N2 WILD COAST TOLL ROAD BETWEEN EAST LONDON (EASTERN CAPE) AND DURBAN (KWAZULU-NATAL):
ENVIRONMENTAL IMPACT ASSESSMENT

PLANNING/DEVELOPMENT
ASSESSMENT OF PROJECTS IN
KWAZULU-NATAL

Prepared by

Pravin Amar Development Planners
PO Box 52040
Berea
South Africa
4007
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. INTRODUCTION</td>
<td>1</td>
</tr>
<tr>
<td>2. APPROACH AND METHODOLOGY</td>
<td>1</td>
</tr>
<tr>
<td>3. PROCESS FOLLOWED</td>
<td>2</td>
</tr>
<tr>
<td>3.1 Letters to Key Municipalities on the Route</td>
<td>2</td>
</tr>
<tr>
<td>3.2 Letters to Municipalities in the South</td>
<td>2</td>
</tr>
<tr>
<td>3.3 Focus Group Meetings</td>
<td>2</td>
</tr>
<tr>
<td>3.4 Integrated Development Plans</td>
<td>3</td>
</tr>
<tr>
<td>3.5 Analysis and Collation of responses from Municipalities</td>
<td>3</td>
</tr>
<tr>
<td>4. DESCRIPTION OF THE IDP AREAS</td>
<td>4</td>
</tr>
<tr>
<td>4.1 Durban</td>
<td>4</td>
</tr>
<tr>
<td>4.1.1 Reference of the IDP to the N2 Toll Road Project</td>
<td>5</td>
</tr>
<tr>
<td>4.2 Umdoni</td>
<td>5</td>
</tr>
<tr>
<td>4.3 Ugu District Council</td>
<td>7</td>
</tr>
<tr>
<td>4.4 Hibiscus Coast</td>
<td>8</td>
</tr>
<tr>
<td>5. DESCRIPTION OF IMPACT ACTIVITIES</td>
<td>10</td>
</tr>
<tr>
<td>5.1 Upgrading of Port Edward Taxi Rank</td>
<td>10</td>
</tr>
<tr>
<td>5.2 Nzimakwe Housing Project</td>
<td>10</td>
</tr>
<tr>
<td>5.3 Boboyi Housing Project</td>
<td>10</td>
</tr>
<tr>
<td>5.4 Hibiscus Coast Economic Development Project – Marina Beach Front</td>
<td>10</td>
</tr>
<tr>
<td>5.5 Hibiscus Coast Economic Development Project – Small Craft Harbour</td>
<td>12</td>
</tr>
<tr>
<td>5.6 Ifafa Glebe Housing Project</td>
<td>12</td>
</tr>
<tr>
<td>5.7 Relocation of Umdoni Municipality Offices</td>
<td>12</td>
</tr>
<tr>
<td>5.8 Danganya Housing Project – Umgababa</td>
<td>12</td>
</tr>
<tr>
<td>5.9 Estuary Shopping Centre, Amanzimtoti</td>
<td>12</td>
</tr>
<tr>
<td>5.10 Adams Road Bridge</td>
<td>13</td>
</tr>
<tr>
<td>5.11 Retail Shopping Centre, Amanzimtoti</td>
<td>13</td>
</tr>
<tr>
<td>5.12 Golf Driving Range – Amanzimtoti</td>
<td>13</td>
</tr>
<tr>
<td>5.13 SATO Container Depot (Southgate)</td>
<td>14</td>
</tr>
<tr>
<td>5.13.1 Description of the Container Depot at Southgate – Umbogintwini</td>
<td>14</td>
</tr>
</tbody>
</table>
5.13.2 Concerns regarding the proposed N2 Toll Road from SATI

5.13.3 Summary of Position by SATI

6. ASSESSMENT OF PROJECTS IDENTIFIED

7. REFERENCES

ANNEXURES:

Annexure 1: Letter to Municipalities
Annexure 2: Responses Received from the Municipalities
Annexure 3: Map – Ethekwini Municipality
Annexure 4: Map – Umdoni Municipality

LIST OF TABLES

Table 3.1: Analysis of responses received from all municipalities
Table 5.1: Assessment of projects identified in the KwaZulu Natal area

LIST OF FIGURES

Diagram 1: Planned development/activities along the KwaZulu-Natal section of the proposed route
1. INTRODUCTION

In order to ensure that the Environmental Impact Assessment informs the overall project design and planning, it is necessary to understand the existing and future plans within the spatial surrounds of the project, i.e. along the N2 in KwaZulu-Natal and within the potential/proposed corridor in the Eastern Cape. An assessment of the planned developments within the Eastern Cape section of the proposed route (i.e. between East London and Port Edward) is contained within a separate report (Bohlweki Environmental, 2002)

The purpose of the investigation was the following:

- To identify current and future formal plans identified in LDPs and IDPs
- To assess compatibility and compliance of the plans of the N2 Wild Coast Toll Road with other plans and development projects identified
- To interview the relevant planning officials to discuss the plans and seek clarity on their status, timing, etc
- To identify any fatal flaws which are likely to impede the toll road project, or the assessment process

2. APPROACH AND METHODOLOGY

The approach that was adopted and followed included the following:

- Gather hard copies of all current plans from the local authorities and other departments.
- Establish the status in terms of validity, currency and status of approval.
- Engage with the officials with respect to the status if not approved.
- Identify fatal flaws with respect to key planning issues.
- Compile a Draft Planning Assessment Report.
- Inform the professional technical team of the toll road project of other plans, with the intention to incorporate these into the planning and design of the toll road project.

