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# Executive Summary

## Proposed Rezoning of Erf 4603, Despatch, Eastern Cape Province

### Final Basic Assessment Report

#### 1. Introduction

Erf 4603, Despatch, is proposed for rezoning from Undetermined to Industrial landuse. The erf is situated within the area known as the Jachtvlakte Precinct, an undeveloped Greenfields area located in close proximity to Despatch in the Eastern Cape.

SRK Consulting has been appointed by G5 Properties (Pty) Ltd., as the independent consultants to conduct an Environmental Basic Assessment (BA) for the proposed activity in terms of the National Environmental Management Act No 107 of 1998 (NEMA) as amended, and the associated Environmental Impact Assessment (EIA) Regulations, 2014.

##### 1.1. Purpose and Structure of the Basic Assessment Report

The NEMA EIA Regulations were promulgated to put into practice the environmental management principles espoused in the Act. The Basic Assessment Report (BAR) provides the competent authority, the Department of Economic Development, Environmental Affairs and Tourism (DEDEAT), with all relevant information about the proposed activity, as well as an assessment of the potential impacts in order to inform the decision as to whether the activity should be approved and, if so, under what conditions.

This BAR comprises of two sections, of which Section 2 is mandatory in terms of the requirements for a Basic Assessment. This Summary Report is intended to provide

additional contextual information in support of the application<sup>1</sup>. The BAR contains the following sections:

##### Section 1: Summary Report/ Executive Summary

Section 1 (this section) provides an introduction to the project; describes the approach to the Basic Assessment process and provides a description of the activity and the proposed concept alternatives considered. It also describes the public consultation process undertaken during the process, the key findings and recommendations and the way forward. In effect this section provides a summary of the key elements of the Basic Assessment.

##### Section 2: Completed DEDEAT BAR Form

Section 2 contains the completed BAR form, as prescribed by DEDEAT, submitted in support of the Application for Environmental Authorisation of the activity under the NEMA EIA Regulations. Section 2 also contains the Appendices as required by the DEDEAT BAR.

##### 1.2. Approach to the Basic Assessment

The environmental authorisation process prescribed for listed activities under Listing Notices 1, 2 and 3 published in Government Gazette Numbers R983, R984 and R985 respectively (as amended in April 2017) are defined in the Environmental Impact Assessment (EIA) Regulations made under section 24(5) of the National Environmental Management Act, 2008 (Act No. 107 of 1998) (NEMA).

<sup>1</sup> Note that the full report is a collation of sections and not a sequential compilation of report chapters.

Activity 27, listed in GN R983 (Listing Notice 1) of the NEMA 2014 EIA regulations is the main activity associated with the proposed project, calling for an Environmental Basic Assessment process to be followed:

*GN R.983 Item 27: The clearance of an area of 1 hectares or more, but less than 20 hectares of indigenous vegetation...*

The proposed rezoning would require the clearance of approximately 8.4 hectares of vegetation.

The BA process entails the assessment of the activity and the compilation of a BAR (see Section 2) for public comment. Issues and concerns raised by the public after the distribution of the Draft Basic Assessment Report (DBAR), in general inform the Final Basic Assessment Report (FBAR) and concerns raised on the DBAR are incorporated into the FBAR which, together with the prescribed Comment and Responses Report, is submitted to DEDEAT for a decision. A typical Basic Assessment process is depicted in the Figure 1.

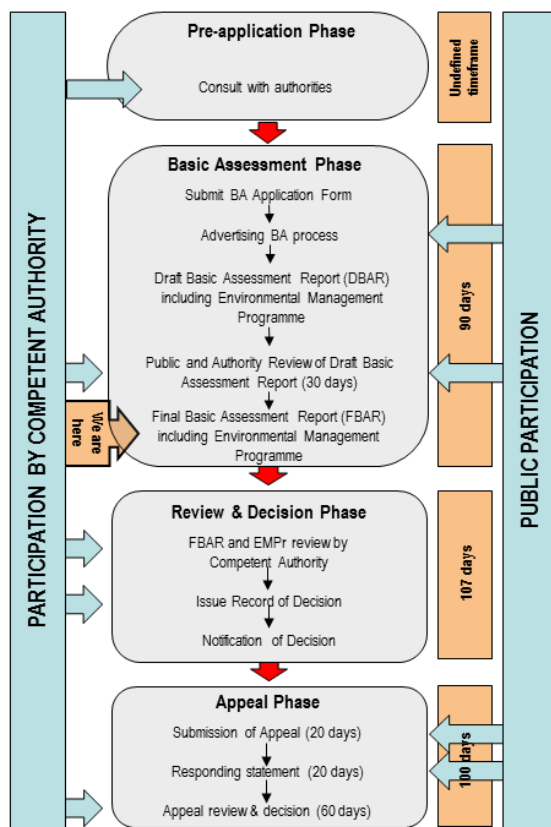


Figure 1: Typical Basic Assessment Process

### 1.3. Prescribed Requirements for the Basic Assessment

The BAR provides information about the proposed activity, a description of the affected environment (including ecological, land use and socio-economic aspects), a description of the process undertaken in order to consult the public on the activity, as well as a basic assessment of the

potential impacts of the activity on the receiving environment.

Several appendices to the BAR are required as supporting documentation. The Appendices included in the BAR are the following:

- Appendix A - Site Plan(s);
- Appendix B - Photographs;
- Appendix C - Facility illustration(s);
- Appendix D - Specialist reports;
- Appendix E - Public Participation Process (including Comments & Responses);
- Appendix F - Environmental Management Programme (EMPr)
- Appendix G - Other information;
- Appendix H - EAP's CV;
- Appendix I - Impact Rating Procedure and Summary; and
- Appendix J - Application Form for Environmental Authorisation.

This information is contained in Section 2 of the BAR.

## 2. Motivation for the Proposed Development

A Market Analysis study has been conducted for this project and site to determine whether a need exist for the proposed development. The findings of this study is portrayed in the discussion below.

The site falls within an area identified for Industrial purposes (as per the Uitenhage Despatch LSDF) and will enable development in an underdeveloped portion of the Metro. The new industrial land use will be compatible with the NMBM Logistics Park to the north. Only a part of Phase 1 (Precinct A) of the Logistics Park has been developed, but Phase 2 (Precinct B), which makes up an additional 126 ha is proposed to extend south-west from Phase 1.

The NMBM Logistics Park is municipally owned and managed by a semi-state organisation namely Coega Development Corporation (CDC). Little new privately owned industrial land is available in the area. The application will make privately owned industrial land available to the market.

The rezoning and future development will eliminate the illegal dumping on the site and create a new land use which will support the existing industrial land uses to the north.

The development falls within the urban edge and will not contribute to urban sprawl.

