade in Kokstad, Harry Gwala District Municipality, KwaZulu-Natal
<b>VENUE:</b>	MS Teams
<b>DATE:</b>	2022/05/19
<b>TIME:</b>	10h00- 11:30

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## ATTENDEES

Name and Surname	Organisation	Email address
Olivia Letlalo	Department of Environment, Fisheries and the Environment (DFFE)	oletlalo@environment.gov.za
Mahlitse Shubane	DFFE	mshubane@environment.gov.za
Makhosi Yeni	DFFE	myeni@environment.gov.za
Tsholofelo Sekonko	DFFE	
Thembisile Hlatshwayo	DFFE	thlatshwayo@environment.gov.za
MMatlala Rabothata	DFFE	mrabothata@environment.gov.za
Lethabo Maebana	Terratest (Pty) Ltd	

## APOLOGIES

None

## MINUTES COMPILED BY:

Lethabo Maebana- Terratest (Pty) Ltd: Environmental Assessment Practitioner

Additional input by Ntsebo Mkhize: Terratest (Pty) Ltd: Senior Environmental Assessment Practitioner

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## 1. Welcome and Introduction

The Chairperson, Ms. L Maebana welcomed everyone present and declared the meeting officially open.

All meeting attendees introduced themselves and the attached attendance register was downloaded from MS Teams. There were no apologies tendered.

## 2. PowerPoint Presentation

Lethabo Maebana introduced the projected and presented the attached presentation to the meeting attendees as follows:

### a) Project Background

Terratest (Pty) Ltd has been appointed by JG Afrika (Pty) Ltd on behalf of the South African National Road Agency SOC. Ltd (SANRAL) to undertake a Basic Assessment (BA) process for the development of the Rocabar access roads (to the Tradeport and future Motor City). The project is jointly funded and implemented by SANRAL and KZN DoT, however, the Applicant is SANRAL.

There is an existing formal access road network that links the Main Road 609 (R56) to an existing development, this road is not compliant with the required standard and will be decommissioned in the future. The Rocabar access roads have been designed to meet the requirements of TRH26 and it is envisaged that proposed road network will introduce traffic calming measures and support the proposed commercial development alongside provincial road R56 on the south-eastern side of Kokstad.

The proposed Rocabar access roads, will comprise of the following components:

- New road section will have length of 370m with an initial maximum road width of 18.5m (4m x 3.5m wide lanes, 1.5m shoulder each side and 1.5m wide sidewalk on one side). The road will taper from 4 lanes (18.5m) to 2 lanes (11.5m) including shoulders and sidewalk
- The second new access road will have 310m x 10m width (2 x 3.5m wide lanes, 1.5 m shoulder each side)
- There is also stream/wetland crossing on a 2 lane (11.5m) culvert. In order to accommodate future plans, the culvert will be widened culvert to cater 4 lanes (18.5m)

### b) Listed Activities Assessed and Triggered

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>Activity 19: 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 than 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. This activity is triggered 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>Activity 24: 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. These activities are NOT triggered.</p>
<p><b>GN 325 Listing Notice 2</b></p> <p>Activity 27: The development of a road—</p> <p>(iii) with a reserve wider than 30 meters; or</p> <p>(b) which is 1 kilometre 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>Activity 4: The development of a road wider than 4 meters with a reserve less than 13.5 meters.</p>	<p>The proposed development has minimum road reserve of 24m. and maximum 74m. The zoning of the area proposed for this</p>

<p>Kwa-Zulu Natal</p> <p>xiii. Inside urban areas: (aa) Areas zoned as public open space</p>	<p>linear development is unknown. This activity is NOT triggered.</p>
<p><b>GN 324 Listing Notice 3</b></p> <p>Activity 14: The development of —</p> <p>(i) infrastructure or structures with a physical footprint of 10 square meters or more;</p> <p>where such development occurs—</p> <p>(a) within a watercourse;</p> <p>Kwa-Zulu Natal</p> <p>xiii. Inside urban areas: (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. This activity is NOT triggered.</p>

c) Confirmation of Specialist Studies

It is worth noting that this project commenced back in 2015, however, because of the changes in the Layout Design the EA application project was put on hold. The following impact assessments were undertaken between January and September 2019 before the national web-based environmental screening tool came into effect in October 2019. The current Design Layout is slightly different from the one in the specialist report; however, the area proposed for development has not changed.

