

**ENVIRONMENTAL IMPACT ASSESSMENT (EIA)**

**EIA: 12/12/20/1756**

**PROPOSED TRADE ZONE TO WATSON HIGHWAY LINK ROAD**

**DRAFT SCOPING REPORT**

**IAP PUBLIC MEETING**

**TONGAAT - 1 DECEMBER 2010**

**17H30 – 19H00**

## 1. ATTENDANCE OF PROJECT TEAM

### 1.1 Engineers: Virtual Consulting Engineers

Name	Position/Role in the project
Anthony Gould	Project Manager / Lead Design Engineer

### 1.2 Independent Environmental Assessment Practitioners: Arcus GIBB (Pty) Ltd

Name	Role in the project
Russell Stow	EIA: Project Leader
Rashieda Davids	Environmental Scientist

## 2. BACKGROUND

Rashieda Davids introduced Interested and Affected Parties (IAPs), Engineer and Independent Environmental Assessment Practitioners, as well as herself. Noted that due to the small number of attendees that a formal presentation may not be necessary and suggested a discussion regarding the proposed project. This suggestion was accepted by all attendees.

**In order to provide a structure and to enable the reader to follow the proceedings with ease the minutes have not been captured verbatim.**

### 3. DISCUSSION SESSION

This section details all issues, comments and concerns, which were raised and discussed at the meeting.

TRADE ZONE TO WATSON HIGHWAY LINK ROAD IAPs PUBLIC MEETING			
No	Name	Comment	Response
1.	Krish Govender	Raised concern that Herrwood Estate will be traversed and impacted by the proposed link road.	Confirmed that the proposed link road has been aligned a reasonable distance away from the Herrwood Estate with the only anticipated impacts on the Herrwood residents being construction related impacts and the positive impact of improved access to the King Shaka International Airport and the Watson Highway.
2.	Mr Paresh Lakha Tonga Business Forum	<p>Raised concern that the Tongaat Hulets Development (uShukela Highway Development) which is planned for the area is impacting on his property, as part of his property have been earmarked for development on the maps for the uShukela Highway Development reports, without anyone consulting him.</p> <p>Noted that the proposed Trade Zone to Watson Highway Link Road will have a positive impact and is thus welcomed. However, the proposed uShukela Development is concerning and the proposed link road can be considered as a key road in the transport network of the uShukela Development.</p>	The uShukela Highway Development Environmental Impact Assessment is being run by separate consultants and GIBB is therefore unable to comment on that project, However, it is acknowledged that there is potential for cumulative impacts to transpire from the various developments in the area and this will be considered in the Assessment Phase of the EIA.
3.	Mr Paresh Lakha Tonga Business Forum	Noted that people going to the airport would no longer need to pass through Tongaat, which could have a negative impact on the socio-economic aspects of Tongaat. Added that by the way development is proposed, Tongaat would be isolated from development and future expansion of the area.	Acknowledged that this is a valid concern and isolation of Tongaat would not be favourable. However, this is a matter that can only be fully addressed by the eThekweni Municipality and can unfortunately not be resolved through the <u>Link</u> road EIA.

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<b>No</b>	<b>Name</b>	<b>Comment</b>	<b>Response</b>
4.	Mr Paresh Lakha Tongaats Business Forum	<p>Complained that separate studies were being done for uShukela Development, Dube Trade Port, Watson Highway, Yoniga Development etc. and requested that the cumulative impacts of the developments be seriously considered in the study.</p> <p>Noted that as a result of uncoordinated planning, he does not want to see a similar situation for Tongaat as has happened in Isipingo where the town has become isolated from main thoroughfares (with increased crime as a result of isolation). Stated that he wants to see synergy between the various developments planned in the area and Tongaat and the eThekweni Municipality.</p>	Mr Stow responded that the reason why the developments appear to be done in a piecemeal manner is due to them being commissioned by different entities. It would however, be useful and make logical sense to look at the cumulative impacts of relevant projects in the area to enable synergy and sustainability. This, is however, dependent on the information available through each study. If the information does not exist or not available, the developer cannot be held responsible for not considering the "larger picture".
5.	Mr Paresh Lakha Tongaats Business Forum	Queried how danger could be removed from the s-bend on route to the proposed link road.	The danger will be removed by strictly applying road design standards that take into account speed, curvature, signage and road markings and forward visibility.
6.		Noted that the realignment of the R102 will have bearing on the proposed link road.	Noted.
7.		<p>Stated that he would like to see how Tongaat will benefit and how traffic congestion will decrease there.</p> <p>Added that cumulative impacts must be considered.</p>	Responses 3 and 4 above were reiterated in response to this comment.
8.	Mr A R Ganie King Shaka Weekly Exquisite Group	Reiterated Mr Lakhas' comment regarding Tongaat being left out of development. Noted that the Watson Highway will be improved for better access to the King Shaka International Airport from the N2 and raised concern that the portion of Watson Highway leading from the proposed link road to Tongaat will not be	Anthony Gould responded that eThekweni Municipality is responsible for Master Planning within the Urban Development Corridor. This issue is thus outside of the scope of the project for which the meeting was convened.

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		improved, which will further serve to reduce attractiveness of Tongaat and isolate the town at the same time.	
9.	Mr A R Ganie King Shaka Weekly Exquisite Group	<p>Stated that the Provincial Department of Transport must be involved with the upgrading of Watson Highway to accommodate for the expected traffic increase to the airport from Watson Highway.</p> <p>Raised concern that to avoid the toll, trucks may take a detour through Tongaat, which would result in the deterioration of roads in Tongaat.</p>	The provincial department of Transport is being consulted as part of the design process. A Traffic Impact Assessment is being undertaken to determine what measures need to be taken.

#### **4. CLOSING REMARKS**

Participants were encouraged to take hardcopies of the Executive Summary of the Draft Scoping Report and also to submit written comments on the report.