Once developed the proposal will make additional employment opportunities available to the residents of the area as well as to the future residents of the greater Jachtlvakte area. The proposed development will enable the state to deliver additional work opportunities along the identified Stanford Road development corridor. This will enable the NMBM to meet the prerogatives and goals set out

by the National Treasury in the Built Environment Performance Plan.

### 3. Project Description

G5 Properties (Pty) Ltd. proposes to develop Erf 4603 as an Industrial Park. The Erf is situated within the area known as the Jachtlakte Precinct, an undeveloped Greenfields area located in close proximity to Despatch in the Eastern Cape. The site is situated directly south of the existing Nelson Mandela Bay (Industrial) Logistics Park and extends over an area of approximately 11.26 ha of privately owned land.

The proposed development is in line with the NMBM Spatial Development Framework (SDF) as the site falls within the Uitenhage – Despatch Industrial Node which is classified as a major industrial zone and regarded as a well-established industrial area which still contains pockets of underutilised land and buildings. It is also situated adjacent to Emerging and Activity corridors. Capacity exists for the expansion of the Uitenhage industrial complex at Jachtlakte and is also integrated into the Jachtlakte Sustainable Human Settlement planning process.

Erf 4603, Despatch, is currently zoned as Undetermined. An application for rezoning has been submitted to the NMBM for rezoning to Industrial landuse. The primary uses specified under this industrial zoning include industrial buildings, warehouses and public garages. Secondary uses involve business premises, shops, scrap yards, noxious industrial buildings and special buildings. A maximum development coverage of 75% of the site is allowed under this zoning.

A Market Analysis study was conducted for Erf 4603, Despatch, and concluded that a need exists for industrial/ warehousing and distribution facilities with the development prospects being Moderate to High for the site. Based on the outcome of the study, the site will either be developed as an Exclusive Industrial Park or Single Use Industrial Park depending on the interest of prospective tenants. These types of developments do not compete with commercial developments in the area and offer the greatest possible basis for industrial development. A Single Use Industrial Park accommodates only one type of manufacturing or distributive operation and offers the potential of greater possible returns as a result of specialisation. Considering the active South African real estate market, including funds, exploring opportunities in industrial real estate, it is likely that the park will focus on shorter-term industrial leases.

The Industrial Park propose to house facilities for light storage and warehousing (logistic operations) and light assembly/ production facilities to provide a facility conforming with the global trend of locating major automotive suppliers in close proximity to their customers. The park will serve multiple vehicle manufacturers on the basis of 'just-in-time' and 'just-in-sequence'. Additional facilities involve container depots, parking areas, truck

parking and public transport facilities to accommodate employees.

The total coverage of the development footprint is 85,290 m<sup>2</sup> which amounts to 75% of the total site. The Site Development Plan (SDP) is included in Appendix C of the BAR.

#### Water Supply

The Nelson Mandela Bay Municipality is the water services authority and service provider, and is responsible for the supply of water and sanitation services. The nearest water supply to Erf 4603 is a 315 mm diameter uPVC water main supplied from the Uitenhage water supply system - Scheepers Hoogte Reservoir (Top Water Level (TWL) 100 m). Unfortunately, this supply is currently not adequate and in discussion with municipal officials (Mr D. Turner) no further connections will be allowed from this line as the Nelson Mandela Bay Logistics Park experience major water supply problems. Water supply to this site will have to be from the proposed Jachtlakte water master plan bulk supply lines.

The Jachtlakte water master plan proposes a 315 mm bulk water line from the Despatch End Street reservoir. The Top Water Level (TWL) of the End Street Reservoir is 145 m (MSL) which will yield a static head of more than 75 m. This pressure can be reduced by means of a pressure relieve valve (PRV). The connection for Erf 4603 will be from the proposed 3.62 km long 315 mm diameter bulk line. The Jachtlakte bulk water concept planning is complete; however, development will most likely only take place beyond 2020. Please refer to Section 3.16.3 in the Land Use Application attached as Appendix D.

Should development of the site take place prior to the completion of the Jachtlakte bulk supply lines, borehole water will have to be used, subject to authorisation or registration by DWS.

With 85,290 m<sup>2</sup> of coverage, rain water harvesting will be implemented to augment water supply. Rain water harvested will mainly be used for irrigation and industrial use and could be used to augment the potable water supply, if required.

#### Sewer

With regards to sewer design, two options can be considered depending on the time of development of Erf 4603 (Section 3.16.4 in the Land Use Application included in Appendix D of the BAR).

Option 1:

This option will link into the existing 315 mm diameter gravity main on the north western boundary of the Nelson Mandela Bay Logistics Park. This option was agreed upon by NMBM Infrastructure and officials (Mr C Bruintjies).

**Option 2:**

This option will link into the proposed 300 mm diameter Jachtlakte bulk sewer. The proposed sewer master plan and the subsequent preliminary design of the Jachtlakte bulk sewers make provision for the drainage of Erf 4603. As previously mentioned, the implementation date of the bulk lines is uncertain at this stage and to construct a portion of the bulk line would not be feasible due to high capital cost of lines and a major pump station.

**Electricity**

There is currently no existing reticulation that can be rerouted for erf application purposes. Bulk electricity supply from Nelson Mandela Bay Municipality of 1.718 MVA can be supplied and require no bulk line augmentation. All cables will be installed underground from the nearest electrical supply point to the site, which is the NMB Logistics Park (Section 3.16.6 in the Land Use Application in Appendix D of the BAR). The municipality confirmed in writing (refer to Appendix G of the BAR for confirmation letter by NMBM) that a 1.718 MVA electrical supply can be made available once the final layout, erven unit densities, capacities and exact locations of such supplies are confirmed in writing. The developer will be required to build a substation according to NMBM specification, as well as a supply cable to the proposed connection point, metering equipment and load balancing.

**Access Road**

The property does not currently have direct access to a constructed public road, but currently obtains access to the R368 via an existing gravel road. Although it was intended to retain the current alignment and surface of this road until such time as the surrounding area is developed and the erf can connect into the future road network, the District Roads Engineer has indicated that direct access to the R368 will not be permitted and that access must be onto the existing access to the Logistics Park. Therefore, a new road link can be created to the current dual lane access road to the Logistics Park and should have a maximum servitude width of 10 m. The original informal access road (that crosses a watercourse) shall be closed permanently and rehabilitated to avoid further impacts to the watercourse. Two alignment options are available.

**Option 1:**

The road will follow the eastern site boundary of the NMB Logistics Park towards the proposed site.

This would be in line with the extension of Stanford Road from Chatty to Botha Road in Despatch, which will traverse the site.

**Option 2:**

This alignment starts similar to Option 1 adjacent to the eastern site boundary of the NMB Logistics Park but then

follows an existing track towards the existing gravel access road to the site.

