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Acronyms

DEA	Department of Environmental Affairs
DTPC	Dube TradePort Corporation
DWA	Department of Water Affairs
EA	Environmental Authorisation
EAP	Environmental Assessment Practitioner
ECO	Environmental Control Officer
EMPr	Environmental Management Programme
I & AP	Interested and Affected Party
IEM	Integrated Environmental Management Principles
KSIA	King Shaka International Airport
MSDS	Material Safety Data Sheet
PCA	Post Construction Audit
SHE	Safety, Health and Environment
THD	Tongaat Hulett Developments

1.0 INTRODUCTION

1.1 BACKGROUND

Dube TradePort Corporation (DTPC) and Tongaat Hulett Developments (THD) propose to construct a Logistics, Industrial and Business Park on a section of their land which is located adjacent to uShukela Drive. The site is strategically located directly north of the King Shaka International Airport (KSIA) and Dube TradePort and west of the N2 Highway. The development footprint is 134 hectares and consists of eight sub-precincts. Seven of the sub-precincts will function as “Tradezones” with the remaining sub-precinct functioning as a management/conference centre. The development will provide a valuable logistics centre for local, regional and potentially national trade opportunities. The proposed uShukela Highway Development layout is provided in Figure 2.

1.2 OBJECTIVES OF THE EMPr

The objective of the EMPr is to provide measures to mitigate and manage construction, operation and decommissioning activities in order to minimize potential negative impacts on the surrounding environment. This is achieved by;

- Assigning environmental impact mitigation responsibilities to key personnel;
- Developing specific action plans designed to ensure mitigation;
- Managing and auditing the specified action plans; and
- Managing stakeholder involvement.

Integrated Environmental Management Principles (IEM) have been used as a foundation for the development of this EMPr and must be strictly applied during its implementation.

The Environmental Management Programme (EMPr) serves as a standalone document to be disseminated to and used by the contractor/s and other stakeholders involved in the construction phase of the proposed development. It typically forms the basis for monitoring compliance with the Environmental Authorisation (EA) during the construction and operational phase.

1.3 ASSIGNED RESPONSIBILITY

In order for the EMPr to be effectively implemented the following inputs will be required;

Applicants – DTPC and THD are responsible for the following:

- Ensuring that the engineer and contractors comply with the approved EMPr.
- Ensuring compliance with the provisions for duty of care and remediation of damage in accordance with section 28 of the National Environmental Management Act (NEMA), (No. 107 of 1998) and its obligations regarding the control of emergency incidents in terms of Section 30 of NEMA.
- Notifying the DAEA of any incident as defined in subsection 30(1)(a) of NEMA.

Project Manager – Engineer is responsible for the following:

- Appointing the appropriately qualified contractor to co-ordinate, supervise and expedite different action plans.
- Ensuring adherence to the DEA conditions of authorization and any other laws and standards relevant to the construction of the facility.
- Ensuring all elements of the work undertaken are properly and competently directed, guided and executed at appointed stages of the project.
- Ensuring the adherence to statutory safety, health and environment (SHE) standards and ensuring the construction activities comply with the EMPr.

- Monitoring the site on a daily basis to ensure compliance.
- Overall responsibility and accountability for the site during the construction phase.
- Avoiding and/or mitigating adverse impacts on the environment by the appropriate design and construction.
- Ensuring transparency in their operation and environmental management of the site.
- Managing the contractors compliance and ensure documentation management.
- Ensuring that the contractor has a copy of the EMPr and all agreed Method Statements.

Contractors are responsible for the following:

- Managing and operating their activities with due care and diligence.
- Complying with all elements of the EMPr.
- Ensuring that stakeholder interest is reported to the ECO.
- Maintaining relevant documentation for review by the ECO.

ECO (Environmental Control Officer) is responsible for the following:

- Determining the conformance of the site with the EMPr criteria and compliance with the conditions of the EMPr.
- Identification of possible areas of improvement during construction.
- Undertaking ongoing monitoring of the construction site through regular site visits and record key findings. This includes photographic monitoring of the construction site. The frequency of these visits will be determined by the stage of the project.
- Advising the Project Manager and the contractors on environmental matters during the construction phase of the development.
- Monitoring implementation of the EMPr by the contractor.
- Advising the project manager on actions or issues impacting on the environment and provide appropriate recommendations to address and rectify these matters.
- Monitor compliance with the EA.

Names and telephone number of contact persons

The following list of contacts must be completed and printed to be made clearly visible on the site.

Name	Designation	Organisation	Contact number
Kate Ralfe	Applicant	Dube TradePort Corporation	031 307 2857
Nonhlanhla Khoza	Applicant	Tongaat Hulett Developments	031 560 1969
	Environmental Control Officer		
Kerry Stanton	Independent Environmental Practitioner	Kerry Seppings Environmental Specialists cc	031 769 1578
Reggie Nkosi	DEA Official	Department of Environmental Affairs	
	eThekwini Municipality		
	Site Engineer		
	(other relevant construction staff)		
	Council Official Responsible for Project	eThekwini Municipality	031 311 1111

	Fire Department	eThekwini Municipality	031 361 0000 (24hrs)
	Emergency Response	eThekwini Municipality	10177
Bongiwe Sambo	DWA Official	DWA	031 941 4342
	Police	SAPS	10111 - General
	Emergency Spill Response	Abzorbit (24 Hour response for oil and chemical spills on land or water, bioremediation, distributors of PEAT SORB)	24 hr Emergency Response Doug: 083 269 8790 Gerald: 083 2536618
	Used Oil	ROSE Foundation (for the free collection of used lubricating oil)	086 110 1961
	Solid Waste	DSW Permitted General Waste Sites (for All Non-Hazardous Waste)	Bisasar Road – Springfield (031 263 1371) Tongaat/La Mercy (082 532 9527 or 072 233 8960) Marianhill (031 700 8929/46) Kwamgenwa (South Coast): Morgan Nadasen (031 462 5320)
	Solid Waste	Durban Solid Waste (DSW) Disposal Branch – General Waste Help Line	031 302 4804
	Solid Waste	Durban Solid Waste (DSW) Disposal Branch – Landfill Site Help Line	031 263 1371
	Hazardous Waste	Permitted Hazardous Waste Sites & Hazardous Waste Contractors	Bulbul Drive, Chatsworth (Waste Services) (031 460 4600) Shongweni (Enviroserv Waste Management) (031 769 1134)
	Waste Water	eThekwini Municipality	031 311 8065
	Water	eThekwini Municipality	080 131 3013
	Electricity	eThekwini Municipality	080 131 3111 031 311 1111

1.4 COMPLIANCE

A copy of the EMPr must be available on site at all times. Compliance with all elements of the EMPr must be reviewed on a daily basis by the site engineer and all responsible parties must sign the acceptance letter in Appendix 1. In addition it must be noted that section 28 of NEMA places a duty of care on “every person who has caused or may cause significant pollution or degradation to the environment” in that the offending parties will be held financially accountable for any pollution or environmental damage. An independent ECO must be appointed to monitor construction on a weekly basis.

1.5 MONITORING

The key to a successful EMPr is appropriate monitoring and review to ensure effective functioning of the EMPr and to identify and implement corrective measures in a timely manner. Monitoring for non-compliance must be done a daily basis (using appendices 2-11) by the contractors under the guidance of the project manager / engineer. Weekly audit reports should be compiled by the independent ECO during the construction of the uShukela Highway Development (including the installation of the new bulk water pipeline). During construction of the new access road, the ECO is to monitor compliance with the EMPr on a monthly basis and prepare monthly audit reports. Paramount to the reporting of non-conformance and incidents is that appropriate corrective and preventative action plans are developed and adhered to. Photographic records of all incidents and non-conformances must be retained.

1.6 SUMMARY OF THE ENVIRONMENTAL PROCESS FOLLOWED

The EIA process is a planning tool that assists with the assessment of social and environmental impacts through independent specialist input and public participation. The role of the EAP is to provide independent specialist input, manage the public participation and consolidate all relevant information culminating in the EIR and EMPr [Regulation 32 (2) (o)].

The purpose of the EIR is to assess environmental impact and illustrate significance according to the extent, intensity and duration, taking into account specialist input and interested and affected parties (I&APs) comment. All of this is done with the intent of making recommendations to reduce or avoid the negative impacts that may result from the proposed activity. Ultimately a statement on whether or not the project should go ahead is made. Another important function of the EIR is the inclusion of the EMPr. The EMPr is a document where the findings of the EIR have been translated into measurable actions that must occur during construction and operation in order to mitigate identified environmental impacts. The EMPr is intended as a standalone, public document that becomes legally binding should the EIA be approved.

EIA PROCESS

The current application is undergoing a full Scoping and EIR and as such the following steps have or will be followed:
An application form was submitted to the National Department of Environmental Affairs (DEA) on the 20 August 2010.

The application has been advertised in a local (North Coast Courier) and regional newspaper (Isolezwe) on the 22nd September 2010 and notices were placed around the site on the 21st September 2010. Notices were handed out to adjacent neighbors on the boundary of the site on the 21st September. The advertised public meeting was held at the Tongaat Town Hall on the 13th of October 2010. At the public meeting a concern was raised regarding the distribution of the local newspaper with Tongaat Town. Notice of Application was re-advertised in the Coastal Weekly Newspaper on the 4th November 2010.

The scoping report and plan of study for EIR was compiled detailing impacts to be investigated. This was made accessible to all registered I & APs and to the authorities for comment and review on the 19 November 2010.

I & APs were requested to provide comment within 40 days. All comments received were included in a final Scoping Report which was submitted to DEA for approval on the 09 February 2011.

DEA approved the final scoping report on the 13 April 2011.

KSEMS proceeded with the draft EIR which has been submitted to all I & APs and authorities for review on the 08th July 2013. This report assesses the impacts identified during the scoping phase and investigates mitigation measures.

Once the 40 day comment period ends on the 19th August 2013, all comments received will be considered and responded to with the final EIR being submitted to the DEA for environmental authorisation or rejection.

DEA have 60 days after acknowledging receipt of the report to accept the EIR and a further 45 days to provide an Environmental Authorisation on approving or rejecting the proposal.

**I&AP
Input**

**I&AP
Input**

1.7 APPLICABLE LEGISLATION

The following environmental legislation must be adhered to;

- Constitution of South Africa Act No. 108 of 1996
- National Environmental Management Act No 107 of 1998 – NEMA
- Environment Conservation Act No 73 of 1989
- Paris Convention for the Protection of the World Cultural and Natural Heritage
- National Heritage Resources Act No 25 of 1999
- National Water Act No 36 of 1998
- National Water Resources Strategy 2004
- Hazardous Substances Act No 15 of 1973
- Hazardous Chemical Substance regulations 1995
- Environmental Regulations for Workplaces 1987
- General Administrative Regulations 2003
- Construction Regulations 2003
- National Standards (SANS10103:2003)
- Occupational Health & Safety Act 1993
- National Environmental Management: Waste Act No 59 of 2008
- Occupational Health and Safety Act No 85 of 1993
- National Environmental Management: Air Quality Act No 39 of 2004
- National Environmental Management: Biodiversity Act No 10 of 2004
- National Building Regulations and Building Standards Act 103 of 1977
- Conservation of Agricultural Resources Act No 43 of 1983
- National Forests Act No 84 of 1998
- eThekweni municipality by-laws (general by-laws)
- Noise induced Hearing Loss Regulations, 2003

1.8 LAYOUT OF THE EMPr

This EMPr is site and impact specific. Sections 1 and 2 are introductory sections whilst sections 3,4,5 and 6 form the bulk of the report. Section 3 has been designed so that each element is investigated for the different phases of development i.e.: site inception, construction, post construction, operation and decommissioning. Where possible a photographic illustration has been included to assist with implementation of the EMPr. The layout of this EMPr allows for the users to quickly and efficiently locate and use relevant sections. For example if a spill occurs, the Contractor can immediately refer to Section E which outlines the procedure in the event of a spills/incident.

2.0 PROPOSAL

The two applicants are proposing to construct the uShukela Highway Development (orange in Figure 1) which consists of a number of Tradezones and approximately 219 603m² of rehabilitated habitat. The Tradezones vary in size from 33 412m² to 286 786m². The site is currently being used to farm sugarcane and therefore the change in land use will substantially increase the amount of hardened surfaces reducing surface water infiltration.

43 hectares of degraded wetland currently exists on site (approximately equal to 18 hectares of intact wetland)¹. Stormwater management on site during and post-construction is therefore a key impact to control and monitor. Wetland Consulting Services and Bosch Stemele have been in correspondence through the design phase of the project, ensuring a functional wetland system is retained using modern, innovative techniques that promote infiltration and reduce runoff to manage the stormwater on site.

Removal of indigenous vegetation should also be tightly managed due the presence of provincially protected herbaceous species existing on site (see section 3D).

The proposal includes the installation of a 400m diameter bulk water pipeline which will run in an existing Umgeni pipeline servitude. A new water reservoir will be constructed adjacent to the La Mercy Airport Reservoir approximately 2.5km away (white in Figure 1). A new access road to the west of the development is also to be constructed (yellow in Figure 1). This includes the upgrading of a section of Brake Drive (approximately 2km) and the construction of a new road (approximately 1.2km). A bridge will be constructed crossing the Hlawe River.



Figure 1: Aerial photograph of the location of the proposed uShukela Highway Development site (orange). The proposed water pipeline route is shown in white and the proposed water reservoir by the white cross. Blue crosses indicate the approximate positions of the two culturally significant structures older than 60 years (Source: Google Earth).

The applicants propose to completely demolish the current Estate Mangers House, situated in the north of the site, and make alterations to the Saunders residence, located to the south of the site (indicated as blue crosses in Figure 1). Figure 2 illustrates the proposed layout.

¹ GroundTruth: Assessment of Freshwater Ecosystems (2010)

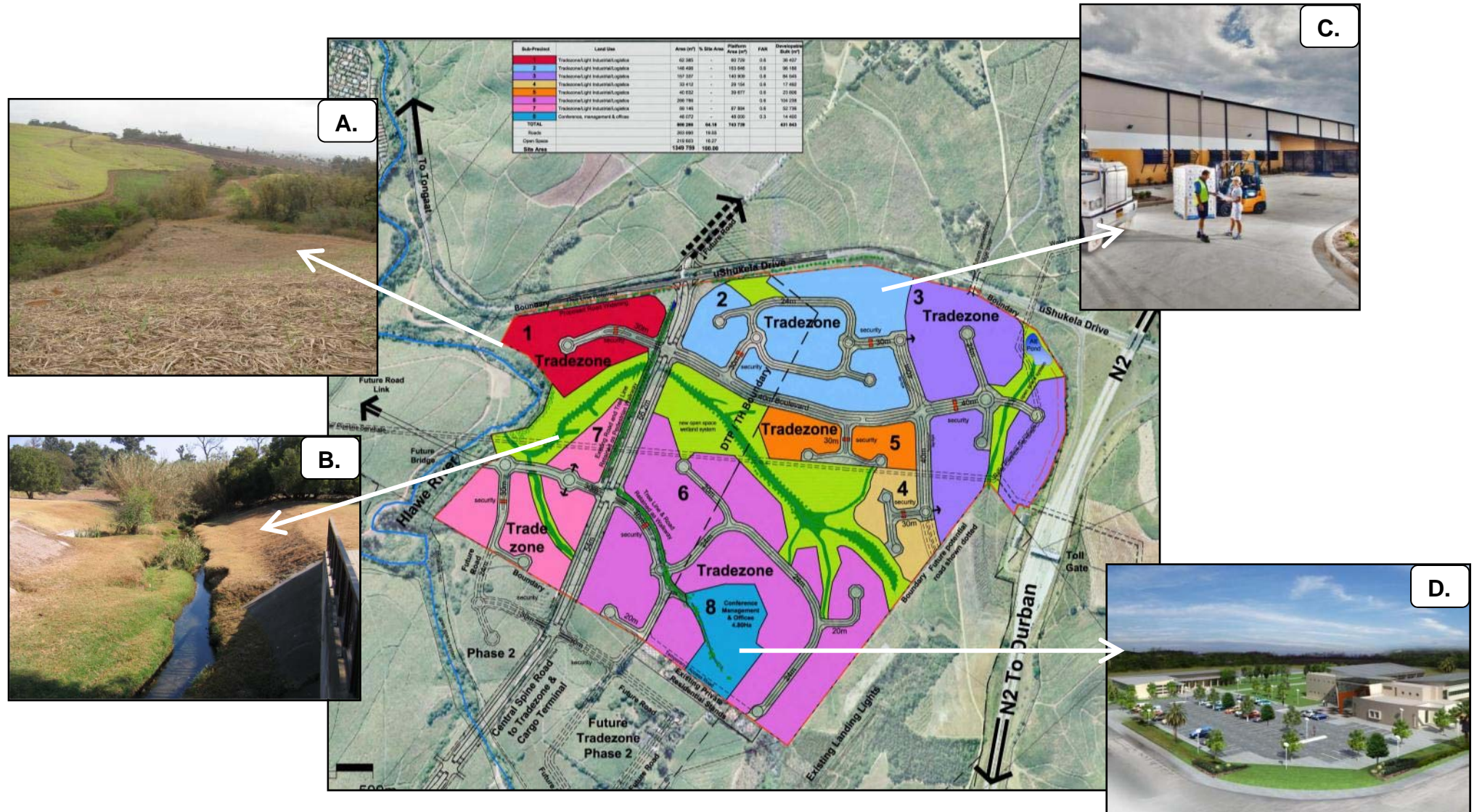


Figure 2: Layout for the proposed uShukela Highway Development with the Hlawe River shown in blue to the west of the site (source: ADA Urban Design: Proposed Layout Plan, January 2013).

- A. Pre-construction photograph showing the Hlawe River.
- B. Example showing an environmentally friendly grass lined stormwater drain (photograph from Wetland Consulting Services 2013 report).
- C. Example of what the potential warehouses within the TradeZones could look like.
- D. Example of the potential parking areas within the proposed development incorporating green landscaping concepts.

2.1 SITE DESCRIPTION

The proposed development layout, as shown above, has acknowledged and responded to the existing physical and natural conditions on site as well as the site's strategic location in the broader region. The site is to be rezoned from agricultural to business/light industry. The majority of the site drains from east to west through a wetland drainage system. 45% of the wetlands on site are being retained and rehabilitated with the majority existing within the central green corridor depicted in the layout in Figure 2 however 55% of wetlands will be lost to the proposed development. The proposed new access road does not cross any watercourses apart from the Hlawe River where an existing bridge will be upgraded (see Figure on cover of EMPr). The new bulk water pipeline traverses three sections of wetland.

Directions to the site: The site is easily accessible from the N2 highway. From the N2 Highway, take the uShukela Drive (previously known as the Watson Highway) off ramp in the vicinity of the Tongaat Toll Plaza. The site will be on the drivers immediate left. The site is also accessible from the R102 travelling towards Tongaat town. uShukela Drive/Watson Highway links up to the R102 in the town of Tongaat (see Figure 1 for nearby road names).

Land cover: 85% of the uShukela Highway Development site currently consists of sugarcane plantations. Indigenous vegetation exists within drainage lines on site. There are 54 hectares of riparian and wetland system on site with approximately 22 hectares being retained as open green space. The access road and water pipeline also traverse sugarcane fields.

Vegetation: Historically, the site would have comprised of habitats typical of that of the KZN Coastal Belt vegetation type however sugarcane now dominates the site with patches of riparian vegetation existing within drainage lines. *Drimiopsis maculate*, *Scadoxus puniceus* and *Barringtonia racemosa* are found within the uShukela Highway Development footprint. Please see section 3D of the EMPr for visual representation of the significant species.

Gradient: Since the site is currently being used for agricultural purposes there are no steep slopes on site with the gradient increasing gently from west to east. The existing section of Brake Drive that will be upgraded is relatively flat with the new access road being constructed on a gentle slope increasing from east to west (see photograph on cover page of EMPr). The bulk water pipeline traverses undulating hills with few steep sections existing.

Co-ordinates: The co-ordinates for the centre of the uShukela Highway Development site are 29°35'10.38"S; 31°08'00.01"E. Brake Drive will be upgraded where it intersects with the R102 (29°35'21.80"S; 31°05'59.42"E) with the new access road beginning at 29°35'02.65"S; 31°07'00.16"E. The new water reservoir will be constructed at the existing La Mercy Reservoir site (29°36'28.71"S; 31°08'29.71"E).

Surrounding Land use: The site is boarded to the west by the Hlawe River and additional sugarcane plantations across the river. Tongaat town is roughly 4km north-west of the development. The N2 highway and uShukela Drive (M43) run adjacent to the eastern and northern borders respectively. The Herrwood Community lies directly south of the site with the KSIA south of this. The node of Verulam lies to the far south of the site (10km south east). Dube TradePort Corporation is located to the south-west. Another strategically located parcel of land known as "Inyaninga" is located south-west of the proposed uShukela Highway site and has been earmarked for future development.

Existing Infrastructure and Services: There are no existing services associated with the proposed uShukela Highway Development site. The proposed development will be provided with waterborne sewage reticulation as the site falls within the catchment of the existing Tongaat Wastewater Treatment Works. Water supply will be provided by Hazelmere Water Treatment Works however a new reservoir and bulk supply pipeline will be constructed to the east of the site as illustrated in Figure 1 above. With regards to electricity supply, the existing 132/11kV 60MVA Tongaat substation will be used to supply the initial phases of the development. It will be necessary to construct a new 132/11kV substation for the operation of the development.

2.2 SUMMARY OF IMPACTS

The following specialist studies were carried out:

- Preliminary Geotechnical Investigation Report to determine the geotechnical stability of the site.
- Three Wetland and Riparian Assessment Reports delineated, identified the functions, assessed the impacts the proposed development could have on the wetlands and proposed mitigation measures.
- Engineering Services Reports including a Stormwater Management Plan
- Traffic Impact Assessment.
- Heritage Impact Assessments identifying and assessing significance of structures within the proposed site.
- Terrestrial Ecological Studies to assess flora and fauna (including avifaunal) affected by the development.
- Assessment of Freshwater Ecosystems and site catchment hydrology to gain perspective of the dynamics on the site.
- Agricultural Potential Assessments to ascertain the future agricultural potential of the site.
- Socio-Economic Impact Assessments to determine the positive and negative impacts the proposed development will have on the surrounding communities and businesses.

All specialist studies have been fully summarized in sections 3 and 4 of the EIR and the impacts have been summarized in the impacts table below. Recommendations prescribed by the variety of specialists have been incorporated into the main body of the EMPr in section 3. From the assessment of impacts identified, the most important impacts that the proposed development will have are those where specialists cannot fully provide mitigation measures. These impacts include the inevitable compaction of soil on site, a change in sense of place associated with the current open space and there will be a direct loss in wetland area. Early on in the scoping process, the wetland system on site was identified as the major environmental consideration for the proposed uShukela Highway Development. To ensure that the overall impact on the wetland system was assessed entirely and accurately Wetland Consulting Services provided specialist input breaking down the individual functions of the existing wetland system and Hlawe River. The main functions of the existing wetland system include water storage, flood attenuation, flow regulation, enhancement of water quality, sediment trapping for soil erosion control and enhancement of biodiversity. The wetlands main functions are flood attenuation and water quality control. As emphasized by the wetland specialists, the change in hydrology on site as a result of surface hardening poses the biggest challenge to retaining the wetland system.

Mitigation measures and recommendations provided by the wetland specialist aim to promote water infiltration on the site and reducing peak flows of water entering the wetlands. These include the incorporation of swales and drains, wetland attenuation features and bioretention areas. The proposed uShukela development will however result in a direct loss in the buffer area reducing the wetland's "defence" area making the drainage lines and river more susceptible to pollutants and an increase in sediments from any runoff. The EAP is however satisfied that during the post-construction phase, the engineering solutions prescribed by the specialist will significantly decrease the impact of a change in hydrology that will occur. It is during the construction phase that potential sediment input, stormwater runoff and pollution will have to be tightly monitored to ensure no permanent damage is done to the wetland system during this stage of the project. Specific wetland monitoring is included in the construction section of the EMPr and will therefore be included in the Environmental Control Officers (ECO) audits submitted to the Department of Environmental Affairs.

It is important to note that Wetland Consulting Services are confident that the project hydrologists have acknowledged and addressed the main concerns (water storage capacity of the soil, increase flow velocity and volume of water leaving the development site). With the appropriate design and implementation, wetland diversity will be **substantially improved** compared to the wetland systems current state.

The vast majority of vegetation and avifauna identified as susceptible to the proposed development by the relevant specialists are directly associated with the wetland systems. By ensuring that the wetlands are not significantly affected pre- and post-construction as discussed above, the vegetation and avifauna should be preserved. This impact is also important to monitor throughout the construction process, where the probability of the impact is significantly higher.

It is clear that the proposed site is strategically located in terms of the KwaZulu Natal Spatial Development Framework and eThekweni Municipality's Integrated Development Plan, Spatial Development Framework, Spatial Development Plan and Local Area Plans (Specialist Planning Report, 2013). The development of the site will create a link between the Durban harbours and Richards Bay. It is also directly adjacent to KSIA and the Dube TradePort. Since both agricultural specialists rated the site as having a moderate agricultural potential decreasing over time as well as the predicted future increase of 37% of agricultural land, the direct loss of this portion of agricultural land is well compensated for and hence insignificant.

The majority of positive impacts that the proposed development will have are associated with the surrounding communities. These include the increase in local property values, promotion of economic expansion and development of Tongaat, the creation of temporary and permanent jobs and a potential to increase tourism in the area. The development will see more than R4 billion new investment being invested into the area, a significant benefit to the region. As stated above, the proposed activity is in line with the Spatial Development Framework for the eThekweni Municipality stimulating development not only in KwaZulu Natal but potentially contributing to national development. There is also a positive potential for the rehabilitation of the degraded drainage system on site. The rehabilitation of the post-development wetland area should compensate for the wetland area lost by the development footprint.

2.3 IMPACTS TABLE

Compliance against the EMPr must be audited on a weekly basis by an independent ECO. The person identified in the table below for monitoring the specific impacts, must ensure this is done on a regular basis. An EMPr checklist (Appendix 3) and an EMPr audit form (Appendix 4) must be utilised on site to monitor compliance. A complaints register (Appendix 4) and a non-conformance record (Appendix 5) must be utilised to record any complaints and non-conformances which will assist in monitoring compliance.

Time Frames

Phase 1 – Pre-construction activities (i.e. setting up site camp etc)

Phase 2 – Site camp establishment (i.e. erection of temporary waste disposal facilities and ablutions, training programme for construction workers, creation of temporary stormwater facilities etc)

Phase 3 – Construction activities

Phase 4 – Post Construction (i.e. removal of waste disposal facilities, removal of site camp, etc)

Phase 5 – Rehabilitation (removal of alien vegetation around site etc)

Phase 6 – Operational phase

CONSTRUCTION PHASE			
Nature of impact (potential)	Mitigation measure	Timeframe for mitigation measure to be undertaken	Person responsible for monitoring
Erosion of stockpiled material (stone, sand and gravel).	Material must be stocked in such a way that it cannot fall or cause injury or damage to properties or the natural environment. Stockpiles must not exceed 6m in height and must be covered if exposed to heavy wind or rain. Alternatively, low walls or berms must be constructed around the stockpiles. Materials from stockpiles are to be used as soon as is practically possible or spread and spoiled in designated areas. The stormwater specialists recommend that stockpiles should be covered with cut brush found on site to provide wind screening and prevent soil loss.	Phase 3	Contractor ECO
Risk of contamination to soil during concrete mixing.	Concrete mixing will need to take place on a hard surface or concrete mixing trays. Concrete mixing will not be permitted to occur where run off can enter stormwater drains. Construction will be monitored by an ECO who will manage compliance with the construction section of the EMPr.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Potential onsite erosion of exposed soil banks during excavation and before rehabilitation is completed.	Contractors must limit vegetation clearing to the platform site only. The contractor must stabilise cleared areas to prevent and control erosion and/or sedimentation. Only vegetation that's needs to be removed to accommodate the development should be removed in a phased and controlled manner. The construction of the internal stormwater piped systems is to be programmed for construction immediately on completion of the bulk earthworks for the road works (Stormwater Management Plan, 2013).	Phase 1 - Phase 5	Contractor Designated Representative (i.e. Resident Engineer) ECO
Extensive earthworks resulting in the creation of unstable slopes and erosion.	Stockpiles are to be maintained as flat as possible and not exceed 6m in height according to the Stormwater Management Plan (SWMP). Earthworks contractors are to refer to the Geotechnical report (Appendix 12 in EIR), which identifies areas of instability namely the eastern portion of the site and sections of siltstone/mudstone horizons located in the western portion of the site. Vegetation must not be cleared on steep slopes unless it can be fully integrated within an existing erosion control conservation system to prevent erosion.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Excess soil mobilized from the Hlawe River banks during the construction of the new bridge across the Hlawe River.	Necessary temporary stormwater control structures precautions must be taken into account to prevent erosion which should include the implementation of silt fences, sandbags or straw bales if required. During construction of the bridge the ECO is to monitor the banks to ensure no impact occurs.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Destabilization of existing and proposed embankments	The design philosophy outlined in the Stormwater Management Plan (SWMP) takes into account the stabilisation of existing and proposed embankments. As such, the management features and principles outlined in the SWMP and summarised in section 3.3.2.1. of the EIR ensure that embankments are stable. Vegetation clearing should be limited and bare soil should not be exposed for long periods of time. New embankments should be re-vegetated as soon as possible, unless otherwise stated by the Engineer.	Phase 3 and 4	Contractor ECO
Possible instability problems associated with siltstone/mudstone horizons in western portion of site (Geotechnical report, 2009).	The geotechnical specialist has identified areas which have a high collapse potential and high erosion potential. Precaution should be taken in these areas specifically during the earthworks phase. An additional detailed geotechnical study was recommended.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO

CONSTRUCTION PHASE			
Nature of impact (potential)	Mitigation measure	Timeframe for mitigation measure to be undertaken	Person responsible for monitoring
Increase in stormwater runoff due to the increase in hard surfaces resulting in onsite and offsite flooding.	The Stormwater Management Plan outlines a number of mitigation measures to decrease stormwater runoff. These mitigation measures are specific to the different phases of the proposed development including site establishment, construction and operational. Please refer to section 3.3.2.1 of the EIR for a detailed list of these measures but include enhanced infiltration features and attenuation ponds.	Phase 2 – 4	Contractor Designated Representative (i.e. Resident Engineer) ECO
Increased pressure on existing stormwater services in the area (Engineering Services Report, 2010).	The engineering specialist recommended that during the site establishment and preliminary activity phase, all existing drainage systems (streams, channels) are to be maintained by the developer in accordance with normal agricultural soil conservation practices and local authority guidelines. Existing access routes to the construction site must follow the existing access roads as far as possible. Should new access roads be required these must be constructed in a way to minimise concentrated flow runoff and pollution to the existing wetlands.	Phase 2 – 4	Contractor Designated Representative (i.e. Resident Engineer) ECO
Polluted / contaminated stormwater from the site entering the neighbouring river/wetland systems (Wetland Impact Assessment, 2010).	Pollution has been considered in the mitigation measures described in section 4.2.3 of the EIR. According to the avifaunal specialist, no waste of any kind should be allowed to enter the prescribed buffer areas.	Phase 3	Contractor ECO
Poor stormwater management during construction can lead to erosion, gully incision and loss of soil (Stormwater Management Plan, 2012).	The SWMP recommends that stripping of vegetation should only commence immediately prior to construction commencing and that the time that an area is exposed should be minimised. All embankments/cut slopes, unless otherwise directed by the engineer, shall be protected by a cut drain to prevent water cascading down the face of the slope.	Phase 3	Contractor ECO
Increase in erosion within the riparian unit.	Erosion is a direct result of increased storm water runoff, which will be managed according to the SWMP. If water on site is being drained into the central open space corridor, as per the wetland specialist's recommendations, discharge will need to be controlled via grass swales and attenuation ponds. Stormwater discharge is required to be tightly monitored.	Phase 2 – 5	Contractor Designated Representative (i.e. Resident Engineer) ECO
Additional vegetation cleared for the establishment of the Contractor's site camp.	The clearing of vegetation for the contractor's site camp is to be limited to the site camp area only. The creation of hardened surfaces within the site camp area is to be kept to a minimum and is to be agreed to by the Engineer prior to construction. The construction camp should be marked out with the approval of the ECO to ensure the least environmental impact is created.	Phase 1 and 2	Contractor ECO
Damage and removal of existing vegetation within the water pipeline route and access road upgrading /construction.	The two routes traverse sugarcane fields owned by the applicant and therefore these sections of the routes will not be significant. Large tree species currently lining sections of the existing Brake Drive road as well as the riparian vegetation associated with the Hlawe River crossing should be avoided where practically possible during the design and construction phases. Brake Drive should be expanded to the northern side of the road to avoid the <i>Delonix regia</i> and <i>Trichilia dregiana</i> species. Where Brake Drive passes	Phase 1 and 2	Contractor ECO

CONSTRUCTION PHASE			
Nature of impact (potential)	Mitigation measure	Timeframe for mitigation measure to be undertaken	Person responsible for monitoring
	existing houses, the road should be expanded to the southern side in order to avoid impacts on the existing vegetation. There are opportunities adjacent to the bridge to offset any negative impacts on the vegetation at the point of crossing (Wetland Impact Assessment, 2013).		
Potential impact on the Durban Open Space System (D'MOSS) adjacent to the site (Ecological Impact Assessment, 2010).	The primary open space corridor in the development will be directly linked into the DMOSS along the Hlawe River. Demarcated solid waste management areas should reduce the amount of litter on site during construction and operation of the proposed development park. These waste management areas should not be located near the D'MOSS area. Workers on site will be required to stay out of the D'MOSS area.	Phase 2 – 6	Contractor ECO
Potential disturbance to animals present in area with increased risk of poaching.	Poaching will be prohibited. No animals are to be disturbed unnecessarily and no animals are allowed to be shot, killed, trapped or caught for any reason. The specialist Ecological Assessment did not however identify any significant fauna species on the site.	Phase 1 – 6	Contractor ECO
Sedimentation build up in the surrounding wetlands (Wetland Impact Assessment, 2010).	There is a high potential for run-off from the site to transports soil and other sediments into the drainage corridor and surrounding wetlands. The wetland specialist noted that uncontrolled runoff could result in sedimentation build up in the Tongati Estuary. The SWMP has also identified sedimentation as an impact and the specialists mitigation measures listed apply. Stormwater is required to be closely monitored to ensure excess sediments are not being washed into the surrounding wetlands.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Degradation of the river system from deposited of construction sediment and rubble.	The Hlawe River will be avoided where possible. The proposed development footprint lies directly adjacent to the river and therefore no stockpiling/dumping of construction materials should occur within 50 meters of the watercourse. Stockpiles should also not be more than 6 meters in height. No dumping of construction rubble or spoil is to occur in completed stormwater drains, pipes, channels or natural drainage lines (existing wetland, stream, & riparian zone). Weekly checks are to be carried out during construction. These are to be repaired or cleared of silt if required.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Potential for improper storage and disposal of hazardous waste i.e. used oils from vehicles, old cement bags etc. resulting in possible contamination of the surrounding environment.	Hazardous waste must be stored on a hard surface within a bunded area and must not be allowed to enter storm water drains and the surrounding environment. Waste must be disposed of regularly by a reputable contractor. Hazardous waste such as oils, contaminated rags etc. must be disposed of at a hazardous class landfill. Safe disposal certificates must be provided.	Phase 1 – 4	Contractor Designated Representative (i.e. Resident Engineer) ECO
Improper storage and disposal of general waste materials generated during construction resulting in possible contamination of the surrounding environment.	Waste must be stored in the bins within the waste collection area in the construction camp and must not be allowed to blow around the site, be accessible by animals, or be placed in piles adjacent the skips / bins. Separate waste bins for each of the waste streams generated must be provided. The waste containers must be appropriate to the waste type contained therein and where necessary should be lined and covered. Waste must not be allowed to accumulate on site but should be disposed of regularly by a reputable contractor and must be disposed of at an appropriate landfill site.	Phase 2 – 4	Contractor ECO

