

BACKGROUND INFORMATION DOCUMENT

PRE-APPLICATION NOTICE

PROPOSED BAYHEAD AND LANGEBERG ROAD UPGRADES, PORT OF DURBAN, ETHEKWINI METROPOLITAN MUNICIPALITY, KWAZULU NATAL

CEN Integrated Environmental Management Unit

Telephone: 082 320 3111 / Fax: 086 504 2549

E-mail: steenbok@aerosat.co.za

PURPOSE OF THE BACKGROUND INFORMATION DOCUMENT

The purpose of this Background Information Document (BID) is to provide stakeholders with additional information, the opportunity to register as Interested and Affected Parties and to obtain their comments on the proposed activities for the **Proposed Bayhead and Langeberg Road Upgrades**, in the Port of Durban, eThekweni Metropolitan Municipality, KwaZulu Natal.

If you would like to participate in the process, please register yourself and/or your organization as an Interested and Affected Party. In participating in the EIA process, your consent is provided for your information to be added to the Interested and Affected Parties (I&AP) Database as required by the EIA Regulations, 2014 as amended. Submit issues or comments that you feel need to be addressed by completing the response form or in a letter or by email to:

CEN IEM Unit

Dr Mike Cohen / Mrs Lucille Behrens

Fax: 086 504 2549

Email: steenbok@aerosat.co.za / lucille@environmentcen.co.za

**REGISTRATION AS AN INTERESTED AND AFFECTED PARTY AND ALL
COMMENTS MUST BE SUBMITTED WITHIN 30 DAYS OF THE DATE OF THIS
NOTICE.**

DATE OF NOTICE – 27 October 2025

CLOSING DATE FOR COMMENTS – 26 November 2025



1. THE PROPOSED PROJECT

1.1. Introduction

CEN IEM Unit has been appointed by LA Consulting Engineers on behalf of Transnet National Ports Authority (TNPA) to undertake the EIA process as the independent Environmental Assessment Practitioner (EAP) for the proposed Bayhead and Langeberg Road Upgrades. This includes the application for registration of water uses under a General Authorisation.

The applicant for an Environmental Authorisation and registration of water uses under a General Authorisation (GA) will be TNPA.

1.2. Proposed Activity

The Bayhead and Langeberg Roads are currently experiencing slow moving traffic and congestion of vehicles. The proposed upgrades are planned to alleviate traffic congestion and improve traffic flow.

The Bayhead Road is approximately 3.1 kilometres (km) in length and accommodates two (2) lanes inbound and two (2) lanes outbound. The Bayhead Road forms part of the Road Over Rail Bridge (Bridge 2-5) at the intersection of Bayhead and South Coast Roads and falls outside of the Port of Durban's Port Limits (approximately 115 metres). In the vicinity of the Amanzimnyama Canal Bridge (Bridge 5-8), approximately 115 metres (m) of the proposed widening of the Bayhead Road will fall outside of the Port Limits but still within Transnet land. The remainder of the Bayhead Road is located within the Port Limits; and approximately 890m of the Bayhead Road is located adjacent to the Port Limits.

The Langeberg Road is approximately 1.75km in length and consists of 4 lanes, two (2) outbound and two (2) inbound. The entire road is located within the Port Limits.

The project involves the following:

A. Classification of Roads:

The Bayhead and Langeberg Roads are classified as private roads and are managed by the Port of Durban under TNPA. The roads are not open to unrestricted public use but serve port operations and controlled traffic.