The Draft Planning Assessment Report will also be submitted to the planning officials to assess the accuracy of information, etc (during the comment period).
Once the planning team has been informed and the planning officials have verified factual accuracy of the information during the comment period of the Draft Report, it will be deemed final.

3. PROCESS FOLLOWED

3.1. Letters to Key Municipalities on the Route

Letters were sent to the key municipalities on the route, namely:

- eThekwini Unicity Municipality;
- Umdoni Municipality;
- Hibiscus Coast Municipality; and
- Ugu Regional Council.

The purpose of these letters was to inform the Planning Departments of the planning assessment of the proposed project and for them to identify projects that would have an impact on the proposed toll road and vice-versa. This letter is attached as Annexure 1.

3.2. Letters to Municipalities in the South

Letters were also forwarded to the following municipalities:

- Ezingqoleni Municipality;
- Ubuhlebezwe (Ixopo) Municipality;
- Kokstad Municipality;
- Matatiele Municipality;
- Ntubatuba Municipality;
- Umuziwabantu Municipality;
- Umzumbe Municipality; and
- Vulamehlo Municipality.

3.3. Focus Group Meetings

Focus Group Meetings were convened with the following groupings/key stakeholders:
• South African Transport Investments;
• Department of Transport - Pinetown and Pietermaritzburg; and
• Ethekwini Spatial Team, including the South Operational Entity (SOE) officials.

The meeting with Ugu Regional Council was postponed from 27\textsuperscript{th} August 2002 to 18\textsuperscript{th} September 2002.

3.4. Integrated Development Plans

The Integrated Development Plans (IDPs) of the four key municipalities were collected and analysed to identify present and future projects that would potentially have an impact on the toll road project.

Arising from these plans, those projects that would have an impact were identified and further information was requested from municipalities. In certain instances, it has been very difficult to obtain a response in time for the Draft Report. These will be finalised into the Final Report if significant deviations are determined.

3.5. Analysis and Collation of responses from Municipalities

The responses received from all municipalities were analysed and collated and is contained in Table 3.1 below.

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Response</th>
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<tbody>
<tr>
<td>Ezingqoleni Municipality</td>
<td>Affects Market trade along N2 and the newly constructed Truck Inn at the Gazamet Fuel Station. There would be economic impacts with the re-alignment</td>
</tr>
<tr>
<td>Ubuhlebezwe (Ixopo) Municipality</td>
<td>No impact</td>
</tr>
<tr>
<td>Kokstad Municipality</td>
<td>No projects that impact on the toll road (140 km away). However, there would be an economic impact through traffic being diverted to the new N2, which will bypass the town</td>
</tr>
<tr>
<td>Matatiel Municipality</td>
<td>No response</td>
</tr>
<tr>
<td>Umuziwabantu Municipality</td>
<td>Matter referred to farmers Association, Business Chamber and Councillors. They have not responded to date</td>
</tr>
<tr>
<td>Umzumbe Municipality</td>
<td>No response</td>
</tr>
<tr>
<td>Vulamehlo Municipality</td>
<td>No response</td>
</tr>
<tr>
<td>Umdoni</td>
<td>Relocation of Municipal Offices to Park Rynie; Ifafa Glebe Housing Project</td>
</tr>
<tr>
<td>Ugu</td>
<td>No projects that are affected by the proposed toll road</td>
</tr>
<tr>
<td>Municipality</td>
<td>Response</td>
</tr>
<tr>
<td>----------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Hibiscus Coast</td>
<td>Port Shepstone Marina Beach Front; Hibberdene Small Craft Harbour; Nzimakwe Housing Project</td>
</tr>
<tr>
<td>Ethekwini Municipality</td>
<td>Estuary Road Shopping Centre; Golf Range, Conference Facility and Hotel in Amanzimtoti; Construction of bridge and off ramps before the Adams Road interchange; Relocation of the SATI Container Terminal to Southgate Industrial Park; Danganya Housing Development (Umnnini).</td>
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</tbody>
</table>

Correspondence in this regard is attached within Annexure 2.

