

**COMMENTS AND RESPONSES REPORT 1
(PROJECT ANNOUNCEMENT PHASE: MAY 2018 – SEPTEMBER 2018)**

PROPOSED CAPACITY IMPROVEMENTS TO THE N3 FROM HAMMARSDALE TO PIETERMARITZBURG, KWAZULU-NATAL

BASIC ASSESSMENT 3: Capacity Upgrades to the N3 from Hammarsdale Interchange to Cato Ridge Interchange to be undertaken as two separate contracts:

1. Hammarsdale Interchange (km 8.8) to Cato Ridge Interchange (km 19.4) (excluding the Hammarsdale and Cato Ridge Interchanges).
2. A new interchange that is proposed near the D12 overpass, to service proposed adjacent developments.

BASIC ASSESSMENT 4: Capacity Upgrades to the N3 from Cato Ridge Interchange to Lynnfield Park to be undertaken as two separate contracts:

1. Cato Ridge Interchange (km 19.4) to Dardanelles Interchange (km 26.6) including upgrades to the Cato Ridge and Camperdown Interchanges, and realignment of a portion of Fairview Road. Closure of east facing ramps at Cato Ridge I/C is proposed, should the new interchange near D12 be constructed.
2. Dardanelles Interchange to Lynnfield Park including the upgrade to the Dardanelles Interchange and tie-ins with the R56, R103 and R603.

BASIC ASSESSMENT 5 (DEA reference 14/12/16/3/3/1/1966)

Capacity Upgrades to the N3 from Lynnfield Park to Murray Road to be undertaken as two separate contracts:

1. Lynnfield Park (km 30.6) to Ashburton Interchange (km 0.8) including new access roads along the R103.
2. Ashburton Interchange (km 0.0) to Murray Road (km 6.1) including the upgrade of the Ashburton Interchange (located at km1.8).

BASIC ASSESSMENT 6: Capacity Upgrades to the N3 from New England Road Interchange (km 8.8) to Twickenham Road (km 16.5) including a new Collector Distributor Road running parallel to, and on both sides of , the N3.

Comments have been received from the following stakeholders (alphabetical) during the project announcement phase:

Title	Surname	First Name	Organisation
Mr	Auld	Rankin	Private Landowner
Mr	Baum	Gerd	Private Landowner
Mr	Bekker	Marthinus	Private Landowner
Mr	Blackmore	Andrew	Ezemvelo KZN Wildlife
Mr	Browne	Steven John	Private Landowner
Mrs	Cameron	June	Private Landowner
Mr	Cassimjee	Ismail	Nguni Capital
Ms	Choveaux	Nora	Land Matters
Mr	Christian	Cameron	Private Landowner
Mr	Corcoran	Martin	Bar Circle Ranch
Mr	Desfontaines	Jean-Claude	Private Landowner
Mr	Dladla	Sandile	eThekweni Fire & Emergency Services
Ms	Dlamini	Barbara Ruth	Private Landowner
Mrs	Dlamini/Mbongwa	Thokozani Lorrain	Private Landowner

Mrs	Eaglefield	Daphne Louise	Private Landowner
Mr	Eaglefield	John Ian	Private Landowner
Mrs	Fanner	Mary Anne	Private Landowner
Mr	Forbes	John	John Forbes Associates
Ms	Freese	Wendy	St. Charles College
Mr	Grimmer	Craig	Private Landowner
Mr	Green	JE Peter	Scottsville Residents & Ratepayers Association (SRRRA)
Mr	Gwala	Mnqobi	Private Landowner
Mr	Hadebe	MN	Msunduzi Municipality
Mrs	Hardman	Naomi	St John's D.S.G Pietermaritzburg
Ms	Jackson	Elizabeth	Private Landowner
Mrs	James	Beverley	Trident Refractory Specialists
Mrs	Jansen van Nieuwenhuizen	Vivian	Private Landowner
Dr	Jewitt	Deborah	Private Landowner
Mr	John	Jeremy	City Lodge Hotel Group
Mrs	Joubert	Perrene	Private Landowner
Ms	Lambie	Debbie	Private Landowner
Mr	Lambort	Morne	Steinhoff Properties
Mrs	Landsberg	Liesel	Private Landowner
Cllr	Maphanga	PN	Mkhambathini Local Municipality
Mr & Mrs	Marran	Melville & Jean	Private Landowner
Mr	Mason	Tim	Camperdown and District Ratepayers Association
Mr	Millard	Brian	I&AP
Mrs	Mkhize	Nomandla	Director of Zembube 21
Ms	Moodley	Corrine	Private Landowner
Ms	Moodley	Karen	DAFF – Directorate: Forestry Regulations and Support
Mr	Mdlala	Siphiwe	Private Landowner
Mrs	Ndlovu	O Sanelisiwe	Msunduzi Municipality
Ms	Ndlovu	TP	Ingonyama Trust Board
Mr	Ngcungama	Mxolisi	Private Landowner
Ms	Niemack	Mary-Ann	Private Landowner
Ms	Norton	Claire	eThekwini Metropolitan Municipality
Ms	Pawandiwa	Bernadette	AMAFU Heritage KwaZulu-Natal
Mrs	Pelzer	Thaloshney	Private Landowner
Mr	Pelzer	Ockert	Private Landowner
Mr	Puttick	Mark	Mark Puttick & Associates
Mrs	Puttick	Toni	New England Pre-Primary School
Dr	Ranjit	Karina	Private Landowner
Mr	Rigby	David	Best Vest 166 CC
Mrs	Schmid	Michéle	KZN Department of Transport
Mr	Spurgeon	Hilton	Private Landowner
Mrs	Spurgeon	Sherill	Private Landowner
Mr	Stoltz	Korf	RCL
Mr	Truter	Derrick	Private Landowner
Dr	van Aardt	Estee	Chase Valley Vet Clinic Inc.
Mr	van Aswegen	Martin	Private Landowner
Ms	van Heerden	Kim	KZN DEDTEA
Mr	van Vuuren	David	Private Landowner
Mr	van Zyl	Patrick	Private Landowner
Mr	Wicks	Theo	SLR (on behalf of Settlers Park Pre-Primary)

No	Date	Name and Organisation	Comment	Response
1	2018-05-10 Email	Mrs Vivian Jansen van Nieuwenhuizen (Other contact person: Ms Jeanette Campbell) Landowner	Will this project affect the New England road bridge and New England road? Will it affect the New England road going towards town?	The project will affect the New England Bridge by means of rearranging the lane configuration on the bridge. The project will only affect New England Road to the entrance of the Engen Garage and to just past Phipson Road, but not past Ridge Road.
2	2018-05-10 Email	Mr Brian Millard	Please forward to me any available documents for the above project.	The EAP sent all available documents to Mr Millard on 15 May 2018.
3	2018-05-14 Email	Ms Bernadette Pawandiwa AMAFA Heritage KwaZulu-Natal	Thank you for notifying Amafa. We will comment once the application with proof of payment, site photos, kml files of the development footprint and supporting documents have been lodged.	Noted.
4	2018-05-15 Email	Mrs Naomi Hardman Business Manager St John's D.S.G Pietermaritzburg	On behalf of St John's D.S.G., I wish to register as an interested and affected party for the proposed capacity improvements to the N3 at the New England Road interchange. I shall be attending the public open day at the Maritzburg Golf Course on 30 May 2018. I ask that you please keep me updated on any developments with regards to this project that are made available to the public.	Mrs Hardman has been registered as an I&AP and has received all project information that is available at this time. Mrs Hardman did attend the public Open day on 30 May 2018. SANRAL's representatives and St Johns are aware of the issues relating to their entrance on New England Road. Due to the proximity of the entrance to the new interchange, the access will only be able to accommodate left-in and left-out traffic. This will make the entrance unfeasible to St Johns and will necessitate relocating their entrance to Harwin Road. St Johns are in negotiation with the Municipality to discuss possibilities related to Harwin Road. Due to the concept change between New England and Sanctuary Road, all land acquisition was put on hold. The Consultants expect to finalise land acquisition information within the next few months. The land acquisition process will then commence.
5	2018-05-17 Email	Mrs Toni Puttick New England Pre-Primary School Principal	With reference to the letter sent to SANRAL, dated 17 October 2016, (copy sent separately to you) the New England Pre-Primary School Committee cannot support the proposed upgrading of the New England/N3 Interchange until binding arrangements have been made to re-establish the school on the property suggested in the letter or an alternative site that is acceptable to the Committee. It should	SANRAL's representatives and New England Pre-Primary are aware of the issues relating to their entrance on New England Road. Due to the proximity of the entrance to the new interchange, the property will become unfeasible. Due to legislative requirements, SANRAL are unable to source alternative land for the school, although the school will be compensated for the market related value of the land and buildings, future relocation, immovable improvements, possible loss of revenue due to location change, etc.

			be noted that the Committee cannot accept any arrangement to re-establish the school that would result in the school being unable to operate for any length of time. With reference to the attached letter, it should be noted that an application for sub-division of land now requires the giving of public notice, due to changed legislation.	Due to the concept change between New England and Sanctuary Road, all land acquisition was put on hold. The Consultants expect to finalise land acquisition information within the next few months. Land acquisition process will then commence. The school has requested a letter from SANRAL confirming the need for the land , to assist the school in commencing their relocation process.
6	2018-05-19 Email	Mr Gerd Baum Resident Owner at Cambridge Mews	1. Will there be an increase in traffic noise?	<p>1.Noise (construction) There will be an increase in noise during construction (refer to section 8.3 and Appendix D5 of the BA report, as well as sections C1006 (f) and C1012 (j), and Appendix E of the EMPR).</p> <p>Construction activities will involve the use of heavy plant and equipment, which will generate noise, adding to the operational noise already generated by the N3. Construction noise will vary in intensity depending on the equipment being used at any given time. Generally, noise will be most severe on receivers up to 300 m from the N3.</p> <p>Construction noise cannot be avoided and will negatively affect people situated close to the source. Also, the works will require on occasions require construction during night time hours and on weekends, which will be a further disturbance on close receptors. In mitigation, construction noise will be managed by the contractors, with the aim of keeping noise nuisance to the best attainable minimum. Specifications are provided in a Noise Management Plan appended to the EMPR and include several control measures including liaison with affected parties, possibly limiting work hours, managing vehicles/equipment and noise monitoring.</p> <p>Noise (operations). There will be increased noise during operations due to an increased number of vehicles using the N3 (refer to section 8.4 and Appendix D4 of the BA report as well as sections C1006 (f) and C1012 (j), and Appendix E of the EMPR).</p> <p>Noise generated by traffic on national roads is already high and over time, with the projected increase in traffic volumes, noise levels will increase. Noise levels will differ according to the topographical position of the receiver relative to the road (whether above or below the road), weather conditions and depending on whether any physical barriers to sound are located between the road and receiver (walls, other houses, vegetation, banks, etc). Steep sections of road may generate more noise due to heavy vehicles having to engage lower gears and/or air brakes.</p>