CONSTRUCTION PHASE			
Nature of impact (potential)	Mitigation measure	Timeframe for mitigation measure to be undertaken	Person responsible for monitoring
Littering around the site.	Littering will not be permitted on the site and general housekeeping will be enforced. Sufficient clearly marked waste bins/drums are to be provided. Construction will be monitored by an ECO who will manage compliance with the construction EMPr.	Phase 1 – 4	Contractor ECO
Improper disposal of rubble i.e.: burying or neglecting building rubble resulting in direct mechanical damage to surrounding beaches.	All excess material and rubble must be removed from the site so not to restrict the rehabilitation process. All excess material and rubble must go to an approved, designated landfill and a safe disposal certificate must be obtained.	Phase 2 – 4	Contractor ECO
Potential for construction waste to be disposed of at incorrect landfill resulting in contamination at the landfill site.	Recycling should be undertaken where possible to limit waste added to the Landfill site. Waste to be sent to registered landfills and safe disposal certificates must be retained for hazardous waste.	Phase 2 – 4	Contractor ECO
Bulk storage of dangerous fuels i.e. spillage of diesel during construction potential contaminating groundwater and surrounding environment.	If the creation of a permanent bunded area is not feasible, these materials must be stored on drip trays capable of holding at least 110% of the spilled volume. Any construction equipment that could leak oil must be placed on a drip tray. All equipment must be in good working order to reduce the likelihood of oil leaks occurring. Any re-fuelling of equipment must occur on a hardened surface, within a designated re-fuelling area where any spills can be contained. A designated hazardous store will be set up which must be located within a bunded area on a hardened surface and under cover. Construction will be monitored by an ECO who will manage compliance with the construction EMPr.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Risk of spills from construction equipment (oils, fuels etc) contaminating soil and stormwater.	As mentioned above, a designated re-fuelling area is required to contain spills, cement mixing is to take place on a hardened surface and a designated hazardous store will be set up within a bunded area capable of holding at least 110% of the spilled volume.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Improper storage of hazardous waste i.e. used oils from vehicles, old cement bags, contaminated soil etc.	A separate bin dedicated to the storage of hazardous waste will be required. The bin should be clearly labelled as such and frequently emptied with the contents being disposed of at a registered hazardous landfill site. Safe disposal records are required to be kept on site for audit purposes. The hazardous storage area will be monitored according to the construction section in the EMPr by an independent ECO.	Phase 3	Contractor ECO
Noise generated by construction workers, machinery and construction vehicles disturbing surrounding residents (specifically the Herrwood Community)	It is noted that the site is directly adjacent to the airport and in the flight path however excessive noise must be controlled on site. Workers will be trained regarding noise on site and construction hours will be kept to working hours (07h00 to 18h00). The construction will need to be monitored by an ECO who will ensure compliance with the construction EMPr. All precautions must be taken to ensure that noise generation is kept to a minimum. If excessive noise is expected during certain stages of the construction, residents must be notified prior to the event.	Phase 1 – 5	Contractor Designated Representative (i.e. Resident Engineer) ECO
Emissions generated from construction vehicles.	The only emissions that will be generated will be from construction vehicles which are expected to be minimal and are not expected to significantly affect the surrounding	Phase 1 – 5	Contractor ECO

CONSTRUCTION PHASE			
Nature of impact (potential)	Mitigation measure	Timeframe for mitigation measure to be undertaken	Person responsible for monitoring
	communities or the environment. Air emissions should be monitored daily by the onsite ECO and a complaints register available to surrounding communities.		
Dust generated from construction vehicles and other on site activities impacting on-site workers as well as surrounding communities and road networks	Dust control measures (the use of water cart/ truck) must be used to wet exposed soil thereby maintaining low dust levels. The dust levels must be kept below the required SANS Standards to ensure minimal impact on the surrounding community and environment. The ECO should monitor the dust levels daily.	Phase 1 – 5	Contractor ECO
Sourcing of raw materials i.e.: (gravel, stone, sand, cement and water) from unsustainable sources resulting in illegal sand winning and mining operations causing significant environmental damage.	Materials are to be sourced on site where possible (see Geotechnical report in Appendix 12 of the EIR). All sourced materials must be obtained from a registered and sustainable source and all delivery notes and slips must be made available to the ECO e.g. mined material such as stone must only be obtained from permitted quarries.	Phase 2 – 4	Designated Representative (i.e. Resident Engineer)
Increase in traffic disruptions on surrounding access roads	Points man in attendance to control traffic where road disruption is most likely. Alert traffic department if road closure is required, conduct road closures during off peak hours and place notices of intent in advance. Construction vehicles to comply with the speed limits.	Phase 1 – 5	Contractor ECO
Potential for the link road within the development to become a means to bypass the existing toll plaza.	The eThekweni Transport Authority have advised that the link road should not be connected to the passenger terminal and access road to the N2 but should stop at the trade zone.	Phase 6	Applicant
Impact on surrounding communities (Tongaat and the Herrwood Community) with the upgrading of nearby roads as recommended by the Traffic Specialist.	Excavation to take place in road reserves where possible and avoid excavating in the road itself. Keep points man in attendance to control traffic where road disruption is most likely. Alert traffic department if road closure is required, conduct road closures during off peak hours and place notices of intent in advance.	Phase 2 – 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Damage to existing services (electricity, water, etc.); Potential impact on power lines due to mechanical damage or obstruction to power line.	All services should be identified prior to construction so as to ensure they are not damaged. Alternatively, if service disruption is unavoidable, the parties affected must be notified in advance.	Phase 1 –3	Applicant Contractor Designated Representative (i.e. Resident Engineer) ECO
Potential impact on existing water pipeline that runs east to west across the site.	The water pipeline and servitude has been identified by the developers and engineers. Care will be taken not to impact the water pipeline. Alternatively, if service disruption is unavoidable, the parties affected must be notified in advance.	Phase 3	Applicant Contractor Designated Representative (i.e. Resident Engineer)

CONSTRUCTION PHASE			
Nature of impact (potential)	Mitigation measure	Timeframe for mitigation measure to be undertaken	Person responsible for monitoring
			ECO
Litter and solid waste accumulating on site due to delay in servicing by Durban Solid Waste (DSW).	Contractors on site are to manage the waste efficiently and ensure DSW have sufficient time to collect waste. The Engineering Services Report has stated Buffelsdraai landfill site will be utilized.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Unauthorised access to property.	The applicants are the landowners and thereby will authorize access to the property. The entire site should however be fenced so ensure workers do not cross boundary lines particularly where the development footprint runs adjacent to the Herrwood Community.	Phase 2 – 5	Contractor Designated Representative (i.e. Resident Engineer) ECO
Potential for an associated increase in crime due to the influx of workers into the area.	As mentioned above, the entire site should be fenced to prevent workers from accessing adjacent properties. Security personnel on site should be strategically positioned at exit and entry points as well as paying attention to the neighbouring Herrwood Community.	Phase 2 – 5	Contractor Designated Representative (i.e. Resident Engineer) ECO
Positive impact - Potential temporary employment for skilled local community members during the construction phase.	Positive impact. No mitigation is required. It will be the responsibility of the contractor to appoint a Community Liaison Officer.		
Potential unearthing and damage to items of cultural or historical significance.	Heritage Impact Assessments were conducted and were included in Appendix 22 and 23 of the EIR. During the construction phase, should any culturally significance artifacts be discovered, construction is to cease immediately and the heritage authority contacted (AMAFA).	Phase 1 – 4	Contractor Designated Representative (i.e. Resident Engineer) ECO
Potential disturbance to unidentified grave to the west of the site.	It is unlikely that the development will impact the graves, as they are located approximately 130m south west of the preferred site boundary. The contractors are to be made aware of the graves, which should be demarcated as a no-go area.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Unintentional damage to the two culturally significant buildings on site (Estate Managers House & Saunders Residence). Both are over 60 years old.	The applicant proposes to demolish the Estate Managers House in the north however the Saunders Residence will be retained in the south. The Saunders Residence will however require some upgrades and alterations. An application will be lodged with AMAFA for the demolition, alteration or alteration to a structure which is over 60 years old.	Phase 3	Applicant Contractor Designated Representative (i.e. Resident Engineer) ECO
Speeding construction vehicles resulting in safety issues for surrounding residents.	Speeding will be prohibited. Speed warning signs of 30kph speed limits to be set.	Phase 1 – 6	Contractor ECO
Lack of toilet facilities resulting in unsanitary conditions.	Adequate toilet facilities must be provided for all staff members as standard construction practice.	Phase 2 – 5	Contractor ECO
Improper disposal of toilet	The chemical toilets to be provided must be from a registered company and all sewage	Phase 2 – 5	Contractor

CONSTRUCTION PHASE			
Nature of impact (potential)	Mitigation measure	Timeframe for mitigation measure to be undertaken	Person responsible for monitoring
waste from chemical toilets resulting in contamination of the surrounding environment.	must be disposed of at an appropriate facility. Safe disposal certificates must be kept on record.		Designated Representative (i.e. Resident Engineer) ECO

OPERATIONAL PHASE			
Nature of impact (potential)	Mitigation measure	Time frame for mitigation measure to be undertaken	Person Responsible
Compaction of the soil on the site.	No mitigation measure as the entire site will be required to be compacted excluding the central green corridor and areas dedicated to “open space” as shown in Figure 2 of the proposed layout.	Phase 2 - 6	Applicants
Destabilization of existing and proposed embankments (Stormwater Management Plan, 2013).	The design philosophy outlined in the SWMP takes into account the stabilisation of existing and proposed embankments. As such, the management features and principles outlined in the SWMP ensure that embankments are stable. Vegetation clearing should be limited and bare soil should not be exposed for long periods of time. New embankments should be re-vegetated as soon as possible, unless otherwise stated by the Engineer.	Phase 3 - 6	Contractor Designated Representative (i.e. Resident Engineer) ECO
Possible instability problems associated with siltstone/mudstone horizons in western portion of site (Geotechnical report, 2009).	The geotechnical specialist has identified areas which have a high collapse potential and high erosion potential. Precaution should be taken in these areas specifically during the earthworks phase. An additional detailed geotechnical study was recommended.	Phase 3 - 6	Contractor Designated Representative (i.e. Resident Engineer) Applicants
Decrease in subsurface seepage overlying the clayey sands in the eastern portion of the site, reducing water quantity to wetland (Wetland Impact Assessment, 2010).	While the development will reduce the subsurface seepage, the wetland specialist has stated that the impact can be partially mitigated through the use of attenuation features and bio-retention ponds in order to regulate the flow into the central open space canal. Engineering features to promote infiltration such as permeable paving should be incorporated into the development plan.	Phase 2 – 5	Contractor Designated Representative (i.e. Resident Engineer) ECO
Decrease in soil water storage ability (Wetland Impact Assessment, 2010).	The wetland specialist has stated that attenuation features, infiltration enhances such as grass swales network, permeable surface, bio-retention ponds and increased evapotranspiration from the trees and vegetation re-planted on site. These features have been incorporated into the SWMP, which will be utilised on site during construction and operation.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Increase in stormwater runoff due to the increase in hard surfaces resulting in onsite and offsite flooding.	The SWMP outlines a number of mitigation measures to decrease stormwater runoff. These mitigation measures are specific to the different phases of the proposed development including site establishment, construction and operational. These measures have been included in section 3 of the EMP.	Phase 3 – 6	Contractor Designated Representative (i.e. Resident Engineer) ECO

OPERATIONAL PHASE			
Nature of impact (potential)	Mitigation measure	Time frame for mitigation measure to be undertaken	Person Responsible
Increased pressure on existing stormwater services in the area (Engineering Services Report, 2010).	The engineering specialist recommended that during the site establishment and preliminary activity phase, all existing drainage systems (streams, channels) are to be maintained by the developer in accordance with normal agricultural soil conservation practices and local authority guidelines. Existing access routes to the construction site must follow the existing access roads as far as possible. Should new access roads be required these must be constructed in a way to minimise concentrated flow runoff and pollution to the existing wetlands.	Phase 3 – 6	Contractor ECO
Stormwater structures and discharge points resulting in point-source erosion.	The discharge of stormwater runoff into the identified systems should be managed by means of multiple discharge points that are reasonably spread out across the development adjoining the wetland habitat. Accompanying each discharge point should be suitable “baffle structures” (e.g. gabion mattresses) that will dissipate the energy of storm flow and encourage infiltration, thus reducing the likelihood of erosion. Outflow points should incorporate a best management practice approach to trap excess suspended solids and other pollutants originating from the proposed development before entering the freshwater ecosystems. These will need to be regularly serviced and maintained to ensure adequate functioning and efficacy (Freshwater Ecosystem Assessment, 2010).	Phase 3 – 6	Contractor Designated Representative (i.e. Resident Engineer) ECO
Stormwater features accumulating litter/excess vegetation.	The Operational Stormwater Management Plan attached under Annexure F of the Stormwater Management Plan (Appendix 4 of EIR) lists this impact as a potential concern. Mitigation measures include frequent inspection and maintenance of the stormwater facilities. A checklist is included in the Operational SWMP to ensure this is not over looked.	Phase 6	Applicant s Tenants
Loss of agricultural land (Agricultural Potential Assessment, 2009).	Notwithstanding the fact that in the medium to long term, the farm will become less viable for sugarcane production, Tongaat Hulett has/is facilitating a net 37% increase in new agricultural production.	Phase 1 – 6	Applicants
Further loss of riparian vegetation within KwaZulu Natal's coastal zone (Ecological Impact Assessment, 2010).	While the vegetation will be lost across the site, the rehabilitation of the allocated open spaces on site (22ha) will be re-vegetated with indigenous riparian vegetation aiming to increase the biodiversity on site and stabilize embankments. Alien species that have encroached into the area will be required to be eradicated.	Phase 5	Contractor Designated Representative (i.e. Resident Engineer) ECO
Risk of further alien invasive encroachment on site and in the Hlawe River riparian zone.	The open space area on site are required to be maintained during the operational phase to ensure alien species occupation is eradicated. All exposed soils on site requiring rehabilitation will be re-vegetated with indigenous vegetation typical of KZN's coastal riparian zone that should naturally be occurring there (as identified by the Freshwater Ecosystems specialist).	Phase 6	Applicants Contractor ECO
Potential loss of sections of indigenous vegetation, including the riparian trees in the central open space	The layout has been designed to include the incorporation of the central open space corridor functioning to retain riparian vegetation associated with the existing wetlands on site. No alien vegetation should exist in the corridor during the operational phase. The riparian vegetation is important to ensure stream and bank stabilization.	Phase 5 and 6	Contractor Designated Representative (i.e. Resident Engineer) ECO

OPERATIONAL PHASE			
Nature of impact (potential)	Mitigation measure	Time frame for mitigation measure to be undertaken	Person Responsible
corridor (Ecological Impact Assessment, 2010).			
Potential impact on the Durban Open Space System (D'MOSS) adjacent to the site (Ecological Impact Assessment, 2010).	The primary open space corridor in the development will be directly linked into the DMOSS along the Hlawe River. Demarcated solid waste management areas should reduce the amount of litter on site during construction and operation of the proposed development park. These waste management areas should not be located near the D'MOSS area.	Phase 3 – 6	Contractor Designated Representative (i.e. Resident Engineer) ECO
Impact on the provincially protected herbaceous plant species, <i>Drimiopsis maculata</i> and <i>Scadoxus puniceus</i> (Ecological Impact Assessment, 2010).	The species will be identified and marked on site to ensure they are not destroyed, cut or damaged. Alternatively, if the species cannot be conserved, permission from Ezemvelo KZN Wildlife will be required. The vegetation specialist has noted however that despite these plants legal protection, they are not rare (page 8 of Ecological Report, Appendix 16 of EIR).	Phase 1 – 6	Contractor Designated Representative (i.e. Resident Engineer) ECO
Positive influence on the degraded drainage system once rehabilitation has taken place within the central open space corridor.	Positive impact. No mitigation measures required.		
Impact on the four near threatened bird species identified in the area (Avifaunal Assessment, 2011).	The avifaunal specialist rated the site to have low avifaunal value with the threatened species being confined to the Hlawe River corridor. During construction a section of sugarcane should be retained where possible as part of a vegetation buffer alongside the Hlawe River corridor. It is expected that the birds will utilize the open space corridor once construction is complete and stormwater is being managed efficiently on site.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Potential increase in nitrates entering the Hlawe River with the removal of wetland segments (Wetland Impact Assessment, 2010).	The wetland specialist indicated that the wetlands currently function to filter nitrates out the soil. Excess nitrates in the soil however are a result of fertilizer being added to the soil for the sugarcane. Due to the change in land use, fertilizer will no longer be used on such a large scale. Nitrate levels entering the river should therefore not change.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Decrease in wetland recharge due to decreased infiltration having an impact on the high water table (Wetland Impact Assessment, 2010).	Infiltration measures such as permeable surfaces and soakaways are required to be installed. Controlled stormwater release into the wetland systems will be possible through attenuation features and bio-retention ponds. The increase in run-off has the potential to compensate for the loss in recharge area, provided it is controlled. Annexure F of the Stormwater Management Plan contains a Stormwater Maintenance & Monitoring Plan for the operational phase of the propose development. The post-development discharge peak should be within the 10% of the pre-development peak.	Phase 3 – 6	Contractor Designated Representative (i.e. Resident Engineer) ECO
Loss in wetland buffer zone associated with the Hlawe River thereby reducing protection to the drainage line	Although a buffer zone may be important for protecting the wetland and river systems from pollution, it was the opinion of the wetland specialist that the adoption of buffer zones is inappropriate to achieve wetland and/or watercourse protection in this scenario where a change in hydrology is the main concern. The proposed development will	Phase 3 – 6	Applicants Contractor Designated Representative (i.e. Resident Engineer)

OPERATIONAL PHASE			
Nature of impact (potential)	Mitigation measure	Time frame for mitigation measure to be undertaken	Person Responsible
and riparian habitat (Wetland Impact Assessment, 2013).	inevitably result in an overall decrease in buffer zone however a buffer zone is included around the 22ha of wetlands that will be preserved on site (as indicated in the proposed layout). The wetland specialist recommends that that stormwater discharge be managed across the property considering water quality and flow rates and outlines a number of mitigation measures as discussed in the SWMP (section 3.1.2.1 of the EIR).		ECO
Change in wetland input from diffuse to point source water input (Assessment of Freshwater Ecosystems, 2010).	With the change in land-use, stormwater will be tightly managed on site. Stormwater will be directed into stormwater drains and outlets which will drain directly into the wetland. Water draining off site will have to be controlled via attenuation ponds, soakaways, permeable paving and energy dissipators to slow the velocity of flow, decrease sedimentation input and prevent erosion.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Decrease in water quality due to hydrocarbons washed in from road network (Wetland Impact Assessment, 2010).	Attenuation features and constant monitoring will reduce the potential of this impact occurring. The use of grass swales to trap sediments and hydrocarbons will be effective as well as bio-retention ponds. An independent ECO will be responsible for monitoring the site according to the EMP. Hydrocarbons are specifically controlled under section 3 of the EMP.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Change in wetland hydrology adding pressure to the Hlawe River, ultimately draining into the Tongati Estuary.	A change in hydrology is inevitable with the change in land use and increase in hard surfaces. The hydrology change will be directly associated with stormwater management. As mentioned above, attenuation features will be implemented on site to ensure that the post-development hydrology is within 10% variance of the pre-development scenario (as per the wetland specialist recommendation). The development will aim to retain the lateral seepage in the central open space corridor to stabilize the hydrology.	Phase 3 – 6	Contractor Designated Representative (i.e. Resident Engineer) ECO
Impact on the biodiversity on site.	The wetland specialist has stated that due to land transformation, the site currently has little biodiversity value (Wetland Impact Assessment, 2013). Alien invasive species will however be required to be removed across the site and the open space areas rehabilitated with indigenous vegetation to stimulate and enhance biodiversity. The proposed development will in fact aim to improve species richness on site compared to that of predevelopment condition.	Phase 3 – 5	Contractor Designated Representative (i.e. Resident Engineer) ECO
General loss of wetland area (55%) on site including associated fauna and flora.	The site consists of approximately 54ha of wetland and riparian ecosystems with 43ha comprising of wetlands. The development plan incorporates green corridors thereby retaining 45% of the wetlands. The wetlands will be retained as bio-retention areas ensuring wetland and stream stability. Riparian vegetation associated with these systems on site will also benefit from these areas.	Phase 1 – 6	Contractor Designated Representative (i.e. Resident Engineer) ECO
High flow rates, peak flows and increased bank full events resulting in increased erosion (gully scour) within the wetland channel and Hlawe system (Wetland Impact Assessment, 2012).	The wetland specialist has taken this impact into account and outlined mitigation measures, which are included in the SWMP. Attenuation and bio-retention ponds will function to decrease the flow rates as well as reducing peak flows and therefore erosion. Erosion will also be controlled through the grass swales network. During construction constant erosion monitoring will be required.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO

OPERATIONAL PHASE			
Nature of impact (potential)	Mitigation measure	Time frame for mitigation measure to be undertaken	Person Responsible
Discontinuation of the valley bottom system within the landscape (Assessment of Freshwater Ecosystems, 2010).	The revised development layout takes into account the system connectivity by incorporating the central open space corridor concept.	Phase 6	Applicants Contractor ECO
Loss of ecological corridors associated with the sensitive drainage lines and associated vegetation.	The layout has been designed to incorporate the central open space corridor functioning to retain riparian vegetation associated with the wetlands on site.	Phase 6	Applicants Contractor ECO
Increase in the volume of traffic on the congested roads during the operation of the proposed business park.	According to the five year forecasted traffic analysis, the traffic impact report identified five intersections/roads requiring upgrade (listed in section 3.1.1.1 of the EIR). Once the upgrades are complete, the road network should cope with the predicted flows.	Phase 3	Applicants Contractor
Pressure on existing Tongaat Waste Water Treatment Works.	eThekwini Water and Sanitation have confirmed that the Tongaat WWTW's are being upgraded and can therefore handle sewerage from the proposed development.	Phase 6	Applicants Contractor Designated Representative (i.e. Resident Engineer) ECO
Increase pressure on water services in the Tongaat/La Mercy area.	eThekwini Water and Sanitation Unit have confirmed that bulk water can be made available to the development subject to the upsizing of the existing reservoir and associated pipework and the upsizing of the reticulation network to the site. According to the Engineering Services Report, new reservoir will be installed immediately adjacent to the existing La Mercy Airport Reservoir (see section 3.1.4 of EIR).	Phase 3 – 6	Applicants Contractor Designated Representative (i.e. Resident Engineer) ECO
Increased pressure on existing Tongaat substation.	The newly constructed Tongaat substation will be used to supply the initial phase (up to 75%) of the development. However a new 132/11kV substation will need to be constructed in close proximity to the proposed development. This will relieve pressure off the Tongaat substation.	Phase 6	Applicant Contractor Designated Representative (i.e. Resident Engineer) ECO
Positive impact with the installation of street lightening and public open space.	Positive impact. No mitigation measures required.		
Over development of the area	The change in land use from agricultural to business/logistics/ light industry will see development occurring in the area and therefore this impact is inevitable for the general area. The floor area ratio's anticipated are however not excessive. There will also be strong Building Design guidelines that will include architectural and aesthetic issues as well as sustainability measures. The layout does also incorporate open space, which aims to reduce the development extent however this cannot be fully mitigated.	Phase 6	Applicants
Potential positive impact on surrounding property values.	Positive impact. No mitigation measures required.		

OPERATIONAL PHASE			
Nature of impact (potential)	Mitigation measure	Time frame for mitigation measure to be undertaken	Person Responsible
Loss of open space.	There will be a loss of open space previously associated with the sugarcane fields however the layout has incorporated 219 603m ² of open space into the development footprint. The site will allow pedestrian and cyclist access.	Phase 6	Applicants Contractor Designated Representative (i.e. Resident Engineer) ECO
Small loss of temporary agricultural employment (Agricultural Potential Assessment, 2009).	The development of the proposed business park will provide alternative employment opportunities during both the construction and operational phase. Permanent employment will become available as opposed to seasonal as previously offered by the site.	Phase 3 – 6	Applicants Contractor Designated Representative (i.e. Resident Engineer) ECO
Change in the sense of place associated with the open space of the agricultural land-use	The proposed development will completely change the sense of place that is currently associated with the open sugarcane fields. The development layout has however incorporated areas of open space to retain elements of the pre-development sense of place.	Phase 6	Applicants Contractor Designated Representative (i.e. Resident Engineer) ECO
Positive impact on the economic development and expansion of the Tongaat node.	As indicated in the Urban-Econ Socio-Economic Impact Assessment (December, 2010), the proposed development will have a positive impact on the neighbouring Tongaat node.		
Positive impact for temporary and permanent local employment opportunity access to skilled and unskilled employment opportunities in nearby towns.	Positive impact. No mitigation measures required. Opportunity for employment during the construction phase as well as the operational phase specifically for the neighbouring communities of Tongaat and Verulam.		
Possibility of stimulating tourism in the area.	Positive impact. No mitigation measures required.		
Synergy between the overall spatial development plans for the area and the proposed development.	Positive impact. No mitigation measures required.		
Need and desirability of the development in relation to the overall demand for such land uses, within the broader region.	Positive impact. No mitigation measures required.		
Increase in purchasing of locally produced goods and services.	Positive impact. No mitigation measures required.		

OPERATIONAL PHASE			
Nature of impact (potential)	Mitigation measure	Time frame for mitigation measure to be undertaken	Person Responsible
Potential disturbance to unidentified grave to the west of the site.	It is unlikely that the development will impact the graves, as they are located approximately 130m south west of the preferred site boundary. The contractors are to be made aware of the graves, which should be demarcated as a no-go area.	Phase 3	Applicants Contractor ECO
Safety concerns related to the operation of the new roads within the development.	Strict speed limits will be prescribed within the development. The layout also provides for pedestrian walkways ensuring that pedestrians do not have to walk directly on the roads.	Phase 6	Contractor Designated Representative (i.e. Resident Engineer) ECO
Potential impact to Aviation Safety.	Although the proposed development is within close proximity to the KSIA, the potential of the development to impact on the aviation safety is minimal. Buildings within the development are required to comply with the Civil Aviation Regulations 2010 in terms of building height restrictions and activities within or adjacent to the flight path.	Phase 6	Applicants Contractor Designated Representative (i.e. Resident Engineer) ECO
The development will place added pressure on existing services in the area, namely electricity, water, sanitation and the road network.	<p>The Engineering Services report has indicated that an additional bulk water supply main has been constructed as well as another water reservoir located adjacent to the current La Mercy Airport Reservoir (see section 3.1.4 of the EIR). The Tongaat Waste Water Treatment Works have confirmed that there will be sufficient capacity to handle the additional sewage from the proposed development. The existing Tongaat Substation will be utilised for the initial (up to 75%) phase of the development thereafter a new 132/11kV substation will be required.</p> <p>The Traffic Impact Assessment has confirmed that although the proposed development will increase the traffic congestion in the area, a number of strategic road upgrades were prescribed that will decrease the traffic impact.</p>	Phase 6	Applicants Contractor Designated Representative (i.e. Resident Engineer) ECO
Change in land use with specific reference to the proposed Inyaninga Development	<p>The uShukela Development Park as well as the proposed Inyaninga Development in the same general area will have a cumulative change in land use impact. Both areas are currently used for agricultural purposes and therefore are associated with a sense of open space. The Inyaninga area of land has also been earmarked for future development opportunities.</p> <p>This impact cannot be fully mitigated however green areas of open space have been incorporated into the uShukela Highway Development layout which aims to retain a sense of open space within the site. Both these developments are aligned with provincial and local municipality spatial planning policies.</p>	Phase 6	Applicants Contractor Designated Representative (i.e. Resident Engineer) ECO
Increase in noise levels with regards to the neighbouring KSIA.	The proposed development is immediately adjacent to the residential settlement of Herrwood. Due to the close proximity of the airport and associated noise, noise during construction is required to be tightly monitored. Excessive noise will be controlled on site. Workers will be trained regarding noise on site and construction hours will be kept to	Phase 2 – 6	Contractor Designated Representative (i.e. Resident Engineer) ECO

OPERATIONAL PHASE			
Nature of impact (potential)	Mitigation measure	Time frame for mitigation measure to be undertaken	Person Responsible
	<p>working hours (07h00 to 18h00). If excessive noise is expected during certain stages of the construction, Herrwood residents must be notified prior to the event.</p> <p>From an operational perspective however there is every likelihood that there will be activity operating around the clock and as development and air traffic movement increases and intensifies the desirability of residing in the area will diminish significantly.</p>		
Increased pressure on environmental services in the area.	There is a possibility that the change in land use and therefore on site hydrology, if not carefully managed, will result in a negative impact on the environmental services provided by the site. The variety of previously described engineering solutions (e.g. bio-retention areas and surfaces promoting infiltration) and rehabilitation interventions specifically in the green open space central corridor aim to ensure that the remaining open space onsite provides sufficient environmental services to offset the loss of services lost to the proposed development. The wetland specialist has highlighted flood attenuation and water quality control as the two important services provided by the wetland system. Construction and post-construction management and monitoring, outlined in the EMP is required to ensure these services are not significantly disturbed.	Phase 3 – 6	Contractor Designated Representative (i.e. Resident Engineer) ECO
Cumulative impact on the water quality within the Hlawe River	The increase in hardened surfaces and increased amount of stormwater runoff leaving the site has the potential to decrease the water quality draining into the Hlawe River. Stormwater attenuation will be tightly monitored according to the stormwater management plan. The wetland specialist has prescribed further mitigation measures to control pollutants and sediments potentially entering the Hlawe River drainage lines. These include grass swales, attenuation ponds and bio retention areas (Wetland Impact Assessment, 2013)	Phase 2 – 6	Contractor Designated Representative (i.e. Resident Engineer) ECO
Potential decrease in air quality	The site is located immediately adjacent to the KSIA and therefore there may be a cumulative decrease in the air quality of the area. The only emissions that will be generated will be from construction vehicles which are expected to be minimal and should not significantly affect the surrounding communities or the environment. Air emissions will however be monitored daily and a complaints register available to surrounding communities.	Phase 3	Contractor Designated Representative (i.e. Resident Engineer) ECO
Loss in hectares of wetland located in the Hlawe River drainage catchment.	<p>The uShukela Highway Development will result in the direct loss of 23.7 hectares of wetland. Taking into account other developments in the area such as the Dube TradePort and Agrizone, which have eliminated large areas of wetlands that drain into the Hlawe River catchment, there will be a further cumulative loss in wetlands in this area.</p> <p>The applicants propose to retain and rehabilitate approximately 22 hectares of wetland ecosystem on site. The Freshwater Ecosystem Assessment stated that although the site contains 54 hectares of wetland habitat, the Present Ecological State score considers this to be equivalent to approximately 18 hectares of intact wetland.</p>	Phase 2 – 6	Applicants
Positive Impact of upgrading	Positive impact. No mitigation measures required.		

OPERATIONAL PHASE			
Nature of impact (potential)	Mitigation measure	Time frame for mitigation measure to be undertaken	Person Responsible
access roads to improve services in the area.			
Socio-economic impact on surrounding communities.	Positive impact. No mitigation measures required.		

2.4 PROCEDURES FOR ENVIRONMENTALLY RELATED EMERGENCIES AND REMEDIATION

The purpose of this section is to anticipate a potential impact resulting in an environmental crisis which may occur due to unforeseen circumstances. Such events cannot be predicted and as such a procedure has been prepared. This procedure must be followed in the event of such an incident to prevent degradation to the surrounding environment and to contribute to the safety of the workers.

2.5 POTENTIAL ENVIRONMENTAL INCIDENCES / EMERGENCIES

The National Environmental Management Act (NEMA) defines an ‘incident’ as an unexpected sudden occurrence, including a major emission, fire or explosion leading to serious danger to the public or potentially serious pollution of or detriment to the environment, whether immediate or delayed. The following hazards have the potential to occur within the proposed site:

- Hazardous chemical leak
- Significant leakage of fuel or oil from equipment
- Potential contamination of the area allocated as green open space
- Contamination of the Hlawe River
- Damage or destruction of the protected flora species
- Potential damage to neighbouring properties or culturally significant infrastructure

2.5.1 RESPONSE TO ENVIRONMENTAL EMERGENCIES

The emergency response plan (Appendix 6) must be used to update the onsite emergency response plans. A record of all incidents must be recorded as defined in NEMA and NWA (Appendix 7). Incidents should be reported and recorded to the relevant authority as soon as reasonably practicable after knowledge of the incident.

An emergency incident report (Appendix 8) must be completed in terms of section 30(5) of the National Environmental Management Act (Act No. 107 of 1998).

“The responsible person or, where the incident occurred in the course of that person’s employment, his or her employer, must, within 14 days of the incident, report to the Director General, provincial head of department and municipality such information as is available to enable an initial evaluation of the incident, including:

(a) the nature of the incident;

(b) the substances involved and an estimation of the quantity released and their possible acute effect on persons and the environment and data needed to assess these effects;

(c) initial measures taken to minimise impacts;

(d) causes of the incident, whether direct or indirect, including equipment, technology, system, or management failure; and

(e) measures taken and to be taken to avoid a recurrence of such incident.”

2.6 ENVIRONMENTAL AWARENESS PLAN

In accordance with NEMA EIA (2010) regulations, an environmental awareness plan is required. As part of the environmental awareness plan 'Toolbox Talks' posters have been developed and can be used for training purposes.

- **Objectives of the plan**

The objective of the environmental awareness plan is to inform employees and contractors of any environmental risks which may result from their work and the manner in which the identified possible risks must be dealt with in order to prevent degradation of the environment.

- **Content of the plan**

The environmental awareness plan should include:

1. The definition of environment (people + air + soil + water +business);
2. Reasons for conserving and protecting the environment;
3. How the following activities can impact the environment: - Not using assigned ablutions, hazardous materials, uncleaned spills, mixing of cement or paint on soil or grass surfaces, waste management i.e. use of waste receptacles and waste separation for recycling, vehicle washing polluting soil & ground water; litter;
4. What to do to prevent the above impacting the environment i.e. assign impermeable mixing areas, no vehicle washing on site, use of waste receptacles and separation of waste to allow for recycling, how to respond in an emergency and deal with a spill; and
5. Consideration of neighbours.

The environmental awareness plan that should be presented to employees is attached in Appendix 9. A training record of all staff that has undergone environmental training must be kept on record (Appendix 10).

ENVIRONMENTAL MANAGEMENT PROGRAMME

3.0 GENERAL ADMINISTRATION

- An ECO must be appointed prior to construction to monitor implementation of the EMPr and conduct weekly inspections during the construction phase of the uShukela Highway Development to monitor compliance with the EMPr. The ECO is to include the bulk water pipeline installation in the weekly audit reports.
- The new access road to the west of the development will only be required once the development has reached a certain threshold however once construction begins, an independent ECO must be appointed to monitor implementation of the EMPr by conducting monthly inspections during construction of the road.
- An emergency response plan must remain on site as must a copy of the EMPr. This should be provided by the contractor and can be amended using information provided.
- The contractor, engineer and ECO must obtain a copy of the EMPr prior to coming on site. An initial site meeting must be held with all responsible parties to discuss the EMPr and ensure that all elements are understood in particular the functioning and management of the green corridor.
- It must also be agreed that no ad hoc changes will be made to the EMPr and that any requested changes must be submitted in writing to the ECO who will obtain clearance for the changes from either the DEA compliance officer auditing the site and / or the environmental consultant or an authority body, depending on the changes requested and depending on the status of the project.
- An environmental file must be kept on the site. The environmental file must contain, amongst other things, a register of all environmental training, an incident record, a complaints register, safe disposal slips (waste and sewage) and any records proving the source of materials.
- A signboard must be erected at the entrance to the site that states the following:
 - *Emergency contact numbers: Name, contact details*
 - *Environmental Control Officer: Name, contact details*
- There must be posters at the site office indicating the environmental areas and the importance of keeping these in a pristine condition.
- Stockpile areas must be designated before construction begins and approved by the ECO. No stockpiling to occur on or near slopes or watercourses.
- All staff to be trained on their environmental responsibilities, which can be conducted at the same time as the required health, & safety training before commencing work. All new staff to be trained before they start work on site.
- Training should include (1) the definition of environment (people + air + soil + water +business);
 - (2) reasons for conserving and protecting the environment;
 - (3) how the following activities can impact the environment (e.g. not using assigned ablutions, hazardous materials, uncleaned spills, mixing of cement or paint on soil or grass surfaces, waste management i.e. use of waste receptacles and waste separation for recycling, vehicle washing polluting soil & ground water; litter)
 - (4) What to do to prevent the above impacting the environment i.e. assign impermeable mixing areas, no vehicle washing on site, use of waste receptacles and separation of waste to allow for recycling, how to respond in an emergency and deal with a spill;
 - (5) Consideration of neighbours;
 - (6) Rehabilitated open space conservation and management.
- Adequate spill kits and containers for spilled and contaminated material to be on standby on site.
- Adjoining neighbours must be advised of the work and hours of work at least one week prior to commencement. Work hours must be limited to 7am – 6pm from Monday to Saturday. If work is required to be carried out on a Sunday hours are to be between 8am – 5pm. Should additional working hours be required, consent would need to be sort from Department of Labour.
- A meeting must be held between the Engineer, the Contractor and the ECO to approve all remediation activities and ensure that the site has been restored to a condition, which has been approved by the ECO.

A. SITE CAMP ESTABLISHMENT



Figure 3: An example of the fence that should be placed around the boundary of the site, especially along the northern portions of the site (source: <http://www.norfoss.com/construction-site-fencing/construction-site-fence.html>).

Site Inception

- The construction camp shall be located at the position agreed with by the ECO and the Contractor.
- The size of the construction camp must be minimized.
- Clearing of vegetation for the contractor's site camp is to be limited to the site camp area only.
- The construction camp must be well demarcated with adequate signage, fencing (Figure 3) and covered with a shade cloth.
- The creation of hard surfaces within the site camp area is to be kept to a minimum and is to be agreed to by the Engineer prior to construction.
- The contractor must attend to drainage of the construction camp to avoid standing water or sheet erosion.
- The drainage system at the construction camp shall be checked regularly to ensure water flow remains unobstructed.
- Bins and / or skips must be provided within the construction camp and at convenient intervals.
- A materials storage area must be identified and designated within the construction camp.
- Cut and fill must be avoided where possible during the setup of the construction camp.
- The waste area to be designated and demarcated within the construction camp. Storage of waste must be within a hard surfaced, bunded area located under cover and there must be a regular schedule for removal of waste.
- Appropriate spill kits must be available at the site camp.
- An area for fuel storage must be identified, this area should be sited to have minimal impact on and risk to surrounding residents, and must be secured within the construction camp. There should be no fuel storage tanks on site.
- The hazardous store area must be designated within the construction camp (Figure 4). The store must be clearly demarcated and sign boarded and must have fire extinguishers in close proximity. An inventory of goods stored must be maintained and updated weekly.
- Hazardous chemical working / refueling areas must be bunded with an impermeable liner to protect groundwater quality. This can be done using a plastic liner covered with soil.
- Storage areas containing hazardous substances / materials must be clearly signed and must have fire extinguishers in close proximity.
- Stockpiles created during site establishment are to be maintained as flat as possible with no side slopes greater than 1:4. Stockpiles to be covered with cut brush found on site for wind screening to prevent soil loss.
- Care must be taken to avoid the introduction of alien plant species to the site and surrounding areas.