4. DESCRIPTION OF THE IDP AREAS

4.1. Durban

Durban is located on the east coast of South Africa in the province of KwaZulu-Natal. It spans an area of 2 297 km², representing 2% of the total area of the province. Eighteen percent (18%) of the settled area comprises of formal households, 5% informal and 10% peri-urban. Eleven percent (11 %) of the total agricultural land is used for sugar cane cultivation.

Ethekwini Municipal Area (EMA) has a 97 km coastline, 19 rivers and 17 estuaries and subtropical climate. Undulating hills characterise the topography in the west whilst to the east; there is a relatively flat coastal plain. The gorges and river valleys, which are topographically undevelopable, form vital ecological habitats for the area’s environmental resources.

Through the demarcation process, the EMA increased the boundary of the old Durban Metropolitan area by 68% in land space, with a 9% population increase. The new boundary stretches from Tongaat in north to Scottburgh in the South, (see map) and incorporates 15 Traditional Authority Areas.

The African, Asian and European influences in this area creates a rich, culturally diverse cosmopolitan society with a population of 3 026 974 and a density of 1202 persons per km². Sixty-three percent (63%) of the population is African, 22% Indian, 11% White and 3% Coloured. The EMA has a relatively youthful population, with 38% being under the age of 19. Approximately 350 000 adults have an educational level of grade 6 or less and are classified as functionally illiterate, whilst 38% have matriculation and 8% tertiary qualifications.
The rural areas are characterised by low levels of infrastructure investment where less than 10% of households have access to water to their dwelling, whilst 42% use natural water resources. Ten percent (10%) of households have flush toilets, whilst 74% use pit latrines.

There are 707 350 households whose needs range from housing requirements, water and sanitation and the lack of recreation facilities. A distinct human development imbalance exists across settlement types, with the high-income white settlements having higher development standards than low-income formal, informal and peri-urban African settlements.

Using income levels as a measurement of poverty, it is estimated that 23% of the population suffers from extreme poverty, with a per capita earning of less than R300 per month, whilst 44% suffer from poverty with an earning of less than R410 per month per person and is concentrated in the African Population. The Gross Geographic Product (GGP) income per person per year is R25 529 with the economy growing at slow pace of 1,8% per annum.

4.1.1. Reference of the IDP to the N2 Toll Road Project

The South Durban Basin which stretches from the Port of Durban to Isipingo in the south has been identified as a major economic investment point, and houses the oil and petroleum industry as well as the Airport. Umlazi has been identified as the major social and economic investment point, with Isipingo being targeted for major transport investment. Amanzimtoti is planned to be a re-enforcement investment area and Umgababa and Umbumbulu as part of the rural investment node. (see map contained within Annexure 3).

The transport system is reaching a point of failure, as infrastructure and stock is inadequately maintained due to under-investment. There is a duplication of services, inefficiency and the absence of integration between the spheres resulting in wastage of the R450 million public transport subsidy. One hundred and fifty-five thousand (155 000) households do not have access to the road network.

4.2. Umdoni

The Umdoni Municipal Area (UMA) comprises of the former Pennington TLC area (refer to the map contained within Annexure 4), the former Scottsburg/Umzinto North TLC area, Mtwalume and the traditional authority areas of Tete, Zamke and Emalangeni with numerous rural settlements and commercially owned farmlands.
The total population of the UMA is 56,042, with 52% females and 48% males. There are low levels of education caused through high pupil-teacher ratios, shortage of teachers, limited career guidance, lack of libraries and the absence of tertiary facilities.

There are clinics in Umzinto, Scottsburg and Pennington, with the major 350-bed hospital being the CJ Crookes. The Provincial Department of Health provides mobile clinics to Ifafa and Mtwalume. The Magistrate’s Courts and Police Station are located in Umzinto and Scottsburg, with each tribal area having their own tribal court.

The Southern Coastal towns mainly provide low density up-market housing through Sectional Title and Share Block tenure. Four hundred (400) low-cost units in the Malengeni Project are planned through a phased basis. A high level of development of the existing erven in the Scottsburg/Park Rynie areas have been relieved by the provision of additional erven between the Old Main Road and the N2 Freeway. Piped water is received by 52.61% of the households, whilst 23.49% are reliant on dams, streams and springs. Access to flush and chemical toilets included 54.66% and 39.32% use the pit latrine system. Approximately 68.99% of the households have electricity, 26.78% use candles, and 1.98% utilise paraffin. Solid waste removal only covers 50% of the municipal area. The telecommunication network is focused in the developed areas.

The Sezela Sugar Mill and Smith Chem in Pennington is the centre of the local economy, with tourism focusing on the Selborne Golf Club, coastline and Umdoni Reserve. Umzinto, the commercial hub of the sub-region, has retail and small-scale industries, as well as agricultural holdings and sugar cane farming.