Please refer to the latest Services Plan in Appendix C of the BAR.

**4. Public Consultation Process**

A Public Participation Process (PPP) aimed at allowing the public to be involved in the environmental process has been carried out. IAPs were encouraged to review the Basic Assessment Report (BAR) to ensure that any comments have been accurately recorded and understood.

The PPP activities that have been conducted to date as part of this BA process are as follows:

- Distribution of a notice informing Interested and Affected Parties (IAPs), Authorities and stakeholders registered for the original application of the new Basic Assessment Process;
- Distribution of the notice to the relevant Ward Councillor for Ward 46 on 16 May 2017;
- Advertisement of the new application and Basic Assessment Process in the newspaper "The Herald" on 11 May 2017;
- Putting up an onsite poster of the proposed activities at the entrance of the temporary access road on 28 May 2017;
- Compilation of the Draft Basic Assessment Report (DBAR);
- Distribution of a hard copy of the DBAR to all the relevant authorities and Uitenhage Public Subscription Library for review by IAPs;
- Distribution of the Executive Summary to all Stakeholders and IAPs registered for this process;
- Provision of a 30-day comment period on the DBAR (5 June - 5 July 2017);
- Compilation of the Final Basic Assessment Report (FBAR) incorporating all comments received on the DBAR;
- Distribution of a hard copy of the FBAR to all relevant authorities and Uitenhage Public Subscription Library for informational purposes;
- Distribution of the Executive Summary (this report) to all Stakeholders and IAPs registered for this process; and
- Submission of the FBAR to DEDEAT for a decision regarding Environmental Authorisation.

## 5. Potential Impacts

### 5.1. Impact Rating Methodology

The identification of potential impacts of the proposed activity was based on the following factors:

- The legal requirements;
- The nature of the proposed activity;
- The nature of the receiving environment; and
- Issues raised during the public participation process.

Potential impacts were assessed using SRK's impact assessment methodology, detail of which is provided in Appendix H of the BAR. The significance of an impact is defined and assessed as a combination of the consequence of the impact occurring (based on its extent, intensity and duration) and the probability that the impact will occur.

The impact significance rating should be considered by the competent authority in their decision-making process based on the definitions of ratings ascribed below.

- **Insignificant:** the potential impact is negligible and will not have an influence on the decision regarding the proposed activity.
- **Very Low:** the potential impact is very small and should not have any meaningful influence on the decision regarding the proposed activity.
- **Low:** the potential impact may not have any meaningful influence on the decision regarding the proposed activity.
- **Medium:** the potential impact should influence the decision regarding the proposed activity.
- **High:** the potential impact will affect a decision regarding the proposed activity.
- **Very High:** the proposed activity should only be approved under special circumstances.
- **+ve** – positive impact;
- **-ve** – negative impact

Considering these factors, the *key* environmental and social impacts identified as potentially resulting from the proposed rezoning, are summarised below. The impact significance ratings after effective implementation of key management recommendations are also included.

### 5.2. Construction Impacts

The following potential construction impacts were identified (note that all project alternatives obtained similar ratings except where indicated differently):

- Impacts on Aquatic Resources

#### *Degradation due to decreased water quality*

A wetland exists approximately 100 m downstream south of the site and a drainage line to the east. Construction activities could cause contamination of wetlands, nearby streams and rivers if proper

management is not practiced. Accidental spills of hydrocarbons (oils, diesel, etc.) or leakage of such substances from construction machinery may enter the aquatic systems directly, through surface runoff during rainfall events or subsurface movement and then migrate to downstream systems. Such chemicals, fuels or pollutants would alter the water quality, having an effect on aquatic ecology in the form of biodiversity loss, i.e. the loss of vegetation and fauna that are sensitive to changes in water quality (especially from toxicant inputs). Solid waste in the form of general litter left by labourers such as construction materials (gloves, excess materials, cement, etc.) can also affect the watercourses downstream. It can provide a barrier to water movement and may also alter the quality of water within the resource negatively.

This potential impact has been rated to be of MEDIUM (-ve) significance without mitigation. If appropriate mitigation is implemented, the impact could be reduced to INSIGNIFICANT.

#### *Increased sedimentation of Aquatic Systems*

Vegetation in the catchment area for wetlands and other watercourses not only stabilises soils, but also reduces surface water runoff velocities when rainfall occurs. Attenuation of surface water encourages permeation of the soils and reduces surface water runoff. During the construction phase when vegetation is cleared, large quantities of loose earth may easily be washed from the construction zone or be transported down slope during high rainfall events, resulting in increased sedimentation of the watercourses downstream. This could have impacts on aquatic biota and ecosystem functioning.

This potential impact has been rated to be of MEDIUM (-ve) significance without mitigation. If appropriate mitigation is implemented, the impact could be reduced to VERY LOW (-ve).

- Impacts resulting from clearing of vegetation (ecological impacts):

As described previously, the site is made up of Motherwell Karroid thicket and Sunday's Doringveld thicket, which are both endangered vegetation types. However, the site does not fall within the CBA network of the NMBM Bioregional Plan (2014). The natural vegetation has also been largely transformed due to illegal dumping, as well disturbance from the establishment of gravel roads passing through the site. A few protected plant and animal species as identified in the Ecological Specialist report might still occur on the site, although none were observed during SRK's site visit.

The site does not fall within the CBA network, or within any Endangered Ecosystem types (Albany Alluvial Vegetation to the southeast of the site). According to the National Environmental Management: Biodiversity Act, 2004 (Act No. 10 of 2004) Endangered

Ecosystem types are ecosystems that have undergone degradation of ecological structure, function or composition as a result of human intervention, although they are not critically endangered ecosystems, and should be conserved where possible.

Clearing of vegetation could therefore result in the loss of the endangered ecosystem and potential protected flora and fauna and would result in the area becoming more susceptible to invasive alien plant invasion.

The final significance rating for this impact is MEDIUM (-ve) without mitigation. If appropriate mitigation is implemented, the impact could be reduced to be LOW.

- Air Quality/ Dust:

Dust and exhaust emissions resulting from construction activities (removal of vegetation, earthworks, increased vehicular traffic, topsoil stockpiles, etc.) is expected to have a nuisance impact on nearby road users and the neighbouring Nelson Mandela Bay Logistics Park during this phase. According to CDC, existing investors in Precinct A of the NMBLP, particularly those involved in the automotive business, with showrooms, are sensitive receptors to airborne emissions. Note that this impact will be temporary during the construction phase.

The final significance rating for this impact is MEDIUM (-ve) without mitigation but can be reduced to VERY LOW (-ve) with mitigation.

- Noise Disturbance:

Noise from construction activities could have a nuisance impact on nearby receptors such as the Nelson Mandela Bay Logistics Park. The noise disturbance will however be of a temporary nature and will only occur during working hours.