Figure 4: An example of a bunded area that should be used to contain the hazardous store area within the construction camp (Source: www.oasis-environemts.co.uk).

Construction

- The designated waste area must be utilized at all times.
- Litter collection bins must be provided and emptied at regular intervals.
- Chemical toilets must be provided on site and maintained regularly.
- Chemical toilets may not be located adjacent to the watercourses or the wetlands that are going to be retained and rehabilitated on site.
- Storm water control must be maintained and flow must be directed into existing drainage ditches.
- Drip trays must be cleaned out daily and material collected disposed of as hazardous waste.
- Stripping of vegetation to allow commencement of the earthworks shall only be undertaken immediately prior to that element of construction.
- The striping of vegetation is to be carried out progressively and immediately prior to commencement of construction activities in a particular area.
- Topsoiling and re-vegetation of exposed surfaces is to commence immediately after the completion of all construction activities.
- Alien vegetation re-growth must be controlled throughout the entire site during the construction period using mechanical and chemical removal.
- All areas that have been stripped of vegetation, including all roads, must be dampened periodically to avoid excessive dust.
- No dumping of removed vegetation is permitted on surrounding properties unless prior permission is obtained.
- Herbicides may be used to control listed alien weeds and invaders only. The Material Safety Data Sheets (MSDSs) for the herbicides must be available to the ECO on request.

Post construction

- All building materials and waste must be removed from the site at the end of construction.
- Clearance from the ECO must be obtained to ensure the all of the requirements of the EMPr have been complied with (i.e. conduct a PCA).
- Bins and / or skips must be removed from the construction site.
- Waybills must be produced showing the removal of waste / spoil / rubble to a registered waste site.
- Used oil must be collected by a registered used oil contractor and documentation to this effect has been provided.
- Construction camp to be rehabilitated if required.
- All undeveloped surfaces hardened due to construction activities are to be ripped, top soiled and vegetated as soon as possible.
- Alien vegetation growing in disturbed areas must be removed.
- The duration of exposed soil must be kept to a minimum and rehabilitation must be initiated as soon as construction is complete.

Key Issues

- Construction camp location to be approved by

Operation

(Not applicable)

<p>ECO.</p> <ul style="list-style-type: none">▪ Prevention of runoff from site camp to the Hlawe River and wetland systems.▪ Clean up and rehabilitate post construction.	
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B. STORMWATER



Figure 5: Normal agricultural furrow directing drainage in the uShukela site.

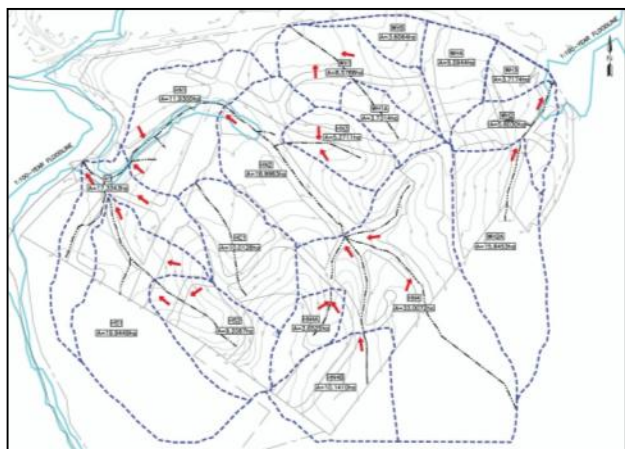


Figure 6: Main sub-catchment boundaries for the uShukela site (Source: Stormwater Management Plan, May 2013, Bosch Stemele)

Site Inception

- There must be limited storage of materials such as sand and cement on the site as this could contaminate stormwater during construction.
- All potential stormwater contaminants (including herbicides) must be stored within a bunded area to prevent stormwater contamination.
- Existing stormwater systems (streams, channels) are to be maintained by the main developer in accordance with normal agricultural soil conservation practices and local authority guidelines as far as possible (except where town planning layout makes provision for the development of land over existing drainage systems; Figure 5).
- A drainage system must be established for the construction camp. The drainage system must be regularly checked to ensure an unobstructed water flow.

Construction

- Temporary measures are required to control the runoff of stormwater until permanent structures have been constructed.
- Flow of stormwater must not be impeded during construction.
- Contamination of stormwater must be avoided at all times.
- The drainage system must be regularly checked to ensure an unobstructed water flow.
- Numerous smaller, localized catchments, depressions or check facilities are to be constructed rather than a fewer larger outflow points.
- Storm water discharge from the site will not be permitted to increase with development of the site and will be detained where possible on site through the use of temporary measures such as sandbagging and the construction of berms and swales.
- The washing and / servicing of vehicles is not permitted on site and will therefore prevent any resultant pollutants from entering groundwater and stormwater.
- Any incidents involving stormwater must be reported to the ECO for the purposes of maintaining the site's incident records.
- Stormwater control must be maintained.
- Construction of the embankments shall be done in segments up to full height before moving on to the next area.
- The construction of internal stormwater piped systems is to be programmed for construction immediately on completion of the bulk earthworks for the road works.
- All embankments or cut slopes, unless otherwise directed by the Engineer, shall be protected by a cut off drain to prevent water from falling down the face of the slope.
- Stormwater must not be allowed to pool on or around the site.

B. STORMWATER

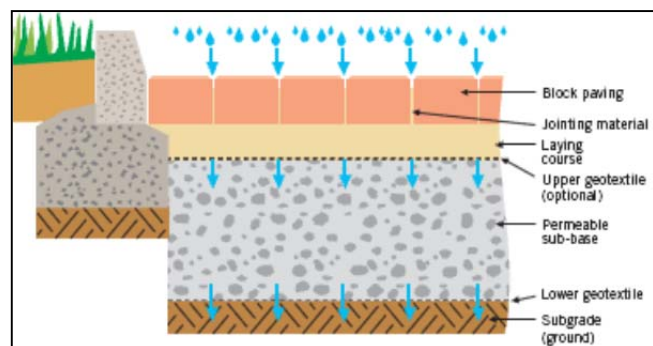


Figure 7: Typical example through a section of permeable paving that will be used on high permeability soils on the site (Source: Stormwater Management Plan, May 2013, Bosch Stemele).



Figure 8: Example of a “formalized” stormwater drain taking the environment into consideration (Source: Wetland Impact Assessment, April 2013, WetCS)

Construction

- During construction unchannelled flow must be controlled to avoid soil erosion. Where large areas of soil are left exposed, sandbags, rows of straw or bundles of cut vegetation should be dug into the soil in contours to slow surface wash and capture eroded soil. The spacing between rows will be dependent on the slope.
- Any contaminated runoff from the construction site i.e. washings, water runoff from bunded areas that may have picked up contaminants or spills etc must be collected and stored to prevent contamination to the surrounding environment. Contaminated waste water must be disposed of at a registered Hazardous waste facility.
- Any incidents involving stormwater must be reported to the ECO for the purposes of maintaining the site’s incident records.
- No dumping of construction rubble or spoil is to occur in completed stormwater drains, pipes, channels or natural drainage lines (existing wetland, stream and riparian zones).
- The sites drainage system is to be checked weekly to ensure the water flow is unobstructed. These are to be repaired or cleared of silt if required.
- Replace the loss of storativity of the soils by increasing the permeable surface area and establishing soakaways within the site.
- Soakaways not to be constructed on a perched water table unless outlets to the soakaways can be constructed to drain towards areas with higher infiltration potential.
- Swales and drains are required to be designed to prevent erosion, improve water quality and create habitat. All stormwater drains should be formally connected to the central drainage system.
- Road surface runoff should be directed into grass lined channels, stone filled infiltration ditches etc rather than into underground piped systems.
- Construct wet detention ponds to attenuate water and provide a habitat for biodiversity. The design would entail a wet detention pond that consists of several levels, or terraces. The bottom would contain permanent open water, fringed by reeds and sedges, with a retention time for 1:2 year return event storms in the order of 48 hours. The release system could be a series of siphons or alternatively a staged release system to ensure that downstream velocities do not exceed by more than 10% modelled pre development flows.
- Construct bio retention areas to intercept, store and treat stormwater runoff generated on site. Bio retention areas consist of flow-regulating structures that process inflow passing through a shallow depressed planted area containing ground cover (low-lying plant growth or an organic mulch), a planting soil supporting a range of facultative plant types, and a bottom support soil layer. Each of these features has a specific role in storm water pollutant removal. The wetland specialist recommends that bio retention areas be constructed at the interface between the platforms that border on the central drainage line or 10m measured horizontally from the 1:100 year floodline whichever is the greater.
- Each discharge point should be paired with a suitable baffle structure (e.g. gabion mattresses) that will

	<p>dissipate the energy of the storm flow reducing erosion.</p> <ul style="list-style-type: none"> ▪ Where possible sustainable urban drainage systems (SUDS) should be utilized (e.g. capturing roof runoff, permeable paving etc.). <p>Attenuation pond to be constructed in the north-east of the site, as depicted in the layout in Figure 2, to reduce the flow of water from the development to uShukela Drive.</p> <p>Post construction</p> <ul style="list-style-type: none"> ▪ The new stormwater outlets must be maintained to ensure blockage of pipes and channels do not occur. ▪ Mechanisms put in place to quantitatively measure flows leaving the site to monitor any environmental degradation. ▪ Introduction of trees, indigenous wetland and forest vegetation across the site to enhance evapotranspiration. ▪ Rain water harvesting should be implemented with contained stormwater run-off being used for irrigation. Water for irrigation can be complimented by supplies from current sugarcane irrigation raw water supply. ▪ On completion of works, eThekweni Municipality, or their appointed professional person to inspect the site for compliance with the Stormwater Management Plan requirements before issuing the Certificate of Occupation.
<p>Key Issues</p> <ul style="list-style-type: none"> ▪ Restrict post development flows to less than 110% of pre-development levels. ▪ Ensure stormwater is adequately controlled and managed on site during and after construction. ▪ No contaminated stormwater to enter the Hlawe River and wetlands being rehabilitated on the site. 	<p>Operation</p> <ul style="list-style-type: none"> ▪ The operational, maintenance and monitoring plan must be adhered to which includes the inspection of the curb inlets, piped systems, permeable surfacing, embankments and pollution (Appendix 11). ▪ On completion of the development, the bulk stormwater infrastructure will be handed over to eThekweni Municipality who is responsible for their operation and maintenance. ▪ Tenants for the individual sites are responsible for construction of the on-site stormwater facilities to the standards of the applicants and approved by eThekweni Municipality.

C. SOURCING MATERIAL



Figure 9: The photograph shows materials being collected from a permitted source.

Site Inception

- Contractors must prepare a source statement indicating the sources of all materials (including topsoil, sands, natural gravels, crushed stone, asphalt, clay liners etc). The source statement must be readily available for review by the ECO.
- Where possible, a signed document from the supplier of natural materials must be obtained confirming that the materials have been obtained in a sustainable manner and in compliance with relevant legislation.
- Where materials are borrowed (mined), proof of authorisation to utilise these materials from the landowner/mineral rights owner and the Department of Minerals and Energy must be available on request.

Construction

- Make certain transportation of materials is such that no spillage occurs on route to the site.
- Ensure that all materials are sourced from those sites set out in the source statement and that any changes to sources of materials are updated on the source statement.
- Source documents for all raw materials must be available on site.
- All materials must be obtained from a registered and sustainable source and all delivery notes and slips must be made available to the ECO e.g. mined material such as stone must only be obtained from permitted quarries.

Post construction

- Ensure that all materials (Including topsoil, sands, indigenous gravels, crushed stone etc) are removed from the construction site.
- Ensure that areas where materials are sourced are rehabilitated to ensure no erosion or degradation of the surrounding area occurs.

Key Issues

- Review of source materials lists.
- Approve any changes in material sources with ECO first.

Operation

(Not applicable)

D. RESOURCE USE AND CONSERVATION



Figure 12: *Barringtonia racemosa*, protected in terms of the KZN Nature Conservation Ordinance 17 of 1974, under schedule 12 (source: www.ispot.org.za).

Site Inception

- Floral species on site that are protected in terms of the National Forest Act, 1998 and the KZN Nature Conservation Ordinance of 1974 are to be identified and clearly marked so they are not disturbed or damaged. Alternatively, species are to be retained and returned to the rehabilitated area once construction is complete. The figures below and adjacent illustrate the species that could potentially be found on the site.
- Alien vegetation to be cleared from the riparian areas (ECO to identify areas).
- Water used on site must be from a tanker or an approved municipal source.
- Topsoil that is removed must be used for rehabilitation of the site.



Figure 10: *Drimiopsis maculate*, protected in terms of the KZN Nature Conservation Ordinance 17 of 1974, under schedule 12 (source: www.kumbulanursery.co.za)



Figure 11: *Scadoxus puniceus*, protected in terms of the KZN Nature Conservation Ordinance 17 of 1974, under schedule 12 (source: www.witkoppwildflower.co.za)

	<ul style="list-style-type: none"> ▪ Water used on site must be from a tanker or an approved municipal source unless prior permission is granted from the Department of Water Affairs to draw water from the Hlawe River. ▪ The extent of the area to be cleared must be demarcated with pegs prior to the removal of vegetation to ensure that work areas are clearly defined and demarcated to avoid unnecessary disturbance of areas outside the designated areas. ▪ The removal of indigenous/ endemic shrubs and small trees must be kept to a minimum and only removed in absolutely necessary.
	<p>Construction</p> <ul style="list-style-type: none"> ▪ Phased construction activities must take place to ensure phased removal of vegetation, only as it becomes necessary for work to proceed minimizing the potential for erosion and sedimentation to occur. Smaller cleared areas are easier to control and stabilize. ▪ Water must come from a Municipal source and volumes recorded and monitored. ▪ Should the site use in excess of 50 000 L per day DWA must be contacted as a permit will be required. ▪ Concrete mixing directly on the ground must not be allowed and must take place on bunded, impermeable surfaces to the satisfaction of the ECO. E.g. Impermeable mixing trays. ▪ During construction, waste reduction must be targeted and recycled building materials must be used where possible. ▪ Vegetation clearing must be limited to the areas where immediate construction is taking place. Vegetation clearing for the road and water pipeline is to be kept to a minimum (i.e. only where trench excavation for the water pipeline is required). ▪ The <i>Delonix regia</i> (Flamboyant) and <i>Trichilia dregiana</i> (Natal Mahogany) trees lining sections of Brake Drive should be retained where practically possible. ▪ The widening of Brake Drive should avoid disturbing the well-established gardens of the existing households bordering Brake Drive.
	<p>Post construction</p> <ul style="list-style-type: none"> ▪ All excess concrete shall be removed from site on completion of works and disposed of. Washing of the excess into the ground is not allowed. ▪ All excess aggregate shall also be removed. ▪ The water pipeline servitude disturbed by construction activities must be rehabilitated back to its original condition as soon as it is complete and should be approved by the ECO. ▪ Alien plant eradication to take place along the riparian areas situated within the site and re-vegetated with indigenous plant species already occurring onsite as well as species which occur within riparian areas. ▪ Re-vegetate with woody vegetation along the Hlawe River drainage line between areas that currently consist of woody vegetation thereby expanding the avifaunal value of the open space.

Key Issues <ul style="list-style-type: none">▪ Pre-construction survey to be carried out for protected species to be identified and relocated where necessary.▪ Confirm with ECO source and volume of water required during construction.▪ Contractors to be able to recognize protected species as illustrated in the figures.	Operation <i>(Not applicable)</i>
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E. INCIDENTS / SPILLS



Figure 13: An example of a spillage on site that will need to be cleaned up using the prescribed methods.

Site Inception

- A method statement must be completed by the Contractor and submitted to the ECO showing procedures for dealing with possible emergencies that can occur, such as fire and accidental leaks and spillages.
- The Contractor must be in possession of an emergency spill kit that is complete and available at all times on site. The ECO will be aware of the location of the emergency spill kit and have access to it.
- The ECO must be aware of the spillage procedure with regard to spillages of hazardous or potentially hazardous substances.

Construction

- Should any spills (as indicated in figure 13) of hazardous materials occur on the site or in the storage area, the relevant clean-up specialists must be contacted immediately. Materials that absorb fuel & oil, such as Drizit, sawdust or earth must be placed over the spill. This contaminated material must be uplifted and disposed of at a recognized disposal site.
- The Hlawe River and wetlands systems which are going to be rehabilitated on site must be protected from any contamination. In the event of a spill this area must be primarily protected from any spillage runoff.
- The Contractors and ECO must be aware of the location of the emergency spill kit and have access to it.
- The ECO must be aware of the spillage procedure with regard to spillages of hazardous or potentially hazardous substances.
- Drip trays must be made available for all construction vehicles and hazardous chemical/substances bought on to the construction site.
- Drip trays must be cleaned out daily and material collected disposed of as hazardous waste.
- An incident record must be completed for all spills that do occur. Minor incidents will include small spills of less than 5l that do not enter the stormwater drains, housekeeping issues and general small non compliances with the requirements of the EMPr. The list of incidents to be included in the reporting to the authorities. Major incidents are those that as per section 2.6 of this EMPr must be reported to the authorities, which include all incidents involving contamination of the stormwater or other reportable incidents as defined in 2.6.
 - **Minor incidents:** small spills less than 5 l that do not enter stormwater, minor non compliance with EMPr that does not cause major environmental impact i.e. housekeeping issues etc .
Action: Supervisor and staff on site to records and address and notify ECO. ECO to advise on remediation measures and to follow up on actions taken to address incident.
Records: On site incident register.
 - **Major incidents:** Large spills or any spills that enter stormwater, contamination of soil fires, explosions. Please see definition of a reportable incident provided below.

	<p>Action: Report immediately to ECO, action to be taken to prevent further damage and incident to be reported to authorities. ECO to advise on remediation measures and to follow up on actions taken to address incident.</p> <p>Records: On site incident register and report to authorities as listed below.</p> <ul style="list-style-type: none"> ▪ In the event of a spillage that cannot be contained and which poses a serious threat to the local environment, the following Departments must be informed of the incident in accordance with Section 30 of the National Environmental Management Act, Act 107 of 1998, within forty-eight (48) hours. <ul style="list-style-type: none"> • The Local Authority; • Department of Water Affairs; • The Department of Agriculture and Environmental Affairs • The Local Fire Department; and • Any other affected department.
	<p>Post construction</p> <ul style="list-style-type: none"> ▪ No evidence of spills must be evident after construction. ▪ Safe disposal certificates must be submitted to the ECO. ▪ Spill register must be submitted to the ECO.
<p>Key Issues</p> <ul style="list-style-type: none"> ▪ Correct procedures followed and records to be compiled. ▪ Protection of the Hlawe River and wetland systems from contamination. 	<p>Operation (<i>Not applicable</i>)</p>

F. WASTE MANAGEMENT



Figure 14: An example of recycling bins that can be used to separate recycling material on site. (www.lizhuntdesign.com)



Figure 15: Example of 220ltr metal drum used to store contaminated soil.

Site Inception

- The Waste Management Area must not be located directly adjacent to the Hlawe River or where the green corridor through the site will be rehabilitated.
- The Waste Management Area must not be located directly adjacent to the DMOSS area i.e. on the south-east of the site.
- The Waste Management Area is to be located on an impermeable surface to prevent leachate from coming into contact with the soil (Figure 14).
- Waste must be disposed at the appropriate landfill site by an approved contractor.
- Safe disposal certificates must be obtained and kept on site in the environmental file.
- The excavation of rubbish pits on site is not allowed.
- Burning of rubbish on site is not allowed.
- Recycling bins must be placed within the construction site to ensure all materials are properly sorted for recycling.

Construction

- The designated waste area must be utilized at all times.
- The waste containers must be appropriate to the waste type contained therein and where necessary should be lined and covered.
- Waste must be disposed at the appropriate landfill site by an approved contractor.
- Safe disposal certificates for all waste forms (i.e. general/construction/hazardous) must be obtained and kept on site within the site office.
- The construction rubble will be disposed in designated spoil dumps, demarcated by the designated representative / Resident Engineer.
- Refuse will be separated at source and disposed in the appropriate bins, which will be emptied regularly.
- Littering is prohibited; the site must be cleaned daily.
- Separation of waste and recycling of paper, glass etc must be encouraged throughout the construction period. Recycling bins (Figure 14) must be utilized. Composting of organic waste is encouraged.
- All solid waste generated during the construction process (including packets, plastic, rubble, cut plant material, waste metals etc) must be placed in the waste collection area in the construction camp and must not be allowed to blow around the site, be accessible by animals, or be placed in piles adjacent the skips / bins.
- Hazardous waste such as oils, contaminated rags etc must be disposed of at a hazardous class landfill.
- Rubble must not be buried on site but can be temporarily stored on site in a designated skip until it is

	<p>ready for disposal.</p> <ul style="list-style-type: none"> ▪ A separate drum must be available for storage of contaminated soil (Figure 15). ▪ Waste must not be allowed to accumulate on site but should be disposed of regularly by a reputable contractor.
<p>Key Issues</p> <ul style="list-style-type: none"> ▪ Recycling to be encouraged during all phases of the development. ▪ Bins must be located at adequate intervals in the construction area with the Waste Management Area not being located adjacent to watercourses or adjacent to the DMOSS area. 	<p>Post construction</p> <ul style="list-style-type: none"> ▪ No litter must be left on site. ▪ A final check must be done to ensure that no waste is left on site, in particular the green open space corridor and Hlawe River riparian habitat. ▪ The contractor is to check that the stormwater channels and the drainage pipes are free from building rubble, spoil materials and waste materials. ▪ Surfaces are to be checked for waste products from activities such as concreting and cleared in a manner approved by the ECO. ▪ All bins and other waste storage are removed from site. ▪ A final check must be done to ensure that no waste is left on site. ▪ Burying of rubble on site, or dumping in drainage lines/rivers is prohibited. ▪ Safe disposal certificates must be submitted to the ECO. <p>Operation <i>(Not applicable)</i></p>

G. STOCKPILES



Figure 16: An example of soil that has been stockpiled in a designated stockpile area on flat ground near to minimize runoff and impact on the surrounding environment.

Site Inception

- Stockpiles must be positioned and sloped to create the least visual impact (Figure 16).
- Stockpiles must be located within the proposed site footprint as shown in Figure 2.
- Stockpiles should not be located directly adjacent to the Herrwood Community as a dust control measure.

Construction

- The designated storage area must be kept fenced or secured to keep people and animals out. This area must be located in or near the construction camp enclosure.
- Building and other materials including non-hazardous materials and chemicals must be kept in a separate designated lay down area.
- Materials must be stacked in a way that they cannot fall or cause injury or damage to property or the natural environment.
- Stockpiles must not exceed 6m in height.
- Topsoil must be stockpiled separately to the sub-soils.
- Topsoil storage must be as brief as possible and storage must occur away from watercourses as described above.
- Depending on the amount of topsoil being stored, a bund is to be constructed to prevent erosion and sediment loss. The construction of the banded area is to be confirmed with the ECO.
- Stockpiles must be covered if exposed to heavy wind and rain or alternatively, low walls or berms must be constructed around the stockpiles.
- Alien vegetation must not be permitted to grow on the stockpiles.
- No stockpiling to occur on or near the slopes of the Hlawe River or wetland corridor on site.
- Materials from stockpiles to be used as soon as practically possible/spread and spoiled in designated areas.

Post construction

- All residual stockpiles must be removed to spoil or spread on site as directed by the ECO.
- All leftover building materials must be removed from the site.
- No foreign material generated / deposited during construction may remain on site. Areas affected by stockpiling shall be reinstated to the satisfaction of the designated representative / resident engineer and ECO.
- No building rubble, spoil materials or waste materials may be dumped on any adjoining sites.

Key Issues

- Stockpiles must not exceed 6m
- Topsoil and sub-soils to be stockpiled separately.

Operation

(Not applicable)

H. WASTE WATER



Figure 17: Photograph of tanks that may be used at the site camp for collection of wastewater (www.pureeffect.com/images/holding.htm).

Site Inception

- Adequate wastewater collection facilities must be provided during construction.
- The contractor must submit a method statement to the ECO detailing how wastewater will be collected from all wastewater generating areas, as well as storage and disposal methods.
- No contaminated runoff or gray water may be discharged from the site camp.
- The ECO's approval must be required prior to the discharge of contaminated water into sewer systems.

Construction

- The chemical toilets servicing the camp must be maintained in a good state, and any spills or overflows must be attended to immediately by a sanitation expert.
- No waste water must be allowed to runoff into the wetland systems or Hlawe River
- Grey water from washing of equipment etc. must be directed to the wash bay or collected for safe disposal and should not be disposed of on site. Alternatively no vehicle equipment washing should be conducted on site.
- Toilet waste to be removed by an approved contractor and safe disposal certificates must be available on request.
- There must be no washing or maintenance of vehicles on site unless in a designated wash bay which must then be constructed

Post construction

- Ensure clean up and rehabilitation of areas where any waste water spillage has occurred.

Key Issues

- **No waste water must be allowed to runoff into the Hlawe River and wetland systems.**
- **Waste water must be collected for removal and no washing should occur on site.**

Operation

(Not applicable)

I. SPOIL SITE



Figure 18: An example of a legal spoil site used during the construction of a road.

Site Inception

- A detailed plan on spoil site location must be submitted to the ECO.

Construction

- The designated storage area must be kept fenced or secured to keep people and animals out. This area must be located in or near the construction camp enclosure.
- General building/other materials include non-hazardous materials and chemicals. These must be kept in this designated area.
- Materials must be stacked (as indicated in figure 18) in a way that they cannot fall and cause injury or damage to property or the natural environment.

Post construction

- Side tipping of spoil and excavated materials shall not be permitted – all spoil material must be disposed of as directed by the Engineer.
- No building rubble, spoil materials or waste materials may be dumped on any adjoining sites.
- The remaining building materials must be removed from the site.
- All excess material and rubble must go to an approved, designated landfill and a safe disposal certificate must be obtained.

Key Issues

- **Spoil must always be dumped at an ECO approved site.**

Operation

(Not applicable)

J. HAZARDOUS STORAGE AND DISPOSAL



Figure 19: An example of hazardous material which has not been properly stored and is leaking on to bare soil. Hazardous material must always be kept separate from other storage areas and must be banded.

Site Inception

- Material Safety Data Sheets (MSDSs) shall be readily available on site for all chemicals and hazardous substances to be used on site. Where possible and available, MSDSs must additionally include information on ecological impacts and measures to minimise negative environmental impacts during accidental releases or escapes.
- Ensure all staff are trained on proper hazardous waste disposal.
- Hazardous storage and refueling areas are banded with an impermeable liner to protect groundwater quality. The contractor has submitted a method statement to this effect to the engineer for approval.
- Hazardous storage areas must not be located near the D'MOSS area, protected vegetation or watercourses.
- Storage areas containing hazardous substances/materials must be clearly signed.
- The hazardous materials storage area must be fully secured to prevent people and animals from accessing it.

Construction

- Hazardous materials to be stored separately in the designated hazardous storage area (Figure 19).
- Appropriate signage must be fixed for all hazardous materials or materials requiring special management.
- Fuel storage areas must be banded with a catchpit of at least 110% the storage capacity of the fuel storage container. This bund must have a controlled stormwater outlet with a filter. Hazardous material must not be stored on bare soil.
- Concrete waste must be disposed of at an appropriate waste site.
- A separate drum must be available for storage of contaminated soil (Figure 15).
- Staff dealing with these materials/substances must be aware of their potential impacts and follow the appropriate safety measures.
- Transport of hazardous materials around the site must be limited, and materials must be transported in sealed bags/containers.
- Mixing/decanting of all chemicals and hazardous substances must take place either on a tray or on an impermeable surface. Waste from these must then be disposed of to a suitable waste site.
- Decanting of any chemical must be done within the confines of a suitably sized drip tray.
- Decanting from large containers (e.g. 210L drums) must be done using a hand pump.
- Drip trays are to be cleaned out daily and material collected disposed of as hazardous waste.
- Spill kits are required to be checked regularly and maintained.

	<p>Post construction</p> <ul style="list-style-type: none"> ▪ Hazardous materials that require disposal (cement, paints, solvents, old fuel / oil etc) must be disposed of to a registered hazardous landfill site. These materials may be removed by an appropriate hazardous waste contractor. Proof of appropriate disposal must be available to the ECO for scrutiny and kept on record.
<p>Key Issues</p> <ul style="list-style-type: none"> ▪ Hazardous materials must always be stored in a separately bunded area. ▪ MSDSs available for all hazardous substances stored on the site. 	<p>Operation <i>(Not Applicable)</i></p>

K. EROSION CONTROL



Figure 20: Steeper section on the western side of the site which could potentially be susceptible to erosion during construction.



Figure 21: Silt fences protecting controlling erosion around a stockpile (source: www.tnepsc.org)

Site Inception

- The contractor must, as an initial and ongoing exercise, implement erosion and sedimentation control measures to the satisfaction of the ECO.
- The geotechnical specialist has identified the western banks adjacent to the Hlawe River as areas with a high instability potential and therefore this area should be monitored frequently to ensure erosion does not develop significantly along these banks (Figure 20).

Construction

- Stabilisation of cleared areas to prevent and control erosion and/or sedimentation must be actively managed.
- Erosion prevention measures to be taken where embankments are constructed to prevent run-off from the platform down the embankment face. e.g. Kerbing to be constructed upstream of embankment slopes to divert flow away to a stabilized channel.
- The contractor must protect all areas susceptible to erosion by installing necessary temporary and permanent drainage works as soon as possible and by taking any other measures necessary to prevent stormwater from concentrating in streams and scouring slopes, banks, etc (Figure 21).
- In areas where construction activities have been completed and where no further disturbance would take place, rehabilitation and re-vegetation should commence as soon as possible.
- Open trenches must be clearly demarcated during the day and night. This is particularly relevant once installation of the water pipeline commences.
- The duration of the exposed soil must be kept to a minimum and rehabilitation must be initiated as soon as construction is completed.

Post construction

- In areas where construction activities have been completed and where no further disturbance would take place, rehabilitation must commence as soon as possible.
- Any eroded soil on paths / roadways / other areas must be collected and replaced in the area from which it was eroded. These high risk erosion areas must be protected from further soil erosion.
- Re-vegetation of cleared land must utilize only 100% locally indigenous plant material to ensure no erosion occurs once the site is vacated.
- All areas affected by erosion during the construction phase must be rehabilitated to the satisfaction of the ECO.

Key Issues <ul style="list-style-type: none">▪ Cleared areas must have erosion control measures.▪ Any eroded sections must be stabilized.▪ Cleared areas where no further disturbance should take place, must be re-vegetated as soon as possible.	Operation <i>(Not Applicable)</i>
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L. TRAINING



Figure 22: An example of workers training on site. All workers must have a basic level of environmental awareness (source: www.bwint.org)

Site Inception

- The Contractor shall be responsible for informing all employees about the need to prevent any harmful effects on natural vegetation on or around the construction site as a result of their activities.
- The ECO must ensure that the engineer has sufficient understanding of environmental issues to pass this information on to the construction staff.
- The engineer / ECO must be on hand to explain more difficult / technical environmental issues and to answer questions at project commencement.
- The need for a “clean site” policy must be explained to construction workers.
- The ECO has, ensured that all site staff are informed of the details of the EMPr document as well as the conditions of the Environmental Authorisation issued by the Department of Environmental Affairs.
- Site workers must be trained in avoiding impacts in areas of potential concern (e.g. on site wetland system, Hlawe River corridor and adjacent D'MOSS area).
- Prior to the commencement of construction, all workers need to know what possible archaeological or historical objects of value may look like, and to notify the site manager if one is found.
- An EMPr awareness toolbox talk must be conducted (Appendix 9). The toolbox talk must outline the conditions and responsibilities of the EMPr to all staff workers. An attendance register must be kept and stored within the SHE file. Environmental toolbox talks attached in Appendix 9 must be undertaken by the contractor during construction phase.
- All workers on site should be aware of the graves located on across the Hlawe River, to the west of the site so they are not disturbed during any phase of development.

Construction

- Regular toolbox sessions (Figure 20) must be held to ensure that staff are reminded about environmental and safety issues and procedures. Proof of the toolbox talks are to be retained on site.
- Develop appropriate environmental training material for all staff. Training should include
 - (1) the definition of environment (people + air + soil + water +business);
 - (2) reasons for conserving and protecting the environment;
 - (3) how the following activities can impact the environment (e.g. not using assigned ablutions, hazardous materials, uncleaned spills, mixing of cement or paint on soil or grass surfaces, waste management i.e. use of waste receptacles and waste separation for recycling, vehicle washing polluting soil & ground water; litter);
 - (4) What to do to prevent the above impacting the environment i.e. assign impermeable mixing areas, no vehicle washing on site, use of waste receptacles and separation of waste to allow for recycling, how to respond in an emergency and deal with a spill;
 - (5) Consideration of neighbours and
 - (6) Rehabilitated open space conservation and management.
- AMAFA should be contacted if any heritage objects are identified during earthmoving activities and the

	<p>following procedure is to be followed:</p> <ul style="list-style-type: none"> • stop construction • report finding to local police station • report to AMAFA to investigate
<p>Key Issues</p> <ul style="list-style-type: none"> ▪ Regular toolbox sessions are to be held in order to remind staff about environmental and safety issues and environmentally sensitive areas. 	<p>Post construction <i>(Not applicable)</i></p> <p>Operation</p> <ul style="list-style-type: none"> ▪ Tenants of the various warehouses to educate and train employees on waste management and spill responses measures where applicable for that particular site. This should include a briefing on the management of the green corridor and rehabilitated wetlands to ensure employees do not impact on the open space and associated functions.

M. EQUIPMENT MAINTENANCE AND VEHICLE WASH BAY



Figure 23: Illustrating an example of water runoff generated from washing vehicles that may contaminate the surrounding environment. Washing and refuelling on site must take place within the designated area in the workshop area.

Site Inception

- Machinery and vehicles must be well maintained but no maintenance work may be carried out on site except in a designated bay allocated for such purposes to ensure that no contamination of soil or stormwater occurs through oil spills etc.
- Excessively noisy machinery must be removed from site.
- All machinery servicing areas must be bunded.

Construction

- There must be no washing or maintenance of vehicles on site unless in a designated wash bay which must then be constructed (Figure 23).
- All vehicles and equipment must be kept in good working order to maximise efficiency and minimise pollution.
- Drip trays must be used to collect used oil, lubricants, etc. during maintenance. Drip trays must be provided for all stationary plant.
- No vehicles carrying cement may be washed on site unless in a wash bay with grease traps to prevent soil and groundwater contamination.
- Calibration certificates for the Troxler machine are to be kept on file.
- The Troxler machine is to have the required warning signs displayed on the machine at the time of transportation and storage of the machine.

Post construction

- Used oil, lubricants, cleaning materials, etc. from the maintenance of vehicles and machinery shall be collected in holding tanks and sent back to the supplier or removed from site by a specialist oil recycling company for disposal at a DWA approved hazardous waste site.
- No vehicles, which have transported concrete or other hazardous substances must be washed on site unless at a designated wash bay with grease traps.

Key Issues

- Servicing to be done in a bunded area
- Drip Trays to collect oil and other lubricants during servicing.
- No runoff of soapy water is allowed into the surrounding areas.

Operation

(Not Applicable)

N. SENSITIVE HABITATS

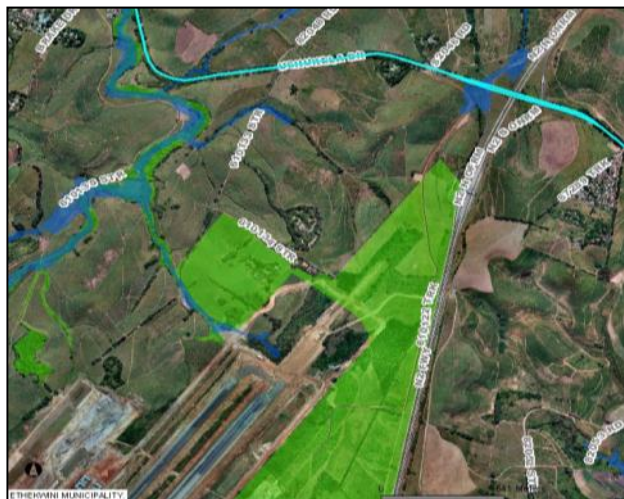


Figure 24: Green on map illustrating the D'MOSS area south and south-east of the uShukela Highway Development. The D'MOSS area should not be impacted on in any way.

Site Inception

- The contractor and staff must be made aware of the adjacent D'MOSS area to the south-east of the site (Figure 24), the Hlawe River corridor on the sites western boundary (Figure 27) and the wetland systems that are going to be retained and rehabilitated on site (see Figure 2 for wetland layout and Figure 25 for wetland delineation in the vicinity of the water pipeline).
- Contractors are required to stay out of the D'MOSS area.
- To identify the specific risks to the water courses at any point during construction, specific method statements are to be developed by the Contractor covering the range of activities proposed for the site including the sequence in which the activities will take place. These method statements should include stormwater structures and mitigation measures preventing excess, polluted water from draining into the green corridor or Hlawe River system. The method statements are to be retained in the site Environmental File.
- The areas mentioned above must be protected from erosion and direct or indirect spills of pollutants, e.g. sediment, refuse, sewage, cement, oils, fuels, chemicals, wastewater etc.
- Effective stormwater control, as outlined in Section B, is required to ensure the watercourses are not significantly impacted on.
- Areas of natural vegetation along the Hlawe River and its tributaries should be kept undeveloped where possible to retain their biodiversity.