Tourism forms the basis of the economy for the seaward portions of the Scottsburg/Park Rynie area. The area supports a small clothing and textiles manufacturing sector, and the two major agricultural products of the area are sugar cane and timber. The expansion of the agricultural economy is impacted upon by afforestation, soil erosion, topography, informal settlements of productive land and environmental degradation. Approximately 36.2% of the population was reported to receive some form of income in 1996. In 1995, the agricultural sector contributed 12.3% to the Gross Geographic Product whilst manufacturing was set at 46.8%. The proximity of the UMA to the Durban International Airport is seen as an opportunity to expand the tourism potential of the area.

The TC Robertson Nature Reserve (situated in Scottsburg) and the Vernon Crookes Nature Reserve, is in close proximity to the UMA. The Admiralty Reserve runs along the coastline.
Due to significant encroachments, parts of the beachfront areas are withheld from further development. There is limited protection of the natural, cultural and historically significant areas within the inland rural areas. Sections of Pennington and Hibberdene have been declared as Sensitive Coastal Areas.

Water-borne diseases such as bilharzia is prevalent in many of the rivers, with faecal contamination of water increasing the risk of cholera. Several areas do not have waterborne sewerage systems, resulting in contamination of groundwater, streams, rivers, estuaries and lagoons.

The municipality constructs and maintains the roads and streets serving the urban and residential areas, whilst the Department of Transport is responsible for the network of national, main, district and local roads, as well as the tribal authority areas.

4.3. Ugu District Council

District Council 21 is one of the ten district municipalities in KwaZulu-Natal, established as Ugu District Council (UDC), deriving its name from the Zulu word, “Ugu” which means “coast”.

UDC covers an area of 5 866 km$^2$ with a population of 687 735. Eighty four percent (84%) of the population is located in rural areas and the remaining 16% in urban areas. There are 38 traditional authorities covering 3 450 km$^2$ of land equating to 59% of the total land area. Forty-one percent (41%) of the land is owned privately and by the State.

There is a high water services backlog within the Umzumbe municipality (35,2%) followed by Vulamehlo Municipality (23,8%) and Hibiscus Coast (12,1%). The rural municipalities also have high sanitation backlogs.

There has been no housing development in the rural areas. Housing projects are proposed in Masiwenge, KwaNzimakwe, Ifafa Glebe (Umdoni) and Winterton in Umziwabantu.

Invasive vegetation along road verges, vehicular access to beaches and the containment of development as seen from the existing N2 highway is concern to the District Council. Stormwater flooding is a concern in summer.
The rail infrastructure is under-utilised and has lead to loss thereof in certain instances. Four (4) provincial hospitals, 10 local authority clinics, 34 provincial fixed clinics, 2 private hospitals and 5 mobile clinics serve approximately 214 rural points.

The area supports 455 schools, with 23,3% falling within a 10 to 20 km distance from the coast. Transport, commerce and manufacture are important economic sectors for job opportunities. One hundred and ninety-five thousand (195 000) tons of pine per annum and 1 755 million tons of gum and wattle used by the pulp mills is produced in the Ugu District. The 200 sawmills produce approximately 6 000 tons of board per year. Poor road conditions, uncontrolled veld fires and lack of financial support have affected sugar cane production.

The District produces one third of bananas consumed in South Africa, and tea planting is common. Macadamia nut cultivation is being considered as an export driven agro-industry. The rare Blue Swallow is found in Umuziwabantu and Umzimkhulu. Sand winning, water pollution, waste disposal, soil erosion and wetland degradation has been identified in the strategic environmental assessment as major environmental risks.

The ocean is a primary tourist attraction complemented with golf, scuba diving, whale watching and the sardine run. 51 000 beds are offered by the holiday facilities in the area, with 50% thereof being located between Shelly Beach and Port Edward.

The potential primary tourism corridor, extends on the R68 from Port Shepstone through St. Faiths to the Highflats. The secondary inland agricultural/tourism corridor is from the coastal road through Gcilima to Ezolonqeni and back towards the coast through Paddock to Shelly Beach, Scottsburg to Dududu and Umsinini to Hlokazi, to list a few. The primary administrative node of the District is Port Shepstone, whilst Margate serves as the Tourism node.

4.4. Hibiscus Coast

The Hibiscus Coast Municipality, as established in December 2002, comprises of the former Hibberdene TLC, former Port Shepstone TLC, former Margate TLC, former Impenjati TLC, former Umtamvuna TLC, traditional authority land with numerous settlements, as well as privately owned land.
The estimated total population is 194,491 people, with 65% of the population being located in the rural areas. Fifty-four percent (54%) of the total population are women with the remaining 46% being male.

Most schools within the rural areas are in poor condition and in need of upgrade and renovation. There also exists a need for primary and secondary schools, as well as pre-schools. The communities of Esigodaneni, Cragadour, Thelawayeka, Thongasi and Mambilini do not have access to adequate schooling facilities.

