



BACKGROUND INFORMATION DOCUMENT PROPOSED CONSTRUCTION OF THE TRADE ZONE-WATSON HIGHWAY LINK ROAD



Purpose of this Document

The purpose of this Background Information Document (BID) is to provide Interested and Affected Parties (IAPs) with background information about the proposed project and introduce the Environmental Impact Assessment (EIA) process to be followed. It also aims to inform IAPs on how to fully participate in the EIA and encourages response to documents distributed for review and active attendance at meetings.

What is Proposed and Where?

Dube TradePort (DTP) proposes to construct a 3km long road to provide access to the Dube TradePort from the Watson Highway in the north at La Mercy, Durban (Figure, Pg 4).

The Dube TradePort has been labelled Durban's 'aerotropolis' as it includes the new King Shaka International Airport (KSIA); a Trade Zone for the import and export of goods; a Support Zone with various office, business, tourist and accommodation facilities; an Agri-Zone for agricultural farming and a Cyber Port for national and international trade communications.

The proposed **Trade Zone-Watson Highway Link Road** will allow for two lanes of traffic in either direction, with a 54m wide road reserve. The design of the proposed road will

incorporate a sustainable urban drainage system and provide for segregation of pedestrians and cyclists from traffic, with a reserved space for future public transport.

Motivation for the Project

The new DTP is expected to generate high volumes of traffic with an anticipated 7.5 million passengers per year. The proposed road will provide northern access to the DTP, in addition to that of the N2 and the R102. Furthermore, it will provide access to the commercial developments currently underway in the surrounding area.

Dube TradePort has appointed **Arcus GIBB (Pty) Ltd**, as the independent Environmental Assessment Practitioner (EAP), to undertake the Environmental Impact Assessment for the proposed Trade Zone-Watson Highway Link Road.

Why is a Basic Assessment Required?

In terms of the National Environmental Management Act, 1998 (No.107 of 1998) [NEMA], as amended, and associated EIA Regulations published in April 2006, an **Environmental Authorisation** must be obtained from the relevant decision-making authority, the national Department of Environmental Affairs (DEA), prior to the commencement of certain listed activities that may result in potential negative impacts on the environment. The proposed project involves, inter alia, the following listed activity, as per Government Notice No. R. 387 of NEMA:

Activity Number 5 : *"The route determination of roads and design of associated physical infrastructure, including roads that have not yet been built for which routes have been determined before the publication of this notice and which has not been authorised by a competent authority in terms of the Environmental Impact Assessment Regulations, 2006 made under section 24(5) of the Act and published in Government Notice No. R. 385 of 2006, where – ... (c) the road reserve is wider than 30 metres; or (d) the road will cater for more than one lane of traffic in both directions."*

In order to obtain environmental authorisation to undertake the proposed project, an Environmental Impact Assessment (EIA) is required as discussed on Page 2.



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EIA Process

EIA Process Flow Diagram

Structure of the Environmental Impact Assessment Process

The EIA is a legislative tool used to ensure that the potential ENVIRONMENTAL impacts that may occur due to the proposed development are avoided or mitigated, if authorisation is granted. The 'environment' includes social, economic and bio-physical aspects which the EIA must assess equitably.

The EIA process is divided into two phases, the Scoping Phase and the Impact Assessment Phase. This EIA for the proposed Trade Zone-Watson Highway Link Road is currently in the Scoping Phase of the assessment.