Figure 26: Wetland system draining water towards the north-east corner of the site.



Figure 27: Hlawe River Corridor running adjacent to the sites western boundary.



Figure 25: Wetlands associated with the water pipeline.

Construction

- Construction activities must be limited to the development footprint.
- In the event of a spill, the contractor must take prompt action to clear polluted areas and prevent spreading of the pollutants. The contractor must be liable to arrange for professional service providers to clear affected areas, if required.
- There is to be no hunting of marine life/ wildlife on the site and no setting of snares or traps. No animals are to be harmed or harassed.
- There are existing tidal pools east of the southern section of the wall. These must be retained and care must be taken that these structures are not damaged during construction.
- Where possible, buffers along the Hlawe River and associated tributaries should be upheld to protect existing avifaunal habitat.
- Sugarcane currently growing close to the Hlawe River and tributaries should be cornered off and not harvested during construction so a vegetation buffer is provided. Once the stormwater system is in place, the sugarcane can be removed and the area rehabilitated accordingly.

Post construction

- Ensure that the wetland system, Hlawe River corridor and D'MOSS area have not been impacted on in any manner by construction of this development.
- Where habitats have been damaged these must be reported to the ECO and procedures for rehabilitation of these habitats must be undertaken.

Key Issues

- **Contamination of the watercourses and D'MOSS area.**
- **Construction activities must be limited to the development footprint.**
- **Train workers so that they are aware of the sensitive areas.**

Operation

- The approved Operational Environmental Management Programme must be complied with to ensure that the sensitive habitats on site, specifically the rehabilitated wetland corridor, functions effectively and efficiently as proposed. This includes efficient stormwater control and management, pollution reduction methods and capable infiltration ingress.

O. CONDUCT



Figure 28: An example of portable site toilets which must be used on site. No pit latrines are to be dug.



Site Inception

- Workers must be briefed by the person in charge of managing construction / management activities on the do's and don'ts on the property, when workers arrive at the property. This must be repeated in weekly toolbox talks.
- No alcohol, drugs, snares, slingshots or animals may be brought onto the property.
- Adequate toilets must be available on site for use by construction staff at all times. These toilets must be moved with the work front.
- The digging of pit latrines for this purpose is not allowed under any circumstances.
- All construction staff must be provided with relevant PPE (Hardhat, ear protection, protective clothing, eye protection, dust masks, safety footwear; Figure 28).

Construction

- No fires may be made on the property unless prior approval is obtained from the ECO for controlled fires (e.g. braai) within the construction camp.
- Firefighting equipment to be maintained on site and fire teams must be trained accordingly.
- Workers that are under the influence of alcohol or drugs may not operate chainsaws, vehicles or other machinery.
- The harvesting of firewood, medicinal plants, tree bark, flowers or other natural materials is forbidden on the site and adjacent properties.
- No workers may sleep on the property unless proper accommodations for this have been established.
- Construction activities must comply with designated working hours and surrounding residents must be informed prior to noisy activities.
- The chemical toilets (Figure 27) to be provided must be from a registered company and all sewage must be disposed at an appropriate facility. Safe disposal certificates must be kept on record.
- Excessive noise must be prevented.
- Trespassing on private / commercial properties adjoining the site is forbidden.
- Adequate toilets must be available on site for use by construction staff at all times.
- Toilets may not be situated on slopes and must be secured to prevent them blowing over.
- The necessary PPE must be worn.
- Staff handling hazardous substances/materials must be aware of their potential impacts and follow appropriate safety measures.
- Appropriate construction signage must be erected to ensure that pedestrians are aware that construction is being conducted and that it is an unsafe area.
- During construction of the water pipeline, the trench should be designated

Figure 29: Occupational health and safety (http://www.alpinesafety.co.uk/acatalog/Intermediate.jpg).	Post construction <ul style="list-style-type: none">▪ Any damage caused by misconduct must be remedied and rehabilitated.▪ Ensure clean up and rehabilitation of areas where any chemical toilet spillage has occurred.▪ Soil covering the pipeline trench is required to be rehabilitated with indigenous vegetation.
Key Issues <ul style="list-style-type: none">▪ Workers must be briefed on the do's and don'ts of the site.	Operation <i>(Not applicable)</i>

P. AIR & NOISE QUALITY



Figure 30: An example of dust suppression at a construction site to control dust generation.

Site Inception

- A method statement outlining procedures to control and monitor dust and noise on site should be prepared by the Contractor and signed off by the applicant's resident engineer and ECO before construction commences.
- The contractor must ensure that the necessary equipment is in place to control dust generated during construction.
- Inform residents and other relevant neighbouring communities of the proposed activities and possible issues prior to the activity taking place.

Construction

- Dust suppression (Figure 29) techniques must be adopted to control dust generated during construction (e.g. keep dusty areas watered, compact stockpiled soil, control traffic on site).
- If complaints are received regarding high levels of dust, physical barriers can be constructed in the south-east of the site to reduce the impact of the dust on the Herrwood Community (e.g. hessian, shade cloth or sheeting).
- A complaints register must be maintained on site at all times and be made accessible to the surrounding community (or any affected person(s)) to record complaints regarding odours, emissions and/or excessive levels of dust.
- Speeding must be prohibited.
- Construction vehicles must be regularly maintained to ensure that excessive emissions are controlled.

Post construction (Not applicable)

Key Issues

- Dust generated during construction must be controlled.

Operation (Not Applicable)

Q. EMERGENCY PROCEDURES



Figure 31: Emergency response procedures (http://www.utm.utoronto.ca/uploads/pics/emergency_response_title_page.jpg).

Site Inception

- All construction staff must be made aware of emergency phone numbers to use in the case of an emergency.
- All staff must be trained on how to react in the case of an emergency.

Construction

- Keep clearly marked booms and/or absorbent material on site to contain spills if they occur.
- If a spill occurs, stop the source, contain it, clean up in accordance with MSDSs and notify relevant authorities.
- Any excavation sites must be clearly marked and appropriately fenced to ensure unauthorized personnel and livestock cannot gain access the sites.

Post construction

- Firefighting equipment must be readily available.
- Emergency phone numbers and responsible persons must be indicated.
- An emergency procedure to follow/activate must be drawn up and all employees must be made aware of this.

Key Issues

- **Emergency phone numbers and responsible persons must be indicated.**

Operation

(Not Applicable)

R. TRAFFIC, ACCESS, ROADWAYS, EQUIPMENT AND VEHICLES ON SITE



Figure 32: Illustrating an example of pointsmen that should be used to control traffic during construction.

Site Inception

- Access routes to the construction site must follow existing access roads as far as possible. Should new access roads be required, these must be constructed in a way to minimize concentrated flow runoff and pollution to the existing wetlands.
- Access points must be agreed by the engineer and ECO prior to commencement of construction.
- Construction signage must be erected along the uShukela Highway before the construction activities in both directions.
- Construction signage indicating speed limits must be erected on the road verge.
- Machinery and vehicles will be well maintained and no maintenance work can be carried out on site except in a designated bay allocated for such purposes to ensure that no contamination of soil or stormwater occurs through oil spills etc. Excessively noisy machinery will be removed from site.
- All machinery servicing areas shall be bunded.

Construction

- Vehicles travelling along the access roads must adhere to speed limits ensure the safety of the business residents.
- Construction vehicles must travel slowly along the roads to the construction site and adhere to all traffic laws.
- Workers must be trained regarding noise on site and construction hours will be kept to working hours (07h00 to 18h00). Work should not continue on weekends or after hours or public holidays.
- Machinery and vehicles must be maintained in good working order to maximize efficiency and minimise pollution.
- No vehicle or machinery washing must occur on site, only at designated locations at the workshop area.
- Excessively noisy machinery must be removed from site.
- No ad hoc haulage roads or turning areas may be created.
- Construction vehicles must not be permitted to park for extended periods of time on the roads or on road verges where they can block the roads and access to the site.
- Vehicle entry point must be limited to the designated area and the contractor must ensure that no other entry point is used.
- The Contractor must ensure that no contamination of soil or vegetation occurs around workshops and plant maintenance facilities.

Post construction

- All temporary signage must be removed on completion of construction.
- All existing access roads to and from the construction site must be cleared.
- Used oil and lubricants etc from the maintenance of vehicles and machinery shall be collected in holding tanks and sent back to the supplier or removed from site by a specialist oil recycling company for disposal at a DWA approved hazardous waste site.

Key Issues <ul style="list-style-type: none">▪ Emergency phone numbers and responsible persons must be indicated.	Operation <i>(Not Applicable)</i>
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Appendix 1: Letter of acceptance of EMPr

(To be printed on appropriate letter head)

RE: Construction of the uShukela Highway Development

To whom it may concern

This is to state that the undersigned have received a copy of the Environmental Management Programme (EMPr) developed for this site by *Kerry Seppings Environmental Management Specialists cc (KSEMS)* dated July 2013. The undersigned do hereby agree to abide by the strictures of the Environmental Management Programme (EMPr). Any contravention of the EMPr will be recorded and corrective action will be carried out.

Any changes to the EMPr must be approved by the *Environmental Control Officer (ECO)*, the consultant *Kerry Seppings Environmental Management Specialists cc (KSEMS)* and the relevant authority. Such changes are to be made in writing and a record must be maintained.

As Agreed on this day _____ of _____ (Month) _____ (Year)

Environmental Control Officer (ECO)

Name _____

Signed _____

Contractor

Name _____

Company _____

Signed _____

Engineer

Name _____

Company _____

Signed _____

Appendix 2: EMPr checklist

ENVIRONMENTAL MANAGEMENT PLAN CHECK LIST				
Contractor				
Telephone Number				
Project				
	Issue	Page number	No of pages	Signature
1	Cover Sheet Identifying Persons and Contacts			
2	Project Description			
3	Construction Site Layout Plan			
4	Action Plan Responsibilities			
5	EMPr Audit Form			
6	Non Conformance Register			
7	Incidents Record			
8	Letter of Acceptance of EMPr			
9	Complaints			
10	Appendix 6:			
11	Appendix 7:			
12	Appendix 8:			
13	Training Record			
Contractors Representative Completing this Form				
Name		Signature		
Date		Revision Number		

Appendix 3: EMPr audit form

EMP AUDIT FORM		
This report must be completed each time an audit is done, even during daily inspections. ECO weekly audits are to be submitted to DEA official, DWA and council. Please note that this audit form is an example and a more detailed audit form will be required detailing issues as per the EMPr.		
Date:	Persons Carrying Out Audit:	Signature/s:
Issue	Y/N	Corrective Action Required
1. Are all sediment and pollution control structures in place, cleaned and operating? If no provide details.		
2. Have there been any (verbal or written) complaints from nearby resident, local council or authority in relation to the site activities such as noise, dust, traffic, dirt on roads or stormwater pollution? If yes, detail the complaints and response to the complaints?		
3. Have there been any incidents on the site such as spills of chemicals or fuel? If yes, describe what has happened and what was done to clean up the spill.		
4. Are there any areas of the EMPr that have not been complied with? If so detail (the auditor to check all requirements of the EMPr carefully to ensure that all requirements are met)		
5. Have any further strategies been employed to reduce waste going to landfill?		
6. Other comments: list any other environmentally related issues.		

Appendix 4: Complaints register

This a register for recording all complaints received from neighbours i.e. Complaints about noise, odours, dust etc.

Date of complaint	Complainant's name	Contact Details (phone)	Nature of complaint	Corrective action taken	Date action completed

Appendix 5: Non conformance record

This is record of non compliances with the EMP i.e. any action taken that is in violation of the EMP must be recorded e.g. mixing concrete directly on soil, site staff using neighbouring properties as toilet facilities, dumping of material over fence etc.

Date of non conformance	Details of non conformance	Party / ies responsible	Corrective action taken	Date action completed

Appendix 6: Emergency response plan

(This must be used to update existing emergency response plans)

1.0 AIM

- 1) The effective response to emergency incidents.
- 2) The control of emergency incidents.
- 3) Recording incidents and ensuring that where possible, all measures are taken to prevent them from re-occurring

2.0 DEFINITION OF AN “INCIDENT”

As defined by NEMA, section 30 “Control of emergency incidents” .

(1) *In this section—*

(a) *“incident” means an unexpected sudden occurrence, including a major emission, fire or explosion leading to serious danger to the public or potentially serious pollution of or detriment to the environment, whether immediate or delayed;*

(b) *“responsible person” includes any person who—*

(i) is responsible for the incident;

(ii) owns any hazardous substance involved in the incident; or

(iii) was in control of any hazardous substance involved in the incident at the time of the incident;

(c) *“relevant authority” means—*

(i) a municipality with jurisdiction over the area in which an incident occurs;

(ii) a provincial head of department or any other provincial official designated for that purpose by the MEC in a province in which an incident occurs;

(iii) the Director General;

(iv) any other Director General of a national department.

As defined by the National Water Act section 20 “Control of emergency incidents”

(1) *In this section “incident” includes any incident or accident in which a substance -*

(a) pollutes or has the potential to pollute a water resource; or

(b) has, or is likely to have, a detrimental effect on a water resource.

DEFINITION OF AN INCIDENT ON SITE

Spills, contamination of soil and or stormwater, fires, explosions.

3.0 CONTENTS OF REPORT TO AUTHORITIES

As taken from NEMA, section 30 :Control of Emergency Incidents”

(3) *The responsible person or, where the incident occurred in the course of that person’s employment, his or her employer must forthwith after knowledge of the incident, report through the most effective means reasonably available—*

(a) the nature of the incident;

(b) any risks posed by the incident to public health, safety and property;

(c) the toxicity of substances or byproducts released by the incident; and

(d) any steps that must be taken in order to avoid or minimise the effects of the incident on public health and the environment to—

- (i) the DirectorGeneral;*
 - (ii) the South African Police Services and the relevant fire prevention service;*
 - (iii) the relevant provincial head of department or municipality; and*
 - (iv) all persons whose health may be affected by the incident.*
- (4) The responsible person or, where the incident occurred in the course of that person's employment, his or her employer, must, as soon as reasonably practicable after knowledge of the incident—*
- (a) take all reasonable measures to contain and minimise the effects of the incident, including its effects on the environment and any risks posed by the incident to the health, safety and property of persons;*
 - (b) undertake cleanup procedures;*
 - (c) remedy the effects of the incident;*
 - (d) assess the immediate and longterm effects of the incident on the environment and public health.*
- (5) The responsible person or, where the incident occurred in the course of that person's employment, his or her employer, must, within 14 days of the incident, report to the DirectorGeneral, provincial head of department and municipality such information as is available to enable an initial evaluation of the incident, including—*
- (a) the nature of the incident;*
 - (b) the substances involved and an estimation of the quantity released and their possible acute effect on persons and the environment and data needed to assess these effects;*
 - (c) initial measures taken to minimise impacts;*
 - (d) causes of the incident, whether direct or indirect, including equipment, technology, system, or management failure; and*
 - (e) measures taken and to be taken to avoid a recurrence of such incident.*
- (6) A relevant authority may direct the responsible person to undertake specific measures within a specific time to fulfil his or her obligations under subsections (4) and (5): Provided that the relevant authority must, when considering any such measure or time period, have regard to the following:*
- (a) the principles set out in section 2;*
 - (b) the severity of any impact on the environment as a result of the incident and the costs of the measures being considered;*
 - (c) any measures already taken or proposed by the person on whom measures are to be imposed, if applicable;*
 - (d) the desirability of the State fulfilling its role as custodian holding the environment in public trust for the people;*
 - (e) any other relevant factors.*
- (7) A verbal directive must be confirmed in writing at the earliest opportunity, which must be within seven days.*
- (8) Must—*
- (a) the responsible person fail to comply, or inadequately comply with a directive under subsection (6);*
 - (b) there be uncertainty as to who the responsible person is; or*
 - (c) there be an immediate risk of serious danger to the public or potentially serious detriment to the environment,*
- a relevant authority may take the measures it considers necessary to—*
- (i) contain and minimise the effects of the incident;*
 - (ii) undertake cleanup procedures; and*
 - (iii) remedy the effects of the incident.*

As taken from the National Water Act section 20 "Control of emergency incidents"

(2) In this section, "responsible person" includes any person who -

- (a) *is responsible for the incident;*
 - (b) *owns the substance involved in the incident; or*
 - (c) *was in control of the substance involved in the incident at the time of the incident.*
- (3) *The responsible person, any other person involved in the incident or any other person with knowledge of the incident must, as soon as reasonably practicable after obtaining knowledge of the incident, report to -*
- (a) *the Department;*
 - (b) *the South African Police Service or the relevant fire department; or*
 - (c) *the relevant catchment management agency.*
- (4) *A responsible person must -*
- (a) *take all reasonable measures to contain and minimise the effects of the incident;*
 - (b) *undertake clean-up procedures;*
 - (c) *remedy the effects of the incident; and*
 - (d) *take such measures as the catchment management agency may either verbally or in writing direct within the time specified by such institution.*

The following emergency procedures are guidelines only and must be used in conjunction with the emergency response plan provide by the contractor.

4.0 ON SITE EMERGENCY PROCEDURES

4.1 SPILL RESPONSE

4.1.1 RESPONSIBLE PERSON/S

The spill is reported to the Foreman who must report to his superior who must report to the ECO.

All employees must be made aware of the procedure in case of a spill.

The ECO must report to relevant authorities if contamination occurs and if spill falls within the definition of a spill

4.1.2 PROCEDURE

1. Identify nature and size of spill e.g. oil 20L. Consult MSDS for safety precautions
2. Protect exposed stormwater drains, prevent entry of substance to stormwater drains and drainage line.
3. For a small spill (less than a litre, locate spill kit, contain spill according to the training from the spill kit suppliers
4. For large spill (unable to deal with on site), contact external spill control contractors
5. Determine appropriate method for disposal of material base on information provided in MSDS
6. Determine if any contamination has occurred i.e. entry to stormwater, , soil contamination
7. If contamination has occurred, consult with authorities on need for ongoing monitoring and or rehabilitation requirements. Determine medium and long term effects. Stormwater incidents must be reported to Waste water
8. If no contamination has occurred, determine if spill falls under definition of an “incident” and if so, report to relevant authorities.
9. Record in Incidents register
 - Nature of incident
 - Cause of incident
 - Contamination if any

Measures taken to control spill and handle contamination

If spill falls under definition of an incident

Mitigation measures taken to prevent re-occurrence

10. Record in non-compliance register and incident (if defined as incident)
11. The ECO shall review all spill reports
12. Adjustments will be made, if necessary, to the operational and emergency procedures to prevent future occurrences

4.3 FIRE

4.3.1 RESPONSIBLE PERSON/S

The spill is reported to the Foreman who must report to his superior who must report to the ECO.

All employees must be made aware of the procedure in case of a spill.

The ECO must report to relevant authorities if contamination occurs and if spill falls within the definition of a spill

4.3.2 PROCEDURE


1. Identify source and nature of fire
2. In case of small fire extinguish with material appropriate to the nature of the fire. Consult MSDS.
3. Immediately contact the ECO. In case of a large fire contact Fire Department
4. Seal off exposed stormwater drains to ensure spill does not cause any external contamination
5. Determine whether any contamination has occurred
6. If contamination has occurred, consult with authorities to determine appropriate rehabilitation and monitoring
7. Record in incident register:
 - Nature of incident
 - Cause of incident
 - Clean up measures
 - Mitigation measures taken
8. Record in non-compliance register and record as incident if applicable.
9. The ECO shall review all fire reports
10. Adjustments will be made, if necessary, to the operational and emergency procedures.

Appendix 7: Incident record

This is record of incidents as defined in NEMA and the NWA. Incidents must be recorded and reported to the applicable authorities.

Date of incident	Details of incident	Party / ies responsible	Corrective action taken	Date action completed

Appendix 8: Example of an emergency incident report form (Source: DEA website)

 <p>environmental affairs Department: Environmental Affairs REPUBLIC OF SOUTH AFRICA</p>	Document Type:	Emergency Incident Report	
	Title for the Incident:		
	Date of the incident:		
Reference:	[A reference that may be used in future correspondence]	Initial Submission Date:	[Date of initial submission of the report to the Department: Environmental Affairs and Tourism]
Revision No.:	example	Compiled by:	[Full name and contact details of the person submitting the report]

This form provides a template for the emergency incident report required in terms of section 30(5) of the National Environmental Management Act (Act No. 107 of 1998) (hereinafter “NEMA”) in which the responsible person or, where the incident occurred in the course of that person’s employment, his or her employer, must, within 14 days of the incident, report to the Director General, provincial head of department and municipality such information as is available to enable an initial evaluation of the incident, including: (a) the nature of the incident; (b) the substances involved and an estimation of the quantity released and their possible acute effect on persons and the environment and data needed to assess these effects; (c) initial measures taken to minimise impacts; (d) causes of the incident, whether direct or indirect, including equipment, technology, system, or management failure; and (e) measures taken and to be taken to avoid a recurrence of such incident. In terms of section 30(1)(a) of NEMA, an “incident” means an unexpected sudden occurrence, including a major emission, fire or explosion leading to serious danger to the public or potentially serious pollution of or detriment to the environment, whether immediate or delayed. In line with section 24 of the Constitution of the Republic of South Africa (Act No. 108 of 1996), “serious” is taken to be a measure of the impact of an incident where such an incident has had, could have had, is having, or will have a negative impact on human health or well-being.

1. RESPONSIBLE PERSON

In terms of section 30(1)(b) of NEMA, the “responsible person” includes any person who: (i) is responsible for the incident; (ii) owns any hazardous substance involved in the incident; or (iii) was in control of any hazardous substance involved in the incident at the time of the incident

1. RESPONSIBLE PERSON			
In terms of section 30(1)(b) of NEMA, the “responsible person” includes any person who: (i) is responsible for the incident; (ii) owns any hazardous substance involved in the incident; or (iii) was in control of any hazardous substance involved in the incident at the time of the incident			
Name:	[Full name of person, company, etc.]	Designation:	[designation of responsible person (n/a for companies, etc.)]
Postal Address:	[Full postal address including postal code]	Physical Address:	[Full physical address]
Telephone (B/H)	[Business hours contact telephone number and area code]	Telephone (A/H)	[After hours contact telephone number and area code]
Fax:		Email:	
Nature of Business:	[Brief summary of the nature of the business]		

2. Emergency Incident Summary Information							
Mark the appropriate boxes							
2.1 Fire:	<input type="checkbox"/>	2.2 Spill:	<input type="checkbox"/>	2.3 Explosion:	<input type="checkbox"/>	2.4 Gaseous Emission:	<input type="checkbox"/>
2.5 Injuries	<input type="checkbox"/>	2.6 Reportable injuries:	<input type="checkbox"/>	2.7 Hospitalisation:	<input type="checkbox"/>	2.8 Fatalities:	<input type="checkbox"/>
2.9 Open water impacts:	<input type="checkbox"/>	2.10 Ground water impacts:	<input type="checkbox"/>	2.11 Atmospheric impacts:	<input type="checkbox"/>	2.12 Soil impacts:	<input type="checkbox"/>
2.13 Own emergency response involved	<input type="checkbox"/>	2.14 Fire prevention services involved	<input type="checkbox"/>	2.15 Government hazardous materials emergency response involved	<input type="checkbox"/>	2.16 More than 1 governmental emergency response service involved	<input type="checkbox"/>
2.17 Emission of non-toxic substances at low concentrations	<input type="checkbox"/>	2.18 Emission of non-toxic substances at high concentrations	<input type="checkbox"/>	2.19 Emission of toxic substances at low concentrations	<input type="checkbox"/>	2.20 Emission of toxic substances at high concentrations	<input type="checkbox"/>
2.21 No evacuation required	<input type="checkbox"/>	2.22 Immediate area evacuated	<input type="checkbox"/>	2.23 Immediate surrounds evacuated	<input type="checkbox"/>	2.24 Evacuation of the general public	<input type="checkbox"/>
2.25 Others	<input type="checkbox"/>						<input type="checkbox"/>

3. Initial Emergency Incident Report

In terms of section 30(3) of NEMA, the responsible person or, where the incident occurred in the course of that person's employment, his or her employer must forthwith after knowledge of the incident, report through the most effective means reasonably available: (a) the nature of the incident; (b) any risks posed by the incident to public health, safety and property; (c) the toxicity of substances or byproducts released by the incident; and (d) any steps that must be taken in order to avoid or minimise the effects of the incident on public health and the environment to: (i) the Director General; (ii) the South African Police Services and the relevant fire prevention service; (iii) the relevant provincial head of department or municipality; and (iv) all persons whose health may be affected by the incident.

Description	Date:	Time:	Medium:	Contact Details:
Relevant fire prevention services: (in case of fire)	[submission date]	[submission time]	[Fax, phone, SMS, letter, etc.)	[who was the report made to?]
Local:				
Provincial: (Those deal with Environmental issues)				
Director General: (DEA)				
Any other Director General of National Department eg DWA				

4. Incident Details

In terms of NEMA section 30(5)(a) and (d), the responsible person must report on the nature of the incident as well as the causes of the incident, whether direct or indirect, including equipment, technology, system, or management failure

Location of the incident	[Provide physical address of the location where the incident happened including the GPS co-ordinates]		
Incident start date and time:	[The exact time that the unexpected event started]	Incident duration:	[the duration of the unexpected event]
Duration of exposure:	[The duration of conditions that had a direct impact anyone's health or well-being]		
Incident description			
<u>Background of the incident:</u>			
<u>Operation:</u>			
<u>Incident type:</u>			
<u>Root Cause of the incident:</u>			
<u>Contributing factors to the incident:</u>			
<u>Conclusion:</u>			

4. Incident Details

In terms of NEMA section 30(5)(a) and (d), the responsible person must report on the nature of the incident as well as the causes of the incident, whether direct or indirect, including equipment, technology, system, or management failure

Wind speed and direction	[The wind speed and direction at the point of the incident at the time of the incident]	Ambient air temperature	[ambient air temperature at the time of the incident]
Weather conditions	[Sunny, light rain, mist, heavy rain, etc.]	Other relevant meteorological conditions	[Temperature inversion, floods, etc]

5. POLLUTANTS RELEASED DURING INCIDENT

In terms of NEMA section 30(5)(b), the responsible person must report on the substances involved and an estimation of the quantity.

List all the pollutants directly released during the incident (i.e. exclude those pollutants that resulted from mitigation measures, e.g. flaring, treatment, dilution etc.)

Substance or mixture of substances	Reference Number	Phase	Total Quantity emitted	Unit	Nature of emission
[The name recognised by any national or internationally recognised chemical referencing system]	[Reference to any national or internationally recognised chemical referencing system]	[solid, semi-solid, liquid or gas]	[the total measured or estimated quantity released into the environment]	[the unit of measure in respect to the quantity]	[emitted from truck, underground pipe, stack, etc.]

6. SECONDARY POLLUTANTS RESULTING FROM INCIDENT

In terms of NEMA section 30(5)(b), the responsible person must report on the substances involved and an estimation of the quantity released.

List all the pollutants that resulted from mitigation measures, e.g. flaring, treatment, dilution etc.

Substance or mixture of substances	Reference Number	Phase	Total Quantity emitted	Unit	Nature of emission
[The name recognised by any national or internationally recognised chemical referencing system]	[Reference to any national or internationally recognised chemical referencing system]	[solid, semi-solid, liquid or gas]	[the total measured or estimated quantity released into the environment]	[the unit of measure in respect to the quantity]	[emitted from truck, underground pipe, stack, etc.]

6. SECONDARY POLLUTANTS RESULTING FROM INCIDENT

In terms of NEMA section 30(5)(b), the responsible person must report on the substances involved and an estimation of the quantity released.

List all the pollutants that resulted from mitigation measures, e.g. flaring, treatment, dilution etc.

Substance or mixture of substances	Reference Number	Phase	Total Quantity emitted	Unit	Nature of emission

7. POLLUTANT CONCENTRATIONS

In terms of NEMA section 30(5)(b), the responsible person must report on the substances involved and an estimation of the quantity released.

List all the pollutants detailed above.

Substance or mixture of substances	Reference Number	Estimated pollutant concentration			
		10m	100m	500m	>2000m
[The name recognised by any national or internationally recognised chemical referencing system]	[Reference to any national or internationally recognised chemical referencing system]	[estimate the concentration of the pollutant in water, soil and/or air within a 10m radius of the epicentre of the incident] [provide the units used in a case of estimating concentrations eg ppm]	[estimate the concentration of the pollutant in water, soil and/or air within a 100m radius of the epicentre of the incident] [provide the units used in a case of estimating concentrations eg ppm]	[estimate the concentration of the pollutant in water, soil and/or air within a 500m radius of the epicentre of the incident] [provide the units used in a case of estimating concentrations eg ppm]	[estimate the concentration of the pollutant in water, soil and/or air within a >2000m radius of the epicentre of the incident][provide the units used in a case of estimating concentrations eg ppm]

8. INCIDENT IMPACT

In terms of NEMA section 30(5)(b), the responsible person must report on possible acute effect on persons and the environment and data needed to assess these effects;

Minor injuries	[Describe the number and types of any minor injuries that resulted from the incident or efforts to manage the incident or the impacts thereof]
Reportable injuries	[Describe the number and types of any injuries requiring statutory reporting that resulted from the incident or efforts to manage the incident or the impacts thereof]
Hospitalisation	[Describe the number and types of any injuries that required professional medical care that resulted from the incident or efforts to manage the incident or the impacts thereof]
Fatalities	[Describe the number and cause of any fatalities that resulted from the incident or efforts to manage the incident or the impacts thereof]
Biological impacts	[Describe any impacts on biological life, other than human life, e.g. fish kills, plant mortality, etc.]
Impact area	[Describe the area possibly affected by the incident or the impacts thereof including: (i) size of the area; (ii) socio-economic context; (iii) population density; (iv) sensitive environments (if any), etc.]
Data	Attach relevant impact reports, medical reports, death certificates, post mortem reports, environmental monitoring data, etc. as Annexes C1, C2,... to this report

9. EXISTING PREVENTION PROCEDURES AND/OR SYSTEMS

Foresight	[Briefly describe whether the incident could have, or had, been foreseen, e.g. was it included in any environmental impact assessment, risk assessment, health and safety plan, etc.]
Procedures and/or systems	Attach any relevant safety, health and environmental plans (including any statutory planning requirements) that detail what actions must be taken in the event of the incident that is the subject of this report
Procedure and/or systems failures	[Describe any failures or shortfalls in procedures and/or systems that may have contributed to the incident]
Technical measures	[Describe any technical measures, equipment, 'fail-safe' devices, etc. that are in place to prevent the occurrence of the incident]
Technical failure	[Describe any failures of technical measures, equipment, 'fail-safe' devices, etc. that are in place to prevent the occurrence of the incident]

10. INITIAL INCIDENT MANAGEMENT

In terms of NEMA section 30(5)(c), the responsible person must report on initial measures taken to minimise impacts.	
Evacuation	[Describe any evacuation activities including information on the number of people evacuated and whether these people were staff or otherwise]
Technical measures	[Describe all technical measures taken to address the incident]
Mitigation measures	[Describe all measures taken to minimise the impact]
Emergency Services	[Describe any governmental emergency services involvement]

11. CLEANUP AND/OR DECONTAMINATION

In terms of NEMA section 30(5)(c), the responsible person must report on initial measures taken to minimise impacts.

Cleanup and/or decontamination	[Provide a detailed description of all cleanup and/or decontamination activities and the environmental quality and impacts resulting from these activities as well as contact details for any contracted service providers in an annex.]
---------------------------------------	--

Permissions and Instructions

Provide details of any permissions and/or instructions received from any organ of state during initial incident management, cleanup and/or decontamination

Type	Statute	Issued By	Name and contact details
[Describe the nature or type of permission or instruction]	[Provide a reference to the legal mandate for the permission or instruction]	[Provide contact details for the permitting or instructing authority]	[provide a summary of the activities carried out in terms of the permission or instruction]

12. MITIGATION MEASURES

In terms of NEMA section 30(5)(e), the responsible person must report on measures taken and to be taken to avoid a recurrence of such incident.

Measure	Objective	Cost	Timing
[Briefly describe each of the measures taken, and to be taken, to avoid a recurrence of such incident]	[Briefly describe the objective of the measure, i.e. the desired outcome of the measure]	[Estimate the cost of the measure in terms of capital costs and/or recurrent costs]	[Provide information on the timing for the full implementation of the measure]

13. AUTHORISATIONS

Provide detail on all authorisations (including permits, licenses, certificates, etc.) in respect of the activity to which the incident relates.

Type	Statute	Issued By	Issue & Expiry Date
[Describe the nature or type of authorisation, e.g. Registration Certificate]	[Provide the reference for the authorisation, e.g. section X of the National Environmental Management Act (Act No. 107 of 1989)]	[Provide contact details for the issuing authority]	[provide the date of issue and expiry]

14. History

Provide details on any and every similar incident involving the responsible person in the last 24 months. Similar incidents include those that: (i) involved similar circumstances; (ii) involved similar emissions; (iii) involved similar personal; and/or (iv) involved similar impacts.

Incident title	Report reference	Date of incident	Summary of event
[Provide the title used in the relevant emergency incident report]	[Provide the reference in respect of the relevant emergency incident report]	[Date of incident]	[Provide a summary of the event]

Signed by, or as a mandated signatory for, the responsible person:		Date:	
--	--	-------	--

APPENDIX 1 List of affected people as results of the incident				
NAME	ADDRESS	PHONE	FAULT	REMARKS

APPENDIX 2 Layout map of the area likely to be affected or affected as a result of the incident

Disclaimer

Any other information not covered in the reporting template must be included.

NOTE: In terms of section 30 (11) of NEMA as amended, it is an offence not to report an incident and liable on conviction to a fine not exceeding R 1 million or imprisonment for a period not exceeding 1 year, or to both such a fine and such imprisonment.

Appendix 9: Environmental awareness plan

Environmental Awareness Plan

Important Definitions

- **Environment** (NEMA, 1998) - means the surroundings within which humans exist and that are made up of -
 - the land, water and atmosphere of the earth;
 - microorganisms, plant and animal life;
 - any part or combination of (i) and (ii) and the interrelationships among and between them; and
 - the physical, chemical, aesthetic and cultural properties and conditions of the foregoing that influence human health and wellbeing
- **Pollution** (NEMA, 1998) - means any change in the environment caused by -
 - substances;
 - radioactive or other waves; or
 - noise, odours, dust or heat, emitted from any activity, including the storage or treatment of waste or substances, construction and the provision of services, whether engaged in by any person or an organ of state, where that change has an adverse effect on human health or wellbeing or on the composition, resilience and productivity of natural or managed ecosystems, or on materials useful to people, or will have such an effect in the future
- **Environmental Management Programme** – refers to a document that used to investigate, assess and evaluate the impacts that the mine is likely to have on the environment during the operation and decommission phases.

Why Should We Protect The Environment?

- It is our right to live in a clean and healthy environment.
- To ensure that future generations live in a clean environment.
- To prevent the loss of species diversity.
- To prevent loss of ecological goods and services.

Toolbox Talks

The site manager must ensure that all site staff are informed of the details of the environmental awareness plan as well as the conditions of the Environmental Authorization issued by the Department of Environment Affairs (DEA). Regular toolbox sessions must be held to ensure that staff are reminded about environmental and safety issues and procedures. Environmental posters must be presented to staff (the following pages can be used as the environmental posters on the site). Posters 3 – 10 can be used as topics for the environmental toolbox talks.

Sensitive Areas

All workers on site must be aware of the sensitive areas on site. This includes:

- The Hlawe River
- DMOSS on the sites south and south-east boundaries
- Green Open Space corridor through the centre of the site (east to west).

Site Environmental Rules

1. No urinating or defecating on site. Toilet facilities provided at the sites to be used at all times.
2. Do not waste water.
3. No littering.
4. No washing of construction vehicles on site
5. Restricted access to the Hlawe River during construction
6. Do not use spill kits for disposal of general waste
7. No eating of sugar cane at any point in time whilst on the construction site
8. Adherence to the Tongaat Hulett Development's Environmental, Safety and Health "Ground Rules".
9. Display MSDS for storage containers on site and handle hazardous materials accordingly.

Dispensing, storage and disposal of hydrocarbons/mineral oils

DISCUSSION:

What is a Hydrocarbon (mineral oil)?

Diesel/hydraulic oil etc. are hydrocarbons and therefore classified as hazardous substances. A hazardous substance is any material that poses an unreasonable risk to people, property and the environment. The environment is our surroundings, soil, air and water.

What is the risk?

- Regular dispensing and offloading of diesel increases the risk of a spillage occurring.
- Changing hydraulic lines/ greasing parts / basic maintenance of vehicles
- Leaks from vehicles and equipment

Hydrocarbons are toxic if swallowed by humans or animals. The presence of hydrocarbons in water can also prevent aquatic organisms from breathing and may result in aquatic kills depending on the extent of the spill. Hydrocarbons should therefore be prevented from contaminating ground or surface water.

Note:

Only 1 litre of oil can contaminate a soccer field of water. It is therefore essential to prevent spillages as far as possible and to ensure that if they do occur that they are properly cleaned up and that the resulting material is disposed of correctly.

What is a spillage?

All situations involving the spilling of a hydrocarbon on to the floor or ground or water.

How do we manage this?