B. Proposed Upgrades:

The project involves the upgrade and widening of Bayhead and Langeberg Roads to improve the accommodation of port vehicle traffic, as follows:

- Widening existing carriageways by one lane in each direction. The following is being considered for the road widening:
 - to widen both sides of the roads by a minimum of 4m either side, or
 - use the centre median, or
 - a combination of centre median usage and widening to obtain the necessary traffic layout configuration.
- Modification to five bridges (rail and canals) for lane extension and structural integrity. The anticipated bridge modifications may entail widening or widening and raising of the canal bridges.
- Stormwater management enhancements, including improved drainage systems and designated discharge points:

- Minimum stormwater pipe size will be 375mm diameter.
- Additional stormwater pipes may be included to service the widening sections.
- Modification and expansion of Bayhead Canal at the Bayhead Canal Bridge (Bridge 3-6):
 - Potential modification of the existing canal upstream of Bayhead Canal Bridge (Bridge 3-6), to splay the abutments and repair to erosion.
 - Expansion of existing culvert with an additional 3.4m x 7m culvert and associated widening of upstream and downstream of canal.

For the above proposed works, it is anticipated that bridge support structures would be required in the canal bed and along the banks/embankments/curbs of the canals; which would result in the removal of sections of the concrete canal bed, embankments/curbs and potentially the removal of the underlying soils and then refilling thereof. Additional stormwater pipes may require additional stormwater discharge points or expansion of stormwater structures along the embankments/curbs of the canals. Details on the width of the widenings and height to be raised of the bridges and stormwater enhancements are unknown at present and will only be determined during the detailed design stages.

C. Site Office, Site Camp, and Laydown Areas:

An estimated size for the combined site camp and laydown areas is 7000-13000m² (0.7 – 1.3 hectares). This would comprise of the following:

- Site camp area: Portable office space for management, engineers and admin staff; approximately 500-1000m² in extent depending on the number of personnel and required facilities.
- Worker facilities: Ablution blocks, canteens and rest areas for workers; approximately 300-500m² in extent depending on the size of the workforce.
- Material storage and laydown areas: Storage for construction materials and machinery, e.g. asphalt, aggregates, steel, equipment, graders, rollers, pavers and cranes; approximately 5000-10000m² in extent depending on intensity and type of work.
- Parking: Designated parking for construction vehicles and machinery; approximately 1000-2000m² in extent.

It is anticipated that the site camp will be designated within the port boundary; in areas previously transformed and that no natural areas will be used. The exact size required and final position is unknown at this stage as it will be determined and agreed upon during the project setup phase in consultation with the Port Authority and project stakeholders.

D. Relocation of Sewer Rising Main:

The route of the existing sewer rising main (0.45m diameter) along Bayhead Road would be relocated to the outgoing road verge over a length of approximately 1,655m. The proposed sewer rising main would remain at a 0.45m diameter pipeline.

1.3. Locality

The Bayhead and Langeberg Roads are located mainly in the Port of Durban, within Ward 32 of the eThekweni Metropolitan Municipality, KwaZulu Natal. Refer to **Figure 1** for the locality map.

The geographic co-ordinates of the central point for the proposed project is: 29° 54' 16.65"S, 31° 00' 37.95"E.

The SG 21 digit Codes are reflected below.

Erf / Farm Portion	SG 21 digit Code
Erf 10010 of Durban	N0FU00850001001000000
Erf 10004 of Durban Portion 175	N0FU00850001000400175
Erf 10004 of Durban Portion 56	N0FU00850001000400056
Erf 10004 of Durban Portion 203	N0FU00850001000400203
Erf 10019 of Durban	N0FU00850001001900001
Erf 10013 of Durban Portion 0	N0FU00850001001300000
Erf 16576 of Durban	N0FU00850001235600000
Erf 12355 of Durban	N0FU00850001235500000
King Flats Farm No. 16344	N0FU00000001634400000
Kings Royal Flats Farm No. 16576	N0FU00000001657600000

