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## PROJECT UPDATE

### APPLICATIONS FOR ENVIRONMENTAL AUTHORISATION FOR PROPOSED CAPACITY IMPROVEMENTS TO N2 AND N3 NATIONAL ROUTES WITHIN THE ETHEKWINI METROPOLITAN MUNICIPALITY, KWAZULU-NATAL

This letter serves to update registered Interested and Affected Parties (I&APs) on the progress of two Basic Assessment processes<sup>1</sup> being undertaken by ACER for the South African National Roads Agency's (SANRAL) proposed capacity improvements to sections of the N2 and N3. All previous project correspondence can be found on ACER's website [www.acerafrica.co.za/Projects/Current- Public Review/](http://www.acerafrica.co.za/Projects/Current-Public-Review/)

**Basic Assessment 1 (BA1)** covers the proposed capacity improvements to the N2 from Solomon Mahlangu Interchange (I/C) to south of the Umgeni Road I/C and the N3 from the EB Cloete I/C to Paradise Valley I/C. This update provides detail on the relocation of a section of Transnet fuel pipeline in the vicinity of the Solomon Mahlangu I/C.

**Basic Assessment 2 (BA2)** covers the proposed capacity improvements to the N3 from Paradise Valley I/C to Mariannhill Toll Plaza to the Assagay I/C. This update provides detail on design refinements to the Richmond Road I/C, which are needed to accommodate the access needs of surrounding businesses. A brief update on the proposed upgrade to the M7/Farningham interchange is also provided.

#### 1. BA1 - the need to relocate a section of Transnet Fuel Pipeline near Solomon Mahlangu I/C

The project will affect two parallel Transnet hydrocarbon fuel pipelines within the N2 road reserve near the M7/N2 Solomon Mahlangu Interchange, requiring relocation of a 500m length of each of the two pipelines and the installation of protection/service culverts on other sections (Figure 1). This needs to be undertaken prior to commencement of roadworks and Transnet Fuel Pipelines (TFP) has requested SANRAL to undertake the required construction work. For the relocated section, it is likely that SANRAL will acquire additional land, register it as a servitude and grant Transnet a wayleave to occupy the servitude.

The proposed relocation of the parallel pipelines will require a 500m long and 6 m wide working servitude to be cleared (3,000 m<sup>2</sup>) near the M7 in the south-east quadrant of the interchange. The two parallel trenches will

<sup>1</sup> In accordance with the 2014 Environmental Impact Assessment (EIA) Regulations, published under the National Environmental Management Act, 1998 (NEMA) (Act No. 107 of 1998) (as amended).