			<p>2. In what way will property values be affected?</p>	<p>Generally, however, according to the noise specialist report (Appendix D), noise is most problematic to receivers located within 300 m of the side of the road (further in some areas). Within this distance, noise levels are generally above the standards set in the Noise Control Regulations.</p> <p>It is not possible to eliminate noise next to a national road and owners who have chosen to purchase properties adjacent to the N3 have done so being aware of the road, existing noise and the potential for noise levels to increase over time (due to growth in traffic volumes and decreased distance from properties when necessary expansion of roads is undertaken to accommodate traffic growth). However, there are several measures that can be implemented to reduce noise. These include using low noise road surface and the construction of barriers.</p> <p>The road surfacing will include either asphalt or concrete on different packages. SANRAL are considering ultra-thin wearing surfaces which are low-noise surfaces. They are also investigating other noise limiting surfaces and will apply the one best suited to the area. For barriers (walls, earth berms, etc), their effectiveness is dependent on the location, height and distance between the noise source and the receiver. Noise barriers are effective in reducing the level of noise received on severely impacted locations close to the road provided the barrier screens the receivers' (ground floor and upper floors) windows from the noise source. Their effectiveness is good near the source and decreases with distance. The design engineers, in conjunction with an acoustic specialist, are investigating the feasibility of barriers in areas where noise is anticipated to be particularly problematic.</p> <p>Home and business owners may be able to reduce noise levels on their properties by erecting walls around their properties and using double glazing on windows. An evaluation of the noise source should be undertaken first so that optimum measures can be put in place. According to the noise specialist, the use of hedges and vegetation generally provides little noise reduction.</p> <p>2. Effect on property values.</p> <p>The effect on property values will differ according to each individual circumstance and can be influenced by multiple factors. Generally, properties increase in value over time but the rate at which they increase will be influenced by the nature of the area and trend in surrounding and uses. Where an owner has purchased property adjacent to an existing national road, this is presumably done in awareness of noise as well as the current and future disadvantages of such a location (such as increase in noise levels and encroachment due to road widening). Properties</p>
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			3. How close will the upgraded N3 be to the Cambridge Mews simplexes?	<p>adjacent to national roads are, for these reasons, generally lower in value and less expensive to purchase. However, depending on the nature of the property and its use, and proximity and access to the national road, the location may be advantageous and a widened national road may not devalue the property. For example, easy access to a national road often adds value to business and institutional premises.</p> <p>Where land is to be acquired, SANRAL will negotiate with each land owner as part of land acquisition. The valuator takes into account individual circumstances and potential financial losses caused by acquisition. SANRAL will compensate land owners at fair market value for the land they purchase and may compensate for financial losses in line with applicable legislation, viz. The Constitution, Section 25 (3) and Expropriation Act (Act 63 of 1975).</p> <p>In terms of the Expropriation Act, compensation is not payable for the perceived or real devaluation of properties.</p> <p>3. Cambridge Mews. Cambridge Mews near the New England I/C is approximately 130 metres from the closest unit in the complex to the ramp terminal (Traffic Light). On completion of the Interchange upgrade, the distance will be 90 metres from the closest unit in the complex.</p>
7	2018-05-22 Email	Mrs Vivian Jansen van Nieuwenhuizen (Other contact person: Ms Jeanette Campbell) Landowner	Please provide the engineers' feedback regarding our houses in New England Road.	No physical properties will be directly affected in New England road due to the N3 upgrade. It must however be noted that a kerb island will be constructed from the New England Interchange towards town and will end just past the existing entrance to St. Johns School. This will turn Phipson Road into a Left-in Left-out only road and it will prevent the first two houses south west of Phipson road from turning right (towards the interchange) into New England Road.
8	2018-05-23 Email	Kim van Heerden Regional Manager - South East Region KZN DEDTEA	The proposed projects straddle two municipal districts: Ethekwini and uMgungundlovu. These comments pertain to the uMgungundlovu District only. With respect to the projects within uMgungundlovu, please note that there is a gazetted Environmental Management Framework (EMF) for the Msunduzi Municipality and the applicant must apply for the relevant listed activities identified in terms of the EMF (via the Msunduzi Environmental Unit).	Thank you for your email. The Msunduzi Environmental Unit has been contacted, and a meeting held to discuss the projects. Msunduzi subsequently submitted formal comments on the proposed projects in terms of the Msunduzi EMF (see items 61, 62 and 63 below). The Msunduzi EMF and uMgungundlovu draft EMF have been taken into consideration in the specialist vegetation assessment (Appendix D5) and carried through as required to the BA report (Chapter 8).

			Also, please note that there is a draft EMF for the uMgungundlovu District. This source document must be used during the various environmental authorisation processes to identify, confirm and assess possible environmental impacts which have been considered and mapped in the compilation of the District EMF.	
9	2018-05-24 Email	Mr Hilton Spurgeon Landowner	Our property, part of Uitkomst and Doornrug Farm 3 on D12, borders the freeway between Durban and Pietermaritzburg. We are very concerned about being expropriated again!	The proposed new interchange will require land acquisition to enable SANRAL to widen the road reserve. However, it is unlikely that this land acquisition will require the acquisition of the entire properties, rather only portions thereof. The engineers for the N3 widening have indicated that at this stage, no expropriation of your property is envisaged as an engineered solution can avoid this. [Please note that this response does not consider any other land requirements for the proposed Cato Ridge Logistics Hub development which is subject to separate investigations and licensing processes by the Cato Ridge Logistics Hub Consortium].
10	2018-05-24 Email	Mr John Forbes John Forbes Associates	Please would you register me as an I&AP (I have attached your completed registration form). I am immediately involved with a development flanking the N3 where the D157 crosses the N3 but, in addition, as a planner, I have a general interest along the length of the N3. A particular concern is access to the N3 from the new interchange between Hammarsdale and Cato Ridge as indicated in the most recent Cato Ridge LAP 2018. This includes access to Eddie Hagen Extension to the new interchange from the D157 which will involve the crossing of a drainage line/wetland between Portion 30 and Portion 49 of Uitkomst and Doornrug No 852.	Mr Forbes was registered as an I&AP and sent the details of the forthcoming Public Open Day. The areas and roads referred to by Mr Forbes are on the north side of the N3 and road linkages to the N3 form part of the proposed Cato Ridge Logistics Hub. This proposed development is subject to separate investigations and licensing processes by the Cato Ridge Logistics Hub Consortium (CRLHC). Mr Forbes' comment has been forwarded to the CRLHC.
11	2018-05-26 Email	Jean-Claude Desfontaines	Please send further information/updates on this project as I live and work in the affected area.	Mr Desfontaines was registered as an I&AP on the project database and, therefore, will receive all project documentation as it becomes available for public review. Please refer to the BA report that covers your area of concern.
12	2018-05-28 Public Open Day	Mr Mngqobi Gwala Landowner	How is my property (26 Agnes Road, Cato Ridge) affected in terms of access?	Once the new I/C near the D12 is constructed (refer to BA3 Hammarsdale to Cato Ridge) the east facing ramps at the existing Cato Ridge Interchange will be closed. This is required as the weaving distance between the offramps of the new I/C and the onramps of the existing Cato Ridge I/C (and vice versa) will be below the required length for safe weaving. This will affect access for everyone who currently uses the existing Cato Ridge I/C. The closure of the east facing ramps

				will necessitate all vehicles from Cato Ridge (either light or heavy) wishing to travel east on the N3 having to travel on a new proposed service road linking the new D12 interchange and located adjacent to the N3 northbound carriageway and link to the alignment on the closed north bound off-ramp.
13	2018-05-28 Public Open Day	Mr Hilton Spurgeon Landowner	<p>1. The addition of one more lanes on the N3 will bring trucks closer to our house and increase noise which is already bad.</p> <p>2. With the previous expropriation we were promised two rows of trees which never grew.</p> <p>3. We are concerned about the additional foot traffic past our property due to increased industry and labour. We are also concerned about increased vehicle traffic as our drive way entrance is on a blind corner.</p>	<p>1. Please refer to Item 6 for a response regarding noise.</p> <p>2. SANRAL has indicated that this must have been part of the original N3 construction, but SANRAL does not have any information confirming this.</p> <p>3. This comment is relevant to the proposed Cato Ridge Logistics Hub. This proposed development is subject to separate investigations and licensing processes by the Cato Ridge Logistics Hub Consortium (CRLHC). Mr Spurgeon's comment has been forwarded to the CRLHC.</p>
14	2018-05-28 Public Open Day	Mr Korf Stoltz RCL Engineering Executive - Consumer Division	Concerning the access underpass 2 km south of Lynnfield, the underpass is too low to enable trucks with containers to pass through. Please lower the underpass road.	The proposed upgrade of the road does not impact or reduce the height of the existing underpass as the underpass will only be lengthened.
15	2018-05-28 Public Open Day	Cllr/Mrs PN Maphanga Mkhambathini Local Municipality Ward 3	As a councillor I am very concerned about the development brought in the community. Therefore, I would like to request that for every development done in the above mentioned area, I should be consulted for the smooth running of the project. I also request that local people be given first preference in terms of labourers' employment as a way of taking ownership of the development project brought in the area and as a way of poverty alleviation (for the said period of time during construction). My sincere appreciation and my blessing are given for the project.	<p>The EAP has followed the regulated environmental authorisation process, which requires the identification of and engagement with local councillors (in this case, Councillor Maphanga).</p> <p>SANRAL's procurement policies requires the optimisation of the use of local labour. The sourcing of labour will be done by contractors within the provisions of these policies. In terms of SANRAL's 14 point plan, a structure will be established, including municipal representation for employment, labour, small contractors and suppliers.</p>
16	2018-05-29 Public Open Day	Mrs Mary Anne Fanner	Happy with what I have seen re BA 5. Thank you.	Noted.
17	2018-05-29 Public Open Day	Dr Deborah Jewitt Landowner	2 Sandland Close (Corner Pope Ellis), Ashburton RE: DP Servitude vs. Purchase (preferred) Valuation access from Kudu drive (secondary access).	<p>This issue has been raised by Dr Jewitt and will be addressed directly by MAJV/SANRAL in their negotiations.</p> <p>Land required for the extended road reserve will be purchased (i.e. SANRAL will not be registering servitudes for the road reserve, albeit other service providers may require servitudes for realigned services such as water, electricity, communications, etc). The decision by SANRAL whether to acquire part of properties or full properties will be determined by the extent to which properties are affected by land acquisition. This will be determined on a case-by-case basis.</p>

18	2018-05-29 Public Open Day	Ms Corrine Moodley Landowner	We have second dwelling at the bottom of our property. According to the design plans (road) our building will be affected.	Naidu Engineers and Ms Moodley discussed the impacts of the land acquisition based on preliminary design layout plans, on 29 May 2018 during the Public Open Day. Once the final design has been approved by SANRAL, the land acquisition will be discussed in detail with Mrs Moodley as part of the land acquisition consultation process.
19	2018-05-29 Public Open Day	Ms Barbara Ruth Dlamini Landowner	I am worried about: 1. The extra noise that will be involved during construction (noise pollution). 2. Movement of my fence. 3. The cracks that might be caused by the excavations.	 1. Increased noise. Please refer to Item 6. 2. Damage to and movement of fences. Existing fences (and boundary walls) between the N3 and neighbouring properties will be protected. Where land is being acquired due to expansion of the road reserve and existing fences and boundary walls need to be removed, SANRAL will provide a new fence/wall to the minimum standard of the current fence/wall, as part of the works contract. This will be at SANRAL's cost. 3. Damage/cracks to buildings. Where it can be proven that construction activities have resulted in cracks or damages, SANRAL, through the appointed contractors, will be liable for compensation or repairs. Prior to any potentially damaging construction activities, e.g. blasting, the contractors will undertake asset condition surveys to establish the baseline condition of potentially affected infrastructure. Any reported damages will be evaluated in terms of this baseline.
20	2018-05-29 Email Sent	Mr Sipiwe Madlala Landowner	1. As you will be using heavy machinery, if our house cracks, who is going to be responsible for repair? 2. Are you going to build a wall between houses and the N3?	1. House cracks. Please refer to Item 19. 3. Walls. Where the need is indicated for safety reasons, SANRAL will negotiate with property owners concerning the construction of new walls between the N3 and adjacent properties. In general, only the existing walls that are affected will be replaced. 4. Please refer to Item 19 for a response concerning existing fences and boundary walls.
21	2018-05-29 Public Open Day	Mr Martin Corcoran Bar Circle Ranch Farmer	1. Blasting - Game Farm.	1. All blasting is governed by blasting regulations and is undertaken by a certified master blaster. One of the protocols to be followed concerns communication with neighbours to enable them to prepare for blasts. In this instance it would require the movement of game from potentially sensitive blast zones. In the event that an animal death due to blasting is proved, SANRAL, through its Contractors are liable for the payment of

			<ol style="list-style-type: none"> 2. Line of trees for sound barrier will be destroyed. 3. Proper Entrance for farm (16 Farms) - not 3,5 m high culvert. 4. Pipelines (Water and Petronet). 	<p>compensation.</p> <ol style="list-style-type: none"> 2. The existing tree barrier would need to be replaced or an alternate sound barrier established (please refer to Item 6). 3. Discussions are being held for an alternate farm road access. 4. Services infrastructure that is affected by the upgraded N3 will be realigned.
22	2018-05-30 Email	Mr Hilton and Mrs Sherill Spurgeon Landowner	<p>I would like to clarify that when I refer to the extra foot traffic on the D12 because of the increased Industry and work force, I am concerned about an increase in crime. We have lived on our property since 1993 and have had the absolute minimal crime - three 3 minor incidents in 25 years. When the companies in the Nordic Complex on the D157 are employing, we have groups of up to 50 guys sitting outside the complex on the side of the road hoping to get a job. With their location, there is at least the security from Value Logistics. This will obviously now be the same on the D12 and, for all the unsuccessful ones, they will then be wandering around the area. It creates a situation for opportunists to come onto my property.</p> <p>The strikes are also a problem - when Value Logistics had their uproar because they did not employ locals, they were burning tyres and putting rocks in the road. Again, there are no private residences in that area but, in this case, it will make us very vulnerable as we are quite isolated.</p>	<p>This comment is relevant to the proposed Cato Ridge Logistics Hub. This proposed development is subject to separate investigations and licensing processes by the Cato Ridge Logistics Hub Consortium (CRLHC). Mr Spurgeon's comment has been forwarded to the CRLHC.</p> <p>Local labour recruitment by contractors for the N3 upgrades will be undertaken offsite through labour desks. Nevertheless, experience shows that labour issues are a reality and do manifest on site. For this reason, all contracts make provision for security (for contractors, construction sites).</p>
23	2018-05-30 Fax	Mr Marthinus Bekker Landowner	<ol style="list-style-type: none"> 1. Possibility of loss of portion of land next to N3 as well as R103. 2. Underpass on R103 currently existing as animal subway used to link the two portions of my land adjacent to the R103. 3. Relocation of access road to my house as well as access road for my neighbours Hardman and Rigby. 	<p>Mr Bekker's property is described as – Remainder of 596 of the farm Vaalkop and Dadelfontein No. 885. Two underpasses are found on/ adjacent to this property. The first is on the <u>N3</u> at km 31.2 - Mr Bekker has confirmed that this underpass does not affect him or the operation of his farm. The second is on the <u>R103</u> which links two portions of Mr Bekkers property. Mr Bekker has communicated the importance of retaining full use of this underpass as he uses this to traffic his livestock from one side to the other. Also Mr Bekker raised concerns with the lengthening of the underpass as he explained that his animals will refuse to enter a dark corridor should the lengthening be excessive. As part of the design, cognisance will be given the determine how to lighten up the structure, either by natural light or lighting to be designed.</p>