The final significance rating for this impact is LOW (-ve) with or without mitigation.

- Waste Management:

General construction waste will be generated during the construction period. Lack of proper management of the waste on the site may lead to dumping and wind-blown litter creating a negative visual impact as well as impacting on the surrounding natural ecosystems.

The final significance rating for this impact is MEDIUM (-ve) without mitigation. If appropriate mitigation and management are implemented, the impact could be reduced to be VERY LOW.

- Paleontological disturbance:

The site is of low paleontological significance and most of the sedimentary rocks underlying the study area to the south of Despatch are at most sparsely fossiliferous. This includes the Kirkwood Formation, which underlies the greater part of the area but only yielded low diversity trace fossils (invertebrate burrows) during the present field assessment. The

coarse, high-energy alluvial fan deposits (Late Caenozoic Fluvial Deposits) are unlikely to contain many, if any, fossils.

However, historical records of large dinosaur bones in a brick quarry at Despatch indicate that significant, albeit rare, fossil remains may be exposed during future developments in this area.

The final significance rating for this impact is VERY LOW (-ve) and can be reduced to INSIGNIFICANT with mitigation.

- Archaeological disturbance:

According to the specialist report, the Phase 1 Archaeological Impact Assessment for the Jachtlvakte Precinct, the area is of a low-medium cultural sensitivity, however, the area in which Erf 4603 falls is most likely of low significance as nothing was found in that area. No stone artefacts nor any associated archaeological material and organic remains were observed within the proposed area for development (Erf 4603).

However, during clearing of vegetation and excavation activities, it is possible that in situ stone artefacts and archaeological sites/ remains would be uncovered within the thicket vegetation on site.

The final significance rating for this impact (without mitigation) is VERY LOW (-ve) and can be reduced to INSIGNIFICANT with mitigation.

- Traffic Impacts:

Traffic congestion could possibly occur around the entrance to the Logistics Park as well as the surrounding road network as a result of construction vehicles moving onto and from the site during construction.

The final significance rating for this impact (without mitigation) is LOW (-ve) and can be reduced to VERY LOW with mitigation.

- Socio-economic:

The proposed development will result in the direct creation of job opportunities (e.g. the use of local labourers) for the local labour force during the construction phase. Indirect job opportunities (industries that provide construction materials and services for the project) is also expected as a result of the construction of the proposed development.

The significance rating for this impact is VERY LOW (+ve) but can be improved to LOW (+ve) if mitigation measures are implemented.

### 5.3. Operational Impacts

The following potential operational impacts were identified (note that all project alternatives obtained similar ratings expect where indicated differently):

- Aquatic ecosystems and Stormwater:

There is a risk of downstream erosion, contamination and sedimentation if undeveloped cleared areas were not properly rehabilitated during and after the construction phase. Furthermore, an increase in the extent of hardened surface from development that will increase the impermeable surface area and lead to reduced ground absorption of stormwater and increased surface water runoff. This will result in an increase in the quantity and velocity of stormwater leaving the site and could result in soil erosion and downstream sedimentation impacts if stormwater is not appropriately managed. Runoff also has the potential to transport potential contaminants (generated from new potential development contamination point sources) away from the site into downstream natural environments and water resources.

Due to the close proximity of a wetland downstream of the site and other nearby watercourses, increased runoff could impact the hydrology of the wetland as well as the water quality if stormwater is not appropriately managed on site.

The final significance rating for this impact is MEDIUM (-ve) if no mitigation is implemented. However, should the important mitigation measures below be complied with, the significance of the impact could be reduced to LOW (-ve).

- Socio-Economic Impacts

A number of permanent job opportunities will be generated when the industrial area is operational. The development will increase formal employment opportunities in the area, which are currently lacking.

In addition, this industrial development would contribute to the growth of the local economy in the area. Despatch/ Uitenhage plays an important role in the NMBM economy, which in turn plays an important role in the provincial economy.

The anticipated annual income to be generated as a result of the project is between R 8 and R10 Million per annum. Approximately 3,000 new employment opportunities, both skilled and un-skilled, will be created during the operational phase of the project. The expected current value of employment opportunities during the first 10 years of this project is estimated to be in excess of R 1 Billion.

The final significance rating for this impact is MEDIUM (+ve) with or without mitigation.

The Summary Impact Rating Table for the above-mentioned potential impacts is included in Table 1 below.

## 6. Key Management Recommendations

With effective implementation of the Environmental Management Programme (EMPr) included as Appendix F of

the BAR, and regular audits throughout construction to monitor and report on compliance with the conditions of the EMPr, it is anticipated that the significance of all negative potential impacts identified can be reduced to low or less.

The following key management measures are included in the EMPr for the construction phase:

- Should a construction site camp be required, it should be located at least 50 m away from the wetland, drainage line or any potential water resource. The same applies to chemical toilets or any septic tank systems should these be used;
- The proper storage and handling of hazardous substances (hydrocarbons and chemicals) needs to be administered, e.g. storage within secondary containment and on impermeable surfaces away from water resources;
- No storage or maintenance of machinery within 50 m of a watercourse or within the 1:100 year floodline;
- Appropriate solid waste management facilities (e.g. waste receptacles) must be provided on-site during construction and adequate signage should be provided;
- Spill kits must be kept on site and workers must be trained on their use. Spillages should be cleaned up immediately and any contaminated soil from the construction site must be removed and disposed of at a permitted waste disposal facility;
- Washing of mechanical plant must be conducted off site. No wash water from washing of mechanical plant or equipment to be discharged to any water course;
- Any cement batching activities should not be allowed within 50 m of a watercourse. Cement products/ wash may not be disposed of into the natural environment;
- Drip-trays must be provided beneath standing vehicles and machinery, and routine checks should be done to ensure that these are in a good condition;
- Clearing of vegetation should be kept to a minimum, keeping the width and length of the earth works to a minimum;
- Clearing must take place in a phased manner (i.e. the entire area to be developed should not be cleared all at once);
- Excavated or spoil material (including any foreign materials) as well as topsoil stockpiles should not be placed within close proximity (at least 50 m) of wetlands or watercourses and should be stockpiled in a position that does not negatively alter the course of surface water flows on the site in order to reduce the possibility of material being washed downstream;
- Disturbed areas should be rehabilitated immediately after construction in the relevant area (with indigenous vegetation or using topsoil);
- Rehabilitated areas should be monitored well and measures must be implemented to ensure that topsoil does not wash away;