- Heritage Impact Assessment (incl. Palaeontology Impact Assessment)
- Ecological Impact Assessment
- Wetland Impact Assessment
- Geotechnical Investigation

*NB: DFFE officials asked the EAP to follow the guidelines and protocols of the Screening Tool report. Specialists must provide evidence that the details of the screening tool differ with their site observations. For instance, according to the report generated for this project, the Agriculture Theme is reported to be of high sensitivity. This is not the case as the land proposed for development is no longer used for agricultural activities and has been degraded by various activities such as the growth of alien vegetation (eucalyptus trees), grazing and illegal dumping of waste. Stormwater*

*management infrastructures (in the form of concrete pipes) also occur within the area proposed for development.*

*The officials asked the EAP to clearly highlight this in the BAR and also ask the specialists to update their reports with the approved Design Layout of the proposed development since it has now been finalised and the area for development has not changed. There must be an assurance that the assessment is in relation to the new routes and not the previous studies. It was indicated that the previous layout will be submitted as Alternative 2 & DFFE cautioned the EAP that should this be submitted as Alternative 2 and must ensure that it is feasible as it can be considered for decision based on the findings of the review.*

d) Process undertaken to-date

A Pre-Application Meeting was held with EDTEA on the 19<sup>th</sup> of November 2021. An application was submitted, and the case was allocated the EDTEA Reference Number: DC43/0002/2022. EDTEA was identified as the project's competent authority since at the time of the pre-application meeting, it was communicated to the EAP the KZN DoT will be the implementing agent of the project during the operational phase, however, the project is jointly funded by SANRAL and KZN DoT. A couple of days after the Pre-Application Meeting with EDTEA, it was concluded that SANRAL will be the Applicant for the project since the proposed access road will form part of the greater scheme of the N2 intersection upgrade.

There was however an oversight from the project's EAP, as the BAR process went ahead, and the following Public Participation Process was undertaken as part of the process:

- Site notice boards were placed within and in the vicinity of the project site on 01 December 2021
- Newspaper advertisement, in English and isiZulu, were placed in Kokstad Advertiser on 02 December 2021
- Notification Letters were sent to the identified I&APs by email from 02 December 2021
- The DBAR was sent out for Public Review from the 25 March to 26 April 2022. The DBAR was placed at the Tradeport industrial complex, Heathmans Kokstad (Pty) Ltd and submitted to Cllr Mngonyama for easy access by the public. The report was also submitted to government departments, including the local and district municipality.
- Eight (8) comments were received six (6) from commenting authorities and one (1) from an interested party requesting to be registered and one (affected party) requesting clarity. All comments received from the commenting authorities were in support of the proposed activity.

- No public meeting was held due to limited interest in the proposed development.
- The Application withdrawn on 05 April 2022.

### 3. Questions and Answers

- Where does Road 2 of the Rocabar access road come from as it appears to be in the middle of nowhere.  
*Road 1 links the R56 to the Tradeport. This road will have length of 370m with an initial maximum road width of 18.5m (4m x 3.5m wide lanes, 1.5m shoulder each side and 1.5m wide sidewalk on one side). Phase 1 construction the road will taper from 4 lanes (18.5m) to 2 lanes (11.5m) including shoulders and sidewalk. There is a stream crossing at the end of this road, just before the Tradeport.*  
*On the other hand, Road 2 is linked to the bigger scheme of the N2 intersection upgrade project. Unfortunately, this is not shown in the Locality Map as there are various access roads which from part of the intersection part that are not part of the application process for the Rocabar access roads. However, Road 2 will have a length of 310m with a 10m width (2 x 3.5m wide lanes, 1.5 m shoulder each side).*
- What is the total length of the proposed access roads?  
*The combined length of the two access roads which constitute the Rocabar will have a length of 680m.*
- What is the zoning of the land proposed for the development?  
*The zoning at the time of the pre-application meeting was unknown. The officials asked the Applicant to confirm the zoning in writing in consultation with a Town Planner. This written confirmation should support the application.*
- Is the land proposed for development within the urban edge, this is important in knowing which Listed Activities of the EIA are triggered.  
*The land proposed for development is within an urban edge. Proof to confirm this will be sourced from the municipality and included in the application.*
- Will the existing access road be demolished as part of this project?  
*The existing road will be demolished in the future. This is however not part of this project. A separate EIA application process will have to be undertaken for this activity.*

- Since the Rocabar access road is comprised of two road components, will the construction of these roads be undertaken in phases?

*No, construction will not be undertaken in phases. It is must however be noted that in the case of Road 2, two lanes will be constructed at the start of the project and later on extended to four lanes. Hence the road reserve has been designed to accommodate four lanes.*

#### 4. General

- The DFFE officials advised the EAP to follow the Public Participation Process per the EIA Regulations and requested a copy of the DBAR to also be submitted to DFFE's Biodiversity Division for comment.
- The Specialist Reports must indicate that the studies commenced in 2019 before the screening tool came into effect.
- The EAP highlighted that the Project is not a Strategic Infrastructure Project (SIP)

The meeting was adjourned at 11:30.

#### APPROVAL OF MEETING MINUTES

Name: Lethabo Maebana

Signature:

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**For: Terratest (Pty) Ltd**

Date:

Name: Olivia Letlalo

Signature:



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**For: DFFE**

Date: 07/09/2022