24	2018-05-30 Email	David Rigby Best Vest 166 CC	<p>SUB 603 (of 596) OF THE FARM VAALKOP & DADELFontein 885. OWNER – BEST VEST 166CC DEVELOPMENT – Acaciadale Retail & Eco-Tourism Development, located within the Mkhambathini Local Municipality in Umgungundlovu District.</p> <p>The above project (DC22/0055/2007) has been authorised by the KwaZulu-Natal Department of Economic Development, Tourism and Environmental Affairs (see attached authorisation). A SPLUMA application has been submitted to the Mkhambathini Local Municipality. The municipality requires an updated response from SANRAL, further to the original response hereby attached.</p> <p>We want to proceed with our development and request a response from you as soon as possible.</p>	<p>The EAP has followed up on this matter via various correspondences with Mr Rigby and with SANRAL. The EAP received the requested original letter, with attachments, from Mr Rigby and has passed these on to SANRAL for attention.</p> <p>This matter concerns SANRAL's comments on a SPLUMA application for the proposed retail and eco-tourism development and further communication on this matter will be submitted directly by SANRAL. SANRAL are currently assessing the proposal.</p>
25	2018-05-30 Email	Mr Ismail Cassimjee Nguni Capital	Please keep me informed about the Chatterton Interchange.	Mr Cassimjee has been registered as an I&AP on the project database and will be kept informed by the EAP during the environmental assessment process. Specific reference to Chatterton I/C can be found in Section 3 and Appendix A of this BA report.
26	2018-05-30 Email	Tim Mason Secretary Camperdown and District Ratepayers Association	As I was unable to attend your road shows, I would be grateful if you could email me the relevant maps of the proposals for Cato Ridge, Camperdown and Umlaas road junctions.	The relevant maps were sent to Mr Mason on 23 July 2018. Please refer to Section 3 of the BA report for a project description and to Appendix A for drawings of the proposed I/Cs.
27	2018-05-30 Public Open Day	Dr JE Peter Green Scottsville Residents & Ratepayers Association (SRRRA) Chairman	Concern re trucks accessing Cleland Road from Market Road along what is mainly a suburban road (i.e. Cleland Rd).	Cleland Road is planned as a future arterial linking Hayfields to Ashburton through the planned servitude. It will therefore become a busier road.

28	2018-05-30 Public Open Day	Mr Patrick van Zyl	Heavy vehicle accidents/tyre blowouts etc causing damage to windows and swimming pools.	<p>Vehicle accidents creating risks and damages to property. The proposed upgrade of the N3, by providing additional lanes and improving road safety through design, will contribute to a safer national road which should assist in reducing the risk of accidents. However, accidents do occur and where these cause damages to third parties, police investigations will inform courts of law as to who is the liable party. Insurances (private, company, third party and/or the road accident fund) are in place for monetary compensation.</p> <p>Damage/cracks to buildings and structures Please refer to Item 19.</p>
29	2018-05-30 Public Open Day	Ms Karen Moodley DAFF – Directorate: Forestry Regulations and Support	Please send shapefiles/kml files for the route and environmentally sensitive areas along the route.	Thank you for your attendance at the Public Open Day. Shape files and kml files were emailed to your office on 1 June 2018 and 20 July 2018.
30	2018-05-30 Public Open Day	Mr Craig Grimmer	<ol style="list-style-type: none"> 1. Traffic noise in residential areas. 2. Pollution from increased traffic volumes. 3. Safety of properties on the proposed road boundary. 	<ol style="list-style-type: none"> 1. Noise. Please refer to Item 6. 2. Air Pollution. The increase in vehicle emissions results from an increase in traffic volumes over time and is not a direct impact of the widening of the N3. When the road is widened, the source of vehicle emissions (carbon dioxide and nitrous oxide) will encroach closer to residences than previously and may cumulatively contribute to existing air pollution levels. However, the concentrations/dilution of emissions and other air pollutants at different positions along the N2 and N3 will vary depending on topography, prevailing winds and weather conditions. Indeed, some areas where previously there was congestion may improve with respect to emissions, as free flowing traffic is likely to decrease the concentration of exhaust emissions. 4. Property safety. Boundary fences/walls will be retained or replaced. Where there are currently no walls SANRAL's standard road reserve boundary fence will be erected. .. Similarly, where the need is indicated, guardrails, screens, etc, will be constructed for purposes of enhancing safety of road users and those living adjacent to the N3.

31	2018-05-30 Public Open Day	Mrs Thokozani Lorrain Dlamini/Mbongwa	Please inform us about any changes/decisions to be taken since our property will be affected.	Mrs Dlamini/Mbongwa is registered as an I&AP on the project database and will be kept informed by the EAP during the various phases of the environmental assessment process. Please refer to the BA report covering the section of N3 relevant to your property. This will contain engineering drawings which show the planned upgrades and an assessment of potential impacts of the road upgrade on adjacent properties. SANRAL's land acquisition team has been/will be in direct contact with you, should SANRAL need to acquire part or all of your property.
32	2018-05-30 Public Open Day	Mrs O Sanelisiwe Ndlovu Msunduzi Municipality Manager- Special Programs	Please see previous correspondence with SANRAL dated 2312/2013 (MAJV).	ACER has requested both Mrs Ndlovu and SANRAL to provide this correspondence so that it can be responded to. However, neither party has been able to trace the original letter, as yet.
33	2018-05-30 Public Open Day	Mr Martin van Aswegen	Why don't they pay the owners? The same(illegible)... instead of some people more than others? Big land no money, small land big money – R 150 per meter, other R 33 per meter.	Unfortunately, parts of this comment are illegible. However, it is clear that the comment refers to land values related to land acquisition. All SANRAL's land acquisition is undertaken within the provisions of the applicable laws at the time. The land values are based on market value in the area at the time of negotiations. Several factors are taken into account by professional valuers and final rates negotiated with affected property owners on an individual basis. Should either party feel aggrieved, the matter can be referred to a court of law for a decision.
34	2018-05-31 Email	Mr Brian Millard	<p>Thank you for an interesting public presentation on Wednesday 30/5/2018 at the Maritzburg Golf Club regarding the proposed upgrade of the N3 between Hammarsdale and Pietermaritzburg.</p> <p>I noted that there is a proposed interchange at the existing Twickenham Road Underpass at the northern end of the project.</p> <p>To enable me to appreciate the implications of the proposed interchange, it would be appreciated if you would please make available to me a copy of the plan (drawing) showing the proposal. This will enable me to comment on this aspect.</p> <p>A copy of the drawing could be collected at the SANRAL office in Pietermaritzburg. Would you also supply me with the name of the consultant for the proposed interchange?</p>	<p>The drawing was supplied to Mr Millard on 6 June 2018.</p> <p>All I&APs should please note that the BA reports contain all the necessary engineering drawings to enable informed comments for purposes of this environmental assessment. Further, please note that going forward, individual drawings cannot be reproduced for each I&AP requesting the same.</p>

35	2018-05-31 Email	Ms Nora Choveaux Land Matters Director	<p>Please register Land Matters as an interested and affected party for the application for environmental authorisation for the proposed capacity improvements to N3.</p> <p>Land Matters is currently preparing an application to amend the environmental authorisation for a development that lies adjacent to the N3 near the Lynnfield Park interchange. The property descriptions are Remainder of Portion 592 and Portion 621 (of 592) of the farm Vaalkop and Dadelfontein.</p> <ol style="list-style-type: none"> 1. I attended the public meeting at the Martizburg Golf Club last night. I mentioned the project to one of the engineers involved in the upgrade of the Lynnfield Park I/C and the widening of N3 to the bridge over the Mpushini River. He enquired about the plan to manage storm water run-off from the N3. He expressed his concern that the water will flow onto the development site. He was asking the wrong person! 2. Please will you inform me of a) the plan to manage storm water from the road surface of the N3 in the vicinity of the development and b) the expected residual negative outcome that may need to be accounted for in the design of the storm water management plan for the development. 	<p>Ms Choveaux is registered as an I&AP. The responses hereunder are from NME</p> <ol style="list-style-type: none"> 1. At the Public Open Day, the engineers enquired from Ms Choveaux if she, as their environmental consultant, is aware of how Delca Systems (Developers of Vaalkop/Dadelfontein) intends to deal with the stormwater runoff of the N3. Ms Choveaux mentioned she is unsure and the engineers indicated that they would request Delca's latest information, as there have been revisions to the development. The engineers are aware from whom to source the information. 2a. The stormwater of the N3 is currently managed by means of a culvert system where culverts are located at +/-100-150 m c/c. Longitudinal V-drains and K/C combinations drain the N3 runoff and are let out at these structures and via down chutes into toe drains. These existing culverts then drain to the existing streams/river. This situation will remain. In particular, there are currently two dams and a stream where water drains onto their (the development) property. This scenario will not be changed. However, with the Delca systems development, the land use will be changed, and levels will be adjusted. They, therefore, need to indicate to us how they will be dealing with the water draining naturally onto their property from the N3 and should be providing us with the way forward in terms of this. 2b. The post development flows will be the same as the pre development flows. The engineers are intending to attenuate stormwater in areas to achieve this.
36	2018-06-04 Email	Ms Mary-Ann Niemack Landowner	<ol style="list-style-type: none"> 1. How wide is existing road reserve? 2. How wide is proposed road reserve (in red on the drawings)? 3. Property borders Woodhouse overpass-then southbound (towards Durban) about 300 m. 	<ol style="list-style-type: none"> 1. The existing road reserve is not a constant width and changes frequently along the N3. On average, the road reserve is approximately 65m. 2. The road reserve will be widened to an approximate width of 100m, but may change depending on interchange requirements or cut/fill embankment requirements. 3. As indicated in subsequent telephone discussions with Ms Niemack, the engineering drawings for the area around Woodhouse Bridge are still being finalised. Property boundaries will be impacted, but currently, indications are that no building will be directly affected. However, once the design is

				finalised, affected property owners will be directly contacted by SANRALs land acquisition team.
37	2018-06-04 Email	Mrs Perrene Joubert Landowner	<p>Mrs Perrene Dale Joubert has the following concerns about the proposed capacity improvements, especially BA6, and would like written correspondence feedback regarding the following:</p> <ol style="list-style-type: none"> 1. This road will be extremely close to the properties along the route with specific reference to No 100 Chase Valley Road, Chase Valley, Pietermaritzburg. 2. Due to the close proximity, this poses potential threat/danger/damages to the property owner, the occupants of the property and the property itself in the event of a vehicle accident between light motor vehicles or heavy duty vehicle/trucks. 3. The noise factor related to the close proximity of the proposed road is yet another aspect to be taken into consideration, as well as the potential environmental threat regards hearing and health related aspects for the affected persons. 4. Furthermore, SANRAL will be accountable for any threats/dangers/damages/health risks to the property holder, the occupants and to the property at No 100 Chase Valley Road, Chase Valley, Pietermaritzburg. 	<p>This response provides the requested written response.</p> <ol style="list-style-type: none"> 1. The distance from the new road reserve to the current boundary of No 100 Chase Valley Road is 30 m. The position of the new road reserve to the property boundary will be approximately 21m. 2. The proposed new road edge will be 3.5m closer to the existing property boundary. Due to the topography and location of this property, guard rails will be provided. The immediate road on the N3 next to Chase Valley Road will be a collector road where vehicle will travel at reduced speeds. This collector road will also have limited heavy vehicles on it. There will also be an Armco barrier between the N3 mainline and the collector road, which will in effect provide a double barrier between the N3 and Chase Valley Road, should there be an accident on the N3 main line. It must also be noted that Chase Valley Road passing immediately in front of this property, will remain in place. It is also important for all I&APs to differentiate responsibilities of SANRAL as "road service provider" and road users, who may drive irresponsibly. Note that, as part of the N3 upgrade, an alternate alignment is being considered around Townhill to limit the number of heavy vehicle accidents. 3. It is possible that the noise level and the high volume of traffic currently using Chase Valley Road will be reduced as a result of the upgrade. See also, item 6 above. In terms of safety, please see (2) above. 4. Please see Item 28.
38	2018-06-04 Email	Mr Brian Millard	The following are some comments regarding the proposed roadworks required to upgrade the N3 between Hammarsdale and Pietermaritzburg.	