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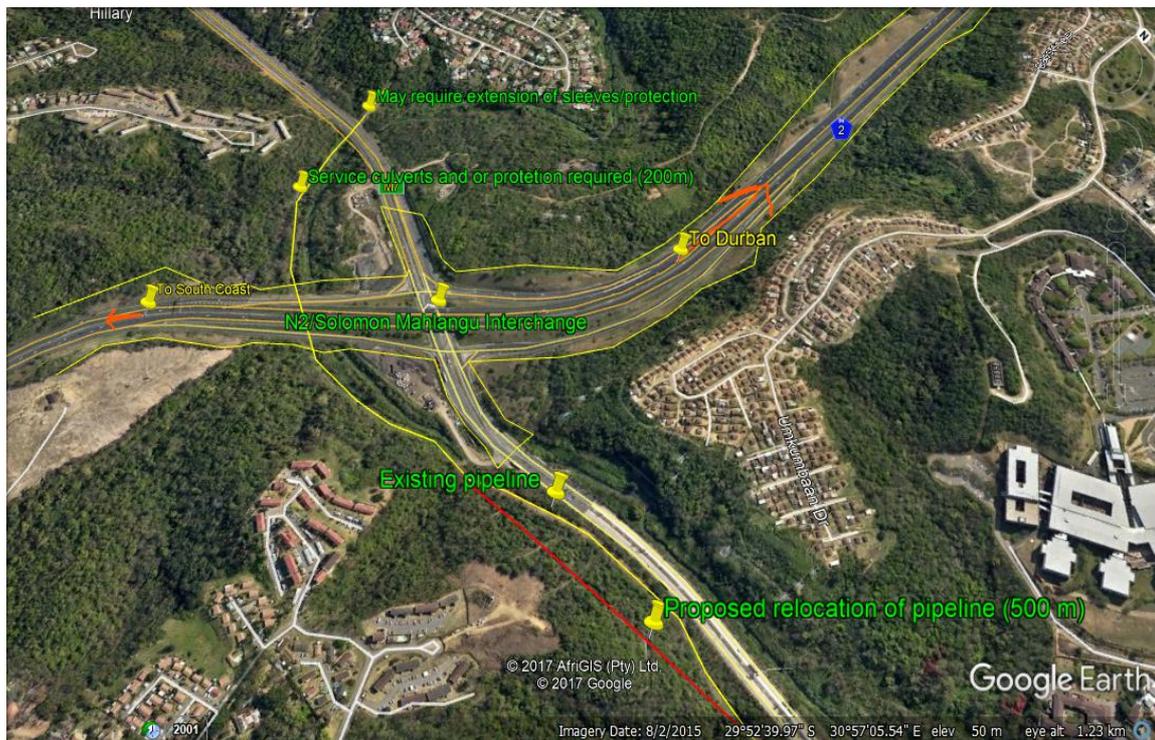
Directors: Dr R-D Heinsohn (Managing), D R Schnetler (Financial), G J Churchill, Associates: A McKenzie

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each be 500 m long, 1.2 m wide and 1.75 m deep. The 400 mm pipes will be buried to a depth of 1 m. The abandoned pipes will remain *in situ* unless directly impacted by roadworks. In the north-west quadrant of the interchange, existing pipelines will require 200 m of service culverts or protection, and in the north-east quadrant, extension of sleeves or protection may be required (approximately 50 m). Once the new pipe sections and the tie-ins are in place, they will be tested to ensure all the required technical standards are met. TFP then resumes responsibility for closing off and draining the redundant sections of pipe, tying the main line into the relocated sections and ensuring that all the required safety standards are implemented when this is undertaken.

The only activity associated with the pipeline relocation that requires environmental authorization is the removal of indigenous vegetation. The technical and safety aspects (to ensure the safety of the infrastructure and surrounding residents) are dealt with by specialist engineers as a standard aspect of engineering best practice. Before any works can be undertaken, qualified experts will undertake a Risk Analysis and compile a full Risk Management Plan, including a full Blast Analysis.



**Figure 1 Google Earth image showing the position of the existing Transnet Fuel Pipeline (yellow line), and proposed relocation (red line) and works required to accommodate the proposed upgrades at Solomon Mahlangu Interchange (N2/M7)**

**2. BA2: Richmond Road I/C –effects on accesses to surrounding properties**

The upgrade of the N3 Richmond Road Interchange will require modifications to Richmond Road (M1) and will include the closure of various existing intersections that fall inside the proposed upgraded interchange (Figures 2&3). This will affect surrounding properties as described below.

**2.1 Closure of Stockville Road intersection (29°49'48.75”S 30°49'56.61”E)(Figure 2)**

The closure of this intersection will affect Pinetown Motor Licensing and other nearby businesses that use this intersection.

Alternative access to Richmond Road (M1) will be provided via Abbot Francis Road. This will be achieved by constructing a parallel road on the western side of Richmond Road (M1) linking to the existing Abbot Francis/Richmond Road (M1) intersection (29°50'10.38”S; 30°49'42.27”E).

The properties affected are shown in orange on Figure 2. Property owners who are directly affected, will be

contacted by SANRAL's land acquisition team.

### **2.2 Closure of 7th Avenue intersection (29°49'48.75"S 30°49'56.61"E) (Figure 2)**

The closure of this intersection will affect residents of Caversham Glen and the businesses on the south east quadrant of the Richmond Road Interchange.