There are approximately 24 health facilities with mobile clinics providing a reasonable service to the rural areas. The areas of Dumezulu, Thelawayeka, Mambilini, Esigodaweni and Shobeni have difficulties in accessing health care facilities. There are 6 police stations located in Port Edward, Margate, Hibberdene, South Port, Port Shepstone and Gamalakhe respectively, which serve a large area with limited capacity.

Forty-seven percent (47%) of households have piped water whilst 28% use the dams, rivers and springs as a water source. Thirty-two percent (32%) of the population do not have adequate access to clean water. Forty-eight percent (48%) of households have the flush or chemical toilet, and 42% utilise pit latrines, with 1% using the bucket latrine. Seventy-four percent (74%) of households have electricity, and 23% use candles.

Much of the indigenous vegetation has been disturbed due to random fires, forest clearing, overgrazing, sugar cane farming, afforestation and township development. Umtumvuna has been declared a Sensitive Coastal Area (SCA), with Port Shepstone and Hibberdene proposed for declaration. Sand winning and soil erosion is resulting in environmental degradation. There is siltation of rivers, streams and estuaries. Bilharzia is common in all rivers, with faecal contamination of water resources increasing the risk of water-borne diseases like cholera.

There are land reform projects at Broomsogoove (Kwanza Mkwe Commonage), Sherryl Willingham Park, Margate Corridor and Nkongeni. Land reform for agricultural development is occurring in Franklands and Marburg Commonage, whilst church projects are being undertaken in Assisi and Marburg.

Hibiscus Coast contains the core of the tourism industry on the South Coast. Tourism is seen as the potential vehicle to integrate the economies of the coastal corridor and the undeveloped rural hinterland. The following are potential tourism projects, namely:
There is over R300 million of investment in Port Shepstone CBD and coastline. The climate, beaches and natural vegetation hold opportunities for tourism, job creation and economic development. The strongest economic sectors are tourism, agriculture, trade and catering, transport and communication, as well as finance and real estates.

5. DESCRIPTION OF IMPACT ACTIVITIES

The location of these activities is depicted in Diagram 1 overleaf proceeding northwards. An assessment of these projects is contained in Table 5.1 (p.19-22)

5.1. Upgrading of Port Edward Taxi Rank

The Hibiscus Coast Municipality has planned an upgrade of the existing Port Edward Taxi Rank. The project is subject to the availability of funding, with the total project value being R400 000.

5.2. Nzimakwe Housing Project

The proposed Nzimakwe Housing Project located in Port Edward comprises of 10 813 low-cost housing units with a value of R 33 359 200.

5.3. Boboyi Housing Project

The proposed Boboyi Housing Project comprising of 711 units, and is in close proximity to the Oribi Interchange.

5.4. Hibiscus Coast Economic Development Project – Marina Beach Front

Development of a Marina Beach Front in Port Shepstone is proposed.
Diagram 1: Planned developments/activities along the KwaZulu-Natal section of the proposed route
5.5. **Hibiscus Coast Economic Development Project – Small Craft Harbour**

The Hibiscus Coast Municipality is considering the development of a Small Craft Harbour in Hibberdene.

5.6. **Ifafa Glebe Housing Project**

The Ifafa Glebe Housing Project is to be undertaken by the Umdoni Municipality and situated in Malangeni, which is in close proximity to the Sezela Interchange. The project comprises of 1,980 dwellings.

5.7. **Relocation of Umdoni Municipality Offices**

The Umdoni Municipality has recorded that there have been discussions on the relocation of the municipal offices / civic centre to the Park Rynie Interchange.

5.8. **Danganya Housing Project – Umgababa**

The Ethekwini Housing Department is in the planning stages of the Danganya Housing Project located in Umnini (behind the Shell Ultra City in Umgababa). The project is an In Situ Upgrade of 1,950 approved sites, with Com Housing being the developer.

The formalisation of the Umgababa area would be initiated around 2010.

5.9. **Estuary Shopping Centre, Amanzimtoti**

The Estuary Shopping Centre is planned for Erf 1,600 Amanzimtoti, in close proximity to the Amanzimtoti River.

This is a Joint Venture between the local Council and UKUSA consortium, which is investigating a catalytic project that will lead the way forward and stimulate additional development opportunities in the Amanzimtoti area. The project is in its planning stages, with a DFA application still to be lodged to deal with Town Planning requirements, closure of public place and servitudes, EIA and Traffic requirements.

The proposal incorporates the development of a 35,000 m² retail shopping centre on Erf 1600 Amanzimtoti (Hutchinson Park and Civic Centre area), and requisite road upgrading including the
5.10. Adams Road Bridge

Madan Singh and Associates, consulting civil and structural engineers are presently designing plans for structural and civil work, which includes the following:

- Bridge before the Adams Road Bridge (southbound from Durban)
- One Way Couplet Interchange
- Signalisation and Signage
- Retaining walls and culverts for future double lane
- Widening of N2 to 3 lanes per direction
- Super elevation correction on N2
- Widening Kingsway and Lewis between Adams Road and New Bridge

In a report by Madan Singh & Associates, dated July 2002, the estimated cost for the Adams Road interchange is R57,8 million. The cost of the project is to be shared between UKUSA, the South African National Roads Agency and the eThekwini Municipality.