		<p>1. The upgrading of roads, particularly national routes, will be an advantage to the travelling public and an asset to the community.</p> <p>2. It has become noticeable over time how the traffic volumes have increased on the N3. Part of the reason for the increase in traffic volumes is the heavy vehicles carrying goods. It is considered that some of the goods should be conveyed by rail.</p> <p>3. The question has to be asked why Transnet is not providing an acceptable service for the conveyance of goods as it has done in the past?</p> <p>4. The heavy vehicles, some of which are overloaded, increase the rate and costs of maintenance.</p> <p>5. Is SANRAL carrying the cost and relieving Transnet of its responsibilities?</p> <p>6. The decrease in the number of heavy vehicles would result in a reduction in maintenance costs for SANRAL and provide a safer road free of multiple accidents.</p> <p>7. Reference has been made at the Public Presentation that SANRAL will be providing lighting along the N3. An explanation would be appreciated why electricity and lighting are now required on the N3?</p> <p>8. Reference has been made in the written documents to the “widening of existing box culverts”. How is the traffic to be accommodated when the road is excavated to allow for the “widening” of the culverts? Is it intended to mean the “lengthening” of the culverts beyond the road edges (i.e. between the shoulders of the northbound and southbound lanes)?</p> <p>9. The various construction projects on the N3 will require a well-considered and implemented TRAFFIC CONTROL SYSTEM. This will avoid traffic delays, frustrations and provide a necessary safety measure. Some indication of how SANRAL will implement the</p>	<p>1. Noted. This is part of the project motivation.</p> <p>2/3. SIP2 projects of which the proposed N3 capacity improvements are the backbone, focuses on the management of the projected growth in freight along the corridor between Durban and Gauteng. Importantly, SIP2 considers inter-modal transport options including both road and rail. In this context, it is true to say that the road options are more advanced in planning than the rail options. Transnet does have a Road to Rail strategy to attract rail friendly cargo back to rail. Please refer to Section 4.1 of the BAR.</p> <p>4. Vehicle overloading does lead to accelerated road damage and deterioration. For this reason, the curbing of overloading vehicles is a key policing activity of the road traffic authorities countrywide (and not just the N3).</p> <p>5. Please see response Number 2/3 above.</p> <p>6. Please see response Number 4 above. In addition, fewer vehicles, particularly heavy vehicles potentially could result in fewer accidents. Equally, however, fewer accidents are projected as a result of an improved road capable of handling predicted traffic volumes.</p> <p>7. Internationally, it has been shown that lighting does reduce the number of accidents on freeways, dependant on the volumes of traffic. Due to the substantial volumes of vehicles between Durban and Pietermaritzburg (between 45 000 – 110 000 veh/day) including a large percentage of heavy vehicles, lighting will reduce the number of light vehicle accidents during night conditions. Light efficient luminaries, eg LED’S are being investigated.</p> <p>8. It is intended to mean the lengthening of the culverts beyond the road edges (i.e. between the shoulders of the northbound and southbound lanes).</p> <p>9. There will be substantial press releases informing the public of the impact and delays during construction. The intention is to temporarily widen the south bound carriageway and accommodate two lanes of traffic in each direction. Where there are steep gradients, up to 3 lanes per direction will be provided. Once the north bound carriageway is constructed, traffic will be</p>
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		<p>“Traffic Control System” at various sites during construction would be appreciated. It is important that at least two lanes remain open during the upgrade of the N3.</p> <p>10. The following enquiries result from information contained in the documentation. Response to the following questions would be appreciated.</p> <ul style="list-style-type: none"> i. Blasting. Have areas been identified where blasting will be required? If so an indication of the areas requiring blasting would be helpful. ii. Bridge jacking. An indication which existing bridges will require jacking will be helpful. iii. Wing walls to existing culverts. Will the wing walls to the existing culverts that require extending be removed and not buried? iv. New Interchange at D12 overpass. An indication of what D12 represents would be helpful. v. Replacement of two existing overpass structures and the Cato Rail Bridge. Are the existing structures to be demolished? vi. Chatterton Road Interchange and Circle. Some information and clarity on the proposed interchange and circle would be appreciated. vii. Proposed Twickenham Road Interchange using the existing underpass structure. Further comments on the proposed Interchange will be submitted on receipt of a copy of the plan that was displayed at the Maritzburg Golf Club Public Open Day on 30 May 2018. <p>11. An indication of the progress of the proposed route for a local bypass in the Liberty Midlands Mall area and involving the Town Hill portion of the existing section of</p>	<p>diverted onto it so that the south bound carriageway can be upgraded similarly. The intention is that when accidents occur during construction, alternate routes can be used to divert traffic.</p> <p>10. For all technical questions raised by Mr Millard, it is important to understand that detailed design is in progress. Therefore, responses are not final and are the best indication at this time.</p> <ul style="list-style-type: none"> i. Blasting. This will be required at several locations along the N3 under consideration, e.g. between Hammarsdale and Cato Ridge. However, all locations potentially requiring blasting and, particularly, the blasting methods, must still be finalised (the latter will occur only once construction has commenced and a specialist blaster has been appointed (it is the blaster who takes responsibility for the blast)). ii. Bridge jacking. Bridges requiring jacking must still be identified and quantified. Importantly, all existing interchanges, except at Cato Ridge, will be demolished. iii. Existing wing walls will be demolished, and the rubble used as fill or disposed at licensed waste facilities. iv. D12 refers to District Road 12 in the Cato Ridge area (near the Engen Cato Ridge 1-Stop (southbound)), where the district road crosses over the N3, i.e. the D12 overpass. v. The 3 existing structures will be demolished and replaced with new structures. vi. The upgrading of Chatterton Road Interchange concept had been cancelled and the proposal for the conversion of Twickenham underpass to an interchange has replaced it. Also refer to item 45. viii. Noted. <p>11. SANRAL has commissioned investigations into the “Pietermaritzburg Ring Road” which are less advanced than those for the N3 capacity upgrades. Nevertheless, the ring road does form part of longer-term planning for the</p>
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			the N3 would be helpful.	capacity improvement of the entire N3 between Durban and Gauteng. The public will be notified about these proposals in due course.
39	2018-06-05 Email	Mr Mxolisi Ngcungama Landowner	I am affected by the proposed extension and have been approached by your agents for the possible sale of a portion of my land for your road. My property is 30 Nyala Drive (portion 12 of 87) Ashburton.	Mr Ngcungama has been registered as an I&AP and will be kept up to date as the project progresses. SANRAL's land acquisition team will deal directly with Mr Ngcungama concerning land acquisition matters.
40	2018-06-05 Email	Mr Mark Puttick Mark Puttick & Associates Urban and Regional Planners	<p>Please note that my views do not officially represent those of the school committee (New England Pre Primary School) and I have no mandate to represent it.</p> <p>As discussed, New England Pre Primary School, which has served the city's residents with distinction for nearly 50 years and has recently pioneered the integration of a class for children with special needs, will not be able to continue operating from its current premises due to the planned N3 road improvements and the associated further upgrading of the N3/New England Road interchange.</p> <p>Whilst I, on behalf of my wife, and the Parents Committee have engaged SANRAL on this issue since mid-2015, it became evident from discussions with SANRAL officials at the Open Day information forum that SANRAL has not initiated any attempt to negotiate the acquisition of the recommended alternative site from the municipality nor do they intend to get involved in the construction of alternative premises for the school.</p> <p>Incidentally, Site 1 owned by SANRAL that was investigated by the School Committee and referred to in the attached letter is no longer available as SANRAL subsequently allocated it for another purpose.</p> <p>No doubt you will concur that a school cannot be simply be shut down or treated in the same manner as a residential dwelling where an owner is simply paid compensation to enable the person to acquire alternative accommodation. I am of the view that consideration also has to be given to the fact that the school, which is independent and receives no form of state funding, does not have the skills to manage a</p>	<p>This BAR has recommended that, in the case of the New England Road Pre-Primary School, SANRAL are obliged to ensure that the affected party is compensated for the cost of re-establishing the Pre-Primary school at a different location as well as assisting in the identification and/or re-zoning of suitable alternative land. Importantly, the school cannot be closed and construction cannot commence until such time as SANRAL have put in measures to ensure that the livelihood of the affected party will not be compromised by the project (i.e. until such time as a new school has been constructed and occupied SANRAL cannot impact on the pre-primary).</p> <p>At this point, SANRAL has met with the principal of the pre-primary school and has discussed the implications of the proposed upgrade. The process of compensation was discussed in terms of the official engagement with professional valuers, who will act on SANRAL's behalf. The compensation will be based on market value of the land and all other components contributing to the financial loss associated with the proposed acquisition. NEPPS will have to consider its own options to purchase land. However, with regards to the acquisition of alternate land, SANRAL has agreed to assist the owner/s with a written intent to acquire their property which could be used as motivation to the municipality to make land available for the relocation.</p> <p>Refer also to item 5 above.</p>

		<p>project such as the construction of a new school and has very limited resources which, again, makes the situation different to a home owner being appropriately compensated to either buy or build a new home.</p> <p>Clearly, new premises need to be secured and a new school needs to be built and become operational before the existing premises can be made available for the proposed road construction activities. I am of the view that this is in accordance with legal precedents which require alternative accommodation to be provided before a long standing lawful occupant of land can be evicted.</p> <p>It was hoped that SANRAL would facilitate the relocation of the school and the school committee, although having strong historic and sentimental ties to the existing premises, engaged with SANRAL officials in good faith and were willing to fully cooperate with SANRAL on condition that the school was re-established on an appropriate site.</p> <p>Although officials appeared to be initially receptive to this course of action, this no longer seems to be case and it would appear that SANRAL would prefer to offer monetary compensation and it will be left to the school to secure and construct alternative premises.</p> <p>As you are aware, securing appropriately zoned land is not an easy process, particularly, as in the case of the preferred alternative site, the land is owned by the municipality.</p> <p>Whilst the school committee has no leverage when dealing with the municipality, SANRAL has considerable leverage as the relocation of the school can be framed within the context of a necessary quid pro quo for the upgrading of the N3/New England Road intersection which will benefit the city as a whole. SANRAL also has the ability to close the on and off ramps of the intersection if it is unable to undertake the required upgrades. This leverage could be successfully used to secure the required alternative site.</p> <p>Although SANRAL officials informed me at previous</p>	
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		<p>meetings that the road improvements would only be required between 2025 to 2030, at the Open Day officials indicated that works are now planned to commence in 2021.</p> <p>As a result, the matter of securing an alternative site for the school has become extremely urgent and I am of the view that it should be treated more seriously by SANRAL due to the time frame that will be required to secure and construct new premises for the school. In this regard, SANRAL has apparently done nothing to address this matter during the last two and half years.</p> <p>As you can understand, I am aware that the school committee is rapidly losing faith in SANRAL and may be forced to consider recourse via other channels in order to ensure the survival of the school. Clearly this course of action would be detrimental to the project and could adversely affect the planned construction dates.</p> <p>As an aside, has consideration been given in the EIA to strategic level alternatives to reduce the volume of freight moved by road instead of having to continually upgrade the capacity of the N3. In this regard, trucks could be carried on semi open rail wagons in the same manner as the shuttle service operating on the Eurotunnel line. Although this would probably require the jacking of existing bridges over the main lines, I am of the view that the associated costs of this, coupled with the saving of road maintenance costs, would compare favourably with the costs of the current strategy of road expansion and high maintenance due to the damage caused by trucks.</p> <p>The operation of a shuttle service on the main rail lines would help to address concerns about the security of unaccompanied containers and goods whilst affording the same level of flexibility for the collection and delivery of goods at rail termini as provided by the current road system.</p> <p>As you will agree, substantially reducing the volume of freight traffic carried by the freeways would have significant benefits</p>	<p>Strategic Alternatives: SIP2 projects, of which the proposed N3 capacity improvements are the backbone, focuses on the management of the projected growth in freight along the corridor between Durban and Gauteng. Importantly, SIP2 considers inter-modal transport options including both road and rail. In this context, it is true to say that the road options are more advanced in planning than the rail options. However, this does not mean that there are no similar rail planning options being addressed by Transnet. Road and rail are complementary options rather than competing options. Please refer to section 4.1 of the BAR.</p>
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			and cost savings and contribute to the sustainability and profitability of the rail service.	
41	2018-06-06 Email	Mr. Mark Puttick Mark Puttick & Associates Urban and Regional Planners	<p>Mr Puttick updated his first submission. I met with municipal land management officials today and was very disappointed to learn that SANRAL has been engaging with the municipality to acquire municipal owned land affected by the interchange upgrade and for land located on the opposite side of the interchange (next to Site 1 detailed in the school committee's letter) in order to facilitate the construction of new offices. However, the issue of the land required for the relocation of new England Pre-Primary has not been raised by SANRAL to date.</p> <p>The municipal officials concur that the only chance of success in relocating the school to council owned land is for the proposed alternative school site (Site 2) to form part of SANRAL's request for land affected by the N3 upgrading project and have undertaken to raise this with SANRAL accordingly.</p> <p>Unfortunately, this is yet another example of organisations undermining their credibility whilst wondering why the public has no faith in any of the assurances or commitments which are given in response to concerns raised during public consultation processes and even complying with conditions of approval.</p> <p>I will continue to monitor the situation to see if the municipality successfully engages with SANRAL regarding this matter.</p>	Refer to item 40 above.
42	2018-06-06 Email	Mr Steven John Browne Landowner	I am speaking on behalf of my parents Val & Dennis Browne of 12 Munro Avenue, Northern Park. Please note that we would like to be kept fully informed of all information on this proposed development.	Mr Browne has been registered as an I&AP on the project database and will be kept informed by the EAP during the various phases of the environmental assessment process.
43	2018-06-07 Email	Mrs Beverley James Trident Refractory Specialists	I spoke to you earlier about our business premises and how we were approached quite a few years back by a company called Hatch Goba about our business premises being acquired for the new improvements to National Route 3 (N3) from Hammarsdale to Pmb. We presented to them the impact this would have on our business from a financial	<p>At the time of this email correspondence, the EAP indicated that the designs were not final and that they had changed from the original proposals. The submission was forwarded to SANRAL who indicated they would contact the I&AP directly to discuss the new design and the impact on the business.</p> <p>MAJV, who are the appointed property service providers on behalf of SANRAL,</p>