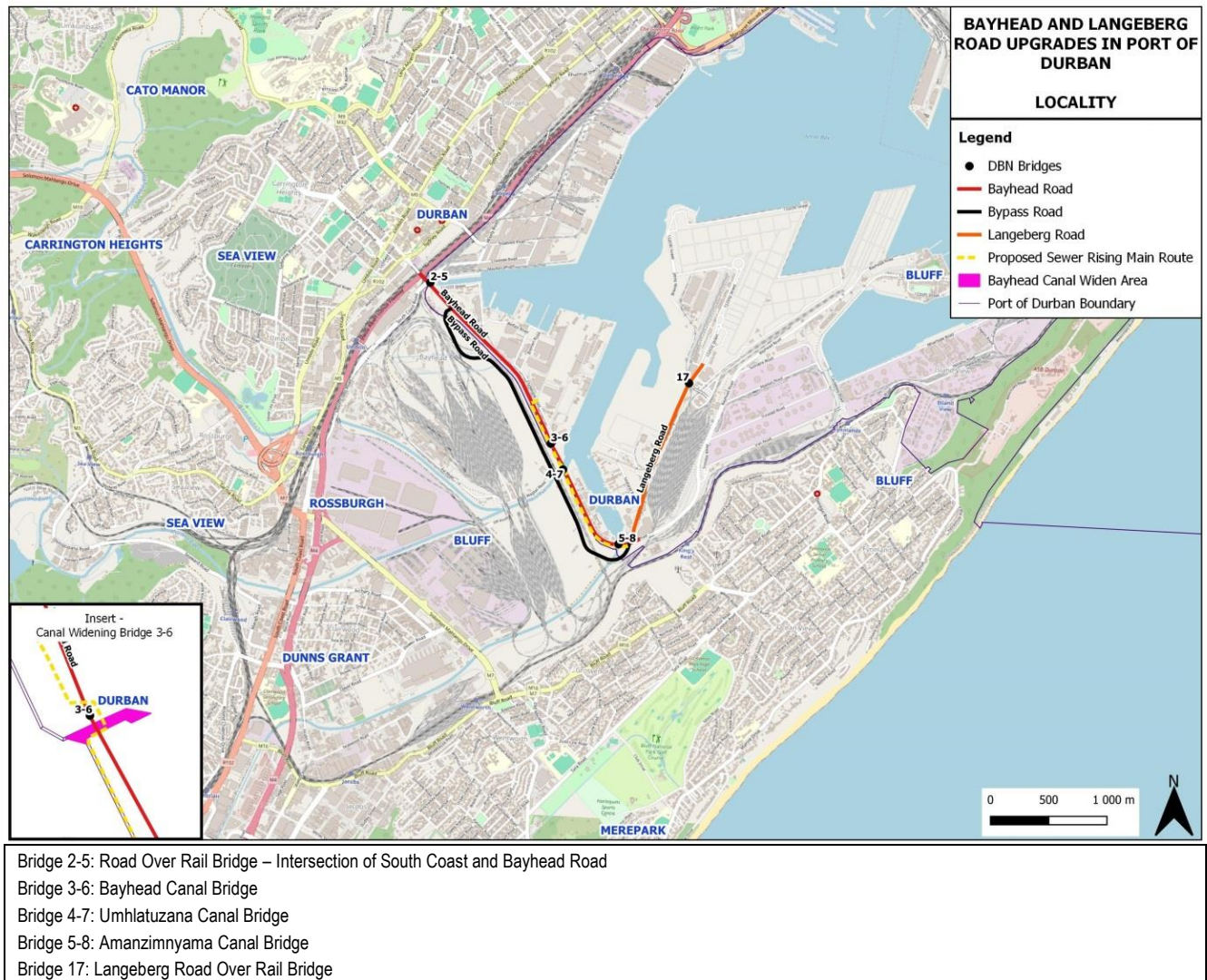


Figure 1: Locality Map

2. ENVIRONMENTAL ASSESSMENT PROCESS

2.1. National Environmental Management Act and EIA Regulations (2014)

The Minister of Environmental Affairs has in terms of Sections 24 and 24D of the National Environmental Management Act (Act No. 107 of 1998, NEMA), as amended, listed the activities that require an environmental assessment.

The purpose of the environmental assessment is to identify potential impacts associated with the development and to recommend measures to avoid or reduce adverse impacts and enhance beneficial or positive impacts.