- 1 Correct Storage:**
 - a. Refer to issues around the bunded area.
 - b. Should be contained in waterproof and leak proof containers. Any containers or points that are leaking to be addressed immediately.
 - c. Should be stored in a dedicated area on site.
- 2 Correct Dispensing:**
 - a. Should check lines for leaks before starting with dispensing.
 - b. Place drip tray so as to catch any drips. How would you and into what would you empty the drip tray?
 - c. Ensure all residual diesel/oil is drained from pipe before disconnecting.
- 3 Maintenance of vehicles and equipment**
 - a. Check equipment and vehicles for leaks daily. Report leaks to supervisor immediately. Contain slow drips using a drip tray.
 - b. Do not use excessive grease when greasing vehicle or equipment parts.
- 4 Correct Spillage Handling and Disposal:**
 - a. Clean all spillages immediately. This means treat and remove spillage.
 - b. Dispose in hazardous waste drum or skip.
 - c. Report spillage to supervisor.

DATE:	TIME:	LOCATION:
TOPIC:	Dispensing, storage and disposal of hydrocarbons/ mineral oils	
ISSUE:	Spillage	

Use and maintenance of drip trays

DISCUSSION:

What is a Drip Tray?

A drip tray is a plastic or metal container that can be used to contain a liquid. A container is suitable to be used as a drip tray, if

- it is heavy enough not to be blown away;
- has no holes in the base or side from which a liquid could leak; and
- the sides are high enough that the liquid will not overflow.

The drip tray must be sized according to the amount of liquid that needs to be captured and contained.

What is the risk?

There is a risk of spillage of hydrocarbons or other chemicals under the following circumstance:

- Various equipment and vehicles may develop slow hydrocarbon leaks (oils);
- During maintenance of vehicles and equipment, there is a risk that hydrocarbons, grease, diesel/petrol may be spilt;
- Refuelling of equipment and vehicles;
- During decanting of chemicals such as paint and curing compound etc, some of the chemicals may be spilt on the ground; and/or
- While applying paint or grease you need something to put the tin, paint brush or roller into.
- Temporary storage of chemicals at point of use

Under all these circumstances the correct use of a drip tray could prevent a spillage on to the ground or into water.

What is correct use of a drip tray?

Note that the use of a drip tray should be an additional precaution to other controls. For example:

- Decanting of chemicals should be done within a bunded area as far as possible. A funnel should be used when discharging liquids into a container with a small opening. Spillage of chemicals should always be avoided. A drip tray should be used only as a precaution in case there is a spill.
- Vehicles and equipment should be checked daily and maintained correctly to prevent leaks. Drip trays should be placed underneath equipment and vehicles when stationary as a precaution in case there is a leak.
- Temporary storage of chemicals at point of use. Chemicals should always be returned to chemical store at the end of the shift.
- When refuelling vehicles or equipment a drip tray should be used to capture any excess or spillages from the nozzle of the hose. There should be no overfilling of vehicles and equipment.
- Drip trays may be used for the placing of paint brushes and rollers while applying curing compound.

Correct maintenance?

Drip trays should be maintained empty. Drip trays are to be checked daily, cleaned and emptied into the hazardous waste skip. Drip trays that are not being used should be stored under cover to prevent them filling with rain water.

DATE:	TIME:	LOCATION:
TOPIC:	Use and maintenance of Drip trays	
ISSUE:	Drips trays not being used when they should be	
	Incorrect maintenance of drip trays resulting in spillages	

Use, handling and storage of hazardous chemicals

5.

DISCUSSION:

What is a Hazardous Chemical?

These are substances that may be dangerous to humans and or the environment if not handled, stored and disposed of correctly. The definition of a hazardous chemical is based on the amount, concentration or inherent properties of the waste.

e.g. Consumption of Alcohol,

Amount – the effect of 1 glass versus 5 litres. It is the same with a chemical. One drop may not be harmful but continuous dripping over a period of a week could be very harmful

Concentration – Beer as opposed to wine, there is alcohol in both but there is more alcohol in the wine than in the beer. It is the same with some chemicals

Inherent properties – Methylated spirits versus Beer, one bottle of methylated spirits could kill you but one beer won't because of the type of alcohol in the beer versus that in methylated spirits. It is the same with some chemicals

What is the risk?

There is a risk of spillage of chemicals under the following circumstance:

- During decanting of chemicals such as paint and curing compound etc, some of the chemicals may be spilt on the ground; and/or
- While applying paint or grease you need something to put the tin, paint brush or roller into.
- Temporary storage of chemicals at point of use

What are the correct use, handling and storage of hazardous chemicals?

- Hazardous chemicals should be stored in a roofed, bunded area that is kept locked. Entry of rain water into the bunded area must be prevented.
- All chemicals or chemical contaminated items should be stored within the bunded area. NOT on the wall of the bunded area or outside the bunded area on a concrete slab.
- Empty chemical containers and drums should be stored in the bunded area until removed or smaller containers thrown in the hazardous waste skip e.g. paint tins, paint brushes or rollers.
- Decanting of chemicals should be done within a bunded area as far as possible. A funnel should be used when discharging liquids into a container with a small opening. Spillage of chemicals should always be avoided.
- All chemical containers should be labelled. No food related containers are to be used for the storage of chemicals e.g. cool drink bottles.
- Temporary storage of chemicals at point of use. Chemicals should always be returned to chemical store at the end of the shift.
- Drip trays may be used for the placing of paint brushes and rollers while applying curing compound or shutter oil.
- All these chemicals must have an MSDS (material safety data sheet). This information is required to ensure that all chemicals are stored, handled and disposed of in the best possible way to ensure the safety of staff and the environment.

Correct maintenance of bunded area

Any cracks in the walls or floors and holes in the roof are to be repaired as soon as possible. Bunded area is to be kept free of spillages. Any spillages are to be cleaned up and disposed of as hazardous waste.

DATE:	TIME:	LOCATION:
TOPIC:	Use, handling and storage of hazardous chemicals	
ISSUE:	Incorrect storage of chemicals	
	Spillage of chemicals	

Hazardous Waste handling, storage and disposal

6.

DISCUSSION:

What is Hazardous waste?

These are wastes that may be dangerous to humans and or the environment if not handled, stored and disposed of correctly. The definition of a hazardous waste is based on the amount, concentration or inherent properties of the waste.

e.g. Consumption of Alcohol,

Amount – the effect of 1 glass versus 5 litres

Concentration – Beer as opposed to wine

Inherent properties – Methylated spirits versus Beer

Name some examples of hazardous wastes generated on site:

Used oils (hydrocarbons), contaminated spill absorbent or sand, paints (hydrocarbons), batteries (acid), fluorescent tubes (mercury) etc.

Correct handling, storage and disposal:

- Should be contained in waterproof and leak proof containers until they are removed from site.
- Should be stored in a dedicated area on site.
- Should not be disposed of with domestic waste, but must be disposed in containers for hazardous waste only.

Why?

- To prevent unnecessary exposure of staff and the environment to harmful wastes
- Reduce amount paid by the company for the disposal of hazardous wastes by ensuring that wastes are separated correctly.

What is an incident?

- Paint tin, fluorescent tube etc. in domestic waste bin.
- Liquid running out of the bottom of the hazardous waste bin.

DATE:	TIME:	LOCATION:
TOPIC:	Hazardous Waste handling, storage and disposal	
ISSUE:	Mixing of wastes	
	Incorrect containment of hazardous wastes	

Waste segregation and separation

7.

DISCUSSION:

What is waste separation?

This is the separation of hazardous and general waste

Some examples of hazardous wastes generated on site:

Used oils (hydrocarbons), contaminated spill absorbent or sand, paints, batteries (acid), fluorescent tubes (mercury), concrete.

Some examples of general waste generated on site:

Cool drink bottles, chip packets, plastic, leftover food, paper etc.

Correct handling, storage and disposal

- General waste must be disposed of in the green wheelie bins or marked skips provided
- Hazardous waste to be thrown in marked skips provided or 210L marked drums provided in certain areas
- The two must not be mixed!
- If hazardous waste is found in general waste, all must be disposed of as hazardous waste.

Why?

- The two waste types are disposed of at different waste dumps. The general waste dump is built only to deal with general waste. Hazardous waste accidentally disposed of here, could pollute the water and harm the people in the area.
- Disposal of general waste at a hazardous waste site results in an unnecessary cost to the company, as it is a lot more expensive to dispose of hazardous waste than general waste.

What is an incident?

- Mixed waste in any of the skips or bins.

DATE:	TIME:	LOCATION:
TOPIC:	Waste segregation	
ISSUE:	Mixing of wastes	
	Incorrect disposal of mixed wastes	

Wasting drinking water

DISCUSSION:

What are examples of wasting of drinking water?

- Not turning a tap off properly after use.
- Poor maintenance of water fittings resulting in continuous leaking or dripping.
- Overfilling and / or overflowing of water containers.

Why should we not waste drinking water?

- Good, clean water is scarce in South Africa and expensive to produce and must therefore be used sparingly. Remember anything we put into the water (river, lake or dam) has to be removed before we can drink the water. The more we pollute the water the more expensive it becomes to clean it.

Ways to save water:

- Don't drink directly from the tap, rather fill a glass with water, switch the tap off and drink from the glass.
- Report any maintenance issues with water fittings or lines, as soon as possible.

What is an incident?

- Dripping or leaking taps or water connections.
- Overflowing of containers that contain water.

DATE:	TIME:	LOCATION:
TOPIC:	Wasting drinking water	
ISSUE:	Scarcity of drinking water	
	Expense to produce drinking water	

Cultural Heritage

9.

DISCUSSION:

Before construction began, the land was used for agriculture (i.e. sugarcane farming). There are two buildings that are important in terms of cultural heritage. These are the old Estate Mangers House (near uShukela Drive) and the Saunders Residence. Both houses were built in the 1950's and are protected under provincial law.

The Estate Managers house is in poor condition. It is to be completely demolished for the new uShukela Highway Development. The Saunders House is however being retained with alterations being made. This will help retain the history of the site.

Workers should be careful not to damage any existing structures in or near the Saunders Residence.

Other culturally significant objects:

If any artefacts are found during construction activities (e.g. during excavation a bone is found), the following must be carried out:

- Stop work
- Call a supervisor

DATE:	TIME:	LOCATION:
TOPIC:	Cultural Heritage	
ISSUE:	Damage to cultural areas	

Appendix 10: Training Record
This is record of training carried out on site.

Date of Training	Name of Attendee	Signature	Details of Training course	Training provided by (name)

Appendix 11: Stormwater Operations and Maintenance Plan

PLEASE SEE ANNEXURE F OF THE STORMWATER MANAGEMENT PLAN (REVISION 2) WHICH IS ATTACHED UNDER APPENDIX 4 OF THE EIR.

Appendix 25: Public Participation
Appendix 25.1: Proof of notification

uShukela Highway Signboards.



Figure 1: English signboard placed at the existing entrance to the site.



Figure 2: Zulu signboard placed at the existing entrance to the site.





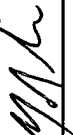

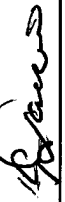


Figure 3: English signboard placed near to the southern site boundary.

Please include addresses for notification of neighbours. If someone is not at home, please place notice in gate and indicate that person was not available

Project Title uShukele Highway

Date of Distribution 21/09/2010

Company / Dept / Private	Contact name	Letter received - signed	Street Address	Phone	Fax	e-mail
TH. Sugar	N NAIDOO		off Watson Highway Tongaat Chairman's House.	032 945 3326	032 9450480	Nishkin. Naider @netfets.co.za
Private (S. Chandell's)	K. NAIDOO		House Adjacent to Chairman's House	032 945 7167 0827420083		
Private	Mogie Naider		MALLES HSE	0731839779		
PRIVATE	JASON NAIDER		JATONS REY	0846857331		
PRIVATE	M. NAICKER		KUSH HOUSE	0744915897		
Private.	S. Govender.					
Private.	Neehan					
Private.	K.G. Govender.					
Private	Sy. Gumbay			084479 6922.		

X6

X2

X1

Krish Govender 082 6595 539

NOTICE OF APPLICATION FOR ENVIRONMENTAL AUTHORIZATION

Notice is hereby given that an application for environmental authorization in terms of the EIA Regulations, 2010 (Regulations in terms of Chapter 5 of the National Environmental Management Act, 1998, as amended) has been lodged with the Department of Environmental Affairs.

The proposed activity requires application subject to Scoping and EIA and all interested and affected parties (I &APs) are invited to register with the contact person below within 14 days of the issuing of this notice.

Project details:

Dube TradePort and Tongaat Hulett Developments propose to develop light industrial and manufacturing opportunities, business parks, warehousing and service industrial opportunities together with offices and retail opportunities (DEA Ref. No. 12/12/20/2013). The proposed site is approximately 137ha in extent.



Fig. 1: Aerial Photograph Showing The Proposed Site.

A meeting may be held for registered I & APs.

The time and venue of the meeting will be confirmed. Please note that in order to continue to receive information regarding this project, you must register as an I &AP with the contact person below.

Further information regarding this project can be obtained from:



Kerry Seppings Environmental Management Specialists cc

Contact: Jean Delo

Phone: 031 765 6636

Fax: 031 765 6632

E-mail: kerry.seppings@telkomsa.net

Website: www.ksems.co.za

Date of this notice: 21 September 2010

ISICELO SESAZISO KWABEZEMVELO SOKUNIKEZELWA KWEMVUME

Kukhishwa isaziso sokuthi isicelo sokugunyazwa kweZemvelo okuhambisana nemithethonqubo ye-EIA, , ka 2010 (Regulations in terms of Chapter 5 of the National Environmental Management Act, 1998, ngokuchibiyelwa) sesifakiwe eMnyangweni wezeMvelo Lomsebenzi ohlongozwayo udinga kufakwe isizelo malungana nokuhlolwa ngabezemvelo. Kuthi bone abathintelyo noma abanentshisekelo (I &APs) bayamenwa ukuba babhalise kulowo obhalwe ngezansi ezinsukwini eziyishumi nane sikhishiwe lesisaziso

Umsebenzi ohlongozwayo:

I-Dube TradePort and Tongaat Hulett Developments bahlongoza ukwakha indawo encane yezimboni, amapaki amabhizinisi, ama-warehouse kuhlanganise namahhovisi nezohwebo (DEA Ref: No. 12/12/20/2013. Lendawo ehlongozwayo ingaba amahektha angu 137.



Isithombe 1: Esithatwe emoyeni esikhombisa indawo ehlongozwayo ezothuthukiswa

Umhlangano ungabanjelwa labo ababhalisiwe. Isikhathi kanye nendawo yomhlangano isazoqinisekiswa. Sicela ukuze ukwazi ukuqhubeka nokuthola ulwazi ngalomsebenzi, kufanele ubhalise njengomuntu onentshisekelo noma othintekayo (I &AP) kulowo obhalwe ngezansi

Iminingwane ephathelene nalokhu ingatholakala ku:



Kerry Seppings Environmental Management Specialists cc

Contact: Jean Delo

Phone: 031 765 6636

Fax: 031 765 6632

E-mail: kerry.seppings@telkomsa.net

Website: www.ksems.co.za

Date of this notice: 21 September 2010

Contact ListuShukela Highway
Development**Company:**

DTP and THD

Contact	Position/ Name	Date sent	Sent by fax, e-mail, hand delivered notice, post?
DTP	Kate Ralfe	NA	
THD	Nonhlanhla Khoza	NA	
DEA	Thabiso Phooka	NA	
DAEARD	Malcolm Moses	23-Sep-10	E-mail
Municipal Planning Contact	Diane Van Rensburg	23-Sep-10	E-mail
DWA	Pat Reddy	23-Sep-10	E-mail
EKZNW	Andy Blackmore	23-Sep-10	E-mail
AMAFA	Sello Mokhanya	23-Sep-10	E-mail
KZN Dept of Transport	Roy Ryan	23-Sep-10	E-mail
Dept Agric, Forest & Fisheries (National)	HJ Buys	23-Sep-10	E-mail
Eskom- Land Dev Dept	Michell Nicol	23-Sep-10	E-mail
Transnet NPA	Khosi Zondi	23-Sep-10	E-mail
Transnet NPA	David Hall	23-Sep-10	E-mail
Transnet: General Manager-Group Planning	Krishna Reddy	23-Sep-10	E-mail
Transnet Pipelines	Thami Hadebe	23-Sep-10	E-mail
DWA: Water Quality	B.M. Sambo	23-Sep-10	E-mail
DWA: Water Use Licensing	Norman Ward	23-Sep-10	E-mail
EKZNW	Dominic Wieners	23-Sep-10	E-mail
EKZNW	Dinesree Yhambu	23-Sep-10	E-mail

SANRAL	Casper Landman	23-Sep-10	E-mail
KZN DAEARD: Macroplanning	Zibusiso Dlamini	23-Sep-10	E-mail
KZN DAFF: Forestry Directorate	Sandile Hadebe	23-Sep-10	E-mail
Dept of Agric, Forestry and Fisheries	Mulalo Madua	23-Sep-10	E-mail
WESSA	Carolyn Schwegmann	23-Sep-10	E-mail
Individual/ WESSA	Heather and Graham Cairns	23-Sep-10	E-mail
Ward Councillor	Geoff Pullan	23-Sep-10	E-mail
Ward Councillor	Michael Abraham	23-Sep-10	E-mail
Ward Councillor	Mxolisi Ndzimbomvu	23-Sep-10	E-mail
Umdloti Rate Payers Assosiation	Bruce Stephenson	23-Sep-10	E-mail
Tongaat Business Forum	Paresh Lakha	23-Sep-10	E-mail
Tongaat Chamber of Commerce	Dr Sanjay Nandlal	23-Sep-10	E-mail
Vice President: Tongaat Civic Association	Jeeva Pillay	23-Sep-10	E-mail
Tongaat Civic Association	Siva Naidoo	23-Sep-10	E-mail
Tongaat Civic Association	Mr Ricky Perumal	23-Sep-10	E-mail
Inyaninga residents heritage preservation association	Tholsi Mudly	23-Sep-10	E-mail
Inyaninga residents heritage preservation association	Suren Govender	23-Sep-10	E-mail
ACSA Communication Manager	Solomon Makgale	23-Sep-10	E-mail

South African Civil Aviation Authority Communications	Phindiwe Gwebu	23-Sep-10	E-mail
Verulam Civic Association	Ramnarain Lallbahadur	23-Sep-10	E-mail
EM: Capital Projects	Kuben Samie	23-Sep-10	E-mail
EM: ENV Dept	Lyle Ground	23-Sep-10	E-mail
EM: Coastal Management	Geoff Tooley	23-Sep-10	E-mail
EM: SNR Manager: High Voltage Planning	Siva Moodley	23-Sep-10	E-mail
EM: Transport	Manoj Rampersad	23-Sep-10	E-mail
Land Valuations	Rakesh Ramlugaan	23-Sep-10	E-mail
Wetlands Forum	Damian Walters	23-Sep-10	E-mail
KZN Working for Wetlands	Mbali Goge	23-Sep-10	E-mail
Association of Wildlife Investigators	N.T. Snyman	23-Sep-10	E-mail
Wilderness Action Group	Bill Bainbridge	23-Sep-10	E-mail
Endangered Wildlife Trust	Tim Snow	23-Sep-10	E-mail
Keep Tongaat Beautiful Association	Mr Soobrie Govindsamy	23-Sep-10	
Birdlife Port Natal	Roy Cowgill	23-Sep-10	E-mail
TPI	David Briginshaw	23-Sep-10	E-mail
Hulett's Group	Mr Patrick Jagadis	23-Sep-10	E-mail
Cedar Point Trading	Lubayna Johns	23-Sep-10	E-mail
Individual	Vusi Mbatha	23-Sep-10	E-mail
KZN Containers	Siva Raj Naidoo	23-Sep-10	E-mail

Missions Ablaze Church	Mr. Thinus Lindeque	23-Sep-10	E-mail
Individual	Dhanjay Kassie	23-Sep-10	E-mail
Individual	Mr Jeeva Pillay	23-Sep-10	E-mail
Individual	Kuben Moodley	23-Sep-10	E-mail
Mr Price Group	Morgan Govender	23-Sep-10	E-mail
Individual	Mrs Saras Naicker nee Moodley	23-Sep-10	E-mail
Protec Tongaat	Mrs Anna Maria Mkize	23-Sep-10	E-mail
Resident	Mr Nerandra Krishnaswamy	23-Sep-10	E-mail
Resident	Selva Henry	23-Sep-10	E-mail
Buffelsdale Property Trust	Dr Yusuf Osman	23-Sep-10	E-mail
Buffelsdale Investments (Pty) Ltd	Muhammed Dada	23-Sep-10	E-mail
WMCA	Germaine Horowitz	23-Sep-10	E-mail
Private	Leon Govender	23-Sep-10	E-mail
Resident	Selvan Subroyen	23-Sep-10	E-mail
Maxprop Tongaat	Lazarus Charles	23-Sep-10	E-mail
Maxprop Tongaat	G Sam Reddy	23-Sep-10	E-mail
Individual	Mervin Pillay	23-Sep-10	E-mail
Gandhi SS	Bala Ramiah	23-Sep-10	Phone
Resident	Saras Naicker	23-Sep-10	E-mail

Individual	Joyce Sirpath	23-Sep-10	Phone
Community Member	Sujith Singh	23-Sep-10	E-mail
Individual	Mthokozisi Basi	23-Sep-10	E-mail
Individual	Kuben Moodley	23-Sep-10	E-mail
Umdloti Tidal Pool	Lance Temlett	23-Sep-10	E-mail
UBRA	Don J Smith	23-Sep-10	E-mail
WESSA/ Umdloti Conservancy	Wade Holland	23-Sep-10	E-mail
Beach Civies	Anand Naidoo	23-Sep-10	E-mail
Business	Vish Naicker	23-Sep-10	E-mail
La Mercy Rate Payers	Paul Ramlal	23-Sep-10	E-mail
Business	Julie Hollows	23-Sep-10	E-mail
Private	Bob Graham	23-Sep-10	E-mail
Private	R. Lallbahadur	23-Sep-10	Phone/ Post
Private	M. Naidoo	23-Sep-10	E-mail
Private	C. Arunajallam	23-Sep-10	Phone
Private	Nathi Miya	23-Sep-10	Phone
VBC	Sagren Vesaab	23-Sep-10	E-mail
Private	Ari.M. Perumal	23-Sep-10	E-mail
Private	Vasu Moodley	23-Sep-10	E-mail
Council	Mxolisi Nozimbomvu	23-Sep-10	E-mail/ Phone
Private	Bheki Xaba	23-Sep-10	E-mail

Business Forum	Ruben Govender	23-Sep-10	Phone
Private	Vernon Pillay	23-Sep-10	E-mail
Business Forum	Mr Rahmanganie	23-Sep-10	Phone
Coastal Weekly	Bongani	23-Sep-10	E-mail
A.C.N.F.T	Santhan Moodley	23-Sep-10	E-mail
Ward 61	Rebecca Abraham	23-Sep-10	E-mail
Tongaat C/Welfare	L. Naidoo	23-Sep-10	E-mail
Private	S. Sukhlal	23-Sep-10	E-mail
Lotus Enterprises	Preggie Moodley	23-Sep-10	E-mail
Private	Robert Reardon	23-Sep-10	E-mail
Hurbahs Investments	A.G. Hurbans	23-Sep-10	E-mail
Gandhi & Co.	R.S. Desai	23-Sep-10	E-mail

From: [KSEMS](#)
To: ["lubayna@edstan.com"](#); ["samiek@durban.gov.za"](#); ["vusimbatha@webmail.co.za"](#); ["kzncontainers@iburst.co.za"](#); ["gandhcairns@svnet.co.za"](#); ["tongaatabusinessforum@gmail.com"](#); ["agriland@nda.agric.za"](#); ["ablaze@global.co.za"](#); ["afromatz@telkomsa.net"](#); ["NICOLM@eskom.co.za"](#); ["kassied@durban.gov.za"](#); ["khosi.zondi@transnet.net"](#); ["David.Hall@transnet.net"](#); ["jeeva@telkomsa.net"](#); ["handlal@medis.co.za"](#); ["kubenm@mdd.co.za"](#); ["Thami.Hadebe@transnet.net"](#); ["amafa.pmb2@mweb.co.za"](#); ["sambob@dwa.gov.za"](#); ["WardN@dwaf.gov.za"](#); ["wiensrd@kznwildlife.com"](#); ["thambud@kznwildlife.com"](#); ["ramlugaanr@durban.gov.za"](#); ["groundl@durban.gov.za"](#); ["vanrensburgd@durban.gov.za"](#); ["rampersadm@durban.gov.za"](#); ["tooleyg@durban.gov.za"](#); ["mogovender@mrpricegroup.com"](#); ["snaicker@telkomsa.net"](#); ["LandmanC@nra.co.za"](#); ["anna_maria.mkize@hulets.co.za"](#); ["krishnn@eskom.co.za"](#); ["patrick.jagadis@hulets.co.za"](#); ["lamericy@era.co.za"](#); ["siva247@gmail.com"](#); ["tholsimudly@telkomsa.net"](#); ["roy.ryan@kzntransport.gov.za"](#); ["yusuf@eastcoast.co.za"](#); ["mdada@mailbox.co.za"](#); ["germaine@wmaca.org.za"](#); ["leong@nmidsm.co.za"](#); ["kenver@chillibyte.com"](#); ["sheila@kenver.co.za"](#); ["subroyen@wylie.co.za"](#); ["maxproptongaat@telkomsa.net"](#); ["jeeva@telkomsa.net"](#); ["godfrey6@mweb.co.za"](#); ["snaicker@telkomsa.net"](#); ["tholsimudly@telkomsa.net"](#); ["mulalomo@daff.gov.za"](#); ["abrahamm@durban.gov.za"](#); ["geoffpullan@iafrica.com"](#); ["umdlotibeach@telkomsa.net"](#); ["ssingh@nashuaisep.co.za"](#); ["moodleysiva@elec.durban.gov.za"](#); ["mthako.basi@gmail.com"](#); ["kubenm@mdd.co.za"](#); ["Hamish@dubetradeport.co.za"](#); ["Solomon.Makgale@airports.co.za"](#); ["communicationsdept@caa.co.za"](#); ["walters@wetlands.org.za"](#); ["goge@sanbi.org"](#); ["nicosnyman@nitrosoft.co.za"](#); ["wrbainbr@iafrica.com"](#); ["snowman@ewt.org.za"](#); ["rcowgill@saol.com"](#); ["tpe-db@mweb.co.za"](#); ["jeeva@telkomsa.net"](#); ["Krishna.reddy@transnet.net"](#); ["RPerumal@cellc.co.za"](#); ["Zibusiso.dlamini@dae.kzntl.gov.za"](#); ["hadebes2@dwaf.gov.za"](#); ["malcolm.moses@dae.kzntl.gov.za"](#); ["stanbeam@gmail.com"](#); ["tongaatcivicassociation@gmail.com"](#); ["krish.govender@actom.co.za"](#); ["williemarais@sanlam4u.co.za"](#)
Bcc: ["Chevy Smith"](#); ["Manogrie"](#)
Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 23 September 2010 09:15:00 AM
Attachments: [uShukela Highway Zulu Signboard.pdf](#)
[uShukela Highway Signboard.pdf](#)

Dear All,

Please find attached the Notice of Application for the Proposed uShukela Highway Development (DEA Ref No: 12/12/20/2013).

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Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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Bcc: ["Chevy_Smith"](#); ["Manogrie.ksems@telkomsa.net"](#)
Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 23 September 2010 04:12:00 PM
Attachments: [uShukela Highway Zulu Signboard.pdf](#)
[uShukela Highway Signboard.pdf](#)

Dear All,

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Jean Delo



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Bcc: ["Chevy_Smith"](mailto:Chevy_Smith); ["Manogrie.ksems@telkomsa.net"](mailto:Manogrie.ksems@telkomsa.net)
Subject: FW: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 23 September 2010 04:13:00 PM
Attachments: [uShukela Highway Zulu Signboard.pdf](#)
[uShukela Highway Signboard.pdf](#)

Dear All,

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Kind Regards,

Jean Delo



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4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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Bcc: ["Manogrie.ksems@telkomsa.net"](mailto:Manogrie.ksems@telkomsa.net); ["Chevy Smith"](#)
Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 23 September 2010 04:14:00 PM
Attachments: [uShukela Highway Zulu Signboard.pdf](#)
[uShukela Highway Signboard.pdf](#)

Dear All,

Please find attached the Notice of Application for the Proposed uShukela Highway Development (DEA Ref No: 12/12/20/2013).

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Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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Bcc: "Chevy.Smith"; "Manogrie.ksems@telkomsa.net"
Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 23 September 2010 04:14:00 PM
Attachments: [uShukela Highway Zulu Signboard.pdf](#)
[uShukela Highway Signboard.pdf](#)

Dear All,

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Jean Delo



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Bcc: ["Chevy.Smith"](mailto:Chevy.Smith); ["Manogrie.ksems@telkomsa.net"](mailto:Manogrie.ksems@telkomsa.net)
Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 29 September 2010 10:02:00 AM
Attachments: [uShukela Highway Zulu Signboard.pdf](#)
[uShukela Highway Signboard.pdf](#)

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Please find attached the Notice of Application for the Proposed uShukela Highway Development (DEA Ref No: 12/12/20/2013).

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Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 29 September 2010 03:55:19 PM
Attachments: [uShukela Highway Zulu Signboard.pdf](#)
[uShukela Highway Signboard.pdf](#)

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Kind Regards,

Jean Delo



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Bcc: ["Manogrie.ksems@telkomsa.net"](mailto:Manogrie.ksems@telkomsa.net); ["Chevy.Smith"](mailto:Chevy.Smith)
Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 23 September 2010 04:15:00 PM
Attachments: [uShukela Highway Zulu Signboard.pdf](#)
[uShukela Highway Signboard.pdf](#)

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From: krish.govender@actom.co.za
To: Kerry.seppings@telkomsa.net; stanbeam@gmail.com; tongaaticivicassociation@gmail.com
Subject: ENVIRONMENTAL AUTHORIZATION
Date: 22 September 2010 12:04:35 PM

HI JEAN DELO,

I noticed this morning , notice of application for ENVIRONMENTAL AUTHORIZATION dated 21 - 9 - 2010

has been posted at strategic points .

On behalf of the residents of HERRWOOD the adjoining property whom I represent , would it be possible to

give us more details of this project . I trust that this might be beneficial for residents in the surrounding areas ,

but my concern is what impact is this going to have on the residents of HERRWOOD who reside here for well

over 150 years.

Has the TONGAAT CIVIC ASSOCIATION been invited to participate in this ENVIRONMENTAL IMPACT.

I phoned this morning on 031- 7656636 to register for I & APs , but a recorded message says that the number

has been changed and the new number is currently not available .

Therefore would it be possible to set up a meeting with the residents of HERRWOOD to enlighten us more on

this project .

I would appreciate your early response and could you e-mail me the I & APs registration forms.

Many thanks

Regards

KRISH GOVENDER
Product Manager Cables & Accessories
ACTOM Electrical Products
70 Solomon Mahlangu Drive(Previously Edwin Swales VC Drive)
Rossburgh, 4094
Cell:082 659 5539
Tel: (031)465 4170
Fax:(031)465 4189
Email to fax: 0865689900
E-Mail: krish.govender@actom.co.za

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To: [KSEMS](#)
Subject: Re: FW: ENVIRONMENTAL AUTHORIZATION
Date: 23 September 2010 05:09:31 PM
Attachments: [uShukela Highway BID.pdf](#)

Regards

KRISH GOVENDER
Product Manager Cables & Accessories
ACTOM Electrical Products
70 Solomon Mahlangu Drive(Previously Edwin Swales VC Drive)
Rossburgh, 4094
Cell:082 659 5539
Tel: (031)465 4170
Fax:(031)465 4189
Email to fax: 0865689900
E-Mail: krish.govender@actom.co.za

From: "KSEMS" <kerry.seppings@telkomsa.net>
To: <krish.govender@actom.co.za>
Date: 2010/09/22 13:43
Subject: FW: ENVIRONMENTAL AUTHORIZATION

HI CHEVY,

THANK YOU FOR KIND REPLY.

JUST TO LET YOU KNOW MY GRIEVANCES REGARDING THE MONKEY
ISSUE AND THE RED SAND DUST

WITH JENNIFER MITCHELL GOES BACK AS MAY 2007 AND AS OF
TODAY NOTHING HAS BEEN DONE .

PROMISES WERE MADE , MEETINGS WERE HELD WITH THE RESIDENTS OF
HERRWOOD AND ACSA AND NOTHING HAS COME

OUT OF THIS.

THE MONKEYS ARE DESTROYING CROPS , ON WHICH SOME OF THE
RESIDENTS THRIVE ON FOR A LIVING.

THE MONKEYS ARE DESTROYING AND DAMAGING BUILDINGS AND
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THE MONKEYS LEAVE THEIR FAECES ALL OVER ON ROOF TOPS ,
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WHERE THEY ROOST MAINLY AT NIGHTS . IF THESE FAECES ARE
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AT THE PRESENT MOMENT THE TONGAAT CIVIC ASSOCIATION WITH
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FOR THE TONGAAT AREA HAVE INTERVENED IN TRYING TO

RESTORE SOME PEACE FOR THE RESIDENTS OF HERRWOOD .

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RESOURCES I AM SURE SHE COULD HAVE SORTED THIS PROBLEM LONG AGO . THESE MONKEYS ARE SO DESPERATE FOR

FOOD THAT THEY ARE GETTING INTO HOUSES AND IN THE PROCESS WANT TO ATTACK HUMANS .

THESE MONKEYS ATTACKED ONE OF THE RESIDENTS DOG AND KILLED IT.

I HAVE A LOT OF CORRESPONDENCE REGARDING THIS ISSUE AND SHOULD YOU REQUIRE ANY PLEASE DO NOT HESITATE

TO CONTACT ME.

REGARDS

KRISH GOVENDER

Dear Krish,

Thank you for your interest in the uShukela Highway Development. You will be registered as an Interested and Affected Party for the project. Please find attached the background information document for your reference. Once we have established the level of interest regarding the project we will more then likely hold a public meeting in the Tongaat Area. The venue and time will be confirmed. If possible please could you send through your existing frustrations regarding the monkeys etc. in writing and we will attempt to ensure these are given the necessary attention they deserve by forwarding them to the responsible persons.

Should you have any further queries please do not hesitate to contact me.

Kind Regards,

Chevy Smith

Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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-----Original Message-----

From: krish.govender@actom.co.za [<mailto:krish.govender@actom.co.za>]
Sent: 22 September 2010 12:03 PM
To: Kerry.seppings@telkomsa.net; stanbeam@gmail.com;
tongaaticivicasociation@gmail.com
Subject: ENVIRONMENTAL AUTHORIZATION

HI JEAN DELO,

I noticed this morning , notice of application for ENVIRONMENTAL AUTHORIZATION dated 21 - 9 - 2010

has been posted at strategic points .

On behalf of the residents of HERRWOOD the adjoining property whom I represent , would it be possible to

give us more details of this project . I trust that this might be beneficial for residents in the surrounding areas ,

but my concern is what impact is this going to have on the residents of HERRWOOD who reside here for well over 150 years.

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I phoned this morning on 031- 7656636 to register for I & APs , but a recorded message says that the number

has been changed and the new number is currently not available .

Therefore would it be possible to set up a meeting with the residents of HERRWOOD to enlighten us more on

this project .

I would appreciate your early response and could you e-mail me the I & APs registration forms.

Many thanks

Regards

KRISH GOVENDER
Product Manager Cables & Accessories
ACTOM Electrical Products
70 Solomon Mahlangu Drive(Previously Edwin Swales VC Drive)
Rossburgh, 4094
Cell:082 659 5539
Tel: (031)465 4170

Fax:(031)465 4189
Email to fax: 0865689900
E-Mail: krish.govender@actom.co.za

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DO NOT HAVE ACCESS TO THE INTERNET please request a copy of the ACTOM (Pty) Ltd Legal Notice from the sender. CONFIDENTIALITY: This e-mail and any attachments are confidential and may be privileged. If you are not a named recipient, please notify the sender immediately and do not disclose the contents to another person, use it for any purpose or store or copy the information in any medium. =

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From: [KSEMS](#)
To: ["krish.govender@actom.co.za"](mailto:krish.govender@actom.co.za)
Bcc: ["Chevy Smith"](#)
Subject: RE: ENVIRONMENTAL AUTHORIZATION
Date: 29 September 2010 10:01:00 AM

Dear Krish,

Just to keep you updated I have forwarded your concerns to Fikile Zungu at ACSA. Her contact details are listed below:

Fikile Zungu
La Mercy Safety & Environmental Workstream Leader King Shaka International
Airport Airports Company South Africa

Direct: +27 (0) 32 436 6709
Main: +27 (0) 32 451 6000
Fax to E-Mail: +27 (0) 86 607 2425
Fax: +27 (0) 32 436 6672
Cell: +27 (0) 82 965 3605
E-Mail: Fikile.Ngubane@airports.co.za
Web: www.acsa.co.za

Should these problems persist please could you contact her directly as she is the person within ACSA who is responsible for the management of the concerns/ problems you have raised.