			<p>point.</p> <p>We then (a while later) approached SANRAL themselves and I have sent you some correspondences that we got back from SANRAL. Myself and my husband Ashley James are the owners of the business premises and the address is 53 Queen Elizabeth Road, Camperdown.</p>	<p>are currently engaging affected landowners in the Camperdown area and will in due course be in touch with Mrs James.</p>
44	2018-06-07 Email	Mrs Nomandla Mkhize Director of Zembube 21	<p>Pease ensure that the contractors in the areas proposed for upgrades must be included or informed when construction is to commence.</p>	<p>SANRAL shall follow its 14 point plan in terms of setting up a project liaison committee. A database may be set up for small contractors from within local areas. SANRAL is still engaging with National Treasury on how exactly the 30% subcontracting shall apply and whether the database shall be National Treasury's Central Supplier Database.</p>
45	2018-06-07 Email	Mr Brian Millard	<p>N3 UPGRADE: HAMMARSDALE TO PIETERMARITZBURG: PROPOSED TWICKENHAM ROAD INTERCHANGE: ATHLONE: CONCEPT DESIGN</p> <p>The proposed interchange utilizing the existing Twickenham Road Underpass involves roadworks on both sides of the N3. The roadworks fall largely within the surrounding residential area. It is not clear at this stage whether private residential properties and vacant land will require expropriation. The development of the proposed interchange in a predominately residential environment should be given serious consideration before proceeding to the next stage of the project. A Traffic Impact Assessment (TIA) should be undertaken. This will give a better indication of the volume and the direction of the traffic flow. The recent extension to the Midlands Liberty Mall may result in additional roadworks in the vicinity of the Pietermaritzburg Liberty Mall. The access roads to the mall appear to be under pressure.</p>	<p>The proposed interchange will require works on both sides of the N3 and will require minimal land acquisition by SANRAL. Importantly, a Traffic Study was commissioned several years ago and the results of this study indicated the urgent need for capacity improvements to the N3 and various interchanges. The traffic study incorporated all interchanges, surrounding municipal roads, proposed future roads upgrades and future planning for housing developments, commercial developments and other developments around each interchange. Where possible, the traffic model was linked with existing main arterials along the N3 to determine a better understanding of traffic balance and trip generation. This was the key component of the design concept and solution to accommodate the high volumes of local commuter traffic utilizing the N3 instead of local municipal feeder roads or arterials, especially within Pietermaritzburg. Indeed, it is these roads that give rise to the most serious impacts associated with the project and possible disruptions that may occur during construction. The traffic analysis does indicate a substantial increase of light motor vehicle traffic around the proposed new Twickenham Road Interchange, but very little heavy vehicle traffic attraction. The main roads directly leading towards the Twickenham Road Interchange will be substantially upgraded to accommodate the additional traffic attraction and some of the smaller local access streets will be reconfigured to restrict access to residents and to avoid rat running towards the new interchange. The introduction of the Collector roads between the existing north facing ramps at the Chatterton interchange and the proposed new south facing ramps to Twickenham Road will create a buffer between the residential area and the main line N3, with reduced design and operation speeds. Therefore, the residents along the N3 from Chatterton Interchange to Twickenham Road will, also, effectively be protected by two sets of guardrails from the N3 main line where most of the heavy vehicles will travel. The introduction of the Twickenham Road Interchange will, according to the traffic</p>

				analysis, alleviate a lot of the currently experienced congestion past the Liberty Mall, as well as the Chatterton Round-about. It must however be noted that various other upgrades to the Armitage Road Interchange also contributes highly to the overall traffic balance and congestion problems and the proposed new Twickenham Interchange cannot be evaluated in isolation.
46	2018-06-11 Email	Mrs June Cameron	<p>Although we all agree that the highway needs to be urgently upgraded and widened, the following are concerns to homeowners bordering the highway.</p> <ol style="list-style-type: none"> 1. The increase in noise as all traffic will be closer to houses. 2. What noise prevention barriers are going to be put in place? 3. The decrease in the value of our properties. 	Please refer to Item 6 for a response to the three concerns raised.
47	2018-06-12 Letter	Ms Elizabeth Jackson Landowner	Concerned about access to the Engen Service Station in Camperdown. May we suggest direct entrance and exit from the highway to the service station.	According to the design engineers, current access will not be affected. SANRAL will not allow direct access to the service station. A separate application would have to be submitted to SANRAL for consideration.
48	2018-06-12 Email	Mrs Liesel Landsberg Landowner (in the Epworth area. This section of road is not covered by these applications for environmental authorisation)	<ol style="list-style-type: none"> 1. Devaluation of land especially those of us whose property is right on the highway and proposed road off highway and into town. How will we be compensated for this? 2. Noise pollution - what measures will be used to minimise the noise pollution from having a road closer to our back fences and from the widened highway? 3. What measures will be used to minimise possible increase crime along our back fences with the new road directly behind us. If a wall is erected for the noise, will this be made more difficult for someone to climb over? 4. Environmental impact on the wetland area that runs through our area and to the proposed off and on ramp from town to and from highway. 5. Possible structural damage to our back walls and buildings close to new road being built. 6. Lighting of roadway and how it will affect our properties. 	<p>Although this section of the N3 is not covered by the current applications for environmental authorisation, the comments have been captured and forwarded to SANRAL to be addressed once an EAP is appointed.</p> <ol style="list-style-type: none"> 1. Property devaluation. Please refer to Item 6. 2. Noise. Please refer to Item 6. 3. Existing fences/walls that need to be moved, will be relocated as part of the construction works. The specifications and quality of the fences/walls will be the same as for the existing fences/walls. Protection against crime, however is ultimately the responsibility of the individual homeowner. 4. The section of road to which these comments refer is not part of the applications for environmental authorisation; therefore, the wetland referred to cannot be commented upon. 5. Structural damage. Please refer to Item 19. 6. Lighting is being considered as part of the detailed design. Generally, along

			7. Accident prevention/barriers by our walls.	the N3 there will be light from the central median barrier. 7. Safety. Please refer to Item 30.
49	2018-06-12 Email	Mr David van Vuuren Pensioner Landowner (this section of road is not covered by these applications for environmental authorisation)	Murray Road to New England Section. Points to consider as traffic will be closer to residential homes in Epworth: 1. Noise pollution will require attention. 2. Protection for boundary walls because of vehicle accidents. 3. Drainage of storm water.	Although this section of the N3 is not covered by the current applications for environmental authorisation, the comments have been captured and forwarded to SANRAL to be addressed once an EAP is appointed. 1. Please refer to Item 6. 2. Safety. Please refer to Item 30. 3. Drainage of stormwater is a key issue that is considered in the engineering design process. However, for this section of road, this issue will need to be referred via the EIA process, once an EAP is appointed for this section of the N3 upgrade.
50	2018-06-12 Email	Mr John Ian Eaglefield Landowner (in the Epworth area. this section of road is not covered by these applications for environmental authorisation)	Murray Road to New England Section. 1. Devaluation of property values. 2. Noise Pollution. 3. Increase in criminal activity in the area. 4. Environmental impact. 5. Possible structural damage to property. 6. Dust pollution. 7. Lighting of roadway. 8. Accident prevention to residents/animals on property.	Although this section of the N3 is not covered by the current applications for environmental authorisation, the comments have been captured and forwarded to SANRAL to be addressed once an EAP is appointed. 1. Property values. Please refer to Item 6. 2. Noise. Please refer to Item 6. 3. Criminal activity. Please refer to Item 48 and 57. 4. Environmental impact. This will be assessed once an EAP has been appointed. 5. Structural damage. Please refer to Items 19 and 20. 6. Dust. Construction activities are likely to result in increased dust particularly in the drier months and during windy periods. Dust prevention and suppression must be implemented by the contractor according to the specifications of the EMPr (Section C1006 (e)). 7. Lighting. Please refer to Item 48. 8. Accidents affecting neighbouring properties. Please refer to Item 30.
51	2018-06-12 Email	Mrs Daphne Louise Eaglefield Landowner (in the Epworth area. this section of road is not covered by these applications for	Murray Road to New England Section. 1. Health care studies on vehicle air pollution have found that children living within a 500 metre radius off major roads/freeways are at greater risk of developing asthma and impaired lung function in adults which could result	Although this section of the N3 is not covered by the current applications for environmental authorisation, the comments have been captured and forwarded to SANRAL to be addressed once an EAP is appointed. 1. Air emissions and health. Please refer to Item 30. 2. Noise. Please refer to Item 6.

		environmental authorisation)	<p>in cardiovascular illness and even death.</p> <p>2. Noise pollution is another great concern as we have the right of freedom in our homes. We have the right to choose what we want to listen to; we have the right to have a peaceful sleep when we want to.</p> <p>3. The residents living next to the N3 will be stripped of their right to privacy.</p>	<p>3. Privacy. People choose to live adjacent to or near national roads and, when doing so, must be aware of the consequences, including the possible widening of the road. It is the responsibility of individual land owners to secure their own privacy. Nevertheless, where the need is indicated for safety purposes, SANRAL will build walls (or similar structures) between the N3 and private properties. Generally if existing walls are affected, SANRAL will provide a boundary wall similar to what existed. If walls are required in terms of noise, please refer to item no 6.</p>
52	2018-06-12 Email	Mr & Mrs Melville & Jean Marran Landowner (in the Epworth area. this section of road is not covered by these applications for environmental authorisation)	<p>Murray Road to New England Section.</p> <p>1. The proximity to our property - criminal activity - we have had one slab of concrete fence removed. Various people peering into property.</p> <p>2. Noise pollution. SANRAL has shown no mitigation measures and so calls for sound barrier walls to be erected or other deflection (absorbing barriers as used on parts of M1/N3 near JHB and in Australia being effective).</p> <p>3. Devaluation of our property, what compensation will be made?</p> <p>4. Privacy.</p> <p>5. Damage to our current walls and buildings near back walls.</p> <p>6. Possible environmental impact on the wetland that is in our area.</p>	<p>Although this section of the N3 is not covered by the current applications for environmental authorisation, the comments have been captured and forwarded to SANRAL to be addressed once an EAP is appointed.</p> <p>1. Criminal activity. Please refer to Item 48, 51 and 57.</p> <p>2. Noise. Please refer to Item 6.</p> <p>3. Property values. Please refer to Item 6.</p> <p>4. Privacy. Please refer to Item 51.</p> <p>5. Damage to boundary fences/walls. Please refer to Items 19 and 20.</p> <p>6. Environmental damage to a wetland. The section of road to which these comments refer is not part of the applications for environmental authorisation; therefore, the wetland referred to cannot be commented upon.</p>
53	2018-06-17 Email	Ms Wendy Freese St. Charles College Business Manager	<p>1. Noise pollution effect on the College in-take.</p> <p>2. Pre-primary proximity to the highway.</p>	<p>1. Noise. Please refer to Item 6. Note also that all residences, businesses and institutions adjacent to the N3 already experience noise and that, over time, an increase in noise is inevitability with the increase in traffic (this increase will occur regardless of whether the proposed upgrades take place or not). The existing road edge to the property boundary is currently 13m. The widening of the N3 will result in the N3 moving 10-15 m closer to the St Charles school boundary and land acquisition will be required. However, the school has always been located next to the N3 and it is not possible to accurately determine whether an increase in noise from the N3 due to road widening will affect the college in-take any more than the current noise does. During construction, steps would need to be taken internally to keep out construction noise, where possible (closed windows, air conditioners, etc).</p>