The following activities are subject to a **Basic Assessment** process in terms of the Environmental Impact Assessment (EIA) Regulations 2014, made under Section 24(5) of NEMA and amended in Government Notice R.327, R.325, R.324 of 7 April 2017. Additional listed activities may be identified as the process is undertaken. The competent authority is the **Department of Forestry, Fisheries and the Environment (DFFE)**.

Listed Activity	Description
Listing Notice 1, Activity 19A: The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 5 cubic metres from- (i) the seashore; (ii) the littoral active zone, an estuary or a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever distance is the greater; or (iii) the sea;- but excluding where such infilling, depositing, dredging, excavation, removal or moving- (f) will occur behind a development setback; (g) is for maintenance purposes undertaken in accordance with a maintenance management plan; (h) falls within the ambit of activity 21 in this Notice, in which case that activity applies; (i) occurs within existing ports or harbours that will not increase the development footprint of the port or harbour; or where such development is related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies.	The bridges of the Bayhead Road across the canals are situated within an estuary / 100m of an estuary and it is anticipated that more than 5m³ of material will be deposited and/or removed for the widening of the bridges. It is anticipated that bridge support structures would be required in the canal bed and along the banks/embankments/curbs of the canals; which would result in the removal of sections of the concrete canal bed, embankments/curbs and potentially, the removal of the underlying soils and then refilling thereof. The canal bridges along the Bayhead Road are located within the development footprint of the port. The portion of Bayhead Road that will be widened outside of the port limits does not fall within a 100m of an estuary. Sections of the roads fall within 100m of an estuary, however these areas are within the port limits / within the development footprint of the port. The proposed widening of the Bayhead Canal at the Bayhead Canal Bridge (Bridge 3-6) will require more than 5m³ of material to be deposited, removed or moved, however, this area is located within the development footprint of the port.
Listing Notice 3, Activity 12: The clearance of an area of 300m² or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan. (d) KwaZulu-Natal (iv) Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004; (v) Critical biodiversity areas as identified in systematic biodiversity plans adopted by the	Clearance of more than 300m² of vegetation will occur. The roads are situated within an estuarine functional zone and sections of the Bayhead Road are located within the original extent of an endangered ecosystem (KwaZulu-Natal Coastal Belt Grassland), but not in the remnant extent. Sections of Bayhead Road are located in critical biodiversity areas. The Langeberg Road is located adjacent to a Durban Metropolitan Open Space System (DMOSS) Critical Biodiversity Area (CBA) for the mangrove forest area. It is unlikely that the vegetation along the roads can be considered to be representative of the natural indigenous vegetation that occurred in the area and will be confirmed by a specialist.

Listed Activity	Description
competent authority or in bioregional plans; (vi) Within the littoral active zone or 100 metres inland from high water mark of the sea or an estuarine functional zone, whichever distance is the greater, excluding where such removal will occur behind the development setback line on even in urban areas; (xiii) In an estuarine functional zone.	
Listing Notice 3, Activity 18: The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre (d) KwaZulu-Natal (v) In an estuarine functional zone; (viii) Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans	The roads and bridges will be widened by more than 4m (e.g. 4m on either side of the existing roads). The roads and bridges are situated within an estuarine functional zone and sections of the Bayhead Road are located within critical biodiversity areas. The sites for the widening of the roads consist of developed / transformed areas and vegetated road verges (grass and trees (<i>Fiscus</i> sp.)). No natural estuarine habitat is located along the road verges. The widening of the bridges over the canals that fall within the CBA extent, consist of developed / transformed areas and previously disturbed areas, namely vegetated road verges. The canals were natural watercourses that have been formalised into concrete canals and convey freshwater from the catchment area into the Durban Bay. No natural estuarine habitat is located adjacent to the canals.