Kind Regards,

Chevy Smith

Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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Kind Regards,

Chevy Smith

Kerry Seppings Environmental Management Specialists cc
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Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
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Website www.ksems.co.za

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-----Original Message-----

From: krish.govender@actom.co.za [<mailto:krish.govender@actom.co.za>]
Sent: 22 September 2010 12:03 PM
To: Kerry.seppings@telkomsa.net; stanbeam@gmail.com; tongaatcivicassociation@gmail.com
Subject: ENVIRONMENTAL AUTHORIZATION

HI JEAN DELO,

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Many thanks

Regards

KRISH GOVENDER
Product Manager Cables & Accessories
ACTOM Electrical Products
70 Solomon Mahlangu Drive(Previously Edwin Swales VC Drive)
Rossburgh, 4094
Cell:082 659 5539
Tel: (031)465 4170
Fax:(031)465 4189
Email to fax: 0865689900
E-Mail: krish.govender@actom.co.za

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From: [Michelle Nicol](#)
To: [KSEMS](#)
Subject: Re: FW: Notification of Application for Environmental AuthorizationuShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 28 September 2010 01:06:36 PM
Attachments: [Michelle Nicol7.vcf](#)

NB: This email and its contents are subject to the Eskom Holdings Limited EMAIL LEGAL NOTICE which can be viewed at http://www.eskom.co.za/email_legalnotice

Hi Jean

Request your reply from Ethekeweni Munic.

Yours sincerely ~ Michelle

 Telephone : 031-710-5404
Fax To E-mail : 086 667 2564
Land Development Dept. - Eskom
P.O. Box 66, New Germany, 3620

>>> "KSEMS" <kerry.seppings@telkomsa.net> 2010/09/23 04:13 >>>
Dear All,

Please find attached the Notice of Application for the Proposed uShukela Highway Development (DEA Ref No: 12/12/20/2013).
A public meeting will be held the venue, date and time to be confirmed with all registered Interested and Affected Parties.

In order to receive further communication/ information regarding the project please confirm that you would like to register as an Interested and Affected Party.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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From: [Diane van Rensburg](#)
To: [KSEMS](#)
Subject: Re: FW: Notification of Application for Environmental Authorization uShukela Highway Development (DE
Date: 27 September 2010 12:35:35 PM

Dear Jean,

Please will you send me 8 copies of the document once they become available and send me notification of the public meeting in order for me to circulate and notify the relevant Municipal Departments.

Thank you
Diane.

Please read this confidentiality disclaimer:

http://www.durban.gov.za/durban/e_colophon/edisclaimer

>>> "KSEMS" <kerry.seppings@telkomsa.net> 9/23/2010 4:13:14 pm >>>
Dear All,

Please find attached the Notice of Application for the Proposed uShukela Highway Development (DEA Ref No: 12/12/20/2013).

A public meeting will be held the venue, date and time to be confirmed with all registered Interested and Affected Parties.

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Kind Regards,

Jean Delo

Kerry Seppings Environmental Management Specialists cc

4 Woodville Lane off Hawkstone Road, Summerveld, Assagay

Postal P.O. Box 396; Gillitts; 3603

Phone 031 7691578

Fax 031 7691579

Website <<http://www.ksems.co.za/>> www.ksems.co.za

Ronell Kuppen

From: KSEMS <kerry.seppings@telkomsa.net>
Sent: 27 May 2013 12:37 PM
To: landmanc@nra.co.za
Subject: Notification of Landonwer for the Application for Environmental Authorisation (SANRAL)
Attachments: Landowner notification SANRAL.pdf; Cover letter SANRAL.pdf

Dear Mr Casper Landman

Kerry Seppings Environmental Management Specialists (KSEMS) is an environmental consultancy conducting a Scoping and EIR for the development of the uShukela Highway Business and Office Park within the eThekweni Municipality. As part of the environmental authorisation process KSEMS is required to inform all Landowners of the application for environmental authorisation. This letter serves to notify you of the proposed development for Tongaat Hulett Developments (THD) and Dube TradePort (DTP) , please see cover letter attached for further details.

The Land Owner notification forms are included with this letter, these forms need to be signed by the registered owner of the land and returned to KSEMS as soon as possible. The purpose of the Land Owner forms is to provide proof to the Department Environmental Affairs (DEA) that all land owners have been notified and informed of the application for Environmental Authorisation. All Land Owners automatically become and Interested and Affected Party (I&AP) and will receive a copy of the Reports in which all I&AP's can comment on and voice any objection/concerns for the proposed project.

Please can you can confirm that you are the owner of the following properties

- Parcel_Num: 6/1267; 21 Ditgitkey: NOFU00000000126700006
- Parcel_Num: 9/922; 21 Ditgitkey: NOFU00000000092200009
- Parcel_Num: 9/1523; 21 Ditgitkey: NOFU000000000152300009
- Parcel_Num: 4/1523; 21 Ditgitkey: NOFU000000000152300004
- Parcel_Num: 7/1523; 21 Ditgitkey: NOFU000000000152300007
- Parcel_Num: 11/1523; 21 Ditgitkey: NOFU000000000152300011

KSEMS can be contacted on the details provided below.

Should you have any queries please feel free to contact us.

Kind Regards

Ronell Kuppen
Junior Environmental Consultant



Kerry Seppings Environmental Management Specialists cc

Postal P.O. Box 396; Gillitts; 3603

Phone 031 7691578

Fax 086 5355281

Website www.ksems.co.za

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Ronell Kuppen

From: KSEMS <kerry.seppings@telkomsa.net>
Sent: 03 June 2013 10:08 AM
To: lungile.nzama@umgeni.co.za
Subject: RE: Notification of Landonwer for the Application for Environmental Authorisation (Umgeni Water)
Attachments: Landowner notification UMGENI.pdf; Cover letter UMGENI.pdf
Importance: High

Good Morning Lungile

I hope that this email finds you well.

As per my conversation this morning the 3rd June 2013, with Mr Mzo Gwabuzela, kindly find attached the edited landowner notification form for his signature as well as the cover letter explaining the project.

Kindly confirm if all is in order and your prompt response will be sincerely appreciated.

Kind Regards,
Ronell Kuppen



Kerry Seppings Environmental Management Specialists cc
Postal P.O. Box 396; Gillitts; 3603
Ph: 031 769 1578
Fax: 086 535 5281
Website www.ksems.co.za

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Please think of the environment before printing out this email.

From: KSEMS [mailto:kerry.seppings@telkomsa.net]
Sent: 29 May 2013 01:13 PM
To: 'lungile.nzama@umgeni.co.za'
Subject: RE: Notification of Landonwer for the Application for Environmental Authorisation (Umgeni Water)

Good Afternoon Lungile

I hope that this email finds you well.

Please can you provide us with an update regarding the documents submitted on the 27th May 2013. We do understand the Mr Nhlanhla only returned to the offices today. Your urgent attention concerning the documents will be sincerely appreciated.

Kind Regards,
Ronell Kuppen

Kerry Seppings Environmental Management Specialists cc
Postal P.O. Box 396; Gillitts; 3603
Ph: 031 769 1578
Fax: 086 535 5281
Website www.ksems.co.za

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From: KSEMS [<mailto:kerry.seppings@telkomsa.net>]
Sent: 27 May 2013 12:38 PM
To: 'lungile.nzama@umgeni.co.za'
Subject: Notification of Landonwer for the Application for Environmental Authorisation (Umgeni Water)

Dear Ms Lungile Nzama

Kerry Seppings Environmental Management Specialists (KSEMS) is an environmental consultancy conducting a Scoping and EIR for the development of the uShukela Highway Business and Office Park within the eThekweni Municipality. As part of the environmental authorisation process KSEMS is required to inform all Landowners of the application for environmental authorisation. This letter serves to notify you of the proposed development for Tongaat Hulett Developments (THD) and Dube TradePort (DTP), please see cover letter attached for further details.

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Please can you can confirm that you are the owner of La Mercy Reservoir 15692; 21 Digit Key:
NOFU00000001569200000

KSEMS can be contacted on the details provided below.

Should you have any queries please feel free to contact us.

Kind Regards
Ronell Kuppen
Junior Environmental Consultant

Steph Williams

From: KSEMS <kerry.seppings@telkomsa.net>
Sent: 28 May 2013 09:39 AM
To: abrahamm@durban.gov.za; cnaidoo@mitchford.co.za; snsukhlal@gmail.com; lotusent@mweb.co.za; robreardon@telkomsa.net; anilhurbans@gmail.com; gandhi@telkomsa.net; sibusiso.gumede@vodamail.co.za; patmoodleyinc@gmail.com; mdada@mailbox.co.za; erraj@durban.gov.za; letebelee@durban.gov.za; admin@tongaatfuel.co.za; krish.govender@actom.co.za; nishlin.naidoo@hulets.co.za; joseph.mcmahom@transnet.net; phumelele.motsoahae@transnet.net; tholsimudly@telkomsa.net; easypc@rightback.co.za; rdavids@gibb.co.za; veninaidoo2960@gmail.com; mary@learningcurve.co.za
Subject: THD USHUKELA HIGHWAY DEVELOPMENT (12/12/2013)

Dear I & APs

Kindly note that an additional listed activity has been added to the list of triggers to the Draft EIR for the above mentioned project, it is as follows:-

Government Notice No. 544 of 18 th June 2010	12	The construction of facilities or infrastructure for the off-stream storage of water, including dams and reservoirs, with a combined capacity of 50 000m ³ or more.
---	----	--

KSEMS is currently in the process of compiling the Draft EIR. As soon as this becomes available all I & APs will be notified.

Should you have any queries please feel free to contact us.

Kind Regards
Ronell Kuppen
Junior Environmental Consultant



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Fax 086 5355281
Website www.ksems.co.za

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Steph Williams

From: KSEMS <kerry.seppings@telkomsa.net>
Sent: 28 May 2013 09:32 AM
To: gavin@edstan.com; joline@estan.com; jeeva@telkomsa.net; mlixcele@gmail.com; landmanc@nra.co.za; marxj@nra.co.za; sealodge@iafrica.com; linda@aquatransport.co.za; remaxlamerc@telkomsa.net; kzncontainers@iburst.co.za; nis@absamail.co.za; selvie.perumal@fnb.co.za; vasu.moodley@gmail.com; rnp@thepub.co.za; bonganim39@gmail.com; santhan.moodley@gmail.com
Subject: THD USHUKELA HIGHWAY DEVELOPMENT (12/12/20/2013)

Dear I & APs

Kindly note that an additional listed activity has been added to the list of triggers to the Draft EIR for the above mentioned project, it is as follows:-

Government Notice No. 544 of 18 th June 2010	12	The construction of facilities or infrastructure for the off-stream storage of water, including dams and reservoirs, with a combined capacity of 50 000m ³ or more.
---	----	--

KSEMS is currently in the process of compiling the Draft EIR. As soon as this becomes available all I & APs will be notified.

Should you have any queries please feel free to contact us.

Kind Regards
Ronell Kuppen
Junior Environmental Consultant



Kerry Seppings Environmental Management Specialists cc
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 086 5355281
Website www.ksems.co.za

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Steph Williams

From: KSEMS <kerry.seppings@telkomsa.net>
Sent: 28 May 2013 09:27 AM
To: Diane Van Rensburg; wisemanR@daff.gov.za; roy.ryan@kzntransport.gov.za; thumbud@kznwildlife.com; Bernadetp@amafapmb.co.za; archaeology@amafapmb.co.za; afromatz@telkomsa.net; conservation@wessakzn.org.za; ndzimbomvumk@durban.gov.za; geoffpullan@iafrica.com; umdlotibeach@telkomsa.net; krish.govender@actom.co.za; tongaatbusinessforum@gmail.com; tongaatcivicassociation@gmail.com
Subject: THD USHUKELA HIGHWAY DEVELOPMENT (12/12/20/2013)

Dear I & APs

Kindly note that an additional listed activity has been added to the list of triggers to the Draft EIR for the above mentioned project, it is as follows:-

Government Notice No. 544 of 18 th June 2010	12	The construction of facilities or infrastructure for the off-stream storage of water, including dams and reservoirs, with a combined capacity of 50 000m ³ or more.
---	----	--

KSEMS is currently in the process of compiling the Draft EIR. As soon as this becomes available all I & APs will be notified.

Should you have any queries please feel free to contact us.

Kind Regards
Ronell Kuppen
Junior Environmental Consultant



Kerry Seppings Environmental Management Specialists cc
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 086 5355281
Website www.ksems.co.za

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Appendix 25.2: I & AP register

REGISTERED INTERESTED AND AFFECTED PARTIES

Please include all authorities as well as attendees from the public meeting

PROJECT TITLE: USHUKELA HIGHWAY

CONTACT	NAME	PHONE	FAX	E-MAIL	ADDRESS
Client					
Client					
DAEA	Malcolm Moses	031 302 2872	031 302 2888		
Municipal Planning Contact	Diane Van Rensburg	031 311 7136	031 311 7859	vanrensburqd@durban.gov.za	
DWA	Bongiwe Sambo	031 9414342	031 3059915		
DAFF	Wiseman Rozani	033 3927761		wisemanR@daff.gov.za	
Dot	Roy Ryan	033 3550551	033 3423962	roy.ryan@kzntransport.gov.za	
KZN Wildlife	P Dlamini / Dineshrie Thambu	033 845 1425	086 556 9487	dlaminip@kznwildlife.com / thambud@kznwildlife.com	
AMAFA	Bernadet	033 394 6543		Bernadetp@amafapmb.co.za	
WESSA	Carolyn Schegman	039 975 2147		afromatz@telkomsa.net	4 Beefwood Road, Pennington 4168
Ward Councillor	Mxolisi Nozimbomvu	032 948 1025 / 082 844 6079	032 948 1650	sthendzimbomvu@bioregional.com / ndzimbomvumk@durban.gov.za	
Ward Councillor	Geoff Pullan	083 695 9190		geoffpullan@iafrica.com	
Rate Payers Assosiation	Bruce Stephenson			umdlotibeach@telkomsa.net	P O Box 256, Umdloti Beach, 4350
Community Representative	Krish Govender	082 6595 539		krish.govender@actom.co.za	
Tongaat Business Forum	Paresh Lakha			tongaatbusinessforum@gmail.com	
Tongaat Civic Association				tongaatcivicassociation@gmail.com	
Umgeni Water	Mzo Gwabuzela	033 341 1111		mzo.gwabuzela@umgeni.co.za	
Tongaat Library		032 944 4734			1 Victoria Ave, Tongaat, Central Tongaat

Dept/ Company/ Private	NAME	PHONE	FAX	E-MAIL	ADDRESS
Edstan Construction	Gavin Strydom	031 563 0028		gavin@edstan.com mail@edstan.com joline@edstan.com	Joline (secretary)
Private	Jeeva Pillay			jeeva@telkomsa.net	
Izikhwepha Trading	Linda Cele	0744795083		mlixcele@gmail.com	Lot B569 Parkgate 4339 Verulam
SANRAL	Cas Landman	033 – 3928100		landmanc@nra.co.za	
Sanral	Judy Marx			MarxJ@nra.co.za	
Keep Tongaat Beautiful Association	Mr Soobrie Govindsamy	032 944 1421/ 083 466 5925	032 944 1225/ 032 944 1862	No email - only fax facility (Numbers provided)	Will send a representative
WESSA/ Umdloti Conservancy	Wade Holland	082 680 8007		sealodge@iafrica.com	
Beach Civies	Anand Naidoo	074 215 3290		linda@aquatransport.co.za	
Business	Vish Naicker	082 664 8004		remaxlamerc@telkomsa.net	
Private	R. Lallbahadur	076 145 4748			flat14, xanadu, 45 rosemary road, verulam 4339
KZN Containers	M. Naidoo	083 799 9112		kzncontainers@iburst.co.za	
KZN Containers	Karen	082 889 0582	032 533 7818		
Private	Nathi Miya	083 592 8207	032 533 6894	No email - only fax facility	might be there
VBC	Sagren Vesaab	083 270 0889		nis@absamail.co.za	
Private	Ari.M. Perumal	073 060 6332		selvie.perumal@fnbib.co.za / selvie.perumal@fnb.co.za	(Not sure which email is correct, try both)
Private	Vasu Moodley	083 787 4747		vasu.moodley@gmail.com	
Private	Vernon Pillay	082 565 0554		rnp@thepub.co.za	
Coastal Weekly	Bongani	083 489 6442		bonganim39@gmail.com	
A.C.N.F.T	Santhan Moodley	082 336 5313		santhan.moodley@gmail.com	

Ward 61	Rebecca Abraham	072 629 4384	032 944 4333	abrahamm@durban.gov.za	
Tongaat C/Welfare	L. Naidoo	084 460 7370		cnaidoo@mitchford.co.za	
Private	S. Sukhlal	083 453 7742		snsukhlal@gmail.com	
Lotus Enterprises	Preggie Moodley	083 778 1555		lotusent@mweb.co.za	
Private	Robert Reardon	083 387 3886		robreardon@telkomsa.net	
Hurbahs Investments	A.G. Hurbans	084 433 2280		anilhurbans@gmail.com	
Gandhi & Co.	R.S. Desai	032 945 1106		gandhi@telkomsa.net	
Private	Bheki Xaba	083 737 3940/ 032 945 3123		sibusiso.gumede@vodamail.co.za	
Community & Civic	Arie Perumal	0730606332		selvie.perumal@fnb.co.za	
Unibuloyf Group	Pat Moodley	0782010310	0862754970	patmoodleyinc@gmail.com	
Private	Muhammad Dada			mdada@mailbox.co.za	
Ethekwini Env Health Department	Sanjay Erra	031 322 1661		erraj@durban.gov.za	
Ethekwini Planning	Emmanuel Letebele	031 311 7174		letebelee@durban.gov.za	
Tongaat Fuel Association	Debbie/ Soobrie	032 944 3849/ 083 788 8485/ 083 321 1335		admin@tongaatfuel.co.za	
Private	K. Naidoo	032 945 7167/ 082 742 0083		krish.govender@actom.co.za	
Private	Mogie Naicker	073 183 9779		krish.govender@actom.co.za	
Private	Jason Naicker	084 685 7331		krish.govender@actom.co.za	
Private	M. Naicker	074 481 5897		krish.govender@actom.co.za	
Private	S. Govender			krish.govender@actom.co.za	

Private	Neelen			krish.govender@actom.co.za	
Private	K.G. Govender			krish.govender@actom.co.za	
Private	G. Govender	084 479 6922		krish.govender@actom.co.za	
Private	Wayne	072 091 4757		krish.govender@actom.co.za	
TH Sugar	N. Naidoo	032 945 3326	032 945 0480	Nishlin.Naidoo@hulets.co.za	
TRANSNET	Joseph McMahon	031 361 1877		joseph.mcmahon@transnet.net	
TRANSNET	P. Motsoahae	031 361 1739/ 40		Phumelele.motsoahae@transnet.net	
Inyaninga Heritage Association	Tholsi Mudly			tholsimudly@telkomsa.net	
Tongaat Glass Works	Elaine Govender	032 944 8493		easypc@rightback.co.za	
Arcus Gibb	Rashida Davis			Rdavids@gibb.co.za	
Private	Mrs K Naidoo	032 - 9457167 / 0827420083		veninaidoo2960@gmail.com	
Private	Tony Govender	074 036 4250		mary@learningcurve.co.za <IMCEAMAILTO- mary+40learningcurve+2Eco+2Eza@dubetradeport.co.za>	
Umdloti Coastal Conservancy Chairman	Wade Holland	0315681839		sealodge@iafrica.com	

From: [KSEMS](#)
To: ["Bruce Stephenson"](#)
Bcc: ["Chevy Smith"](#); ["sandy.ksems@telkomsa.net"](mailto:sandy.ksems@telkomsa.net)
Subject: RE: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 27 September 2010 08:31:00 AM

Dear Bruce

Thank you for your email. We have registered you as an Interested and Affected Party and will keep you updated on the progress of the above mentioned project.

Please feel free to contact us should you require any additional information.

Kind Regards

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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From: Bruce Stephenson [mailto:umdlotibeach@telkomsa.net]

Sent: 27 September 2010 05:22 AM

To: KSEMS

Subject: Re: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Dear Jean,

Thank you for your email. I think I am already registered as an IAAP. If not, please would you register me on behalf of Umdloti Ratepayers Association.

Many thanks,

Bruce Stephenson

From: [KSEMS](#)
To: "Carolyn"
Bcc: "Chevy Smith"; "sandy.ksems@telkomsa.net"
Subject: RE: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 27 September 2010 08:44:00 AM

Hi Carolyn

Thank you for your email. We have registered you as an Interested and Affected Party and will keep you updated on the progress of the above mentioned project.

Please feel free to contact us should you require any additional information.

Kind Regards

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
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From: Carolyn [mailto:afromatz@telkomsa.net]

Sent: 24 September 2010 11:11 AM

To: KSEMS

Subject: Re: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Hi Jean

Please register WESSA as an I&AP and send information to me. With thanks and -

Regards
Carolyn Schwegman
EIA Co-ordinator, WESSA KZN Region

“ADD YOUR VOICE TO CONSERVATION. SEND A R20 SMS TO 40706 WITH THE KEYWORD ‘WESSA’. Terms and conditions apply. See www.thumbtribe.co.za”

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From: KSEMS

To: lubayna@edstan.com ; samiek@durban.gov.za ; vusimbatha@webmail.co.za ; kzncontainers@iburst.co.za ; gandhcairns@svnet.co.za ; tongaatbusinessforum@gmail.com ; agriland@nda.agric.za ; ablaze@global.co.za ; afromatz@telkomsa.net ; NICOLM@eskom.co.za ; kassied@durban.gov.za ; khosi.zondi@transnet.net ; David.Hall@transnet.net ; jeeva@telkomsa.net ; nandlal@medis.co.za ; kubenm@mdd.co.za ; Thami.Hadebe@transnet.net ; amafa.pmb2@mweb.co.za ; sambob@dwa.gov.za ; WardN@dwaf.gov.za ; wienersd@kznwildlife.com ; thambud@kznwildlife.com ; ramlugaanr@durban.gov.za ; groundl@durban.gov.za ; vanrensburd@durban.gov.za ; rampersadm@durban.gov.za ; tooleyg@durban.gov.za ; mogovender@mrpricegroup.com ; snaicker@telkomsa.net ; LandmanC@nra.co.za ; anna_maria.mkize@hulett.co.za ; krishnn@eskom.co.za ; patrick.jagadis@hulett.co.za ; lamericy@era.co.za ; siva247@gmail.com ; tholsimudly@telkomsa.net ; roy.ryan@kzntransport.gov.za ; yusuf@eastcoast.co.za ; mdada@mailbox.co.za ; germaine@wmaca.org.za ; leong@nmidsm.co.za ; kenver@chillibyte.com ; sheila@kenver.co.za ; subroyen@wylie.co.za ; maxproptongaat@telkomsa.net ; jeeva@telkomsa.net ; godfrey6@mweb.co.za ; snaicker@telkomsa.net ; tholsimudly@telkomsa.net ; mulalomo@daff.gov.za ; abrahamm@durban.gov.za ; geoffpullan@jafica.com ; umdlotiibeach@telkomsa.net ; ssingh@nashuaisp.co.za ; moodleysiva@elec.durban.gov.za ; mthako.basi@gmail.com ; kubenm@mdd.co.za ; Hamish@dubetradeport.co.za ; Solomon.Makgale@airports.co.za ; communicationsdept@caa.co.za ; walters@wetlands.org.za ; goge@sanbi.org ; nicosnyman@nitrosoft.co.za ; wrbainbr@jafica.com ; snowman@ewt.org.za ; rcowgill@saol.com ; tpi-db@mweb.co.za ; jeeva@telkomsa.net ; Krishna.reddy@transnet.net ; RPerumal@cellc.co.za ; Zibusiso.dlamini@dae.kzntl.gov.za ; hadebes2@dwaf.gov.za ; malcolm.moses@dae.kzntl.gov.za ; stanbeam@gmail.com ; tongaatcivicassociation@gmail.com ; krish.govender@actom.co.za ; williemarais@sanlam4u.co.za

Sent: Thursday, September 23, 2010 9:15 AM

Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Dear All,

Please find attached the Notice of Application for the Proposed uShukela Highway Development (DEA Ref No: 12/12/20/2013).

A public meeting will be held the venue, date and time to be confirmed with all registered Interested and Affected Parties.

In order to receive further communication/ information regarding the project please confirm that you would like to register as an Interested and Affected Party.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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Cell +27 82 667 4754  <mailto:umdlotibeach@telkomsa.net> 



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----- Original Message -----

From: [KSEMS](#)

To: sheila@kenver.co.za ; subroyen@wylie.co.za ; maxproptongaat@telkomsa.net ; mulalomo@daff.gov.za ; umdlotibeach@telkomsa.net ; ssingh@nashuaisp.co.za ; moodleysiva@elec.durban.gov.za ; mthako.basi@gmail.com ; Solomon.Makgale@airports.co.za ; walters@wetlands.org.za ; nicosnyman@nitrosoft.co.za

Sent: Thursday, September 23, 2010 4:14 PM

Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Dear All,

Please find attached the Notice of Application for the Proposed uShukela Highway Development (DEA Ref No: 12/12/20/2013).

A public meeting will be held the venue, date and time to be confirmed with all registered Interested and Affected Parties.

In order to receive further communication/ information regarding the project please confirm that you would like to register as an Interested and Affected Party.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay

Postal P.O. Box 396; Gillitts; 3603

Phone 031 7691578

Fax 031 7691579

Website www.ksems.co.za

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|

From: [KSEMS](#)
To: ["Tholsi Mudly"](#)
Bcc: ["Sandy Luyt"](#); ["Chevy Smith"](#); ["Manogrie.ksems@telkomsa.net"](mailto:Manogrie.ksems@telkomsa.net)
Subject: RE: Registration- Environmental Authorization - Ushukela Highway
Date: 14 October 2010 07:51:00 AM

Dear Tholsi

We will register you as an Interested and Affected Party for the Ushukela Highway Project.

Please feel free to contact us should you require any additional information.

Kind Regards

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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< U1:ADDRESS>size=2 width="100%" align=center tabindex=-1>

From: Tholsi Mudly [mailto:tholsimudly@telkomsa.net]
Sent: 13 October 2010 08:03 PM
To: kerry.seppings@telkomsa.net
Subject: Registration- Environmental Authorization

FOR ATTENTION: JEAN DELO

Please accept my apologies for the late notice.

I represent the above association. The Inyaninga Memorial Garden is situated within the Dube Tradeport / Agrizone site. The Inyaninga Shree Marriammen Temple is still in use by the Ex Residents.

Thank you.

From: [KSEMS](#)
To: ["geoffpullan@iafrica.com"](mailto:geoffpullan@iafrica.com)
Bcc: ["Chevy Smith"](#); ["sandy.ksems@telkomsa.net"](mailto:sandy.ksems@telkomsa.net)
Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 27 September 2010 09:03:00 AM

Dear Geoff

Thank you for your email. We have registered you as an Interested and Affected Party and will keep you updated on the progress of the above mentioned project.

Please feel free to contact us should you require any additional information.

Kind Regards

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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Please think of the environment before printing out this email.

To: Jean Delo
031 7691578

Hi Jean,

Please confirm me as an IAAP for the above EIA. Thanks.

Kind regards,
Geoff D A Pullan
083 6959190

From: [KSEMS](#)
To: ["J.N.Pillay"](#)
Bcc: ["Chevy Smith"](#); ["sandy.ksems@telkomsa.net"](mailto:sandy.ksems@telkomsa.net)
Subject: RE: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 27 September 2010 08:40:00 AM

Dear Jeeva

Thank you for your email. We have registered you as an Interested and Affected Party and will keep you updated on the progress of the above mentioned project.

Please feel free to contact us should you require any additional information.

Kind Regards

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
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< U1:ADDRESS>size=2 width="100%" align=center tabindex=-1>

From: J.N.Pillay [mailto:jeeva@telkomsa.net]
Sent: 25 September 2010 05:53 PM
To: KSEMS
Subject: RE: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Dear Jean Delo

Thank you for your communication , Yes I confirm wanting to be registered as an interested and affected party.

Thank You

Best Regards, Jeeva Pillay.

-----Original Message-----

From: KSEMS [mailto:kerry.seppings@telkomsa.net]
Sent: 23 September 2010 09:16 AM
To: lubayna@edstan.com; samiek@durban.gov.za; vusimbatha@webmail.co.za;

kzncontainers@iburst.co.za; gandhcairns@svnet.co.za; tongaatbusinessforum@gmail.com; agriland@nda.agric.za; ablaze@global.co.za; afromatz@telkomsa.net; NICOLM@eskom.co.za; kassied@durban.gov.za; khosi.zondi@transnet.net; David.Hall@transnet.net; jeeva@telkomsa.net; nandlal@medis.co.za; kubenm@mdd.co.za; Thami.Hadebe@transnet.net; amafa.pmb2@mweb.co.za; sambob@dwa.gov.za; WardN@dwaf.gov.za; wienersd@kznwildlife.com; thambud@kznwildlife.com; ramlugaanr@durban.gov.za; groundl@durban.gov.za; vanrensburd@durban.gov.za; rampersadm@durban.gov.za; tooleyg@durban.gov.za; mogovender@mrpricegroup.com; snaicker@telkomsa.net; LandmanC@nra.co.za; anna_maria.mkize@huletts.co.za; krishnn@eskom.co.za; patrick.jagadis@huletts.co.za; lamercy@era.co.za; siva247@gmail.com; tholsimudly@telkomsa.net; roy.ryan@kzntransport.gov.za; yusuf@eastcoast.co.za; mdada@mailbox.co.za; germaine@wmaca.org.za; leong@nmidsm.co.za; kenver@chillibyte.com; sheila@kenver.co.za; subroyen@wylie.co.za; maxproptongaat@telkomsa.net; jeeva@telkomsa.net; godfrey6@mweb.co.za; snaicker@telkomsa.net; tholsimudly@telkomsa.net; mulalomo@daff.gov.za; abrahamm@durban.gov.za; geoffpullan@iafrica.com; umdlotibeach@telkomsa.net; ssingh@nashuaisp.co.za; moodleysiva@elec.durban.gov.za; mthako.basi@gmail.com; kubenm@mdd.co.za; Hamish@dubetradeport.co.za; Solomon.Makgale@airports.co.za; communicationsdept@caa.co.za; walters@wetlands.org.za; goge@sanbi.org; nicosnyman@nitrosoft.co.za; wrbainbr@iafrica.com; snowman@ewt.org.za; rcowgill@saol.com; tpi-db@mweb.co.za; jeeva@telkomsa.net; Krishna.reddy@transnet.net; RPerumal@cellc.co.za; Zibusiso.dlamini@dae.kzntl.gov.za; hadebes2@dwaf.gov.za; malcolm.moses@dae.kzntl.gov.za; stanbeam@gmail.com; tongaatcivicsassociation@gmail.com; krish.govender@actom.co.za; williemarais@sanlam4u.co.za

Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Dear All,

Please find attached the Notice of Application for the Proposed uShukela Highway Development (DEA Ref No: 12/12/20/2013).

A public meeting will be held the venue, date and time to be confirmed with all registered Interested and Affected Parties.

In order to receive further communication/ information regarding the project please confirm that you would like to register as an Interested and Affected Party.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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From: [KSEMS](#)
To: ["joline@edstan.com"](mailto:joline@edstan.com)
Bcc: ["Chevy Smith"](#); ["sandy.ksems@telkomsa.net"](mailto:sandy.ksems@telkomsa.net)
Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 27 September 2010 08:58:00 AM

Dear Joline

Further to our telephone conversation earlier today, we have registered Mr Gavin Strydom as an Interested and Affected Party and will keep you updated on the progress of the above mentioned project.

Please feel free to contact us should you require any additional information.

Regards

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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Please think of the environment before printing out this email.

From: [KSEMS](#)
To: "[Judy Marx \(ER\)](#)"
Bcc: "[Chevy Smith](#)"; "[Manogrie.ksems@telkomsa.net](#)"; "[sandy.ksems@telkomsa.net](#)"
Subject: RE: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 29 September 2010 08:03:00 AM

Dear Judy

Thank you for your response we will register you as an Interested and Affected Party for the above mentioned project.

Please feel free to contact me should you require any additional information.

Regards

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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< U1:ADDRESS>size=2 width="100%" align=center tabindex=-1>

From: Judy Marx (ER) [mailto:MarxJ@nra.co.za]
Sent: 27 September 2010 03:38 PM
To: 'kerry.seppings@telkomsa.net'
Subject: RE: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)

G'Day

Please register SANRAL as an interested and affected party.

Judy Marx and Cas Landman
SANRAL

From: KSEMS [mailto:kerry.seppings@telkomsa.net]
Sent: 23 September 2010 04:14 PM
To: mogovender@mrpricegroup.com; snaicker@telkomsa.net; Casper Landman (ER);

patrick.jagadis@hulets.co.za; lamercy@era.co.za; siva247@gmail.com; tholsimudly@telkomsa.net; roy.ryan@kzntransport.gov.za; yusuf@eastcoast.co.za; mdada@mailbox.co.za; leong@nmidsm.co.za
Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Dear All,

Please find attached the Notice of Application for the Proposed uShukela Highway Development (DEA Ref No: 12/12/20/2013).

A public meeting will be held the venue, date and time to be confirmed with all registered Interested and Affected Parties.

In order to receive further communication/ information regarding the project please confirm that you would like to register as an Interested and Affected Party.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
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Phone 031 7691578
Fax 031 7691579
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From: [Muhammad Dada](#)
To: [KSEMS](#)
Subject: Re: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 06 October 2010 04:37:59 PM

Hi there

Please be advised that i would like to register as an interested and affected party.

Thanking you

Muhammad Dada

----- Original Message -----

From: [KSEMS](#)
To: mogovender@mrpricegroup.com ; snaicker@telkomsa.net ; LandmanC@nra.co.za ; patrick.jagadis@huletts.co.za ; lamericy@era.co.za ; siva247@gmail.com ; tholsimudly@telkomsa.net ; roy.ryan@kzntransport.gov.za ; yusuf@eastcoast.co.za ; mdada@mailbox.co.za ; leong@nmidsm.co.za
Sent: Thursday, September 23, 2010 4:14 PM
Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Dear All,

Please find attached the Notice of Application for the Proposed uShukela Highway Development (DEA Ref No: 12/12/20/2013).

A public meeting will be held the venue, date and time to be confirmed with all registered Interested and Affected Parties.

In order to receive further communication/ information regarding the project please confirm that you would like to register as an Interested and Affected Party.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

[Jean Delo](#)



[Kerry Seppings Environmental Management Specialists cc](#)
[4 Woodville Lane off Hawkstone Road, Summerveld, Assagay](#)
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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Please think of the environment before printing out this email.

From: [KSEMS](#)
To: "[Muhammad Dada](#)"
Bcc: "[Chevy Smith](#)"; "[Manogrie.ksems@telkomsa.net](#)"; "[Sandy Luyt](#)"
Subject: RE: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 07 October 2010 01:21:00 PM
Attachments: [uShukela Highway BID.pdf](#)

Dear Muhammad

Thank you for your response. We will register you as an Interested and Affected Party for the above mentioned project.

Please note that a public meeting will be held on the 13th of October 2010 at the Tongaat Town Hall at 17h30. The Background Information Document is attached for your perusal. Please confirm your attendance by no later than Friday 8th October 2010, by 12h00.

Should you be unavailable for the meeting, you are welcome to forward your comments (via email or fax) throughout the EIA process for consideration. All I & AP comments will be included in the draft reports.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
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From: Muhammad Dada [mailto:mdada@mailbox.co.za]

Sent: 06 October 2010 04:41 PM

To: KSEMS

Subject: Re: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Hi there

Please be advised that i would like to register as an interested and affected party.

Thanking you

Muhammad Dada

----- Original Message -----

From: KSEMS

To: mogovender@mrpricegroup.com ; snaicker@telkomsa.net ; LandmanC@nra.co.za ;
patrick.jagadis@huletts.co.za ; lamericy@era.co.za ; siva247@gmail.com ;
tholsimudly@telkomsa.net ; roy.ryan@kzntransport.gov.za ; yusuf@eastcoast.co.za ;
mdada@mailbox.co.za ; leong@nmidsm.co.za

Sent: Thursday, September 23, 2010 4:14 PM

Subject: Notification of Application for Environmental Authorization uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Dear All,

Please find attached the Notice of Application for the Proposed uShukela Highway Development (DEA Ref No: 12/12/20/2013).

A public meeting will be held the venue, date and time to be confirmed with all registered Interested and Affected Parties.

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Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
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From: [KSEMS](#)
To: ["krish.govender@actom.co.za"](mailto:krish.govender@actom.co.za)
Bcc: ["Chevy Smith"](#); ["Manogrie"](#)
Subject: FW: ENVIRONMENTAL AUTHORIZATION
Date: 22 September 2010 01:38:00 PM
Attachments: [uShukela Highway BID.pdf](#)

Dear Krish,

Thank you for your interest in the uShukela Highway Development. You will be registered as an Interested and Affected Party for the project. Please find attached the background information document for your reference. Once we have established the level of interest regarding the project we will more than likely hold a public meeting in the Tongaat Area. The venue and time will be confirmed. If possible please could you send through your existing frustrations regarding the monkeys etc. in writing and we will attempt to ensure these are given the necessary attention they deserve by forwarding them to the responsible persons.

Should you have any further queries please do not hesitate to contact me.

Kind Regards,

Chevy Smith

Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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-----Original Message-----

From: krish.govender@actom.co.za [<mailto:krish.govender@actom.co.za>]
Sent: 22 September 2010 12:03 PM
To: Kerry.seppings@telkomsa.net; stanbeam@gmail.com;
tongaaticivicasassociation@gmail.com
Subject: ENVIRONMENTAL AUTHORIZATION

HI JEAN DELO,

I noticed this morning , notice of application for ENVIRONMENTAL AUTHORIZATION dated 21 - 9 - 2010

has been posted at strategic points .

On behalf of the residents of HERRWOOD the adjoining property whom I represent , would it be possible to

give us more details of this project . I trust that this might be beneficial for residents in the surrounding areas ,

but my concern is what impact is this going to have on the residents of HERRWOOD who reside here for well

over 150 years.