			<p>3. Internal plans for the College redoing fields, facilities and effect on access to and from the college which will have an impact on choice of school.</p> <p>4. Dust and air pollution during construction will impact on the cleaning contract and parent perception.</p>	<p>2 Pre-primary. The N3 will be widened into the median to form a 3 lane cross section. The Collector Distributor Road will be constructed on the outside edge of the N3 with stormwater facilities and a physical barrier between them. The N3 is substantially lower than the pre-primary building and therefore a retaining wall will be constructed to retain 12-15m deep cut, which also assists greatly to reduce land requirements. The proposed new retaining wall is situated on the closest corner of the pre-primary building and a minimum of 3m wide road reserve is required behind the retaining wall. It must be noted that approximately 45% of the pre-primary building was constructed within the 20m no building zone from the existing road reserve. SANRAL is in the process of checking whether this is a part of the pre-primary building which had been built prior to the N3.</p> <p>3. The Cricket field closest to the N3 may be affected slightly by the N3 upgrade. Any losses of land (including sports fields) will be discussed in the land acquisition process. No major effect on access to and from the college is foreseen. The construction limit of the New England Interchange on the eastern side is limited to approximately 80m from Phipson Road towards the Ridge Road intersection. In addition, the people wishing to access the college can also make use of Sanders and/or Allison Road so as to avoid Harwin/Ridge Road intersection, in the unlikely event of there being increased traffic congestion during peak periods.</p> <p>4. Air emissions and health. Please refer to Item 30 and Item 50. Dust will be controlled, however in a project of this magnitude cannot be 100 % eliminated, although it needs to be noted that the impact of dust will be intermittent and limited to the construction phase of the project. Should the school feel that it will have an impact on their cleaning contract; then during construction SANRAL's contractor can be engaged on the matter. It is unlikely that parents would have a less favourable perception of the school because of dust due to SANRAL's project, which they must recognise as being in the interest of all citizens.</p>
54	2018-06-21 Email	Ms Debbie Lambie Landowner	I attended the meeting at the Maritzburg Golf Club regarding the interchange at New England. I was shown the map and saw that my house on the corner of Phipson and Protea Road Erf 1/1945 will be the only house left untouched and that the boundary fence for the new interchange runs right along my back fence line. I am most alarmed at this as I am sure it is going to affect my chance of resale and what's more the value of my property, please can you assist me by telling me who I can contact regarding this problem.	Ms Lambie has been registered as an I&AP on the project database and will receive all project documentation as it becomes available for public review. The EAP has passed on the concern to SANRAL and the engineer dealing with this section of the N3 to enable SANRAL's land acquisition team to deal directly with Ms Lambie. Also, Ms Lambie has been provided with the relevant contact details of SANRAL representatives to enable her to engage directly with SANRAL on this matter. Also, please refer to Item 6.

55	2018-06-12 Email	Dr Karina Ranjit Landowner	<ol style="list-style-type: none"> 1. The effect on property values alongside the highway and how property owners will be compensated for the decrease in the property values as a result of the proposed changes. 2. The increased sound to properties alongside the highway and how this will be prevented. 3. The concerns about property safety as the proposed changes will increase ease of access for criminals to our properties via the nearer proximity of roadway to our properties. 	<ol style="list-style-type: none"> 1. Property values. Please refer to Item 6. 2. Noise. Please refer to Item 6. 3. Criminal activity. Please refer to Item 48, 51 and 57.
56a	2018-06-15 Email	Mr Cameron Christian Landowner	<p>The following refers to BA6 (New England to Twickenham).</p> <p>I would like a study of impacts of the current and proposed activity on the environment. There would have to be current study vs. proposed environmental dynamics. I would appreciate an understanding of the following as a comparison between current vs. projected:</p>	The EAP has not been commissioned to undertake an assessment of the current operation of the N3. The scope of this study is to identify and determine the significance of potential impacts in terms of those listed activities in EIA Regulations that will be triggered by the widening of the N3. Please refer to responses to your further queries, in the rows below (56b-56l).
56b	2018-06-15 Email	Mr Cameron Christian Landowner	The criteria used for sourcing the current environmental consultant ACER. What selection process was used here? Proof thereof to be supplied.	The EAPs (one of whom is ACER; there are others for other sections of the N3) were appointed through a competitive bidding process. Both technical and financial evaluations are undertaken and points are scored in accordance with PPPFA regulations.
56c	2018-06-15 Email	Mr Cameron Christian Landowner	Noise/sound impact study. Current vs. projected.	Refer to Item 6.
56d	2018-06-15 Email	Mr Cameron Christian Landowner	Emissions and pollutants. Current vs. projected.	Refer to items 30 and 50.
56e	2018-06-15 Email	Mr Cameron Christian Landowner	The lack of maintenance from SANRAL on the Blackbourspruit from Blackbours Road to the N3 into Mills Circle. The potential to reinforce and clear and clean this out.	If it is within SANRAL's road reserve, SANRAL will instruct its appointed routine maintenance engineer to see to it that the work is undertaken.
56f	2018-06-15 Email	Mr Cameron Christian Landowner	The current lack of security infrastructure vs. projected to be incurred.	It is unclear what is meant by the comment. SANRAL will provide freeway and interchange lighting along the N3. In terms of securing SANRAL's own infrastructure, SANRAL tries to minimize opportunities for vandals by avoiding the use of metallic material for handrails, storm water grid inlets, bridge number plates, etc. SANRAL cannot take over the enforcement responsibility of the SAPS and RTI.

56g	2018-06-15 Email	Mr Cameron Christian Landowner	Current study of traffic volumes on the N3.	The capacity improvements to the N3 are underpinned by a comprehensive traffic assessment undertaken during the preliminary design and verified during the detailed design. As soon as the detailed design report has been completed, it may be requested from SANRAL.
56h	2018-06-15 Email	Mr Cameron Christian Landowner	Where would be the actual site camps and stockpiles be?	These will be decided by contractors and, as far as possible, will be located within the road reserve. Environmental guidelines for the siting of contractors' infrastructure and services are provided in the EMP (Appendix F1)
56i	2018-06-15 Email	Mr Cameron Christian Landowner	Your moral stance on the impact of environment vs. health.	It is unclear what is meant by this comment. SANRAL has a responsibility to provide roads for the growth of the economy. It needs to do this in the most sustainable manner possible, which is to what SANRAL strives.
56j	2018-06-15 Email	Mr Cameron Christian Landowner	Accidents stats of heavy vehicle vs. light motor vehicles between Market and Orhtman Roads.	The percentage (of total crashes) on the N3 between Market and Ohrtmann Roads involving heavy vehicles is 30.3%. Please note that this does not necessarily mean that the heavy vehicle caused the crash; rather only that it was involved in the crash.
56k	2018-06-15 Email	Mr Cameron Christian Landowner	Projected geometrical distance between N3 and New England including the service. This needs to be critically included in the studies above.	The existing road edge is on average 70m away from Mr. Christian's property boundary and the current road reserve is approximately 55m away from the property boundary. It must be noted that the edge of the N3 will remain the same and the N3 will be widened into the median. What will be constructed additionally is the Collector Distributor Road (C-D Road) on the outside edge of the current N3. The outside edge of the C-D Road will be approximately 58m away from the property boundary and the proposed new road reserve will be approximately 50m away from the property boundary. Existing services are being identified along the N3 as far as the consultant can obtain as-built drawings, wayleave applications and marked-up drawings from the current known services owners. To date the engineers have identified small diameter sewer lines in the direct vicinity of the Blackborough Spruit behind Mr. Christian's property and small diameter water reticulation pipes in close proximity to the New England Interchange. There is a fibre communication cable currently being installed on the Hayfields side of the N3, which SANRAL had approved.
56l	2018-06-15 Email	Mr Cameron Christian Landowner	I am still awaiting the Land Ownership details on the land ownership on the field between Primula Road and the N3. I was advised at the open day that SANRAL owns the Blackborough Spruit. This is questionable as there has been an extreme lack of maintenance. My details were taken down by one of the engineers at your open day on the 30 May 2018 at Maritzburg Golf Club.	The engineers were not able to identify a street called Primula Road adjacent to the N3 in Pietermaritzburg. However, they assume that Mr. C Christian is referring to the open field from the N3 road reserve to the back of the properties on Fairfield Ave and Harcourt Road. It is understood that the open field through which the Blackborough Spruit runs, belongs to Msunduzi Municipality and SANRAL has no obligation maintain that area. The Blackborough culvert inlet and outlet, do fall within the national road reserve and SANRAL will be notified to request the routine road maintenance team to investigate the culvert opening and to clear the area within the road reserve.

57	2018-06-20 Email	Mrs Thaloshney Pelzer Landowner	<ol style="list-style-type: none"> 1. Noise pollution. 2. Electricity/water interruptions. 3. Crime in the area - break-ins etc in our homes whilst we're at work. 	<ol style="list-style-type: none"> 1. Noise. Please refer to Item 6. 2. Service interruptions. Where services need to be realigned/ relocated out of the road reserve, this will be done in full consultation with the service provider. The service provider will notify customers of scheduled interruptions when disconnections and connection will occur. 3. Increased security risks during construction. It is possible that security risks will increase during construction due to an influx of workers and potential increased opportunity for criminals. Crime is more likely to occur where properties are located in close proximity to construction activities and where existing fencing is required to be removed and replaced in closer proximity to residences or business premises. The Contractor shall be responsible for the security of the site during the construction stage. During construction, measures will be put in place by the Contractor to help minimise the security risk. This will include strict control of staff, identification of staff, and maintenance of boundary fencing (including provision of temporary fencing if required). Refer to sections 7.1.2.7 and 8.2.8 of the Social Impact Assessment Report (Appendix D) and relevant sub sections in the EMPr.
58	2018-06-20 Email	Mr Ockert Pelzer Landowner	<ol style="list-style-type: none"> 1. Noise in the residential area parallel to the road. 2. Electricity and water interruptions. 3. Increased crime in the residential areas parallel to the road. 	<ol style="list-style-type: none"> 1. Noise. Please refer to Item 6. 2. Service interruptions. Where services need to be relocated out of the road reserve, this will be done in full consultation with the service provider. The service provider will notify customers of scheduled interruptions when disconnections and connection will occur. 3. Crime. Please refer to Items 48 and 57.
59	2018-07-03 Email	Mr Andrew Blackmore Ezemvelo KZN Wildlife Co-ordinator IEM	<p>PROPOSED CAPACITY IMPROVEMENTS TO NATIONAL ROUTE (N3) FOR HAMMARSDALE TO PIETERMARITZBURG District Municipality: eThekweni and uMgungundlovu. Thank you for forwarding the Background Information Document, dated May 2018, for the abovementioned application to Ezemvelo KZN Wildlife (Ezemvelo) for review and comment.</p> <p>Ezemvelo will not be providing comment on this application, but trust that all significant biodiversity related concerns have been clearly identified and made known in this assessment together with appropriate measures (viz. avoid, mitigate and thereafter ameliorate) to safeguard the ecological integrity of the developable</p>	<p>We thank EKZNW for this submission. We trust that the work undertaken meets the requirements of NEMA and NEM: BA, and would welcome EKZNW's comments on the BA reports submitted to the competent authority.</p>

			<p>area.</p> <p>Please be advised that the potential impacts upon biodiversity will be evaluated by the Competent Authority who may, upon identification of a potential biodiversity concern, refer the biodiversity concern to this organisation for evaluation and advice regarding the specific concern, prior to making a decision. In such case, the environmental principles prescribed in the National Environmental Management Act 107 of 1998, the objectives of the National Environmental Management Biodiversity Act 10 of 2004 and best practice will be applied.</p>	
60	2018-07-09 Fax	Mr Derrick Truter Landowner	The increase in traffic on a portion of Chase Valley Road between Twickenham Road and the Liberty Mall as a result of the proposed interchange at Twickenham Road Bridge and also tied to the fact that the "Parker Road Project" as well as the new parliament building is still to be constructed.	Please refer to item 45.
61	2018-07-23 Email	Mr MN Hadebe Msunduzi Municipality Environmental Management Unit	<p>RE: PROPOSED CAPACITY IMPROVEMENTS TO NATIONAL ROUTE 3 (N3) FROM HAMMARSDALE TO PIETERMARITZBURG: CAPACITY UPGRADES TO THE N3 FROM CATO RIDGE INTERCHANGE TO LYNNFIELD PARK</p> <p>With reference to your background information document, a site visit was conducted on the 09th of July 2018. Comments are submitted for your information and consideration.</p> <ol style="list-style-type: none"> 1. The application site has been assessed in terms of the <i>Msunduzi Environmental Management Framework (EMF)</i>, the <i>Msunduzi Ecosystem Services Plan (ESP)</i>, <i>Spatial Development Framework (SDF)</i> and the <i>Msunduzi Conservation Plan (C-Plan)</i> (maps included with this comment). 2. The SDF has not identified any major constraints. 3. The C-Plan and ESP have identified the proposed site to have: <ol style="list-style-type: none"> i. Key areas that are totally irreplaceable. ii. Riparian corridors. 4. The Municipal Environmental Management Framework (EMF) has identified the proposed site to have: <ol style="list-style-type: none"> i. High biodiversity constraints: During a site visit indigenous vegetation was identified on site including but not limited to Grassland vegetation, <i>Aloe</i> genus plant species and other indigenous species. Please provide offset for the loss of biodiversity. 	<p>These comments relate to the N3 section between the Cato Ridge I/C and Lynnfield Park.</p> <ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Critical biodiversity areas and riparian corridors are addressed in the specialist reports (Appendix D) and Sections 5.5 and 8.6 of the BA report. No C-Plan 'totally irreplaceable' areas will be affected by the proposed upgrade. No significant riparian areas were identified in this section. 4. EMF. <ol style="list-style-type: none"> i. Biodiversity constraints: For mitigation of impacts on grassland and protected plant species, please refer to Section 8.6 of the BA report and Appendix A of the EMPr. The specialist reports (Appendix D) do not specify any need for offsets.