2.2. National Water Act and Water Use Activities

The National Water Act (Act No. 36 of 1998) [NWA] aims to regulate the use of water and activities, which may impact on water resources through the categorisation of 'listed water uses' in Section 21 of the NWA. Such activities require authorisation by the **Department of Water and Sanitation (DWS)** before such an activity may take place.

In terms of the NWA, provision has been made to allow for certain Section 21 water uses to be authorised under Section 39 of the NWA (General Authorisations) without going through the water use licensing procedure, provided that the thresholds and conditions of the applicable General Authorisations are adhered to. An application for registration of Section 21 water uses is then required where activities fall within the ambit of the General Authorisations.

A person who wishes to use or who uses water in a manner that is not covered under Schedule 1, General Authorisations, or in a manner that is not regarded or declared as an existing lawful use, may only use that water under the authority of a Water Use Licence (WUL).

The DWS have confirmed that the proposed upgrades require a **registration under a General Authorisation**.

Activities for the Section 21 water uses associated with the proposed project, include the following:

Activity	Description
Section 21(c) Impeding or diverting the flow of water in a watercourse Section 21(i) Altering the bed, banks, course or characteristics of a watercourse (A watercourse means (a) a river or spring; (b) a natural channel in which water flows regularly or intermittently;	The upgrading of the Bayhead and Langeberg roads, Bayhead Canal and relocation of the existing sewer line falls within 500m of modified estuarine wetlands which were identified in low lying areas on imported fill material. In respect of wetlands, the regulated area is a 500m radius around the delineated boundary (extent) of any

Activity	Description
(c) a wetland, lake or dam into which, or from which, water flows; and (d) any collection of water which the Minister may, by notice in the Gazette, declare to be a watercourse, and a reference to a watercourse includes, where relevant, its bed and banks)	wetland. Construction activities will require the removal of vegetation, soils and ground levelling within this 500m regulated area. The aquatic Risk Assessment Matrix identified the proposed activities as a Low Risk and as a result the activities will be registered under the General Authorisation for Section 21 (c) and (i) water uses.
Section 21(j) Removing, discharging or disposing of water found underground if it is necessary for the efficient continuation of an activity or for the safety of people.	During the construction of the proposed upgrading of Bayhead and Langeberg Roads within the Port of Durban, groundwater may be encountered in excavations. Where such groundwater accumulates, it will be pumped out as required. These dewatering activities will be temporary, intermittent and strictly limited to the construction period, depending on actual conditions encountered on site. Pumped water will be discharged into the existing downstream stormwater or canal infrastructure, with due care to ensure that the discharge does not impact upstream drainage or ongoing construction activities. In the event of persistent ingress, temporary subsoil drainage systems may be installed to assist in the controlled redirection of groundwater. These systems will similarly discharge into downstream stormwater infrastructure, subject to existing capacity. At this stage, the volume and duration of any required dewatering is unknown, and no permanent discharge is anticipated. This will ensure the efficient continuation of construction activities and to maintain safety on site by maintaining workable dry conditions, preventing soil instability, and maintaining excavation integrity.

3. IDENTIFIED ISSUES / IMPACTS

As we progress with the environmental investigations, we will identify potentially beneficial and adverse impacts. All identified issues will be subjected to an assessment to determine if they are significant and if they require additional investigation. Possible mitigation measures will also be provided to reduce the anticipated adverse impacts. Based on our preliminary investigations, together with the DFFE Screening Tool, we have identified the following specialist assessments:

- ✱ Terrestrial Biodiversity Assessment, including a Plant and Animal Species Assessment
- ✱ Archaeological & Cultural Heritage Impact Assessment
- ✱ Paleontological Impact Assessment
- ✱ Aquatic Biodiversity Assessment, including a Risk Assessment Matrix for the GA water use registration
- ✱ Noise Impact Assessment
- ✱ Geotechnical Assessment
- ✱ Traffic Assessment