Alternative access to Richmond Road (M1) will be provided via Abbott Francis Road. This will be achieved by using the existing street network via Adams Road, Mariannridge Drive, Holzner Road and Abbot Francis Road up to the Abbot Francis/Richmond Road (M1) intersection.

The properties affected are shown in orange on Figure 2. Property owners who are directly affected, will be contacted by SANRAL's land acquisition team.

### **2.3 Closure of Westgate Place intersection (29°49'48.75"S 30°49'56.61"E) (Figure 2)**

The closure of this intersection will affect the businesses in Westgate Place.

Alternative access to Richmond Road (M1) will be provided via a parallel road on the western side of Richmond Road (M1) up to the existing Abbot Francis/Richmond Road intersection (29°49'48.75"S; 30°49'56.61"E) (Figure 2).

The properties affected are shown in orange on Figure 2. Property owners who are directly affected, will be contacted by SANRAL's land acquisition team.

### **2.4 Closure of Westmead Road intersection (29°49'13.51"S 30°50'22.96"E) and Alexander /Mariannahill Road intersection (29°49'20.39"S 30°50'16.44"E) (Figure 3)**

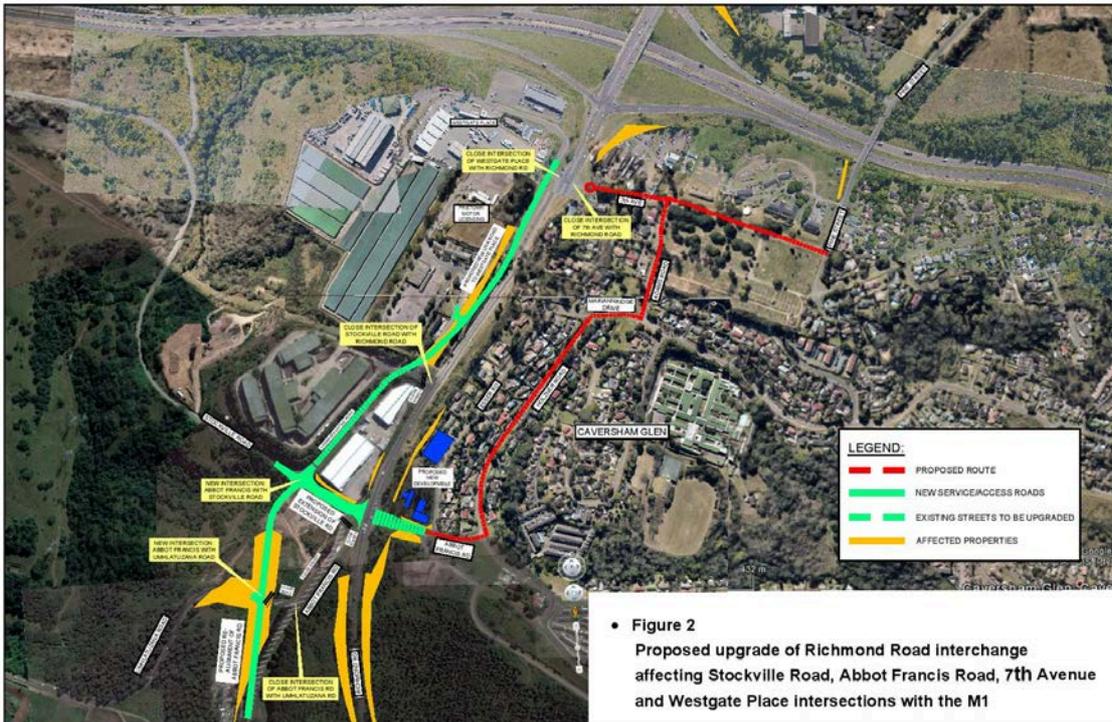
The closure of these two intersections will affect the truck stop, as well as other businesses and industrial developments; this will also prevent direct access from Alexander Road and Mariannahill Road onto Richmond Road (M1).

Alternative access to Richmond Road (M1) from Alexander Road and Westmead Road will be provided by upgrading and extending Albert Road up to a new signalised intersection on Richmond Road (M1).