			<ul style="list-style-type: none"> ii. A Biodiversity Assessment may be required for the grassland areas due to the high biodiversity on these areas. iii. A species relocation plan for flora and fauna must form part of the Biodiversity Assessment. iv. The Environmental Management Programme (EMPr) pre-construction phase must suitably address the relocation of fauna and flora. v. For grassland areas, fire management plans and open field burning protection measures for grassland burning must be considered. vi. High cultural heritage constraints: Should any graves/artifacts be found on the site, then AMAFA should be contacted and all works are to cease. Also, should there be a requirement for any demolition and/or renovation of property inside and/or outside, then AMAFA should be contacted in order to grant authority to do so. vii. High Wetland Development Constraint: On the R103, the proposed project cuts through a wetland and a wetland offset is required. viii. On the N3, the proposed site is within 500 meters of a 	<ul style="list-style-type: none"> ii. Biodiversity Assessment: The grasslands have been assessed as part of a vegetation assessment. Please refer to Appendix D of the BA report. iii. Species relocation plan: Where the need is indicated, threatened or protected species will be relocated according to the provisions of the Appendix A (section 7) and Appendix B (section 8) of the EMPr. iv. As above. v. Fire management plans: SANRAL appoints a routine maintenance engineer for different sections of national road countrywide. Part of these responsibilities includes road edge and reserve vegetation maintenance. SANRAL does not encourage or allow burning in the road reserve as it causes extensive damage to road furniture like guardrail poles and road signs. Fire and smoke is also risk for SANRAL and for this reason the maintenance team try and keep the grass short by undertaking a fence to fence mow at the beginning of the winter months, normally at the beginning or middle of May, depending on conditions. If an adjacent land owner wishes to burn a fire break on their side of the road reserve they need to make arrangements with the Routine Road Maintenance Contractor, who will then assist by preventing the fire from spreading into the road reserve. vi. Cultural Heritage. Cultural heritage has been assessed and the findings documented in the BA report (Section 5.4 and 8.5). Areas of concern are known (other than unknown graves for which a 'chance finds procedure' has been developed) and mitigation measures specified in the relevant sections of the EMPr. vii. High Wetland Development Constraint: We take note of the issue; however, the current work concerns the N3 and not the R103. As stated previously, all wetlands which are potentially affected by the upgrade have been identified and the specialists have not identified the need for any offsets. viii. There are several wetlands within 500 m of the N3 (please see
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			<p>wetland.</p> <p>5. The applicant is advised to liaise with the Department of Water and Sanitation as the application may trigger the need for a WULA because the site is within 500m of a wetland.</p> <p>6. In terms of the approved Msunduzi Integrated Environmental Management Policy, this unit does NOT support any loss of biodiversity and open space.</p> <p>7. Please find attached annexures of the EMF, ESP, C-PLAN and SDF. Please make reference to them in the Basic Assessment Report.</p> <p>8. Please register this Unit as an Interested and Affected Party for this development.</p> <p>9. Further comments will be made during the Draft Basic Assessment Report review period.</p>	<p>#5 below).</p> <p>5. All watercourses, including wetlands, along the entire length of the N3 under consideration have been identified and assessed (see riparian/wetland specialist report in Appendix D of the BA report). The applicant has engaged DWS concerning the authorisation of water uses associated with this project.</p> <p>6. Noted.</p> <p>7. Noted, with thanks.</p> <p>8. Officials from the Unit have been registered as I&APs on the project database and will continue to receive project information as it becomes available for review.</p> <p>9. Noted.</p>
62	2018-07-23 Email	Mr MN Hadebe Msunduzi Municipality Environmental Management Unit	<p>RE: PROPOSED CAPACITY IMPROVEMENTS TO NATIONAL ROUTE 3 (N3) FROM HAMMARSDALE TO PIETERMARITZBURG: CAPACITY UPGRADES TO THE N3 FROM LYNNFIELD PARK TO MURRAY ROAD</p> <p>With reference to your background information document, a site visit was conducted on the 09th of July 2018. Comments are submitted for your information and consideration.</p> <p>1. The application site has been assessed in terms of the <i>Msunduzi Environmental Management Framework</i> (EMF), the <i>Msunduzi Ecosystem Services Plan</i> (ESP), <i>Spatial Development Framework</i> (SDF) and the <i>Msunduzi Conservation Plan</i> (C-Plan) (maps are included in the comments).</p> <p>2. The SDF has identified the proposed site to have:</p> <p>i. Mpushini Nature Reserve: please consider a 30-meter precautionary buffer from the Mpushini Nature Reserve.</p> <p>ii. River 40 m buffer: The proposed development cuts through the 40 m buffer and may require a Water Use License.</p> <p>3. The C-Plan and ESP have identified the proposed site to have:</p>	<p>These comments relate to the N3 section between Lynnfield Park and Murray Road.</p> <p>1. Noted.</p> <p>2. Noted.</p> <p>i. The EAP is aware of the Mpushini Nature Reserve, as are the design engineers. Where ever possible, the 30 m buffer will be implemented. This provision has been incorporated into Appendix F2 (section 5(b) of the EMPr.</p> <p>ii. Water use authorisations will be applied for where required. The applicant is engaged with DWS in this regard.</p> <p>3. Critical biodiversity areas and riparian corridors are addressed in the</p>

			<ul style="list-style-type: none"> i. Key Areas that are totally irreplaceable. ii. Riparian corridors. <p>4. The Municipal Environmental Management Framework (EMF) has identified the proposed site to have:</p> <ul style="list-style-type: none"> i. High biodiversity constraints. During a site visit, indigenous vegetation was identified on site including but not limited to grassland vegetation, grass species such as the Natal red top, invertebrates and other indigenous species. Please provide offset for the loss of biodiversity. ii. A Biodiversity Assessment may be required for the grassland areas due to the high biodiversity on these areas. iii. A species relocation plan for flora and fauna must form part of the Biodiversity Assessment. iv. The Environmental Management Programme (EMPr) pre-construction phase must suitably address the relocation of fauna and flora. v. For grassland areas, fire management plans and open field burning protection measures for grassland burning must be considered. vi. High cultural heritage constraints: Should any graves/artifacts be found on the site, then AMAFA should 	<p>specialist reports (Appendix D) and Sections 5.5 and 8.6 of the BA report. The specialists are of the opinion that the impacts as a result of the upgrade on these areas will be low as long as the mitigation measures recommended in Appendix A and B of Appendix F2 of the EMPr are effectively implemented.</p> <p>4. EMF.</p> <ul style="list-style-type: none"> i. Biodiversity constraints: For mitigation of impacts on grassland and protected plant species, please refer to Section 8.6 of the BA report and Appendix A and B of Appendix F2 of the EMPr. No need for offsets has been identified. ii. Biodiversity Assessment: The grasslands have been assessed as part of a vegetation assessment. Please refer to Appendix D of the BA report. iii. Species relocation plan: Where the need is indicated, threatened or protected species will be relocated according to the provisions and Appendix A and B of Appendix F2 of the EMPr. iv. As above. v. Fire management plans: SANRAL appoints a routine maintenance engineer for different sections of national road countrywide. Part of these responsibilities includes road edge and reserve vegetation maintenance. SANRAL does not encourage or allow burning in the road reserve as it causes extensive damage to road furniture like guardrail poles and road signs. Fire and smoke is also risk for SANRAL and for this reason the maintenance team try and keep the grass short by undertaking a fence to fence mow at the beginning of the winter months, normally at the beginning or middle of May, depending on conditions. If an adjacent land owner wishes to burn a fire break on their side of the road reserve they need to make arrangements with the Routine Road Maintenance Contractor, who will then assist by preventing the fire from spreading into the road reserve. vi. Cultural Heritage. Cultural heritage has been assessed and the findings documented in the BA report (Section 5.4 and 8.5). Areas of
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			<p>be contacted and all works are to cease. Also, should there be a requirement for any demolition and/or renovation of property inside and/or outside, then AMAFA should be contacted in order to grant authority to do so.</p> <p>vii. High Wetland Development Constraint. On the N3, the proposed site is within 500 meters of a wetland.</p> <p>5. The applicant is advised to liaise with the Department of Water and Sanitation as the application may trigger the need for a WULA because the site is within 500 m of a wetland.</p> <p>6. In terms of the approved Msunduzi Integrated Environmental Management Policy, this unit does NOT support any loss of biodiversity and open space.</p> <p>7. Please find attached annexures of the EMF, ESP, C-PLAN and SDF. Please make reference to them in the Basic Assessment Report.</p> <p>8. Please register this Unit as an Interested and Affected Party for this development.</p> <p>9. Further comments will be made during the Draft Basic Assessment Report review period.</p>	<p>concern are known (other than unknown graves for which a 'chance finds procedure' has been developed) and mitigation measures specified in Appendix F1 (section C1008) and Appendix F2 (section 5(s) of the EMPr.</p> <p>vii. High Wetland Development Constraint: There are several wetlands within 500 m of the N3 (please see #5 below).</p> <p>5. All watercourses, including wetlands, along the entire length of the N3 under consideration have been identified and assessed (see riparian/wetland specialist report in Appendix D of the BA report). The applicant has engaged DWS concerning the authorisation of water uses associated with this project.</p> <p>6. Noted.</p> <p>7. Noted, with thanks.</p> <p>8. Officials from the Unit have been registered as I&APs on the project database and will continue to receive project information as it becomes available for review.</p> <p>9. Noted.</p>
63	2018-07-23 Email	Mr MN Hadebe Msunduzi Municipality Environmental Management Unit	<p>RE: PROPOSED CAPACITY IMPROVEMENTS TO NATIONAL ROUTE 3 (N3) FROM HAMMARSDALE TO PIETERMARITZBURG: CAPACITY UPGRADES TO THE N3 FROM NEW ENGLAND TO TWICKENHAM ROAD</p> <p>With reference to your background information document, a site visit was conducted on the 09th of July 2018. Comments are submitted for your information and consideration.</p> <p>1. The application site has been assessed in terms of the <i>Msunduzi Environmental Management Framework</i> (EMF), the <i>Msunduzi Ecosystem Services Plan</i> (ESP), <i>Spatial Development Framework</i> (SDF) and the <i>Msunduzi Conservation Plan</i> (C-Plan) (maps included with the comments).</p> <p>2. The SDF has identified the proposed site to have:</p> <p>i. River 40 m buffer: The proposed development cuts through the 40 m buffer and may require a Water Use License.</p> <p>ii. Municipal Open Space System. The development cuts</p>	<p>These comments relate to the N3 section between New England I/C and Twickenham Road.</p> <p>1. Noted.</p> <p>2. Noted.</p> <p>i. Water use authorisations will be applied for where required. The applicant is engaged with DWS in this regard.</p> <p>ii. The presence of the MOSS areas is noted in the BAR (Chapter</p>