4. DESCRIPTION OF TASKS IN THE EIA ASSESSMENT PROCESS

- Public participation starts announcing the proposed project and registration of Interested and Affected Parties (I&APs). Newspaper advertisements and site notices are placed and notifications are also sent to identified stakeholders. Refer to **Figure 2**.
- An application for an Environmental Authorisation will be submitted to the competent authority, namely the DFFE for this project.
- A Basic Assessment Report is compiled that considers inputs from stakeholders, I&APs and specialists.
- Once the Basic Assessment Report is compiled, it is then submitted for a 30 day review period to registered I&APs and stakeholders. This enables you to comment on the Draft Basic Assessment Report and accompanying Draft Environmental Management Programme.
- Your comments are incorporated and the reports are then finalised.
- These final reports are submitted to the competent authority for consideration.
- The competent authority reviews the documents and decides whether the project can proceed or not, their decision is known as an Environmental Authorisation (EA) or Environmental Refusal.
- A copy of the EA is made available to you to consider, along with the reasons for the decision made. If you disagree with the decision, you are provided with information on how to lodge an appeal.

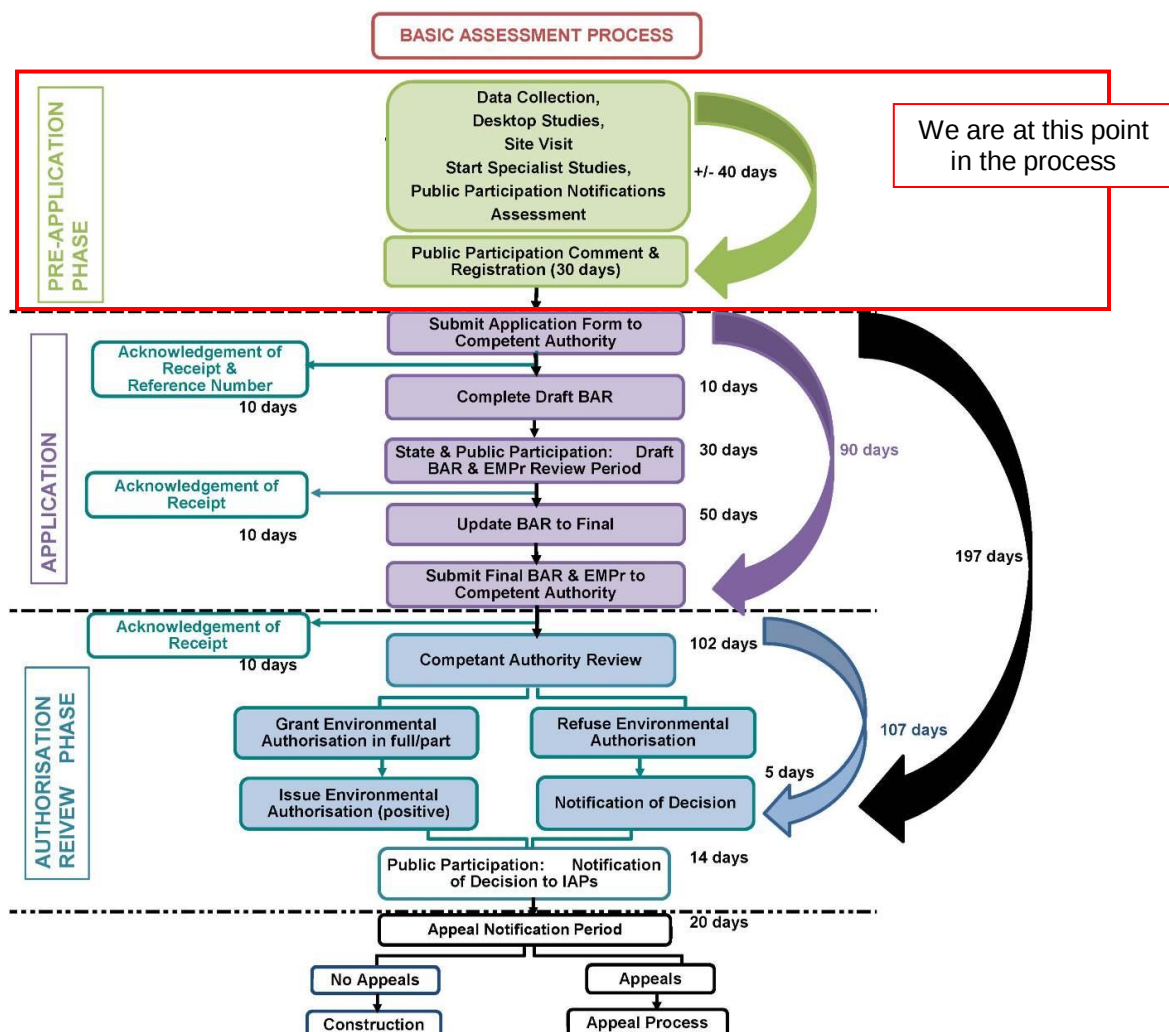


Figure 2: Basic Assessment Process, EIA Regulations 2014

5. HOW DO YOU PARTICIPATE

Register as an Interested and/or Affected Party (I&AP) in order to comment on the proposed application and raise issues or concerns that you feel need to be considered during the process.

Complete the attached registration form and submit it to the contact details as reflected. Upon submission of the registration form to CEN IEM Unit, you will be registered as an I&AP and be included on an I&APs database which will ensure that you receive future project notifications.

Regulation 42 of the EIA Regulations, 2014 as amended, requires a register of interested and affected parties to be opened and maintained throughout an EIA process. This register must contain the names, contact details and addresses of (a) all persons who, as a consequence of the public participation process conducted, have submitted written comments or attended meetings; (b) all persons who have requested in writing, for their names to be placed on the register.