- Any erosion gullies/ channels created during construction should be filled immediately to ensure silt does not drain into the wetland;
- Development footprint of the access road to be agreed upon by the ECO in consultation with the Contractor. Should this affect any watercourses, approval must be obtained from DWS;
- Proper stormwater control measures to be implemented during the construction phase to prevent sediment, from cleared areas, flowing into watercourses downstream;
- The development footprint should be clearly demarcated prior to construction and no construction activities should be allowed outside the demarcated area;
- The position of the construction site camp should be chosen in consultation with the ECO and should preferably be on an already disturbed area and within the development footprint, if possible;
- Permits to remove protected plant species should be obtained from the Department of Economic Development, Environmental Affairs and Tourism;
- Ensure invasive alien plants are regularly removed and appropriately disposed of;
- It is recommended that clearing and construction activities during the construction phase be monitored by an ECO at least twice a month;
- Clear vegetation in a phased manner to allow fauna to move off-site (if any);
- Walk through the site ahead of clearing to remove any small fauna that may be unable to escape (e.g. tortoises) and place these safely in adjacent undisturbed areas. If necessary, a professional should be contracted (e.g. for removal and relocation of snakes);
- Clearing of vegetation must take place in a phased manner (i.e. the entire area to be developed should not be cleared all at once);
- Dust suppression techniques, such as wetting or covering potential dust sources, should be implemented to minimise the dust impact. The regular application of water or a biodegradable soil stabilisation agent can be used;
- Topsoil/ sand stockpiles are to be covered with appropriate material (e.g. hessian, shade cloth or plastic);
- In open areas that are exposed to wind, wind screens should be used to reduce wind and also dust at the site and specifically to prevent dust blowing in the direction of the Logistics Park;
- No burning of refuse or vegetation shall be permitted;
- Limit vehicle speeds on the site for all vehicles;
- Construction activities should be kept to normal working hours according to the relevant NMBM Noise Control By-Law and the Noise Control Regulations in terms of the Environmental Conservation Act (Act 73 of 1989) to reduce the noise impact to an acceptable level;
- No sound amplification equipment such as sirens, loud hailers or hooters are to be used on site except in emergencies and no amplified music is to be permitted on site;
- Equipment that is fitted with noise reduction facilities (e.g. side flaps, silencers, etc.) must be used as per operating instructions;
- Maintenance of plant and machinery to be undertaken on a regular basis;
- Surrounding landowners or occupiers of land should be informed before activities with extremely high noise levels (e.g. blasting) start;
- All waste generated on site shall be collected in waste receptacles fitted with lids and appropriately and regularly disposed of at a registered municipal landfill site;
- Where possible, recycling of waste should be encouraged by providing clearly marked bins for recyclable materials (i.e. glass, paper, etc.).
- No on-site burning, burying or dumping of any waste materials, litter or refuse shall occur;
- Weekly litter inspections should be conducted and general housekeeping maintained;
- Hazardous waste (if applicable) should be disposed of at a registered hazardous landfill facility and proof of correct disposal should be obtained;
- Records of disposal of all waste generated on site shall be maintained for auditing purposes;
- Cleared alien vegetation should be disposed of so that it does not re-establish on site;
- All workers on site should be informed of the types of paleontological resources that may be found and the correct procedure to follow should any paleontological resources be found;
- Should fossil remains be discovered during construction, these should be safeguarded (preferably in situ) and the environmental control officer (ECO) should alert the Eastern Cape Provincial Heritage Resources Authority (ECPHRA. Contact details: Mr Sello Mokhanya, 74 Alexander Road, King Williams Town 5600; Email: smokhanya@ecphra.org.za) so that appropriate mitigation (e.g. recording, sampling or collection) can be taken by a professional palaeontologist;
- Disturbance of any large mammal bones within the sandy surface deposits should immediately be reported to a qualified palaeontologist/ ECPHRA, work stopped and the area barricaded until the palaeontologist can get to site;
- Calcareous material excavated during the project should be regularly inspected by the ECO or site



- manager and should marine invertebrates (sea shells) or other fossils be seen a qualified palaeontologist should be contacted to take samples thereof;
- If concentrations of archaeological and/ or historical heritage material, marine shells, and/ or human remains are uncovered during construction, all work must cease immediately and be reported to the Albany Museum (046 622 2312) and/ or ECPHRA (043 745 0888) so that systematic and professional investigation/ excavation can be undertaken;
  - The ECO as well as the construction managers/ foremen should be informed before construction starts on the possible types of heritage sites and cultural material they may encounter and the procedures to follow when they find sites;
  - The onus is on the developer to ensure that this agreement is honoured in accordance with the National Heritage Act (Act No. 25 of 1999);
  - High visibility information boards indicating “heavy vehicles turning” is to be erected at an appropriate distance from the site during the construction phase;
  - An agreement needs to be reached with the NMBLP with regards to schedules in order to avoid unnecessary congestion and conflict;
  - All vehicles need to adhere to the speed limit. Heavy vehicles should not exceed speeds of 40 km per hour; and
  - Local contractors and labour should be considered for the construction phase.

The following key management measures are included in the EMP for the operational phase:

- Rehabilitation, using topsoil, must start as soon as possible after construction is complete in a particular area;
- Vegetation regrowth should be monitored for at least six months (liability period) after vegetation clearing or construction in a particular area;

- Any erosion gullies/ channels created during six-month liability period should be filled immediately to ensure silt does not drain into the wetland or other downstream watercourses;
- The use of the site for 4x4 and other off-road vehicles should be prohibited and access roads for these activities closed in order to mitigate the ongoing sedimentation impacts of the wetland as a result of these activities;
- No stormwater should be released directly into the wetland and should preferably be retained on site;
- An assessment of the downstream wetland must be conducted to assess whether the wetland has been impacted by sedimentation and whether a rehabilitation plan is required; and
- Stormwater design and management for the site should be done according to a professionally compiled Stormwater Management Plan to ensure appropriate stormwater management during the operational stage.

## 7. The Way Forward

The public participation process has given IAPs the opportunity to assist with identification of issues and potential impacts and provides an additional opportunity to gauge ‘public acceptance’ of the proposed project. The DBAR was released to IAPs, stakeholders & the relevant organs of state for a 30-day review period as per the requirements of the 2014 NEMA EIA Regulations. All comments received have been incorporated into the FBAR.

This Executive Summary has been distributed to all registered IAPs for informational purposes. Electronic copies of the full FBAR will be made available to IAPs on request, and a full hard copy of the BAR is available in the Uitenhage Public Subscription Library. The FBAR has been submitted to DEDEAT for a decision regarding Environmental Authorisation. All registered IAPs will be notified once the decision is received.