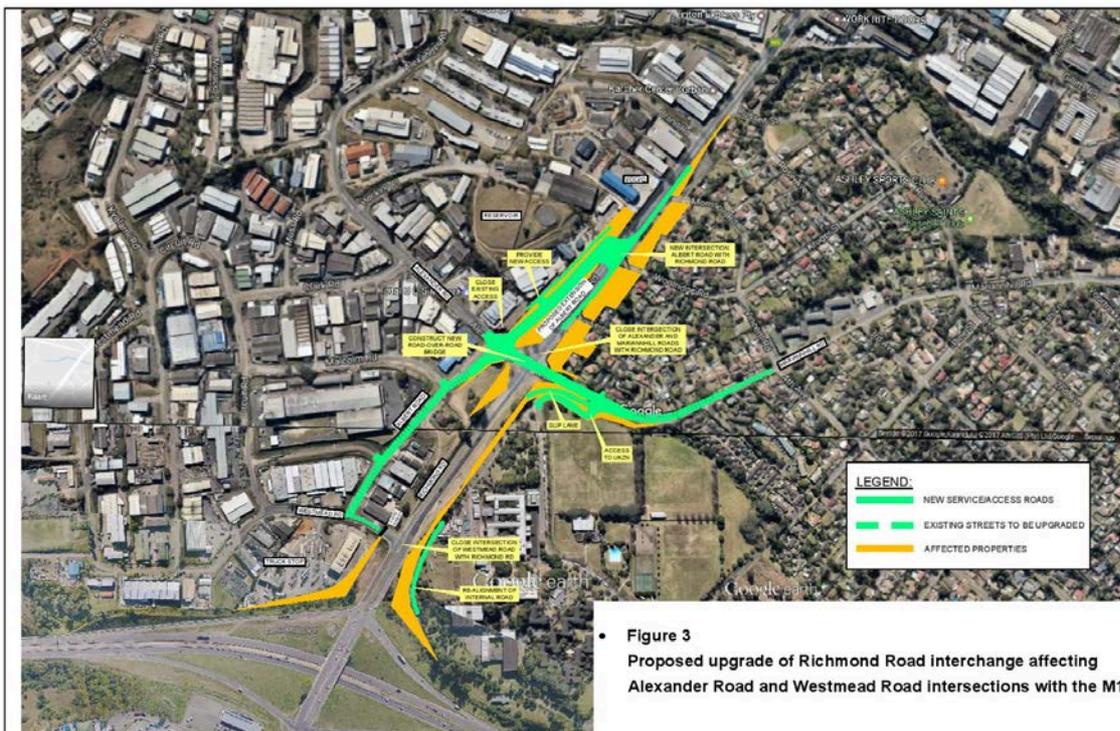
Furthermore, alternative access will also be provided by a road over road bridge to Alexander Road and Mariannahill Road, which will connect via the upgraded Albert Road to the new signalised intersection on Richmond Road (M1). A slip lane from Mariannahill Road onto the M1 will be provided to ease movement of traffic.

The main access road to the UKZN campus must be re-aligned in order to accommodate the widening of Mariannahill Road. The internal road in the south-western quadrant of the property of the UKZN must be re-aligned in order to accommodate the upgrade of the new interchange.

Properties which will be affected, such as the truck stop, the UKZN and various residential properties (including houses) are shown in orange on Figure 3. Property owners who are directly affected, will be contacted by SANRAL's land acquisition team.



**Figure 2** Proposed upgrade of Richmond Road interchange affecting Stockville Road, Abbot Francis Road, 7<sup>th</sup> Avenue and Westgate Place intersection with the M1