5.11. Retail Shopping Centre, Amanzimtoti

A proposed 5 000 m$^2$ shopping centre is planned for the area in the vicinity of Moss Kolnik Interchange. Ndebele Kirby have submitted a rezoning application to rezone a portion of land to the south of Moss Kolnik, between Kingsway and the southern on-ramp from Moss Kolnik.

5.12. Golf Driving Range – Amanzimtoti

Heartland Properties have made an application to the South Local Council for the rezoning of Portion Remainder Sub 664 and 2 109, Umlazi 4 676 from the present Town Planning Zoning of 'Coastal Bush' to 'Special Zone'. The vacant sites cover an approximate area of 6 hectares, which is located on the isolated, south-west corner of the AECL complex bounded by Moss Kolnik Road, the N2 and Umdoni Road. The site has access to potable water, sewerage and road access from Moss Kolnik Road.

The developer (Heartland Properties) has made an application for rezoning of coastal bush, as they propose to undertake the following economic development project:
The developer proposes to clear a swath through the bush for the Driving Range and leave the perimeter bush as a screen. The environmental consultants, in assessing the value of the vegetation on site as a natural habitat, have concluded that the site in its current state has a low conservation value. However, the eThekwini Environmental Branch describes the site as environmentally sensitive, and has requested an Environmental Impact Assessment be undertaken.

The developer has motivated his application based on the following factors:

- provide entertainment as well as contribute to skills development;
- provide employment for approximately 40 people;
- increase tourism potential of the area; and
- increase revenue for the local municipality through rates.

5.13. SATI Container Depot (Southgate)

5.13.1. Description of the Container Depot at Southgate – Umbogintwini

- The land purchased from A.E.C.I. comprises 5.3 hectares. Two further land options of 1.5 hectares have been secured to accommodate growth.
- Total initial investment is R35 million.
- The new facility will provide employment to 75 staff members with an average annual wage bill of R6 million and produce an annual turnover of around R35 million.
- An estimated 133 000 containers will be handled through the facility every year – growth is anticipated at 5 - 10% p.a. All but 10% of this movement will be by road transport.
- A full road traffic impact assessment has been done as per the requirements of the local council and the National Road Transport Authorities.
- Commissioning is expected in November/December 2002.
5.13.2. Concerns regarding the proposed N2 Toll Road from SATI

Economical impact:

- Based on the intended placing of the toll plaza between the Isipingo and Moss Kolnik intersections, an estimated R48 million will be required to be paid out in toll fees over ten years, purely on the road transport servicing their depot. Calculations and assumptions on this exercise were provided to Pravin Amar Development Planners cc.
- With an average of 340/400 vehicle movements per day, there will inevitably be delays caused at the toll plaza leading to a drop in productivity and increased running costs of road transport vehicles.

5.13.3. Summary of Position by SATI

- The imposition of a toll plaza at the intended intersection will provide no benefit to the users of the road between Durban and the Moss Kolnik intersection. This view is supported by the Road Traffic assessment study conducted by SATI.
- The toll will create delays and huge additional running costs to the road hauliers.
- These additional costs will result in the new depot being deemed as unprofitable, as it will be necessary to subsidise these costs.
- There is a need to free up the existing depots from the current congestion and deterioration of roads, curbs, barriers, robots and move these volumes further out of the CBD/port.
- There is a need to stimulate the economy – not create necessary taxation on the shipping and allied industries which have to remain competitive internationally. International shipping, imports and exports are considered an important component of South Africa’s economy.

The proposal of SATI is to move the toll plaza to Park Rynie.

6. ASSESSMENT OF PROJECTS IDENTIFIED

Of the thirteen projects identified within the Mtamvuna to Isipingo “window” based on available information, nine projects are located adjacent to the N2, and four of these projects may be considered to be off the N2. As such, the nine identified projects are likely to either impact on or be impacted upon by the project, whilst the latter four identified projects would experience minimal or no impact.
Of critical importance were the four projects identified within the eThekwini Municipality boundary. These were:

- The SATI Container Depot
- The Golf Range at Moss Kolnik Interchange
- The “Estuary” Shopping Centre at the Adams Road Interchange
- The Retail Shopping Centre at the Moss Kolnik Interchange

Diagram 1 illustrates that these projects are concentrated around the Amanzimtoti area. At present, there is strong opposition to the location of the toll plaza in this area. However, the proposed bridge before the Adams Road Interchange from Durban linking the land abutting the N2 is a positive development and may solve some of the planning issues in terms of traffic. Hence, the location of the toll plaza in this area could contribute to these potential problems if they are not negotiated with the developers, and/or planned and co-ordinated properly.