**Table 1: Summary Impact Rating Table****Alternative A (preferred alternative): Summary Impact Rating Table**

IMPACT	CONSTRUCTION				NO-GO		OPERATION				NO-GO	
	WITHOUT MITIGATION		WITH MITIGATION				WITHOUT MITIGATION		WITH MITIGATION			
Aquatic resources: Degradation due to decreased water quality	MEDIUM	- ve	INSIGNIFICANT	- ve	LOW	-ve	N/A	N/A	N/A	N/A	N/A	N/A
Aquatic resources: Increased sedimentation of aquatic systems	MEDIUM	- ve	VERY LOW	- ve	LOW	-ve	N/A	N/A	N/A	N/A	N/A	N/A
Ecological Impacts	MEDIUM	- ve	LOW	- ve	VERY LOW	- ve	N/A	N/A	N/A	N/A	N/A	N/A
Air quality/ Dust	MEDIUM	- ve	VERY LOW	- ve	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Noise disturbance	LOW	- ve	LOW	- ve	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Waste management	MEDIUM	- ve	VERY LOW	- ve	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paleontological disturbance	VERY LOW	- ve	INSIGNIFICANT	- ve	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Archaeological disturbance	VERY LOW	- ve	INSIGNIFICANT	- ve	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Traffic impacts	LOW	-ve	VERY LOW	- ve	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Socio- Economic	VERY LOW	+ ve	LOW	+ ve	VERY LOW	-ve	MEDIUM	+ ve	MEDIUM	+ ve	MEDIUM	- ve
Aquatic Ecosystems and Stormwater	N/A	N/A	N/A	N/A	N/A	N/A	MEDIUM	- ve	LOW	- ve	LOW	- ve

**Table 2: Summary Impact Rating Table**

Interested and/or Affected Party	Issue raised	Response (by SRK unless otherwise specified)
A Shirley (CDC) G Taylor (CDC) C Barendse (Leads2Business) P Martin (Environmental Consultant)	Request to be registered as IAP	Registration was effected.
A Shirley (CDC)	How is this new process different from that one which was conducted in 2016?	A market analysis was conducted by a specialist in order to motivate (amongst other things) the need and desirability of the development; Site Development Plans were developed by an architect indicating proposed infrastructure; and A more detailed project description and consideration of project alternatives were added.
P Martin (Environmental Consultant)	Where is Erf 4603?	The Locality Plan for the site is included in Appendix A.

Interested and/or Affected Party	Issue raised	Response (by SRK unless otherwise specified)
P Martin (Environmental Consultant)	Is the site already serviced or will civil infrastructure be required for a greenfields development?	The site is currently not serviced but plans for infrastructure are in place and have been addressed by Cabitech Civil Engineering Consultancy. Please see project description, the plan showing service connections in Appendix C as well as the Land Use Application in Appendix D.
A Shirley - CDC	The DBAR provides for use of the access road into the NMBLP. The NMBLP access road does not make provision for an access point as provided by the two options noted in the DBAR.	<p>[Project Town Planner - Setplan]: No formal road access (neither a servitude nor formal proclaimed road) is currently available and the NMBM is obliged to enable formal road access to this privately owned site. The site is currently accessed via an informal dirt access road. Given the environmental and safety considerations associated with this current access it is desirable to enable access as shown in the BAR (i.e. intersect with the NMBLP access road). In the light of the longer term planning this access can be considered to be a temporary access until the NMBM have undertaken the necessary detailed road planning.</p> <p>The land to be utilised for the access road falls outside of the land allocated to the Logistics Park and in fact falls within the proposed alignment of the Stanford Road Extension. The layout of the Logistics Park specifically makes provision for a significant road intersection splay where the proposed intersection is to take place. The Logistics Park access road has therefore been planned to accommodate the intended intersection with the Stanford Road extension and can therefore easily accommodate the proposed temporary access from the proposed development on Erf 4603. It is incorrect to therefore intimate that the Logistics Park access road was not designed or intended to accommodate such access, intersection or traffic generation.</p> <p>The design of this access point will be to the satisfaction of the NMBM and the physical construction thereof and the associated traffic management infrastructure will be the responsibility of the landowner.</p> <p>The proposed access point will therefore have no negative effect on the accessibility or operations of the Nelson Mandela Bay Logistics Park over the long term.</p>
A Shirley - CDC	The two proposed road options will potentially encroach upon land set aside by the NMBM for the provision of bulk electrical services and long term PRASA rail services as contained within the Jachtlakte Precinct Plans.	<p>[Project Town Planner - Setplan]: The Logistics Park (NMBLP) planning, particularly Precinct B, overlooked the existence of the privately-owned Erf 4603. The layout planning for this proposed extension extends across the Erf without due consideration of the property being privately owned. The comments received have also been written in a manner which maintains this approach.</p> <p>It is clear that the layout planning of Precinct B therefore needs to be revised to accurately take cognisance of the existence of this Erf as well as its requirement for formal road access and access to the necessary services. Such revision will ensure that the NMBLP's planning does not negatively impact on the potential right of the landowner to undertake industrial development as set out in the Jachtlakte Precinct Plan.</p> <p>Development of Erf 4603 will have no negative impact on the development potential of the land allocated to the NMBLP.</p> <p>The electrical connection to the site can be made available to the site from the same supply that feeds the NMBLP. Mr R. Prinsloo from the NMBM (Munilec) has confirmed that recent upgrades have been undertaken at the supply point and that additional capacity has been made available from the site (see letter from NMBM Electricity and Energy Directorate, attached in Appendix G of the FBAR).</p> <p>During 2012 the Jachtlakte Precinct planning process concluded that the freight rail was not required through the study area, but that passenger rail could be accommodated. During 2013 Aurecon was appointed to determine the feasibility of</p>