Has the TONGAAT CIVIC ASSOCIATION been invited to participate in this ENVIRONMENTAL IMPACT.

I phoned this morning on 031- 7656636 to register for I & APs , but a recorded message says that the number

has been changed and the new number is currently not available .

Therefore would it be possible to set up a meeting with the residents of HERRWOOD to enlighten us more on

this project .

I would appreciate your early response and could you e-mail me the I & APs registration forms.

Many thanks

Regards

KRISH GOVENDER

Product Manager Cables & Accessories

ACTOM Electrical Products

70 Solomon Mahlangu Drive(Previously Edwin Swales VC Drive)

Rosburgh, 4094

Cell:082 659 5539

Tel: (031)465 4170

Fax:(031)465 4189

Email to fax: 0865689900

E-Mail: krish.govender@actom.co.za

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From: [KSEMS](#)
To: ["erraj@durban.gov.za"](mailto:erraj@durban.gov.za)
Bcc: ["Chevy Smith"](#); ["Manogrie.ksems@telkomsa.net"](mailto:Manogrie.ksems@telkomsa.net)
Subject: RE: Ushukela Highway Development
Date: 13 October 2010 11:11:00 AM
Attachments: [uShukela Highway BID.pdf](#)

Dear Sanjay,

Thank you for your interest in the project, you have been registered as an Interested and Affected Party.

Please find attached the Background Information Document for your review.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Chevy Smith

Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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-----Original Message-----

From: Sanjay Erra [<mailto:erraj@durban.gov.za>]
Sent: 13 October 2010 08:35 AM
To: kerry.seppings@telkomsa.net
Subject: Ushukela Highway Development

Hi Kerry,

Please register the Env. Health Dept. as an I&AP .

Please use my e-mail address.

Tel no:031 3221661

Thanks
Sanjay Erra

From: [Tongaat Fuel Admin](#)
To: kerry.seppings@telkomsa.net
Subject: DEA Ref 12/12/20/2013 uShukela Highway development
Date: 13 October 2010 09:23:42 AM

Hi Jean

Please could you let us know what developments will be done on this road, especially in terms of there being plans for a service station.

Thank you
Soobrie Govender / Debbie Shone

From: [Tholsi Mudly](#)
To: kerry.seppings@telkomsa.net
Subject: Registration
Date: 14 October 2010 05:08:13 PM

To Jean Delo

Thank you very much for the email. Much appreciated.

Thank you.

Tholsi Mudly

Appendix 25.3: BID and proof of distribution



Background Information Document

The purpose of this document is to serve as a background information document intended to inform I & APs of the project as well as to provide information on the roles and responsibilities of registered I & APs. This document does not serve to provide detailed information on the potential impacts of the proposal which will be described in the scoping report.

Project Title:	uShukela Highway Business and Office Park Development.
Application Type:	Scoping & EIA (DEA Ref No: 12/12/20/2013)
Competent Authority:	National Department of Environmental Affairs (DEA)
Location of Activity:	Tongaat, eThekweni Municipality, KwaZulu-Natal
Contact in Order to Register as an I & AP:	Jean Delo Fax: 031 769 1578 Tel: 031 769 1579 kerry.seppings@telkomsa.net
Environmental Consultants for Project:	Kerry Stanton, Chevy Smith and Manogrie Chetty
Applicant:	Tongaat Hulett Developments (THD) and Dube TradePort (DTP)
Release Date:	22 nd September 2010



INTRODUCTION

The Dube Aerotropolis will promote economic growth for the province and is one of the Province's major development priorities. The developments within the airport boundary will provide the backbone to this global logistics platform and will be supported by growth and development within the Aerotropolis area. The uShukela Highway Business and Office park Development is one of these development opportunities located just north of the airport near the town of Tongaat but within the Aerotropolis boundary (Figure 1).

The greater Tongaat region located just north of the King Shaka International Airport (KSIA) has, for some time, been identified for new housing, economic and employment opportunities. The uShukela Highway Development proposal aims to unlock these opportunities and in so doing contribute to the Dube Aerotropolis development plans. The proposed project is a joint venture between a private land developer (Tongaath Hulett Developments) and a government body (Dube TradePort).

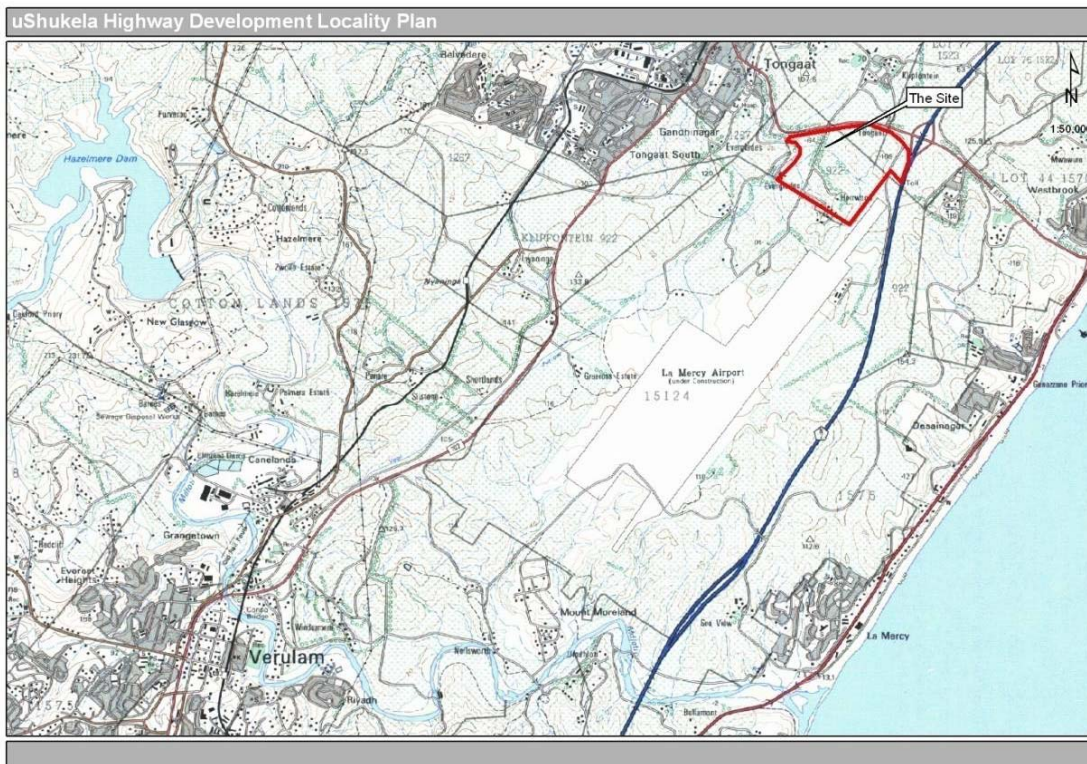


Figure 1: Location of uShukela Highway Development within the Dube Aerotropolis.

THE PROPOSAL

The site is strategically situated next to the KSIA airport, N2, uShukela Highway and the town of Tongaat and with good visibility and accessibility to the major road networks. This offers a wide range of opportunities from a potential expansion of the TradeZone to Business Park and Service Industrial opportunities, commercial as well as office park opportunities. The proposal is to develop, in support of the KSIA, industrial and manufacturing opportunities, business parks, warehousing and service industrial opportunities together with offices and retail opportunities. There are also opportunities for the creation of a "Brain Port" which can be viewed as a hub of a high technology region with a network of companies, knowledge centres and service industries. It would rely on intensive and innovative co-operation amongst organisations in the sharing and developing of new ideas, concepts and technologies that lead to new inventions, production and sale of innovative products, services, systems and machines.

The proposed development will create exciting opportunities for the growth and development of Tongaat through new investment, economic and employment opportunities.

It is noted that the development has infrastructural implications in regard to water, sewer and electricity although the eThekweni Municipality are in the process of constructing a new Electrical Sub-station and new Water Reservoir which will provide the development with services. From a wastewater perspective, work is currently being done in regard to what options are available and the implications of these options.

Site Description, Location and Potential Environmental Issues

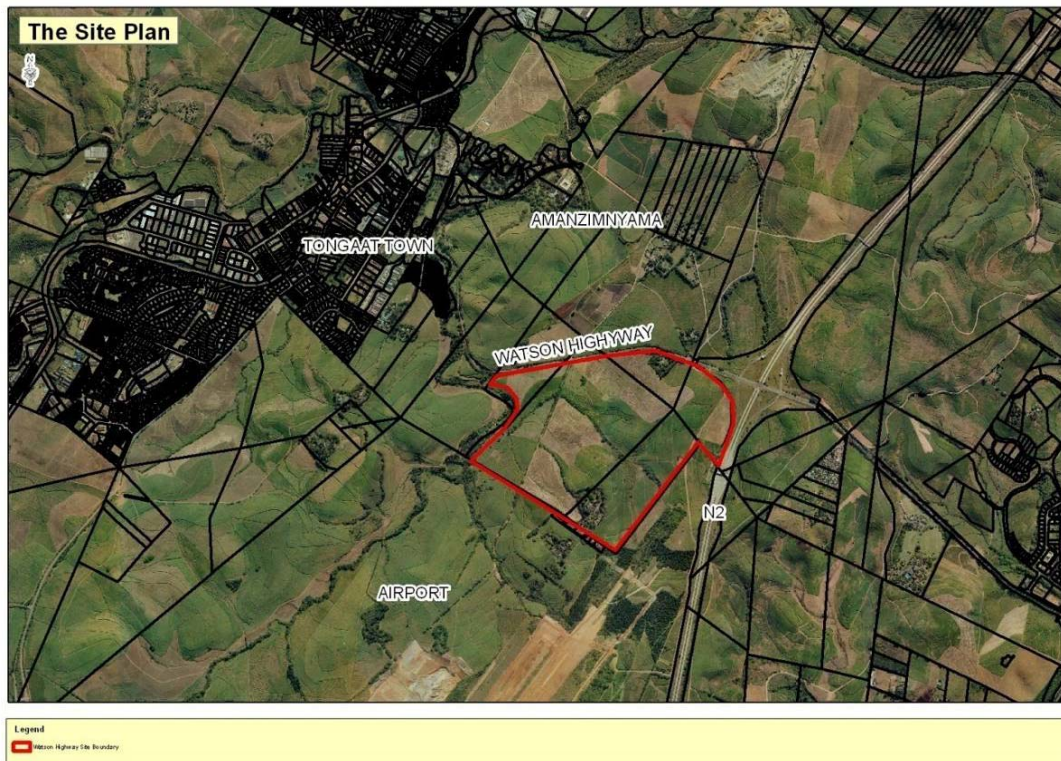


Figure 2: uShukela Highway Development with surrounding land use.

The site is situated approximately 40km north of the Durban CBD within the eThekweni Municipality. It is located adjacent to Tongaat town and just north of the KSIA and is accessed directly off the existing uShukela Highway (old Watson Highway – main road to Tongaat). The uShukela Highway Development (is approximately 137ha in extent). The site is owned by Tongaat Hulett Developments and Dube Trade Port and comprises of the following properties:

- Rem of Lot 77 No. 1523
- Rem of Sub 18 (of 5) of the Farm Klip Fontein No. 922
- Rem of Sub 3 of the Farm Klip Fontein No. 922
- Rem of Sub 8 of Lot 49 No. 862
- Sub 11 (of 3) of the Farm Klip Fontein No. 922

The site is currently unzoned and is being used for commercial sugar cane farming. Gravel cane access tracks service the area with few brick/tar roads servicing farm houses. The site comprises of gently rolling hills with flatter/planar topography. Most of the drainage lines within the site boundary have been altered for farming practices. The site is boarded to the: west by sugar cane plantations; east by the N2; the south by the KSIA airport and north by the uShukela Highway.

The site has been significantly transformed for agricultural purposes and therefore does not contain much vegetation of conservation significance. It is likely at this stage that environmental issues for investigation in the scoping and EIA will focus around the drainage lines and stormwater run-off from the proposed development as well as cumulative impacts thereof. Noise impacts from KSIA will also need to be considered. As the site is included in the Dube Aerotropolis the EIA will consider environmental investigations prepared for the Aerotropolis such as the proposed Open Space System.

THE DEVELOPERS

THD and DTP have partnered in the planning of the uShukela Highway development. The land proposed for development is owned in entirety by THD and DTP and both parties individually own and have developed various other properties in the vicinity of KSIA.

Who is Tongaat Hulett Developments?

Tongaat Hulett is an agri-processing business which includes the integrated components of land management, property development and agriculture. The company's development arm has established a reputation for excellence as one of South Africa's leading private land developers, having planned and developed more than 2000ha of serviced land for residential, commercial, industrial, resort and mixed-use purposes. In collaboration with key stakeholders, the company is uniquely positioned to take on projects on a massive scale.

They are committed to uncovering and implementing global best practices, with the aim of creating relevant, holistic environments in which we can all live, work, play, pray and learn within our fair share of the Earth's resources.

Who is Dube TradePort?

The Dube TradePort is a strategic and critical infrastructural investment development which aims to serve as a major catalyst for economic growth in KwaZulu-Natal and South Africa. The Dube TradePort Company (DTPC) (a Section 21 company) was established by provincial government as a special purpose vehicle to facilitate the development of world class aviation linked export platform which will serve as a catalyst for sustainable job creation and private sector investment. The Dube TradePort is a long term master planned development phased over the next 60 years, as the single largest strategic infrastructure development in KwaZulu-Natal that will impact on local, provincial, national, regional and international global supply chains.

The key objectives of the Dube TradePort include:

- The facilitation of new inter-continental air services;
- Support for and enablement of new export supply chains, including high-value manufacturing;
- Support for and the strengthening of the tourism and perishable goods sectors;
- The establishment of an electronic trading platform; and
- The stimulation of private sector investment



ENVIRONMENTAL IMPACT ASSESSMENT

In order to determine the overall environmental feasibility of the proposal, an Environmental Impact Assessment is required (EIA) as per the National Environmental Management Act, 1998 (Act No. 107 of 1998), (as amended) and the Environmental Impact Assessment Regulations of 2010. It is a planning and management tool for sustainable development and aims to inform decision-makers about the potential environmental, physical, biological and socio-economic effects of the proposed project. This allows relevant authorities and decision-makers to provide an Environmental Authorisation (EA) either authorising or rejecting the proposal. **The EIA process allows for significant participation by parties who are either interested in or potentially affected by the proposed activity. This notice forms part of public participation process aimed at encouraging I & APs to register for the process.**

The relevant activities Tongaat Hulett Developments and Dube TradePort have applied for are summarised in Table 1 below.

Table 1: Activities Applied For By THD and DTP

Activities applied for:		
Indicate the number and date of the relevant notice:	Activity No (s) (in terms of the relevant notice) :	Describe each listed activity:
Government Notice No. 545 of 18 th June 2010	15.	The proposed site is 137ha of undeveloped land. It is the applicants' intent to develop the area for the purpose of light industry, warehousing, business park, retail, trade zone and offices.
Government Notice No. 545 of 18 th June 2010	3.	The construction of facilities or infrastructure for the storage, or storage and handling of a dangerous good, where such storage occurs in containers with a combined capacity of more than 500 cubic metres.
Government Notice No. 545 of 18 th June 2010	8.	Infrastructure relating to electrical distribution*
Government Notice No. 545 of 18 th June 2010	18.	Multiple access roads will be required to service the proposed development. *
Government Notice No. 544 of 18 th June 2010	9.	Infrastructure relating to stormwater control and management of sewage will be required. *
Government Notice No. 544 of 18 th June 2010	10.	Infrastructure relating to electrical distribution*
Government Notice No. 544 of 18 th June 2010	22.	Multiple access roads will be required to service the proposed development. *
Government Notice No. 544 of 18 th June 2010	11.	The proposed development may require the construction of bulk stormwater outlet structures and/or infrastructure within 32 metres of a watercourse, measured from the edge of a watercourse. *
Government Notice No. 544 of 18 th June 2010	18.	Infilling, depositing of any material of more than 5 cubic metres into a watercourse. *
Government Notice No. 544	37.	Expansion of infrastructure for the bulk transportation of water, sewage or stormwater. *

of 18 th June 2010		
Government Notice No. 544 of 18 th June 2010	38.	Expansion of infrastructure for the distribution of electricity. *

*** These triggers will be confirmed during the scoping phase of the process.**

The EIA Process:

The EIA process that will be followed is as follows:

- An application form has been submitted to the National Department of Environmental Affairs (DEA) on the 19th August 2010 and DEA EIA Ref No (12/12/20/2013) has been allocated to the project.
- The application will be advertised in local and regional newspapers, and notices will be placed around the site. Notices will be handed out to adjacent neighbours on the boundary of the site.
- A scoping report and plan of study for EIA will be produced detailing impacts to be investigated and possible mitigation measures to manage impacts. This will be made accessible to all registered I & APs and to the authorities for comment and review.
- I & APs will be requested to provide comment within 40 days. All comments received will be included in a final scoping report which will be submitted to DEA for approval. DEA will either approve or reject the scoping report.
- If approved, Kerry Seppings Environmental Management Specialists cc (KSEMS) will proceed with the EIR which will also be submitted to all I & APs and authorities for review. This report will assess the impacts identified during scoping and assess mitigation measures.
- Once the 40 day comment period has ended the final report and all comments received will be submitted to DEA.
- DEA have 60 days after acknowledging receipt of the report to accept the EIR and a further 45 days to provide an Environmental Authorisation approving or rejecting the proposal.

THE ENVIRONMENTAL ASSESSMENT PRACTITIONER

About KSEMS cc

Kerry Seppings Environmental Management Specialists cc (KSEMS cc) is an established environmental management consultancy which has been based in KZN since 1998.

We are one of the leading environmental management consultancies in KZN and have clients throughout southern Africa. Kerry Stanton has also achieved certification through the Environmental Assessment Practitioners of South Africa and is therefore EAPSA Certified.

Kerry Stanton (Director) is EAPSA certified and is a member of the IAIASA. As such we uphold the professional, moral and ethical obligations of these bodies in ensuring that we operate as an independent body in the assessment of environmental impacts of any project in which we are involved.

Any Persons Interested In This Project Should Register As An Interested And Affected Party In Order To Receive Information And Comment On The Proposal

You are invited to register with:

Jean Delo

Kerry Seppings Environmental Management Specialists cc

Phone 031 769 1578

Fax 031 769 1579

e-mail kerry.seppings@telkomsa.net

By registering for the process, your name will be included in the register of I & APs and you will be notified of meetings and availability of reports for comment. You will be able to offer comments or queries on any written submission or information provided which will be included in the reports that will be distributed to the authorities.

EXCERPT TAKEN FROM NEMA EIA REGULATIONS DESIGNATING RESPONSIBILITIES OF REGISTERED INTERESTED AND AFFECTED PARTIES

Registered interested and affected parties entitled to comment on submissions

58.

(1) A registered interested and affected party is entitled to comment, in writing, on all written submissions made to the competent authority by the applicant or the EAP managing an application, and to bring to the attention of the competent authority any issues which that party believes may be of significance to the consideration of the application, provided that –

(a) comments are submitted within – (i) the timeframes that have been approved or set by the competent authority; or

(ii) any extension of a timeframe agreed to by the applicant or EAP;

(b) a copy of comments submitted directly to the competent authority is served on the applicant or EAP; and

(c) the interested and affected party discloses any direct business, financial, personal or other interest which that party may have in the approval or refusal of the application.

**The lead consultant on this project is Kerry Stanton.
She can be contacted on 013 769 1578 or 083 823 1844**

From: [KSEMS](#)
To: ["vanrensburgd@durban.gov.za"](mailto:vanrensburgd@durban.gov.za); ["malcolm.moses@dae.kzntl.gov.za"](mailto:malcolm.moses@dae.kzntl.gov.za); ["afromatz@telkomsa.net"](mailto:afromatz@telkomsa.net); ["redryp@dwa.gov.za"](mailto:redryp@dwa.gov.za); ["amafa.pmb2@mweb.co.za"](mailto:amafa.pmb2@mweb.co.za); ["geoffpullan@iafrica.com"](mailto:geoffpullan@iafrica.com); ["Bruce Stephenson"](#); ["tongaatabusinessforum@gmail.com"](mailto:tongaatabusinessforum@gmail.com); ["tongaaticivicsociation@gmail.com"](mailto:tongaaticivicsociation@gmail.com); ["krish.govender@actom.co.za"](mailto:krish.govender@actom.co.za); ["daminip@kznwildlife.com"](mailto:daminip@kznwildlife.com); ["roy.ryan@kzntransport.gov.za"](mailto:roy.ryan@kzntransport.gov.za)
Subject: Notification of Public Meeting for uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 06 October 2010 07:51:00 AM
Attachments: [uShukela Highway BID.pdf](#)

Dear Interested and Affected Party,

Please note that a public meeting for the uShukela Highway Development (DEA Ref No: 12/12/20/2013) will be held on the 13th of October 2010 at the Tongaat Town Hall at 17h30. The Background Information Document is attached for your perusal. Please confirm your attendance by no later than Friday 8th October 2010, by 12h00.

Should you be unavailable for the meeting, you are welcome to forward your comments (via email or fax) throughout the EIA process for consideration. All I & AP comments will be included in the draft reports.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Chevy Smith



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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["linda@aquatransport.co.za"](mailto:linda@aquatransport.co.za); ["remaxlamerc@telkomsa.net"](mailto:remaxlamerc@telkomsa.net); ["kzncontainers@iburst.co.za"](mailto:kzncontainers@iburst.co.za);
["nis@absamail.co.za"](mailto:nis@absamail.co.za); ["selvie.perumal@fnb.co.za"](mailto:selvie.perumal@fnb.co.za); ["selvie.perumal@fnbib.co.za"](mailto:selvie.perumal@fnbib.co.za)
Subject: Notification of Public Meeting for uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 06 October 2010 07:54:00 AM
Attachments: [uShukela_Highway_BID.pdf](#)

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Date: 06 October 2010 07:55:10 AM
Attachments: [uShukela Highway BID.pdf](#)

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Subject: Notification of Public Meeting for uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 06 October 2010 07:56:00 AM
Attachments: [uShukela Highway BID.pdf](#)

Dear Interested and Affected Party,

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Bcc: ["cnaidoo@mitchford.co.za"](mailto:cnaidoo@mitchford.co.za); ["snsukhlal@gmail.com"](mailto:snsukhlal@gmail.com); ["lotusent@mweb.co.za"](mailto:lotusent@mweb.co.za); ["robreardon@telkomsa.net"](mailto:robreardon@telkomsa.net); ["anilhurbans@gmail.com"](mailto:anilhurbans@gmail.com); ["gandhi@telkomsa.net"](mailto:gandhi@telkomsa.net)
Subject: Notification of Public Meeting for uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 06 October 2010 07:58:00 AM
Attachments: [uShukela Highway BID.pdf](#)

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Chevy Smith



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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Please think of the environment before printing out this email.

From: [KSEMS](#)
To: kerry.seppings@telkomsa.net
Subject: Notification of Public Meeting for uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 06 October 2010 07:58:36 AM
Attachments: [uShukela Highway BID.pdf](#)

Dear Interested and Affected Party,

Please note that a public meeting for the uShukela Highway Development (DEA Ref No: 12/12/20/2013) will be held on the 13th of October 2010 at the Tongaat Town Hall at 17h30. The Background Information Document is attached for your perusal. Please confirm your attendance by no later than Friday 8th October 2010, by 12h00.

Should you be unavailable for the meeting, you are welcome to forward your comments (via email or fax) throughout the EIA process for consideration. All I & AP comments will be included in the draft reports.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Chevy Smith



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
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Please think of the environment before printing out this email.

From: [KSEMS](#)
To: ["ndzimbomvumk@durban.gov.za"](mailto:ndzimbomvumk@durban.gov.za)
Bcc: ["Chevy Smith"](#)
Subject: Confirmation of attendance for uShukela Highway Development (DEA Ref No: 12/12/20/2013) meeting
Date: 08 October 2010 10:17:00 AM
Attachments: [uShukela Highway BID.pdf](#)

Dear Interested and Affected Party,

Please note that a public meeting for the uShukela Highway Development (DEA Ref No: 12/12/20/2013) will be held on the 13th of October 2010 at the Tongaat Town Hall at 17h30. The Background Information Document is attached for your perusal.

Should you be unavailable for the meeting, you are welcome to forward your comments (via email or fax) throughout the EIA process for consideration. All I & AP comments will be included in the draft reports.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Chevy Smith



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
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Please think of the environment before printing out this email.

From: [KSEMS](#)
To: ["sibusiso.gumede@vodamail.co.za"](mailto:sibusiso.gumede@vodamail.co.za)
Subject: Confirmation of attendance for uShukela Highway Development (DEA Ref No: 12/12/20/2013) meeting
Date: 08 October 2010 01:51:00 PM
Attachments: [uShukela Highway BID.pdf](#)

Dear Interested and Affected Party,

Please note that a public meeting for the uShukela Highway Development (DEA Ref No: 12/12/20/2013) will be held on the 13th of October 2010 at the Tongaat Town Hall at 17h30. The Background Information Document is attached for your perusal.

Should you be unavailable for the meeting, you are welcome to forward your comments (via email or fax) throughout the EIA process for consideration. All I & AP comments will be included in the draft reports.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Chevy Smith



Kerry Seppings Environmental Management Specialists cc
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Please think of the environment before printing out this email.

From: [KSEMS](#)
To: ["patmoodleyinc@gmail.com"](mailto:patmoodleyinc@gmail.com)
Bcc: ["Chevy Smith"](#)
Subject: FW: uShukela Highway Development (DEA Ref No: 12/12/20/2013) meeting
Date: 13 October 2010 12:04:00 PM
Attachments: [uShukela Highway BID.pdf](#)

Dear Interested and Affected Party,

Please note that a public meeting for the uShukela Highway Development (DEA Ref No: 12/12/20/2013) will be held on the 13th of October 2010 at the Tongaat Town Hall at 17h30. The Background Information Document is attached for your perusal.

Should you be unavailable for the meeting, you are welcome to forward your comments (via email or fax) throughout the EIA process for consideration. All I & AP comments will be included in the draft reports.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Chevy Smith



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
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Please think of the environment before printing out this email.

From: KSEMS
To: ["nishlin.naidoo@hulets.co.za"](mailto:nishlin.naidoo@hulets.co.za)
Bcc: ["Chevy_Smith"](mailto:Chevy_Smith)
Subject: uShukela Highway Development (DEA Ref No: 12/12/20/2013) meeting
Date: 13 October 2010 12:20:00 PM
Attachments: [uShukela_Highway_BID.pdf](#)

Dear Interested and Affected Party,

Apologies for the late notification, we are currently reviewing our I & AP's list and realize a formal email was not sent to you as yet. Kindly see the details regarding the aforementioned project below.

Please note that a public meeting for the uShukela Highway Development (DEA Ref No: 12/12/20/2013) will be held on the 13th of October 2010 at the Tongaat Town Hall at 17h30. The Background Information Document is attached for your perusal.

Should you be unavailable for the meeting, you are welcome to forward your comments (via email or fax) throughout the EIA process for consideration. All I & AP comments will be included in the draft reports.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Chevy Smith



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4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
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From: [KSEMS](#)
To: ["Phumelele.motsoahae@transnet.net"](mailto:Phumelele.motsoahae@transnet.net)
Cc: ["Joseph.mcmahon@transnet.net"](mailto:Joseph.mcmahon@transnet.net)
Bcc: ["Chevy Smith"](#)
Subject: uShukela Highway BID
Date: 23 September 2010 01:36:00 PM
Attachments: [uShukela Highway BID.pdf](#)

Dear Phumelele,

Please find attached the Background Information for the uShukela Highway Development.

Should you have any further queries please do not hesitate to contact me. If necessary I am happy to arrange a meeting with our clients, should you perceive that this development may impact on Transnet's future plans in the area.

Kind Regards,

Chevy Smith
Lead Environmental Consultant Roads and Infrastructure



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
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Appendix 25.4: Advert

Adverts

Figure 1: English advert placed in the North Coast Courier.

100. Public Notices

Notice of Application for Scoping and EIA
 Notice is hereby given that an application for environmental authorization in terms of the EIA Regulations, 2010 (Regulations in terms of Chapter 5 of the National Environmental Management Act, 1998, amended) has been lodged with the Department of Environmental Affairs.

The proposed activity requires application subject to scoping and EIA and all interested and affected parties (I & APs) are invited to register with the contact person below within 14 days of the issuing of this notice.

Proposal: Dube Trade-Port and Tongaat Hulett Developments propose to develop light industrial and manufacturing opportunities, business parks, warehousing and service industrial opportunities together with offices and retail opportunities (DEA Ref. No. 12/12/20/2013). The proposed site is approximately 137ha in extent. Comprising of the following properties:

- Rem of Lot 77 No. 1523
- Rem of Sub 18 (of 5) of the Farm Klip Fontein No. 922
- Rem of Sub 3 of the Farm Klip Fontein No. 922
- Rem of Sub 8 of Lot 49 No. 862
- Sub 11 (of 3) of the Farm Klip Fontein No. 922

These properties form a portion of land that is located to the north of the King Shaka International Airport, west of N2 and south of the uShukela Highway (formerly Watson Highway). A meeting may be held for registered I & APs. The time and venue of the meeting will be confirmed.

Kerry Seppings Environmental Management Specialists cc
 Contact: Jean Delo
 Phone: 031 769 1578
 Fax: 031 769 1579
 E-mail: kerry.seppings@telkomsa.net
 Website: www.ksems.co.za

101. Special Consent

KWADUKUZA MUNICIPALITY BALLITO TOWN PLANNING SCHEME IN COURSE OF PREPARATION SPECIAL CONSENT

Notice is hereby given that application has been made for the Special Consent of the KwaDukuza Municipality: Construct a granny flat; relax the 7.5m building line to 3.9m for the purpose of constructing a granny flat and accommodate a covered entertainment deck AT: Lot 1099, No. 6B Marion Place, Ballito, Registration Division FU, situated in the KwaDukuza Municipal Area. Any person desiring

Figure 2: Zulu advert placed in the Isolezwe Newspaper.

711 Public Notices | **711 Public Notices**

Isaziso ngesicelo se-Scoping ne- EIA
Kukhishwa isaziso sokuthi isicelo sokugunyazwa kweZemvelo okuhambisana nemithethonqubo ye-EIA, 2006 (Imithethonqubo ngokuhambisana nesahluko 5 somthetho kaZwelonke Wokuphathwa kweZemvelo ka-1998, nezichibiyelo zawo), kufakwe isicelo kuMnyango WezoLimo nezeMvelo.

Lo msebenzi ohlongozwayo udinga ukufakelwa isicelo ngaphansi kwemibandela ye-scoping ne-EIA kanti bonke abanothando nentshisekelo bayacelwa ukuba babhalise kulo muntu ongezansi zingakapheli izinsuku eziwu-14 kukhishwe lesi saziso. Okuhlongozwayo:

iDube Tradeport no Hullet Developments bahlongoza ukwakha indawo encane yezimboni, amapaki amabhizinisi, amawarehouse kuhlanganise namahhovisi nezohwebo (DEA Ref. No. 12/12/20/2013). Lendawo okuhlongozwa kuyo ingaba amahektha angu 137.

Ehlananganise lezindawo ezilandelayo:

- Rem of Lot 77 No. 1523
- Rem of Sub 18 (of 5) of the Farm Klip Fontein No. 922
- Rem of Sub 3 of the Farm Klip Fontein No. 922
- Rem of Sub 8 of Lot 49 No. 862
- Sub 11 (of 3) of the Farm Klip Fontein No. 922

Lezizindawo ziyingxenye yendawo esenyakatho ne King Shaka International Airport, entshonalanga nomgwaqo u N2 ne ninigizimu ka Shukela Highway (obuwaziwa ngo Watson Highway). Umhlangano walabo ababhalisiwe (I&AP's. Isikhathi kanye nendawo yomhlangano isazoqinisekiswa.

Kerry Seppings Environmental Management Specialists cc
Thintana no: Jean Delo
Ucingo: 031 769 1578 I-feksi: 031 769 1579
E-mail: kerry.seppings@telkomsa.net
Website: www.ksems.co.za

Appendix 25.5: Information Evening

ENVIRONMENTAL IMPACT ASSESSMENT

Tongaat Hulett Developments and Dube TradePort
uShukela Highway Business and Office Park Development

EIA Number: 12/12/20/2013

13 October 2010



KERRY SEPPINGS
KERRY SEPPINGS
ENVIRONMENTAL
ENVIRONMENTAL



MANAGEMENT
SPECIALISTS
SPECIALISTS

 *Tongaat Hulett*
DEVELOPMENTS

INTRODUCTION

- Welcome
- Who are we?
- Purpose of meeting
- Process for today's meeting:
 - Introduction and overview of proposal
 - Questions and Comments period
- Please keep all comments and questions for the Questions and Comments period at the end of the presentation

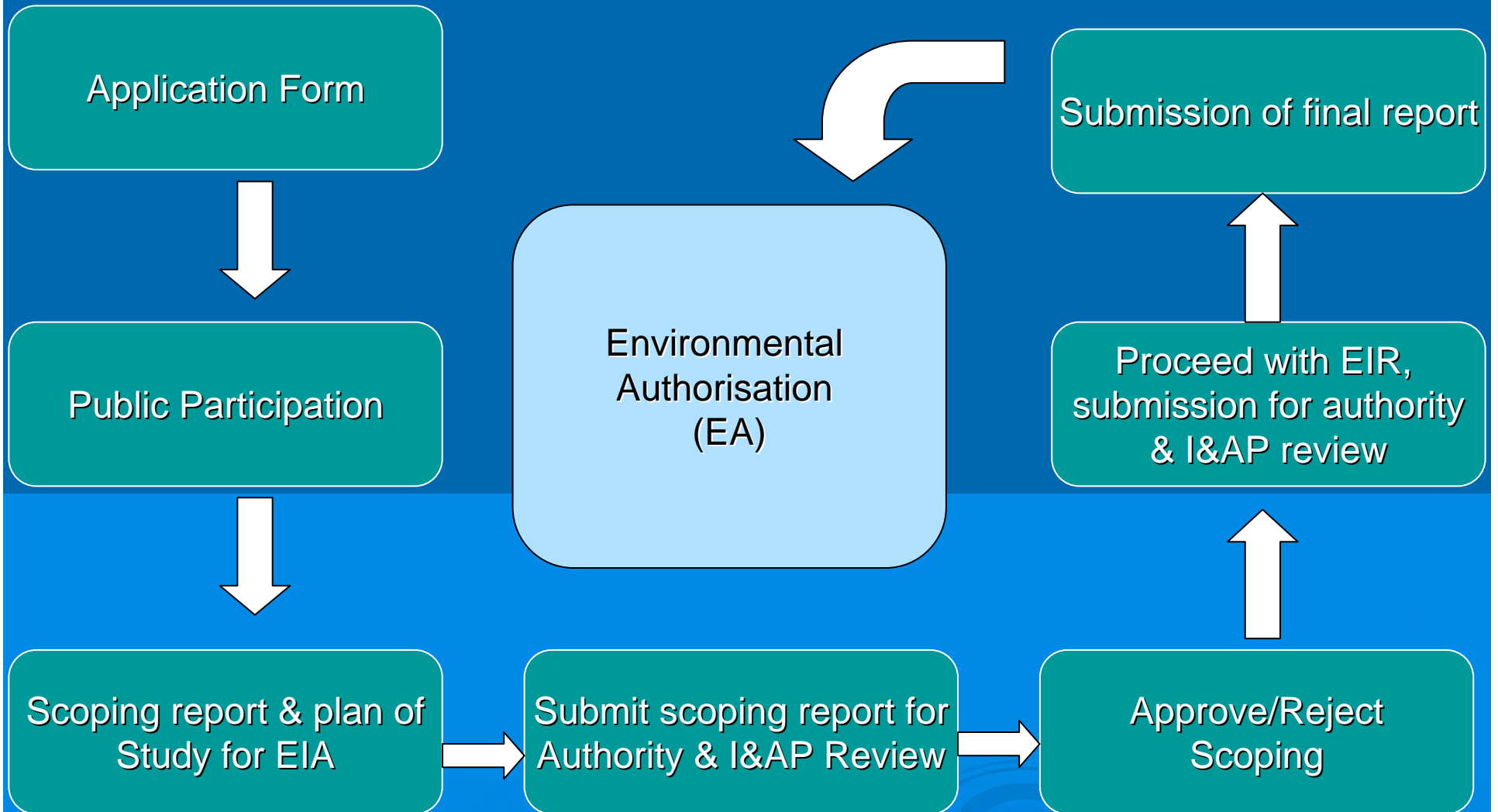
RESPONSIBILITIES OF I & APs

- Registered I & APs are entitled to comment, in writing, on all written submissions made to the authority and to raise any issues that they believe may be of significance provided that:
 - comments are submitted within the timeframes set by the competent authority or extensions of timeframes agreed to by the applicant or EAP;
 - a copy of comments submitted directly to the competent authority is served on the applicant or EAP; and
 - the I & AP discloses any direct business, financial, personal or other interest which that party may have in the approval or refusal of the application

Environmental Impact Assessment (EIA)

- What is it?
 - Tool for assessing the potential environmental impacts of a project/development.
 - The environment includes people, nature, air, and the economy.
 - The findings of the assessment are used to help authorities & decision-makers authorise a project/development.
 - The EIA is governed by a set of regulations called the National Environmental Management Act.
 - The act identifies two types of environmental assessments i.e. basic assessment & scoping and EIA.