Scoping Phase

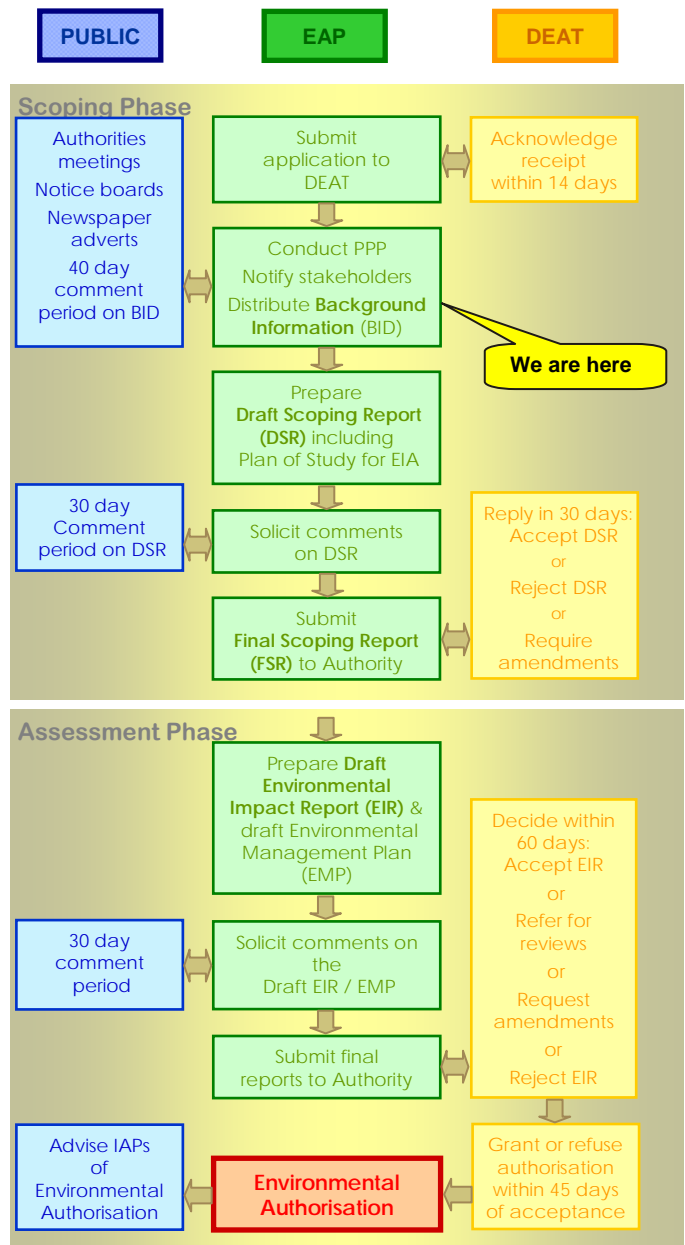
The Scoping Phase aims to:

- Investigate and gather information on the proposed site, to establish an understanding of the area
- Establish how the proposed development activities will potentially impact on the environment
- Identify IAPs and relevant authorities by conducting a Public Participation Process (*Refer to Page 3*)
- Identify potential environmental impacts through investigation and PPP
- Describe the proposed project and potential alternatives

Impact Assessment Phase

During this phase, all issues/impacts and proposed alternatives identified in the Scoping Phase are assessed and are rated in terms of their significance. Where necessary, recommendations are made for the mitigation of potential negative impacts, or enhancement of potential positive impacts.

An Environmental Management Programme will also be compiled that will prescribe environmental specifications for the construction, operational and decommissioning phases of the project. As with the Scoping phase, a PPP is an integral part of the Assessment Phase.



NOTE: The **Public Participation Process (PPP)** is an integral part of the EIA Process which runs throughout the Scoping and Assessment Phases and only ends after the decision for authorisation of the proposed project is finalised.

NOTE: An **interested & affected party (IAP)** is any person or organisation that has a direct, business, financial, personal or other interest in, or may be directly or indirectly affected by, the proposed project.



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Potential impacts

Potential impacts that may occur due to the proposed Trade Zone-Watson Highway Link Road project include:

- Impacts on fauna
- Impacts on flora
- Noise impacts
- Wetland impacts
- Air quality impacts
- Impact on agricultural land (sugar-cane)
- Construction related impacts:
 - Noise
 - Dust
 - Visual & aesthetic
- Provision of additional access to DTP & KSIA
- Job creation, capacity building & skills transfer

Public Participation Process (PPP)

The PPP aims to inform a wide range of IAPs about the proposed development and the environmental process to be followed.

It is a tool to allow the public to exchange information and to express their views and concerns on the proposed development for which the EIA is being conducted. The PPP assists in identifying potential issues and concerns that need to be addressed in the impact assessment by highlighting relevant information to be included in the assessment. PPP enables more accurate and descriptive analysis and helps to focus and enhance decision-making.

The EIA will be open and transparent to the public through this process with all registered IAPs continuously updated on events throughout the process. All contributions from IAPs must be fully documented, evaluated and responded to in the EIA.

Activities of the PPP

The public is invited to register as an IAP and take part in the PPP through:

- Media Notices placed in newspapers:
The Mercury (25/03/10) and *North Coast Courier* (24/03/10)
- Distribution of the BID
- Site notice boards
- Stakeholder meetings
- Public meeting (if necessary)
- Submission of comments on the media notices, BID and Draft Scoping and Impact Assessment Reports

Note: All information is available on request

How to Register as an Interested and Affected Party?

IAPs may forward their written comments along with their name, contact details and an indication of any direct business, financial, personal or other interest which they have in the application by post, fax or email to:

Ms Rashieda Davids
Email: rdavids@gibb.co.za
Post: Arcus GIBB, P O Box 1365, Westville, 3630
Tel: (031) 267 8560, Fax: (031) 266 3310

Preliminary Trade Zone Watson Highway Link Road Alignment