Interested and/or Affected Party	Issue raised	Response (by SRK unless otherwise specified)
		implementing rail on the original 1960's alignment together with two alternative alignments through Jachtvlakte. Critical obstructions were found on the section of the alignment between North End and Bloemendal, making the implementation of this rail linkage problematic. Given the fact that Stanford road is intended to serve as a primary Bus Rapid Transport Route, the likelihood of the implementation of heavy gauge passenger rail on the alignments through Jachtvlakte is low. It has however been proposed that a light rail route could be accommodated in the primary alignment of Stanford Road in the long term.
A Shirley - CDC	The Master Planning Layouts for Precincts A and B of the NMBLP do not make provision for servicing of an industrial site on Erf 4603, Despatch. Any services to Erf 4603 cannot be accommodated within the NMBLP given current design and built specification for services.	[Project Town Planner - Setplan]: It is not proposed to service the site from within the NMBLP. Only the electrical supply will be obtained from the supply that currently feeds the NMBLP. The cables to the site will not traverse the land occupied by the Logistics Park (the connecting cables will follow a direct route to exit the NMBLP land).
A Shirley - CDC	The proposed development does not appear to have thoroughly considered the availability of services as planned for the Jachtvlakte Precinct Plan. As the proposal stands, there are a number of conflicts with the LSDF for the area in respect to the provision of services.	<p>[Project Town Planner - Setplan]:</p> <p><b>Proposed Usage:</b></p> <p>The NMBMM Spatial Development Framework and Jachtvlakte Precinct Plan identify the site for Industrial development, with the intention being that it would be of a similar typology and supportive of the industries being undertaken within the NMBLP. The proposed use of the site is compatible with the NMBLP and will not negatively affect its operations. Uses on this site may in fact be complimentary.</p> <p><b>Services Planning:</b></p> <p>Firstly, it needs to be noted that the Jachtvlakte Precinct Plan was primarily prepared to enable the development of residential areas between Bloemendal and KwaNobuhle. Detailed services investigation and assessment was undertaken in these southern portions of the study area, while high-level services planning was undertaken to the north and particularly the area around the NMBLP.</p> <p>The services report sets out the proposed services connections. These are proposed to connect into existing services lines or lines proposed in the associated services planning. No conflict exists under these circumstances.</p> <p><b>Electrical Supply:</b></p> <p>The electrical connection to the site can be made available to the site from the same supply that feeds the Logistics Park. Mr R. Prinsloo from the NMBM (Munilec) has confirmed that recent upgrades have been undertaken at the supply point and that additional capacity has been made available from the site.</p> <p><b>Transport Planning</b></p> <p>Road:</p> <p>A meeting between the project town planner and Conrad Bester from MSBA Engineers (appointed NMBM consultants undertaking the design of Stanford Road) concluded the following:</p> <p>That the current thinking at the NMBM regarding the relevant section of Stanford Road Extension is that it will not be a 60 m wide high order road as envisaged at the time of the preparation of the Jachtvlakte Precinct Plan;</p> <p>It will be a lower order road which will in all likelihood intersect with and terminate at the NMBLP access road (similar to this proposal for Erf 4603 proposal);</p>

Interested and/or Affected Party	Issue raised	Response (by SRK unless otherwise specified)
		<p>The lower order road classification results in a lower design speed, which means that it will probably be possible to have little impact on Erf 4603;</p> <p>That there is no current NMBM budget to undertake a detailed design of this section of road, nor to construct it in the near future;</p> <p>The long term rail and road networks as set out in the Jachtlakte Precinct Plan were provisional at best and did not take the outcomes of the recently completed Transportation Modelling Study (by Aurecon) into account. These studies reveal that the proposed Bloemendal Arterial will be able to accommodate the bulk of the West-East traffic, initially intended to be accommodated on this West-East extension of Stanford Road (<i>this was confirmed by Aurecon on 27 July 2017</i>);</p> <p>That it will be undesirable to link a high order road into the Botha Street intersection as proposed in the Jachtlakte Precinct Plan (i.e. redesign will be required);</p> <p>The proposed access road to the site falls within the proposed alignment of the final section of the Stanford Road extension, which terminates at the Logistics Park access road; and</p> <p>Given the above it is likely that a realignment of this component of Stanford Road will be required.</p> <p>It is understood that the acknowledgement of the privately owned Erf 4603 will require re-planning of NMBLP Precinct B in a similar fashion to the realignment of the proposed Stanford Road extension would require re-planning of this Precinct. There is therefore no negative impact on the proposed development of the NMBLP as Precinct B is in a planning phase and would be able to be adapted to accommodate the realignment of Stanford Road and the exclusion of Erf 4603 from its land allocation (design plan).</p> <p>Rail:</p> <p>During 2012 the Jachtlakte Precinct planning process concluded that the freight rail was not required through the study area, but that passenger rail could be accommodated. During 2013 Aurecon were appointed to determine the feasibility of implementing rail on the original 1960's alignment together with two alternative alignments through Jachtlakte. Critical obstructions were found on the section of the alignment between North End and Bloemendal, making the implementation of this rail linkage problematic. Given the fact that Stanford Road is intended to serve as a primary Bus Rapid Transport Route, the likelihood of the implementation of heavy gauge passenger rail on the alignments through Jachtlakte is low. It has however been proposed that a light rail route could be accommodated in the primary alignment of Stanford Road in the long term.</p>
A Shirley - CDC	Dust control must be effectively implemented during the construction phase. Existing investors in Precinct A of the NMBLP are sensitive receptors to airborne emissions.	The input regarding dust receptors is valuable for this impact assessment process. The potential dust impacts section in the FBAR has been amended to reflect this comment. Note that this impact (i.e. dust during the construction phase) is of a temporary nature and can be effectively mitigated should recommended dust suppression methods be followed (see EMPr in Appendix F).
A Shirley - CDC	It is noted that Phase 2 (Precinct B) of the Logistic Park is proposed to extend west from Phase 1. South or south-west?	Noted and corrected. The proposed Phase 2 extends south-west from Phase 1.
A Shirley - CDC	Recommend show the proposed services on the map and how they	Please refer to the latest Service Connections Plan in Appendix C of the FBAR for more clarity regarding the proposed services connections.

Interested and/or Affected Party	Issue raised	Response (by SRK unless otherwise specified)
	connect into the proposed site; i.e. roads, water, sewer, electricity.	
A Shirley - CDC	Recommend making rain water harvesting mandatory, and not just a consideration. For drinking purposes too.	The comment was incorporated in the Project Description section of the FBAR (Section A(1)). Note that the services infrastructure planned for the proposed development will address the need for potable water. The use of rainwater as potable water cannot be made mandatory as this source will not be adequate for the activities proposed on site. It can however be used to augment the municipal water supply, if required.
A Shirley - CDC	Did NMBM upgrade the existing electric supply to NMB Logistic Park by end of June 2017 as expected?	Yes. Please refer to the letter from the NMBM's Electricity and Energy Directorate confirming this (attached to Appendix G).
A Shirley - CDC	Where would the smoke mentioned under Air Quality come from? No open fires allowed on the site?	Noted. Removed from BAR and Executive Summary.
A Shirley - CDC	It could be argued that the impact for Air Quality / Dust is <i>medium</i> without mitigation, specifically due to the sensitive receptors in the adjacent NMBLP Precinct A.	As mentioned above, the input regarding dust receptors is valuable for this impact assessment process. Therefore, the potential dust impacts section in the FBAR has been amended accordingly.
A Shirley - CDC	Recommend where trenches are deeper than 3m, that a palaeontologist be afforded the opportunity of investigating the site to determine the presence of important fossiliferous material.	Please refer to Section B(6) of the BAR where the Palaeontological value of the area is described. According to the specialist report, the Phase 1 Palaeontological Impact Assessment for the Jachtlvakte Precinct, most of the sedimentary rocks underlying the study area to the south of Despatch are at most sparsely fossiliferous. This includes the Kirkwood Formation, which underlies the greater part of the area and is well exposed in abandoned quarries here, but only yielded low diversity trace fossils (invertebrate burrows). In light of the above, specialist monitoring during the construction phase should not be a requirement.
A Shirley - CDC	Will recycling be considered and promoted during the construction phase?	Yes. A specific mitigation measures was added to Section D(2) to make the requirement more clear reading as follows: <i>Where possible, recycling of waste should be encouraged by providing clearly marked bins for recyclable materials (i.e. glass, paper, etc.).</i>
A Shirley - CDC	Is the 1:100 year floodline shown on any of the maps in the BAR?	Yes, please refer to the Aquatic Systems map in Appendix A of the DBAR/ FBAR.
A Shirley - CDC	Construction site camp should be within the development footprint.	This suggestion was added to the relevant mitigation measure.
A Shirley - CDC	Will removal and disposing of invasive alien plants be necessary if 75% of the site will be bush cleared? Recommend alien vegetation removal on the remaining 25% to be left undeveloped.	Yes. Even though 75% of the site will be cleared, more could be disturbed during the construction phase. Also, alien invasive species could still establish and bare seed on cleared or disturbed soil in the period between bulk civil works and the complete development of the site.
A Shirley - CDC	Report recommends that clearing activities during construction phase be monitored by an ECO at least twice a month. Construction or clearing activities? Clearing could take place quickly (in less than 2 weeks). Recommend ECO monitor construction activities either weekly or biweekly.	Both clearing and construction activities will be monitored by the ECO. The frequency of auditing is generally specified in the Environmental Authorisation (EA) by DEDEAT. However, site inspection twice a month is recommended for this development for all phases of construction. The contractor will be required to comply with all conditions of the EA and EMPr even when the ECO is not on site. During the pre-construction audit, the ECO should ensure that the contractor is fully aware of the relevant specifications.