Scoping & EIA process



Legal Requirement for Scoping & EIA

As per the NEMA EIA regulations, the proposed Business and Office Park requires a Scoping & EIA application due to the following:

- The proposed site consists of 137ha of undeveloped land. It is the applicants' intent to develop the area for the purpose of light industry, warehousing, business park, retail, trade zone and offices.**
- The construction of facilities or infrastructure for the storage, or storage and handling of a dangerous good, where such storage occurs in containers with a combined capacity of more than 500 cubic metres.**

Legal Requirement for Scoping & EIA

- **Multiple access roads will be required to service the proposed development.**
- **Infrastructure relating to electrical distribution.**
- **Infrastructure relating to stormwater control and management of sewage will be required.**
- **The proposed development may require the construction of bulk stormwater outlet structures and/or infrastructure within 32 metres of a watercourse, measured from the edge of a watercourse.**

PROCESS TO DATE

- On the 21st of September 2010, neighbours adjacent to the site boundary were notified by hand (Herrwood Community).
- I&APs were notified by email or phone on the 22nd September 2010.
- One English and one Zulu A2 signboards were placed at the existing entrance to the site, with an additional English signboard placed nearer to the Herrwood Community (figure 1).
- The application was advertised in the North Coast Courier and Isolezwe newspapers.
- The following authorities & were notified by email or phone:
 - eThekweni Municipality
 - KZN Wildlife
 - DWA
 - ESKOM
 - SANRAL
 - KZN DOT
 - AMAFA
 - WESSA
 - Rate Payers Association
 - Ward Councilors



Figure 1a: Photograph showing English signboard at the existing entrance to the site.

Figure 1b: Photograph showing Zulu signboard at the existing entrance to the site.

Figure 1c: Photograph showing English signboard near the southern site boundary.

ENGLISH ADVERT – The North Coast Courier

100. Public Notices

Notice of Application for Scoping and EIA
Notice is hereby given that an application for environmental authorization in terms of the EIA Regulations, 2010 (Regulations in terms of Chapter 5 of the National Environmental Management Act, 1998, as amended) has been lodged with the Department of Environmental Affairs.

The proposed activity requires application subject to scoping and EIA and all interested and affected parties (I & APs) are invited to register with the contact person below within 14 days of the issuing of this notice.

Proposal: Dube Trade-Port and Tongaat Hulett Developments propose to develop light industrial and manufacturing opportunities, business parks, warehousing and service industrial opportunities together with offices and retail opportunities (DEA Ref. No. 12/12/20/2013). The proposed site is approximately 137ha in extent. Consisting of the following properties:

- Rem of Lot 77 No. 1523
 - Rem of Sub 18 (of 5) of the Farm Klip Fontein No. 922
 - Rem of Sub 3 of the Farm Klip Fontein No. 922
 - Rem of Sub 8 of Lot 49 No. 862
 - Sub 11 (of 3) of the Farm Klip Fontein No. 922
- These properties form a

portion of land that is located to the north of the King Shaka International Airport, west of N2 and south of the uShukela Highway (formerly Watson Highway). A meeting may be held for registered I & APs. The time and venue of the meeting will be confirmed.

Kerry Seppings
Environmental Management Specialists cc
Contact: Jean Delo
Phone: 031 769 1578
Fax: 031 769 1579
E-mail: kerry.seppings@telkomsa.net
Website: www.ksems.co.za

101. Special Consent

**KWADUKUZA MUNICIPALITY
BALLITO TOWN
PLANNING SCHEME IN
COURSE OF
PREPARATION
SPECIAL CONSENT**

Notice is hereby given that application has been made for the Special Consent of the KwaDukuza Municipality: Construct a granny flat; relax the 7.5m building line to 3.9m for the purpose of constructing a granny flat and accommodate a covered entertainment deck AT: Lot 1099, No. 6B Marion Place, Ballito, Registration Division FU, situated in the KwaDukuza Municipal Area. Any person desiring

ZULU ADVERT – Isolezwe Newspaper

711 Public Notices | **711 Public Notices**

Isaziso ngesicelo se-Scoping ne- EIA
Kukhishwa isaziso sokuthi isicelo sokugunyazwa
kweZemvelo okuhambisana nemithethonqubo
ye-EIA, 2006 (Imithethonqubo ngokuhambisana
nesahluko 5 somthetho kaZwelonke Wokuphathwa
kweZemvelo ka-1998, nezichibiyelo zawo), kufakwe
isicelo kuMnyango WezoLimo nezeMvelo.

Lo msebenzi ohlongozwayo udinga ukufakelwa isicelo ngaphansi kwemibandela ye-scoping ne-EIA kanti bonke abanothando nentshisekelo bayacelwa ukuba babhalise kulo muntu ongezansi zingakapheli izinsuku eziwu-14 kukhishwe lesi saziso. Okuhlongozwayo:

iDube Tradeport no Hullet Developments bahlongoza ukwakha indawo encane yezimboni, amapaki amabhizinisi, ama-warehouse kuhlanganise namahhovisi nezohwebo (DEA Ref. No. 12/12/20/2013. Lendawo okuhlongozwa kuyo ingaba amahektha angu 137.

Ehlananganise lezindawo ezilandelayo:

- Rem of Lot 77 No. 1523
- Rem of Sub 18 (of 5) of the Farm Klip Fontein No. 922
- Rem of Sub 3 of the Farm Klip Fontein No. 922
- Rem of Sub 8 of Lot 49 No. 862
- Sub 11 (of 3) of the Farm Klip Fontein No. 922

Lezizindawo ziyingxenye yendawo esenyakatho ne King Shaka International Airport, entshonalanga nomgwaqo u N2 ne ninigizimu ka Shukela Highway (obuwaziwa ngo Watson Highway). Umhlangano walabo ababhaliwe (I&AP's. Isikhathi kanye nendawo yomhlangano isazoqinisekiswa.

Kerry Seppings Environmental Management Specialists cc
Thintana no: **Jean Delo**
Ucingo: **031 769 1578** I-feksi: **031 769 1579**
E-mail: **kerry.seppings@telkomsa.net**
Website: **www.ksems.co.za**

BACKGROUND

- **The greater Tongaat region located just north of the Dube TradePort (DTP) & King Shaka International Airport (KSIA) has, for some time, been identified for new housing, economic and employment opportunities.**
- **The uShukela Highway Development proposal aims to unlock these opportunities and in so doing contribute to the development of a new “Aerotropolis”.**
- **The EIA application process is a joint venture between a private land developer (Tongaat Hulett Developments) and a government body (Dube TradePort).**

Site Description

- The site is currently unzoned and is being used for commercial sugar cane farming.
- Gravel cane access tracks service the area with few brick/tar roads servicing farm houses.
- The site comprises of gently rolling hills with flatter/planar topography.

Site Description

- Most of the drainage lines within the site boundary have been altered for farming practices.
- The site is bordered to the: west by sugar cane plantations; east by the N2; the south by the KSIA airport and north by the uShukela Highway.



Figure 3: Aerial map of the proposed the site



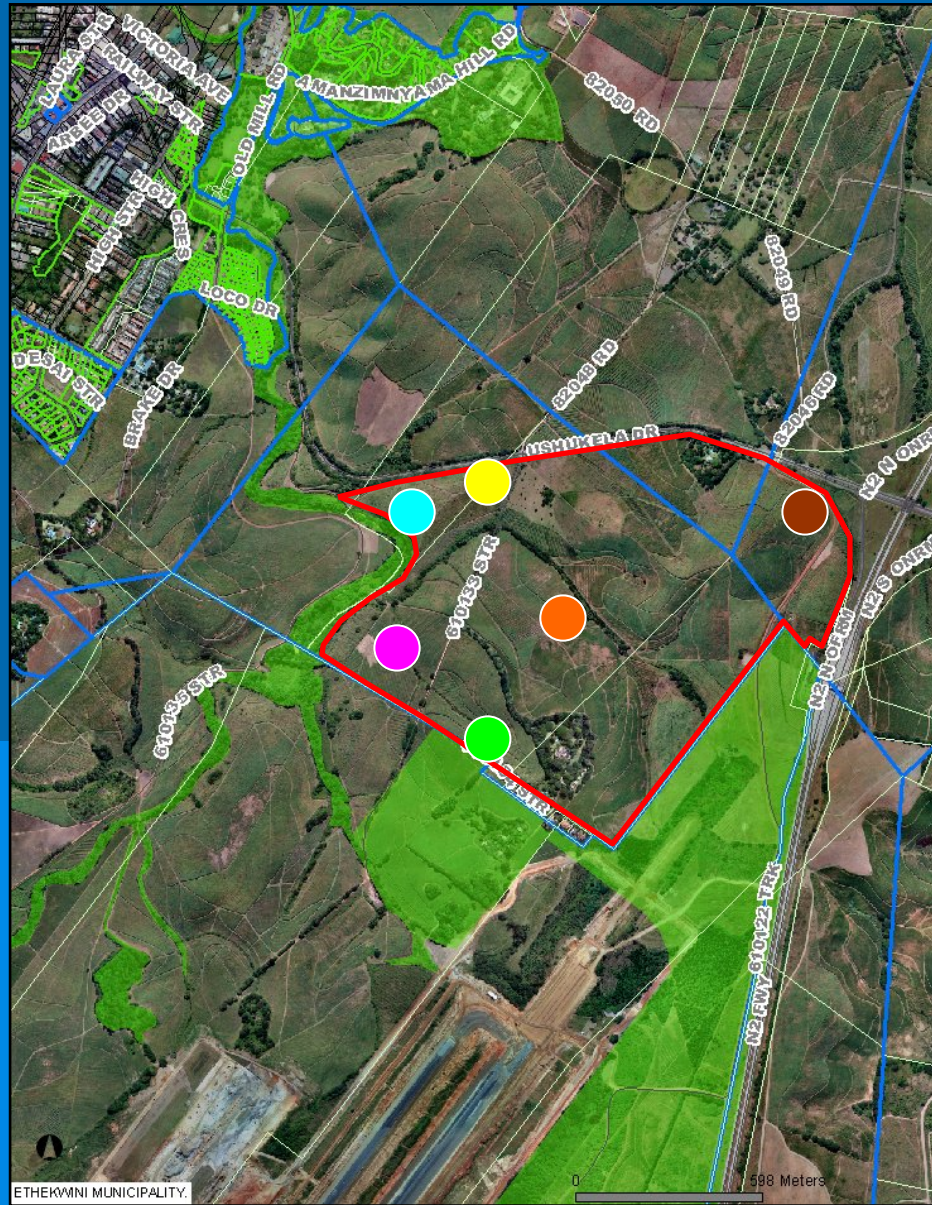
D: Photograph showing the Herrwood community on the left.



E: Altered drainage line in the foreground.



F: Photographer looking north across the site.



A: Photograph showing cultivated area.



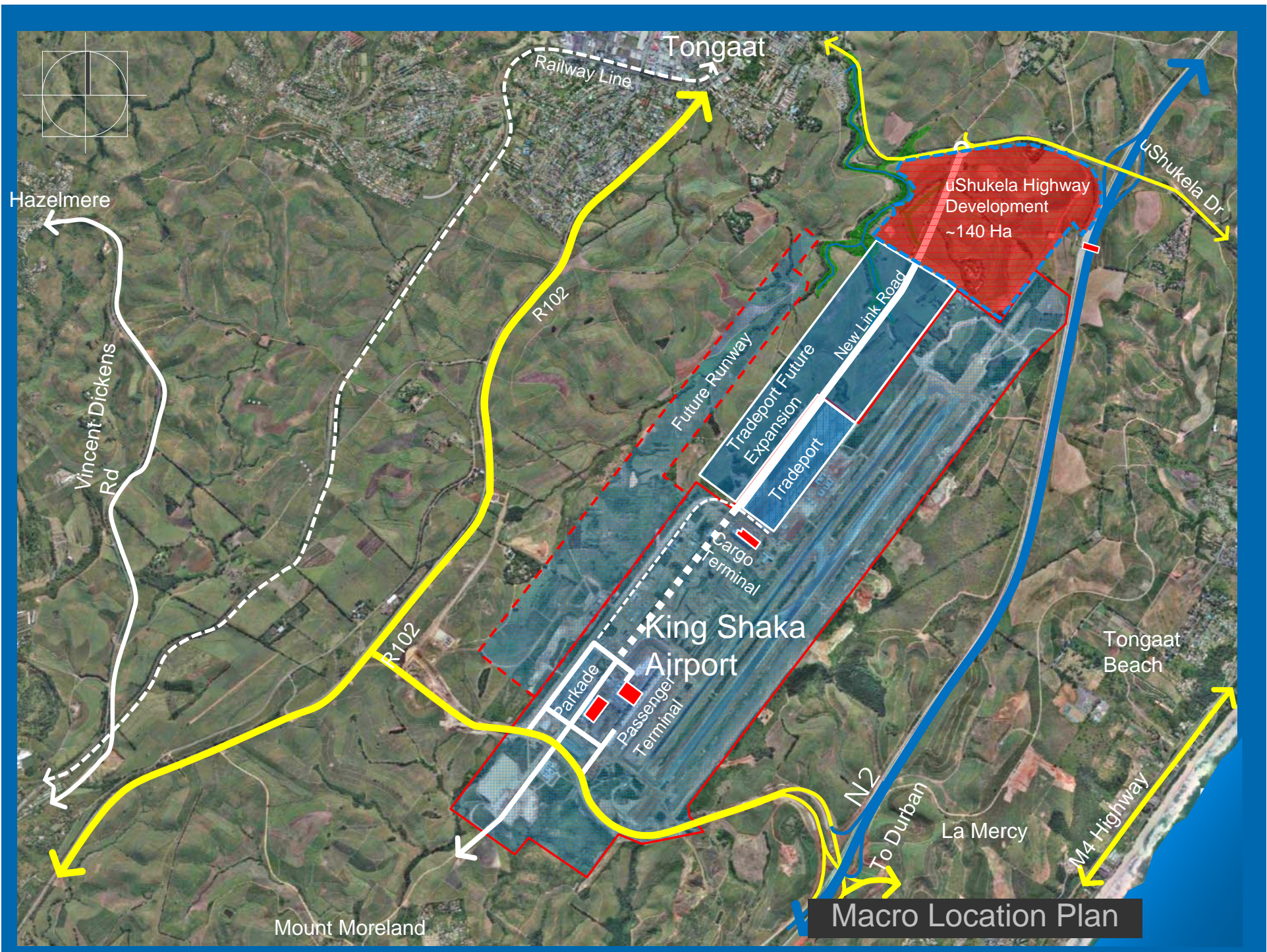
B: Photograph showing the Hlawe River.

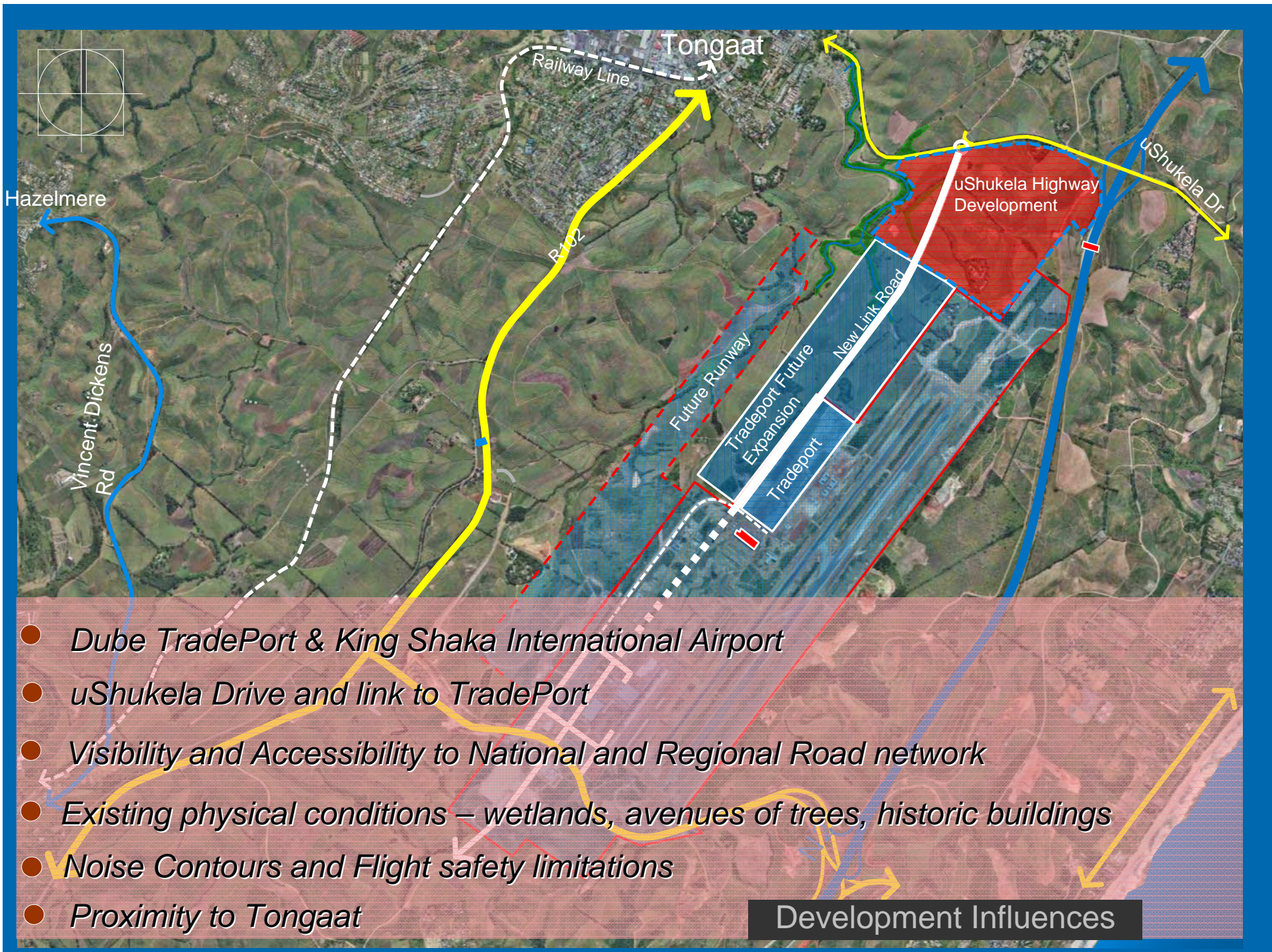


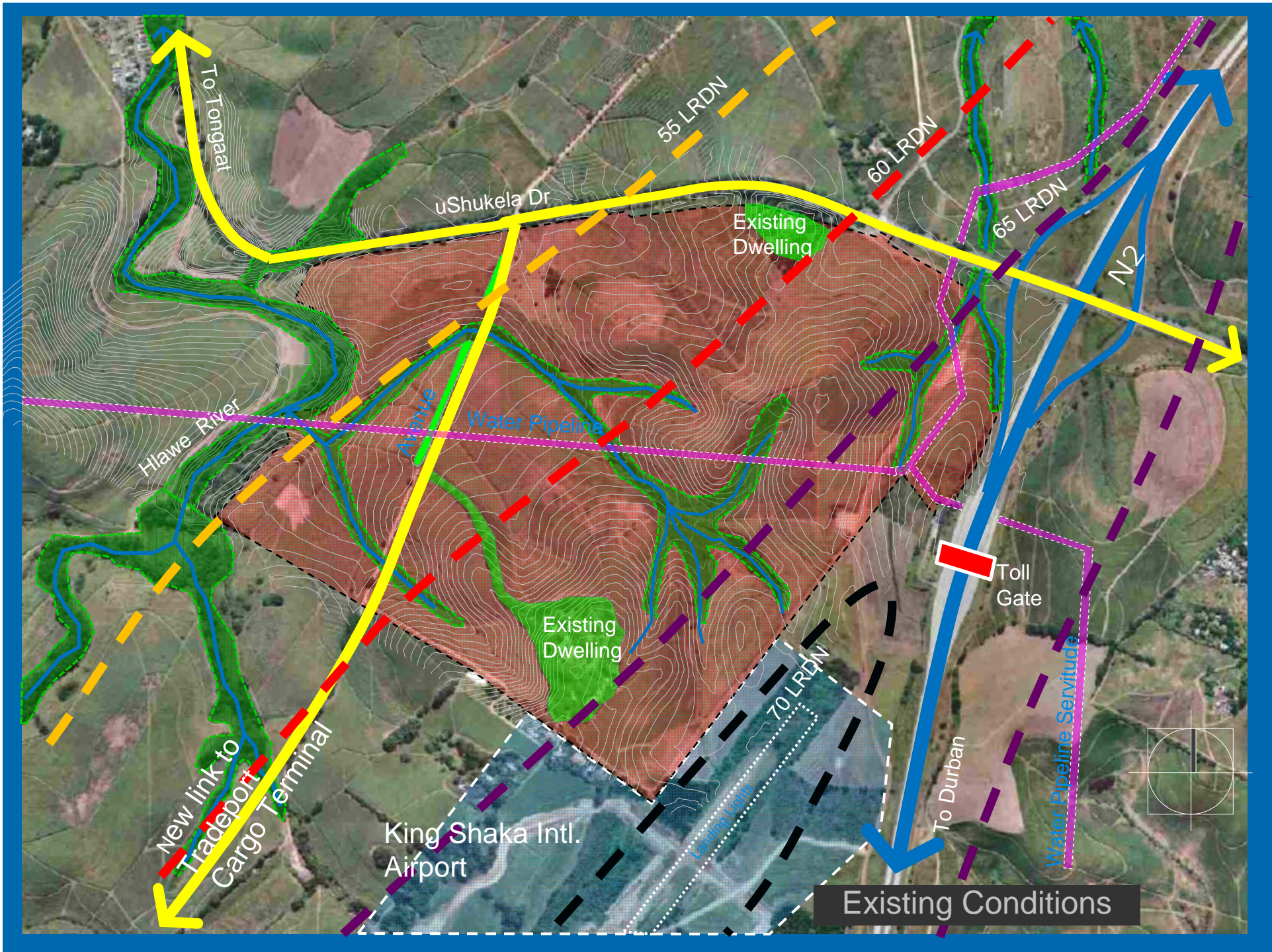
C: Photographer looking south across the site.

Proposal

- **The proposal is to develop a new Business, Industrial and Commercial development that will -**
 - Acknowledge & respond to the existing physical and natural conditions on site and the site's context
 - Provide for linkage, integration & support to the Dube TradePort
 - Provide for a mix and variety of commercial and industrial uses and activities including potentially – offices, business park, trade zone extension, retail, warehousing, showrooms, light & service industrial and petrol filling stations
 - Be developed around a sustainable development model including potential for - Green buildings, green infrastructure, rehabilitated and managed open space, new employment and economic opportunities



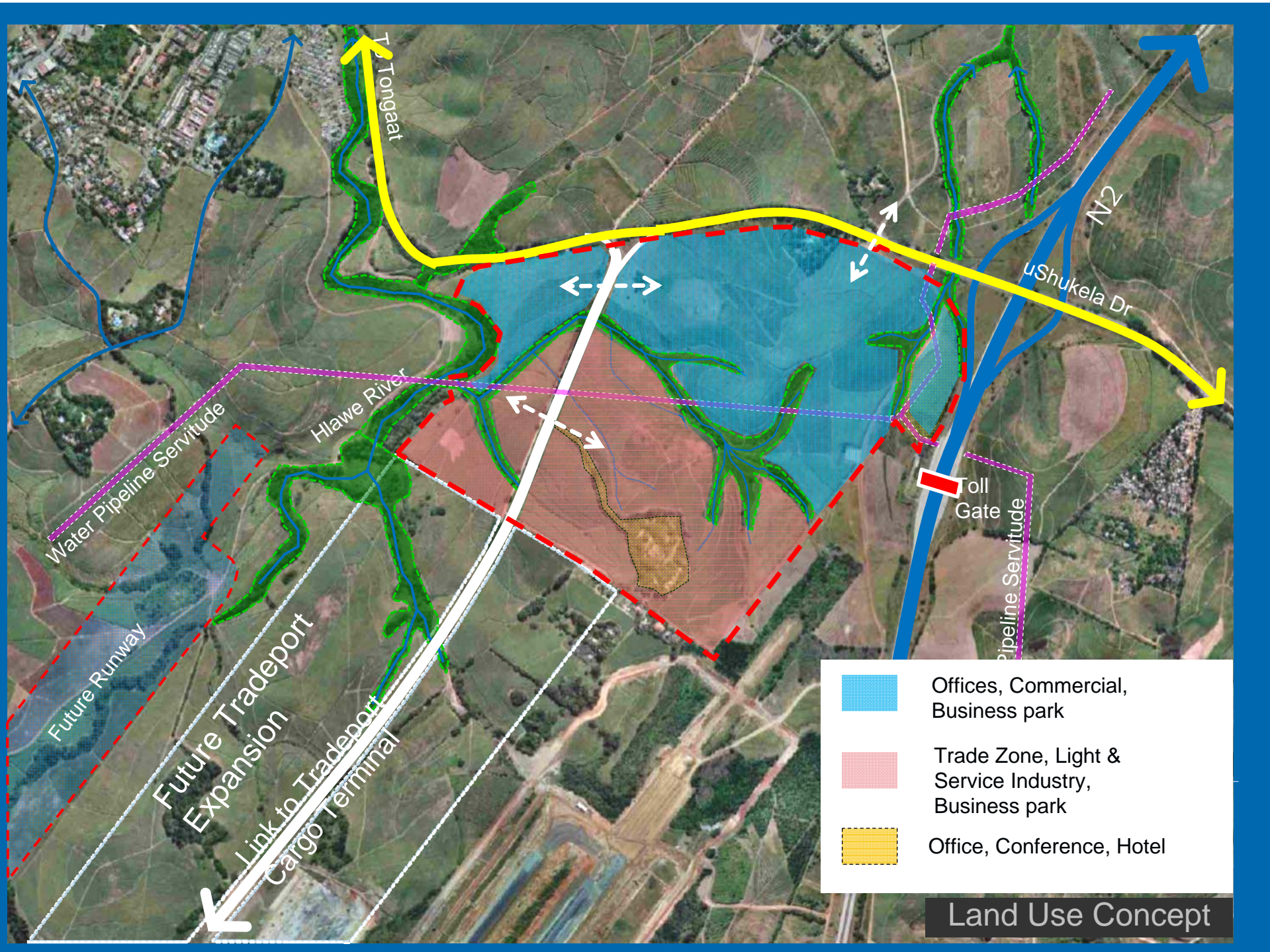




- *Accessible and connected*
- *Promote a legible and structured public realm*
- *Promote a well managed, safe & secure, clean public environment*
- *Support future transportation policy and planning reinforce the potential for public transport*
- *Providing for a wide mix of commercial, service and industrial uses and activities – to broaden the choice and complexity*
- *Design and implement in a way that increases the vitality and sustainability of the development*



Development Principles



Land Use Concept

NEED & DESIRABILITY

- The new Dube TradePort incorporating the KSIA not only provides for an increased number of passengers and direct international flights, but critically, a new trade and logistics gateway for Southern Africa – It is therefore important to ensure that this foundation and the associated significant investment that has been made is leveraged off and supported – this development will contribute towards that in a big way
- At the same time there is a real need, in the north of the city for the provision of new, sustainable employment and economic opportunities – this development goes a long way to contributing to this need

NEED & DESIRABILITY

- This development will also leverage off and support the much needed new link road that is proposed between the uShukela Highway and the TradePort
- This development will also provide an alternative new product offering and options for airport and trade zone related activities and uses which are not able to, do not want to or cannot afford to, rent within the airport boundary (leasehold) as this development will potentially also provide for freehold ownership and a wider range of uses and activities
- There is a substantial amount of existing and/or proposed new service infrastructure and this development would therefore contribute towards maximising the use of such

POTENTIAL IMPACTS & MITIGATIONS FOR INVESTIGATION - CONSTRUCTION

Potential Impact	Mitigation Measures
Generation of dust, solid waste and noise pollution.	This will be controlled with an EMPr.
Increase in traffic.	Will need to be carefully controlled through flagman, timing of vehicles etc.
Potential impact on environmentally sensitive areas i.e. wetland, river, drainage line.	Buffers will be implemented. This will be controlled with an EMPr.

POTENTIAL IMPACTS & MITIGATIONS FOR INVESTIGATION - OPERATION

Potential Impact	Mitigation Measures
Increase in traffic.	A traffic impact assessment has been commissioned.
Cumulative impact on services in the areas.	Adequate infrastructure to be installed to service the development.
Potential impact in property values.	Positive impact – no mitigation measure required.
Potential for future investment & employment opportunities in the area as a result of the proposed development.	Positive impact – no mitigation measure required.
Potential impact to Aircraft Safety	To be investigated and the development plans to be designed within the relevant Aircraft Safety guidelines

POTENTIAL IMPACTS & MITIGATIONS FOR INVESTIGATION - OPERATION

Potential Impact	Mitigation Measures
Potential impact to existing wetlands and drainage lines and buffers	Wetland functionality investigation to be undertaken
Loss of Agricultural Land	Consideration and assessment to be undertaken
Potential impact on Heritage resources	Heritage Impact Assessment to be undertaken
Impacts from stormwater runoff	Appropriate options will be evaluated within the Environmental Impact Report (EIR).
Potential impact on existing water pipeline	To be mitigated via design guidelines and EMPr

CONCLUSION

- **Impacts and mitigation measures will be further investigated in the Scoping Report and EIR**
- **Potential, viable alternatives will be identified in the Scoping Report and considered and assessed in the EIR**
- **Additional issues or comments will form part of the investigation into the impact of the proposed development**
- **Comments and issues are welcome**

THE END



From: [Carolyn](#)
To: [KSEMS](#)
Subject: Re: Notification of Public Meeting for uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 12 October 2010 02:58:40 PM

Dear Chevy

Sorry for the late response - I will not attend the meeting so please tender my apologies. I trust that you have received my comment on the BID.

Regards
Carolyn Schwegman
EIA Co-ordinator, WESSA KZN Region

“ADD YOUR VOICE TO CONSERVATION. SEND A R20 SMS TO 40706 WITH THE KEYWORD ‘WESSA’. Terms and conditions apply. See www.thumbtribe.co.za”

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----- Original Message -----

From: [KSEMS](#)
To: vanrensburgd@durban.gov.za ; malcolm.moses@dae.kzntl.gov.za ; afromatz@telkomsa.net ; redryp@dwa.gov.za ; amafa.pmb2@mweb.co.za ; geoffpullan@iafrica.com ; 'Bruce Stephenson' ; tongaatabusinessforum@gmail.com ; tongaaticivicsassociation@gmail.com ; krish.govender@actom.co.za ; dlaminip@kznwildlife.com ; roy.ryan@kzntransport.gov.za
Sent: Wednesday, October 06, 2010 7:51 AM
Subject: Notification of Public Meeting for uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Dear Interested and Affected Party,

Please note that a public meeting for the uShukela Highway Development (DEA Ref No: 12/12/20/2013) will be held on the 13th of October 2010 at the Tongaat Town Hall at 17h30. The Background Information Document is attached for your perusal. Please confirm your attendance by no later than Friday 8th October 2010, by 12h00.

Should you be unavailable for the meeting, you are welcome to forward your comments (via email or fax) throughout the EIA process for consideration. All I & AP comments will be included in the draft reports.

Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Chevy Smith

Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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Version: 8.5.445 / Virus Database: 271.1.1/3178 - Release Date: 10/05/10

06:34:00

From: [Vasu Moodley](#)
To: [KSEMS](#)
Subject: Re: Notification of Public Meeting for uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 06 October 2010 04:36:13 PM

Please be advised that iwill be attending the meeting on the 13 October 2010.
Vasu Moodley - Chairperson Keep Verulam Beautiful Association And Trustee
Association of Clean Communities. Kind Regards.
On Wed, Oct 6, 2010 at 7:56 AM, KSEMS <kerry.seppings@telkomsa.net> wrote:

Dear Interested and Affected Party,

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Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Chevy Smith



Kerry Seppings Environmental Management Specialists cc

4 Woodville Lane off Hawkstone Road, Summerveld, Assagay

Postal P.O. Box 396; Gillitts; 3603

Phone 031 7691578

Fax 031 7691579

Website www.ksems.co.za

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--

Vasu Moodley
Cell: 083 787 4747
Email: vasu.moodley@gmail.com

From: [Emmanuel Letebele](#)
To: kerry.seppings@telkomsa.net
Subject: uShukela Highway Development
Date: 07 October 2010 02:33:03 PM

Good day

I will attend the meeting as scheduled.

Regards

Emmanuel Letebele
Senior Professional Planner
eThekweni Municipality
Framework Planning Branch
Tel: 0313117174

Please read this confidentiality disclaimer:

http://www.durban.gov.za/durban/e_colophon/edisclaimer

From: [KSEMS](#)
To: ["Emmanuel Letebele"](#)
Bcc: ["Chevy Smith"](#); ["Sandy Luyt"](#); ["Manogrie.ksems@telkomsa.net"](#)
Subject: RE: uShukela Highway Development
Date: 08 October 2010 07:37:00 AM

Dear Emmanuel

Thank you for confirming your attendance for the public meeting.

Regards

Jean Delo

Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

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-----Original Message-----

From: Emmanuel Letebele [<mailto:Letebelee@durban.gov.za>]
Sent: 07 October 2010 02:27 PM
To: kerry.seppings@telkomsa.net
Subject: uShukela Highway Development

Good day

I will attend the meeting as scheduled.

Regards

Emmanuel Letebele
Senior Professional Planner
eThekweni Municipality
Framework Planning Branch
Tel: 0313117174

Please read this confidentiality disclaimer:

http://www.durban.gov.za/durban/e_colophon/edisclaimer

From: [Geoff D A Pullan](#)
To: "KSEMS"
Subject: Tongaat - EIA - Public Meeting 13 Oct 2010 for uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 09 October 2010 06:24:05 PM

Hi Chevy,

I'll be there.

Kind regards,
Geoff D A Pullan
083 6959190

From: KSEMS [mailto:kerry.seppings@telkomsa.net]
Sent: 06 October 2010 07:51 AM
To: vanrensburd@durban.gov.za; malcolm.moses@dae.kzntl.gov.za; afromatz@telkomsa.net; reddyp@dwa.gov.za; amafa.pmb2@mweb.co.za; geoffpullan@iafrica.com; 'Bruce Stephenson'; tongaatbusinessforum@gmail.com; tongaatcivicassociation@gmail.com; krish.govender@actom.co.za; dlamini@kznwildlife.com; roy.ryan@kzntransport.gov.za
Subject: Notification of Public Meeting for uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Dear Interested and Affected Party,

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Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Chevy Smith



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

From: [KSEMS](#)
To: "Geoff D A Pullan"
Bcc: "Sandy Luyt"; "Chevy Smith"; "Manogrie.ksems@telkomsa.net"
Subject: RE: Tongaat - EIA - Public Meeting 13 Oct 2010 for uShukela Highway Development (DEA Ref No: 12/12/20/2013)
Date: 11 October 2010 08:27:00 AM

Hi Geoff

Thank you for your confirmation of attendance of the public meeting.

Regards

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
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From: Geoff D A Pullan [mailto:geoffpullan@iafrica.com]
Sent: 09 October 2010 06:24 PM
To: 'KSEMS'
Subject: Tongaat - EIA - Public Meeting 13 Oct 2010 for uShukela Highway Development (DEA Ref No: 12/12/20/2013)

Hi Chevy,

I'll be there.

Kind regards,
Geoff D A Pullan
083 6959190

From: KSEMS [mailto:kerry.seppings@telkomsa.net]
Sent: 06 October 2010 07:51 AM

To: vanrensburgd@durban.gov.za; malcolm.moses@dae.kzntl.gov.za; afromatz@telkomsa.net; reddyp@dwa.gov.za; amafa.pmb2@mweb.co.za; geoffpullan@iafrica.com; 'Bruce Stephenson'; tongaatbusinessforum@gmail.com; tongaatcivicassociation@gmail.com; krish.govender@actom.co.za; dlamini@kznwildlife.com; roy.ryan@kzntransport.gov.za
Subject: Notification of Public Meeting for uShukela Highway Development (DEA Ref No: 12/12/20/2013)

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Should you have any further queries, please do not hesitate to contact me.

Kind Regards,

Chevy Smith



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
Website www.ksems.co.za

From: [KSEMS](#)
To: ["J.N.Pillay"](#)
Bcc: ["Chevy Smith"](#); ["Sandy Luyt"](#); ["Manogrie.ksems@telkomsa.net"](mailto:Manogrie.ksems@telkomsa.net)
Subject: RE: Confirmation of attendance for uShukela Highway Development (DEA Ref No: 12/12/20/2013) meeting
Date: 07 October 2010 01:24:00 PM

Dear Jeeva

Thank you for your confirmation of attendance.

Kind Regards

Jean Delo



Kerry Seppings Environmental Management Specialists cc
4 Woodville Lane off Hawkstone Road, Summerveld, Assagay
Postal P.O. Box 396; Gillitts; 3603
Phone 031 7691578
Fax 031 7691579
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From: J.N.Pillay [mailto:jeeva@telkomsa.net]
Sent: 06 October 2010 09:42 AM
To: KSEMS
Subject: RE: Confirmation of attendance for uShukela Highway Development (DEA Ref No: 12/12/20/2013) meeting

Thank you for the invitation ,I am confirming my attendance.
Best regards,
Jeeva .Pillay

-----Original Message-----

From: KSEMS [mailto:kerry.seppings@telkomsa.net]
Sent: 06 October 2010 07:55 AM
To: kerry.seppings@telkomsa.net
Subject: Notification of Public Meeting for uShukela Highway Development (DEA Ref No: 12/12/20/2013)

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Kind Regards,

Chevy Smith



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