The many housing projects identified on “the doorstep of the N2” may prove to be a potential impact on the project and vice versa. These include:

- Danganya Housing Project at the Umgababa Interchange
- Ifafa Glebe at the Sezela Interchange
- Bobhoyi at the Oribi Interchange
- Nzimakwe Housing Project at the Port Edward Interchange

Potential impacts relate to safety, noise and traffic that could be potentially increased, and which may not have been taken into account in either the traffic modelling undertaken by the N2 Wild Coast Toll Road Project Professional Team and/or the respective development Project Teams.

Additional critical projects which are likely to have an impact (albeit at the indirect level) are the planned Marina in Port Shepstone and the Small Craft Harbour around that area. The implication is that traffic will increase on the R102 due to mainly tourism potential of these two projects. Added to this is the potential impact of diversion traffic to avoid toll plazas, which would potentially double the traffic impact into the suburbs.
Such issues are required to be taken into consideration in the overall planning of the new proposed development projects.

In summary, the conclusion can be drawn that there are projects proposed in KwaZulu-Natal, which are likely to impact on the N2 Wild Coast Toll Road project, and vice-versa.

Most importantly, the activity around the Isipingo/Amanzimtoti area is intense and likely to be controversial due to its location in the South Durban Basin, a highly contested area vis-à-vis environmentalists and industrialists. The intention of adding more development within this area such as the Container Depot, the Shopping Centres and the Golf Range is likely to attract opposition mainly from residents. However, these impacts can be mitigated against through proper planning, co-ordination, co-operation and mainly negotiation.

A summary of identified projects in the KwaZulu-Natal area and the potential impacts associated with these projects is contained in Table 5.1 overleaf.

It is, therefore, recommended that the negotiations of the Amanzimtoti Interchange is undertaken in advance with the relevant authorities particularly the eThekwini Municipality in order to avoid duplication, fragmentation and uncoordinated development.
Table 5.1: Assessment of projects identified in the KwaZulu-Natal area