Interested and/or Affected Party	Issue raised	Response (by SRK unless otherwise specified)
A Shirley - CDC	Who would be trained to recognise palaeontological features during construction? If it's the ECO, then appropriate qualifications would be required.	The EMPr (Appendix F of the FBAR) contains a guideline to identify archaeological and palaeontological material during construction for use by the contractor's team. In addition, the contractor's Environmental Representative should ensure that the team is aware of the relevant conditions and management measures in the EMPr and be able to comply.
T Feni – Ward 46 Councillor	The ward is not Ward 4, but Ward 46.	The typographical error referenced has been corrected.
T Feni – Ward 46 Councillor	The Ward councillor should be involved at all stages.	The Ward Councillor will be provided with all notifications throughout the public participation process which ends at the end of the appeal period.
T Feni – Ward 46 Councillor	The report covers all stakeholders needed in this regard.	Noted with thanks.
T Feni – Ward 46 Councillor	It must be reflective of SMME's involvement in all processes leading to the start of work on site.	The SMME's involvement in the project will only start with the processes leading up to construction and the construction phase.
T Feni – Ward 46 Councillor	The report makes me see no problems with it.	Noted with thanks.

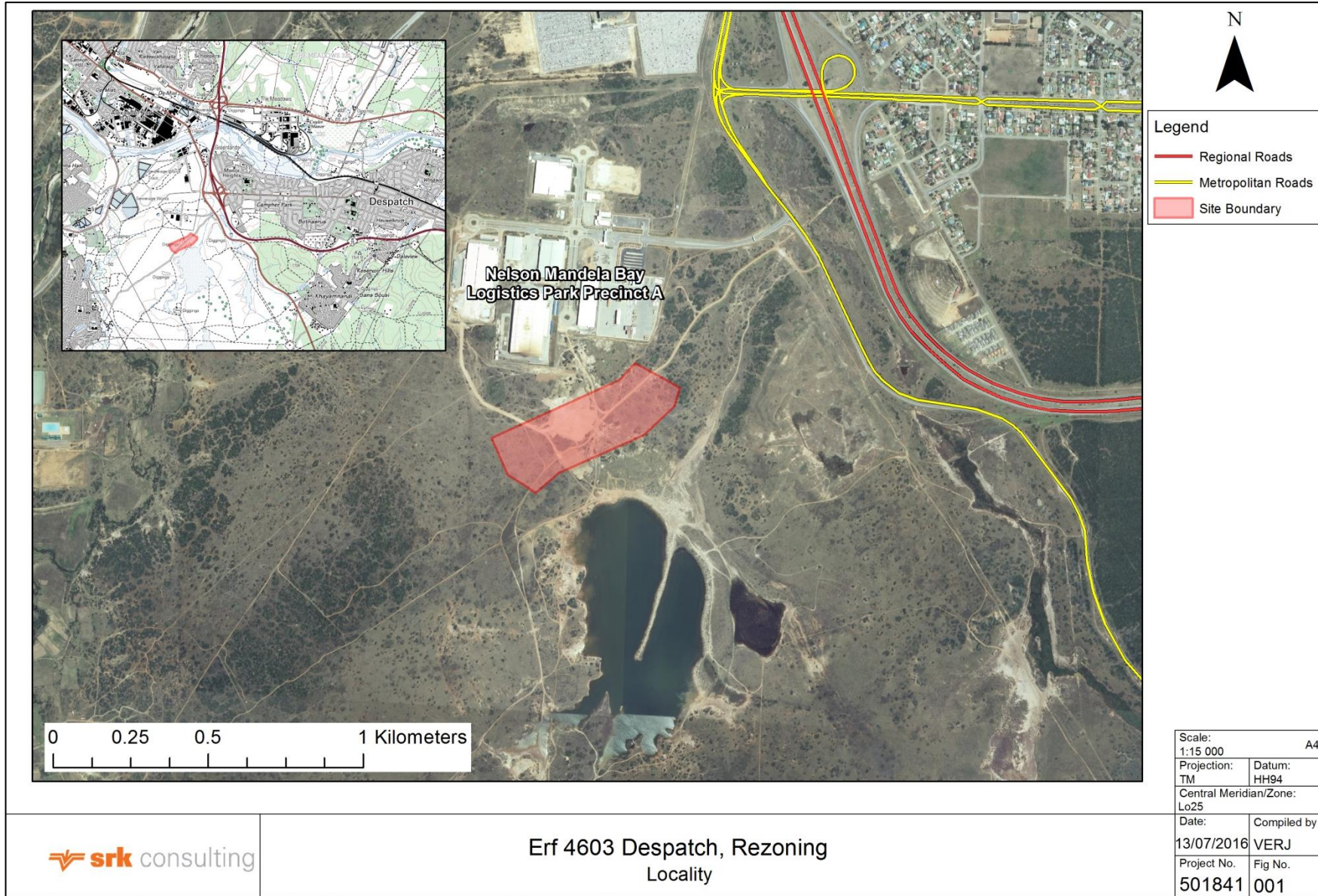


Figure 2: Site Locality Plan