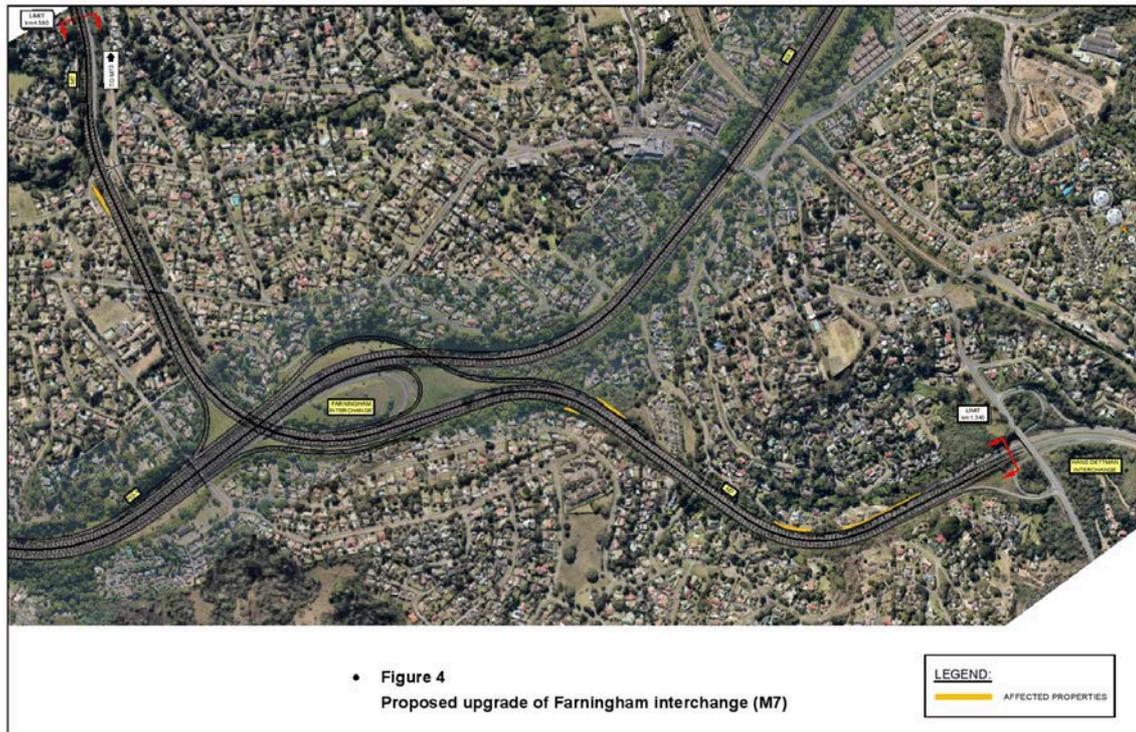
**Figure 3** Proposed upgrade of Richmond Road intersections affecting Alexander Rd, Mariannahill Rd and Westmead Rd intersections with the M1

**3. Update on proposed upgrades to N3/Farningham interchange (Figure 4)**

The upgrade to the N3/Farningham (M7) I/C will involve the following:

- Widening of the M7 to 6 lanes from N3 up to M13.
- Widening of the M7 from the N3 up to Hans Dettman I/C (M34) to 8 lanes.
- Widening from 1 to 2 lanes on most ramps, with no change to the existing alignment. Only 1 ramp is to be realigned.

The upgrade will not affect existing accesses. Various residential properties will be affected, which are shown in orange on Figure 4. Property owners who are directly affected, will be contacted by SANRAL's land acquisition team.



**Figure 4 Proposed upgrade of N3/M7 (Farningham Road) interchange**

Interested and/or Affected Parties (I&APs) wanting further information on the **N3/Richmond Road or N3/Farningham Road interchange upgrades**, are invited to attend an Open Day at any time between 3pm and 7pm on **Wednesday 15 August 2018 at RED POINT Church 80a Caversham Road or 90 Seventh Avenue, Ashley, Pinetown**. Information will be on display to illustrate how the project will affect surrounding businesses and residents. SANRAL's appointed design engineers and property acquisition representatives will be present to respond to queries and concerns.

If you wish to attend this Open Day, **please RSVP by 10 August 2018**. You may also register as an I&AP in the environmental assessment process and obtain further information by contacting:

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**Please direct comments and queries (for both BAs) to:**

Mareike Strauli ► P O Box 503, Mtunzini, 3867  
► Tel: 035 340 2715 ► Fax: 035 340 2232 ► E-mail: N3batch1@acerafrica.co.za

Yours sincerely,

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