In participating in the EIA process, your consent is provided for your personal information (names, contact details and addresses) to be added to the Interested and Affected Parties (I&AP) Database as required by the EIA Regulations, 2014 as amended.

Please note the I&AP database is required to be included in any draft or final EIA reports, however CEN IEM Unit will endeavour to not make your personal information (contact details or addresses) available in reports that are provided in the public domain.

If a commenting party has any objection to his or her name, or the name of the represented company / organisation being publicly available, such objection is to be highlighted as part of the comments submitted.

CEN IEM Unit will maintain the I&AP database until the end of the EIA Process and will not wilfully or intentionally distribute this information to a 3rd party.

In certain circumstances, e.g. appeals of Environmental Authorisations, CEN IEM Unit may be required to provide the I&AP database to the Applicant on closure of the EIA Process.

Please note if you do not want to be included in the I&AP database, please advise us in order for your details to be removed. Otherwise it is deemed that you consent for your details to be included, in terms of the Protection of Personal Information Act (No. 4 of 2013 (POPIA)).

If you intend to register as an I&AP or forward comments regarding the proposed application, please submit your completed registration form to CEN IEM Unit by **26 November 2025.**



CEN IEM UNIT

Fax 086 504 2549

Email steenbok@aerosat.co.za / lucille@environmentcen.co.za

REGISTRATION / COMMENT SHEET

PROPOSED BAYHEAD AND LANGEBERG ROAD UPGRADES, PORT OF DURBAN, ETHEKWINI METROPOLITAN MUNICIPALITY, KWAZULU NATAL

Date of Notice: 27 October 2025

I wish to register as an Interested and / or Affected Party and request that the following issues receive attention during the assessment process.

In participating in the EIA process, my consent is provided for my personal information (names, contact details and addresses) to be added to the Interested and Affected Parties (I&AP) Database as required by the EIA Regulations, 2014 as amended.

If a commenting party has any objection to his or her name, or the name of the represented company / organisation being publicly available, such objection is to be highlighted as part of the comments submitted.

Closing Date for Comments: 26 November 2025

Name of Respondent: _____

Organisation / Company: _____

Address: _____

Fax Number: _____

Tel Number: _____

Email: _____

Please use additional sheets as necessary

Signature: _____

Date: _____