<table>
<thead>
<tr>
<th>Activity</th>
<th>Location</th>
<th>Cost</th>
<th>Program</th>
<th>Status</th>
<th>Likely Positive Impact</th>
<th>Likely Negative Impact</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upgrading of Port Edward Taxi Rank west of the Port Edward Interchange</td>
<td>(1) on the map</td>
<td>R400 000</td>
<td>Private funding</td>
<td>Presently preparing proposal for grant funding</td>
<td>“Formalises” illegal parking and activities adjacent to the shopping centre and garage</td>
<td>May affect interchange and access planning to the N2</td>
<td>Immediate negotiation should be held with the Council</td>
</tr>
<tr>
<td>Nzimakwe Housing Project, a low-cost housing project comprising of 10 813 dwellings</td>
<td>(2) on the map</td>
<td>R33 359 200</td>
<td>Not available</td>
<td>Approved</td>
<td>The N2 allows for easy access onto a national road and acts as a feeder from the housing project</td>
<td>Potential problems relating to interchanges and access</td>
<td>As the funding has been approved, immediate negotiation with the planners and the engineers is required to address the potential impacts</td>
</tr>
<tr>
<td>Bobhoyi Housing Project, a low-cost housing project comprising of 711 units, and in close proximity to the Oribi Interchange</td>
<td>(3) on the map</td>
<td>R16 598 295</td>
<td>Not available</td>
<td>Approved</td>
<td>The N2 provides feeder access from the project</td>
<td>The project is too close to the N2; potential access and interchange impacts</td>
<td>Immediate negotiation with the developer should be addressed</td>
</tr>
<tr>
<td>Construction of a Marina at Port Shepstone Beach Front as part of the economic development strategy</td>
<td>(4) on the map</td>
<td>Not available</td>
<td>Not available</td>
<td>Not available</td>
<td>The N2 provides easy access for cross-boundary tours</td>
<td>Travellers may potentially divert from the N2 Wild Coast Toll Road onto the R102 resulting in an increase in local traffic</td>
<td>Planners and engineers should undertake immediate negotiations regarding the N2</td>
</tr>
<tr>
<td>Activity</td>
<td>Location</td>
<td>Cost</td>
<td>Program</td>
<td>Status</td>
<td>Likely Positive Impact</td>
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<tr>
<td>Construction of small craft harbour (yacht basin) and waterfront.</td>
<td>(5) on the map</td>
<td>R750 million-R 1 billion</td>
<td>Not available</td>
<td>Approved</td>
<td>The N2 provides easy access for cross boundary tours</td>
<td>As a result of diversion from the N2 toll onto the R102 the traffic will increase two-fold See above comments</td>
<td>As the project is approved, and due to the potential diversion of traffic onto the R102, a meeting with the provincial authorities and the developers should be held immediately</td>
</tr>
<tr>
<td>Construction of Ifafa Glebe Housing Project in the area close to the Sezela interchange, comprising of 1980 units</td>
<td>(6) on the map</td>
<td>Not available</td>
<td>Not available</td>
<td>Project approved</td>
<td>The N2 provides a feeder access from the project onto a national route</td>
<td>Access from the project could conflict with N2 plans on interchanges and access</td>
<td>Immediate negotiation with the developer should be sought</td>
</tr>
<tr>
<td>Relocation of Umdoni Municipality offices in Scotthburgh to Park Rynie Interchange</td>
<td>(7) on the map</td>
<td>Not available</td>
<td>Not available</td>
<td>Still in discussion phase - land identified at present</td>
<td>If the offices are located as planned, it benefits from easy access provided by the N2</td>
<td>Access and interchange issues as above</td>
<td>Municipality should be brought into process to discuss the project</td>
</tr>
<tr>
<td>Activity</td>
<td>Location</td>
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<tr>
<td>The eThekwini Municipality Housing Department is working with Com Housing as the developer of the Danganya Housing Project in Umgababa (behind the Shell Ultra City – north). There are 1950 sites which is part of an in-situ upgrade</td>
<td>(8) on the map</td>
<td>Not available</td>
<td>2010</td>
<td>Project approved</td>
<td>The N2 provides easy access as a feeder route and the upgrade will benefit the increased traffic from this planned large township</td>
<td>Potential access and interchange impacts; will also increase traffic into the N2</td>
<td>The project is relatively close to the N2 and should be considered thoroughly</td>
</tr>
<tr>
<td>Construction of “Estuary” Park Shopping Centre in closed proximity to the Adams Road Interchange</td>
<td>(9) on the map</td>
<td>Not available</td>
<td>Not available</td>
<td>Not available</td>
<td>Proximity to the N2 provide easy access to the shopping centre</td>
<td>Increase in traffic and potential problems of congestion at the interchange due to increased traffic</td>
<td>Immediate negotiation with respect to the following projects which are concentrated around the Amanzimtoti area</td>
</tr>
<tr>
<td>Construction of bridge before Adams Road Interchange from Durban, undertaken by Madan Singh &amp; Associates as consulting civil and structural engineers</td>
<td>(10) on the map</td>
<td>R57, 8million</td>
<td>Not available</td>
<td>Not available</td>
<td>This project is positive as it contributes to solving some of the existing problems at the Amanzimtoti concentration node</td>
<td>None identified as yet but it may conflict with N2 project planning</td>
<td>Need for co-ordination and negotiation immediately NRA involved on both projects and must ensure synergy</td>
</tr>
<tr>
<td>Activity</td>
<td>Location</td>
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<tr>
<td>Proposed 5000m² Retail Shopping Centre in the area of Moss Kolnik Interchange (sea-facing)</td>
<td>(11) on the map</td>
<td>Not available</td>
<td>Not available</td>
<td>Rezoning application forwarded to south operational entity</td>
<td>The N2 provides the access into the shopping centre and the upgrades would address the deterioration of the existing roads</td>
<td>Increase in traffic congestion</td>
<td>Immediate negotiation with developers required in planning with project engineers</td>
</tr>
<tr>
<td>Construction of Golf Driving Range, Conference Centre and possible Hotel in the area of the Moss Kolnik Interchange</td>
<td>(12) on the map</td>
<td>Not available</td>
<td>Not available</td>
<td>Rezoning application sent to South Operational Entity</td>
<td>Contributes to the economy and supplements the golf course, with the N2 providing the necessary linkage and carriageway</td>
<td>Increase in traffic will lead to congestion with potential access and interchange impacts</td>
<td>Immediate negotiation required</td>
</tr>
<tr>
<td>Relocation of South African Transport Investments (SATI) Container Depot to Southgate Industrial Park, comprising of 5.3 hectares – 1.5 km off the Mack Road Interchange</td>
<td>(13) on the map</td>
<td>R35 million</td>
<td>Not available</td>
<td>Commissioning in November / December 2002</td>
<td>The N2 provides an effective feeder from the container depot</td>
<td>Increase in cost to SA Container Services if the road is tolled</td>
<td>Negotiations are required immediately Negotiations with the developers undertaking projects at the Amanzimtoti “concentration zone” should be brought on board immediately in the planning of the interchanges and upgrades</td>
</tr>
</tbody>
</table>
7. REFERENCES


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ANNEXURE 1:
LETTER TO MUNICIPALITIES
ANNEXURE 2:
RESPONSES RECEIVED FROM THE MUNICIPALITIES
ANNEXURE 3:
MAP – ETHEKWINI MUNICIPALITY
ANNEXURE 4:
MAP – UMDONI MUNICIPALITY