			<p>through the municipal open space system.</p> <p>iii. Active Public Open Space: There are property borders that are zoned as Active Public Open Space; therefore, it must not be affected by the development.</p> <p>3. The C-Plan and ESP have identified the proposed site to have:</p> <p>i. Key areas that are totally irreplaceable.</p> <p>ii. Riparian corridors.</p> <p>4. The Municipal Environmental Management Framework (EMF) has identified the proposed site to have:</p> <p>i. High biodiversity constraints: During a site visit indigenous vegetation was identified on site including but not limited to grassland vegetation and grass species. Please provide an offset for the loss of biodiversity.</p> <p>ii. A Biodiversity Assessment may be required for the grassland areas due to the high biodiversity on these areas.</p> <p>iii. A species relocation plan for flora and fauna must form part of the Biodiversity Assessment.</p> <p>iv. The Environmental Management Programme (EMPr) pre-construction phase must suitably address the relocation of fauna and flora.</p> <p>v. For grassland areas, fire management plans and open field burning protection measures for grassland burning must be considered.</p>	<p>5). These areas have been investigated as part of the wetland and vegetation specialist reports, and sensitive areas have been identified.</p> <p>iii. This is noted in chapter 5, as stated, the upgrade activities border the area, which should not be directly affected by the construction activities. However, the EMPr (Appendix F2 section 5(b) of the EMPr) states that disturbance of these areas will be avoided and a 30 m buffer should be maintained where possible.</p> <p>3. Critical biodiversity areas and riparian corridors are addressed in the specialist reports (Appendix D) and Sections 5.5 and 8.6 of the BA report. None of these areas have been highlighted as highly sensitive ecosystems in the vegetation reports. The potential impacts and mitigation recommendations for the affected watercourses are provided (refer to BAR 8.6.3 and the Riparian/Wetland Specialist assessment in Appendix D). However, all are highly transformed and the impacts are predicted to be low.</p> <p>4. EMF.</p> <p>i. Biodiversity constraints: For mitigation of impacts on grassland and protected plant species, please refer to Section 8.6 of the BA report and in Appendix A of Appendix G2 of the EMPr . At this stage, the need for offsets has not been identified.</p> <p>ii. Biodiversity Assessment: The grasslands have been assessed as part of a vegetation assessment. Please refer to Appendix D of the BA report.</p> <p>iii. Species relocation plan: Where the need is indicated, threatened or protected species will be relocated according to the provisions of the EMPr .</p> <p>iv. As above.</p> <p>v. Fire management plans: SANRAL appoints a routine maintenance engineer for different sections of national road countrywide. Part of these responsibilities includes road edge and reserve vegetation maintenance. SANRAL does not encourage or allow burning in the road reserve as it causes extensive damage to road furniture like guardrail poles and road signs. Fire and smoke is also risk for SANRAL and for this reason the maintenance team try and keep the grass short by undertaking a fence to fence mow at the</p>
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			<p>vi. High cultural heritage constraints: Should any graves/artifacts be found on the site, then AMAFA should be contacted and all works are to cease. Also, should there be a requirement for any demolition and/or renovation of property inside and/or outside, then AMAFA should be contacted in order to grant authority to do so.</p> <p>vii. High Wetland Development The proposed project cuts through a wetland and is located within 500 m of a wetland. Please provide a wetland offset.</p> <p>5. The applicant is advised to liaise with the Department of Water and Sanitation as the application may trigger the need for a WULA because the site is within 500 m of a wetland.</p> <p>6. In terms of the approved Msunduzi Integrated Environmental Management Policy, this unit does NOT support any loss of biodiversity and open space.</p> <p>7. Please find attached annexures of the EMF, ESP, C-PLAN and SDF. Please make reference to them in the Basic Assessment Report.</p> <p>8. Please register this Unit as an Interested and Affected Party for this development.</p> <p>9. Further comments will be made during the Draft Basic Assessment Report review period.</p>	<p>beginning of the winter months, normally at the beginning or middle of May, depending on conditions. If an adjacent land owner wishes to burn a fire break on their side of the road reserve they need to make arrangements with the Routine Road Maintenance Contractor, who will then assist by preventing the fire from spreading into the road reserve.</p> <p>vi. Cultural Heritage. Cultural heritage has been assessed and the findings documented in the BA report (Section 5.4 and 8.5). Areas of concern are known (other than unknown graves for which a 'chance finds procedure' has been developed) and mitigation measures specified in the EMPR (Appendix F2).</p> <p>vii. High Wetland Development Constraint: There are several wetlands within 500 m of the N3 (please see #5 below). The specialist has stated that there are no wetlands directly affected by this section of the route. The historical wetland in the vicinity of the Liberty Mall no longer exists due to all the developments in the area (please refer to the Specialist wetland report in Appendix D).</p> <p>5. All watercourses, including wetlands, along the entire length of the N3 under consideration have been identified and assessed (see specialist report in Appendix D of the BA report). The applicant has engaged DWS concerning the authorisation of water uses associated with this project.</p> <p>6. Noted.</p> <p>7. Noted, with thanks.</p> <p>8. Officials from the Unit have been registered as I&APs on the project database and will continue to receive project information as it becomes available for review.</p> <p>9. Noted.</p>
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64a	2018-07-25 Email	Ms Claire Norton (sent by Diane van Rensburg) eThekweni Metropolitan Municipality – Sustainable Development & City Enterprises	RE: BACKGROUND INFORMATION DOCUMENT FOR THE PROPOSED CAPACITY IMPROVEMENTS TO NATIONAL ROUTE 3 (N3) FROM HAMMARSDALE TO PIETERMARITZBURG With reference to the abovementioned Background Information Document, please be advised that various Municipal Departments have had sight of the proposal and the following comments are submitted for your attention.	Noted
64b	2018-07-25 Email	Ms Claire Norton (sent by Diane van Rensburg) eThekweni Metropolitan Municipality – Sustainable Development & City Enterprises	<p>1. eThekweni Electricity Department</p> <p>The H.V. Operations Branch has no objections to this application, however, a separate approval must be obtained from MV/LV Operations Branch and additional approval from Eskom is required as there is Eskom Infrastructure crossing the N3 in this area.</p> <p>1.1. The applicant must consult eThekweni Electricity's mains records (held in the drawing office at eThekweni Electricity Headquarters, 1 Jelf Taylor Crescent, for the presence of underground electrical services. In addition, should any overhead line and/or servitude be affected, the specific permission of the Head: Electricity must be sought regarding the proposed development.</p> <p>1.2. The relocation of MV/LV electrical services, if required in order to accommodate the proposed development, will be carried out at the expense of the applicant.</p>	<p>1. eThekweni Electricity Department</p> <p>1.1 SANRAL (through the detailed design engineers) has made contact (or will still make contact) with service providers affected by the upgrading of the N3, including eThekweni Electricity. SANRAL intends to host a workshop and will be inviting all service providers to discuss impacts to their services.</p> <p>1.2 SANRAL does not compensate for service relocations if it is within SANRAL's current road reserve. For any services within SANRAL's current road reserve, a wayleave agreement must be in place which stipulates that the service provider is responsible for the relocation of the service. SANRAL is responsible for the cost of relocation only where a service is outside the current road reserve and will be affected by the upgrading, i.e. if it falls within additional land to be acquired.</p>
64c	2018-07-25 Email	Ms Claire Norton (sent by Diane van Rensburg) eThekweni Metropolitan Municipality – Sustainable Development & City Enterprises	<p>2. Environmental Planning and Climate Protection Department</p> <p>This Department notes the proposal to widen the N3 freeway within the eThekweni Municipality, between Hammarsdale and Cato Ridge and has no objection in principle.</p> <p>Please note that portions of the proposed road reserve widening will</p>	<p>2 Environmental Planning and Climate Protection Department</p> <p>Noted. The specialist reports on vegetation (Appendix D) take into account the impact of the project's footprint on Critical Biodiversity Areas and D'MOSS. Please refer to sections 5 and 8.6 of the BA reports.</p>

			<p>encroach on land designated for conservation use. This must be considered as part of any planning on this project.</p> <p>This Department will engage further as part of the Basic Assessment process.</p>	
64d	2018-07-25 Email	<p>Ms Claire Norton (sent by Diane van Rensburg)</p> <p>eThekweni Metropolitan Municipality – Sustainable Development & City Enterprises</p>	<p>3. Land Use Management Branch</p> <p>3.1. The subject area currently falls outside of the scheme; however, it is identified and described as a National Route (N3).</p> <p>3.2. According to the Outer West Spatial Development Plan (OWSDP), the site forms a link to the Investment Opportunity Nodes of Shongweni, Keystone and Cato Ridge.</p> <p>3.3. The site is affected by D'MOSS minimally.</p> <p>3.4. This Branch has no objection to the Background Information Document at this stage. Detailed comment will be provided on receipt of more detailed information.</p>	<p>3 Land Use Management Branch</p> <p>3.1 Legislated processes will be followed for any land acquisition required and, if properties are required to be rezoned for the benefit of the national road reserve, necessary processes will be followed.</p> <p>3.2 There has been co-ordination between SANRAL, the Cato Ridge Logistics Hub Consortium and eThekweni officials engaged in the Cato Ridge LAP with regard to the requirement for a new I/C near Cato Ridge to service the proposed logistics hub. Please refer to relevant sections of BA3 (Hammarisdale to Cato Ridge) chapters 3 and 5 for reference to the proposed I/C.</p> <p>3.3 This has been noted and considered in the vegetation assessment. Mitigation measures for minimising impacts on vegetation in conservation areas has been specified. Refer to sections 5.5.7 and 8.6 of the BAR.</p> <p>3.4 Noted. The draft Basic Assessment Report and associated documents will be circulated to eThekweni's departments for review and comment, prior to submission to DEA.</p>
64e	2018-07-25 Email	<p>Ms Claire Norton (sent by Diane van Rensburg)</p> <p>eThekweni Metropolitan Municipality – Sustainable Development & City Enterprises</p>	<p>4. Strategic Spatial Planning Branch</p> <p>SANRAL intends to undertake capacity upgrades to the N3 between Hammarisdale and Pietermaritzburg. The section of freeway under consideration is located across three municipalities namely; eThekweni Municipality, Mkhambathini and Msunduzi. SANRAL has indicated that sections of the N3 are operating at near full capacity and that their traffic studies have indicated a need to upgrade the road in order to accommodate future growth and improve road safety.</p> <p>This Branch has no objection to the Background Information Document at this stage. The Municipality is currently undertaking</p>	<p>4 Strategic Spatial Planning Branch</p> <p>The draft Basic Assessment Report and associated documents will be circulated to eThekweni's departments for review and comment, prior to submission to DEA.</p>

			<p>the Cato Ridge Local Area Plan Review. Detailed comment will be provided on receipt of more detailed information.</p> <p>The Strategic Spatial Planning Branch's comments are subject to the following:</p> <p>4.1. This Branch's support is subject to the applicant meeting all sector requirements.</p> <p>4.2. This support should not be deemed to be an approval of the eThekweni Municipality.</p> <p>4.3 This Branch reserves the right to comment further should the need arise.</p>	
64f	2018-07-25 Email	<p>Ms Claire Norton (sent by Diane van Rensburg)</p> <p>eThekweni Metropolitan Municipality – Sustainable Development & City Enterprises</p>	<p>5. Coastal, Stormwater and Catchment Management.</p> <p>This Department requires Stormwater Management Plans to ensure that the runoff from the sites is kept to existing runoff rates.</p>	<p>5 Coastal, Stormwater and Catchment Management</p> <p>The increase in stormwater for the increased roadway surface area is minimal. All of the existing stormwater systems have been checked and have adequate capacity to deal with the additional stormwater. SANRAL has to ensure that no ponding occurs on the road and will ensure protection at the inlet and outlets of drainage structures.</p> <p>Please refer to the Stormwater Management Plan appended to the EMPR (Appendix F).</p>
64g	2018-07-25 Email	<p>Ms Claire Norton (sent by Diane van Rensburg)</p> <p>eThekweni Metropolitan Municipality – Sustainable Development & City Enterprises</p>	<p>6. Parks, Leisure and Cemeteries</p> <p>No comment received.</p>	<p>6 Parks, Leisure and Cemeteries</p> <p>The draft Basic assessment Report and associated documents will be circulated to eThekweni's departments for review and comment, prior to submission to DEA.</p>
64h	2018-07-25 Email	<p>Ms Claire Norton (sent by Diane van Rensburg)</p> <p>eThekweni Metropolitan Municipality – Sustainable</p>	<p>7. Pavement and Geotechnical Engineering</p> <p>No objection to improvements on the N3 in principle. In some instances, widening that requires cutting into or filling onto weak materials may give rise to slope stability concerns during construction and/or during operation. A competent, SACNASP registered engineering geologist should be appointed to carry out</p>	<p>7. Pavement and Geotechnical Engineering</p> <p>Noted. Geotechnical investigations are being undertaken by approved service providers and reports are available on request.</p>

		Development & City Enterprises	geotechnical field testing along the affected sections and report on potential geotechnical constraints.	
64i	2018-07-25 Email	Ms Claire Norton (sent by Diane van Rensburg) eThekwini Metropolitan Municipality – Sustainable Development & City Enterprises	8. eThekwini Transport Authority No objection to the proposed improvements on the N3 from Hammarsdale to Pietermaritzburg subject to: 8.1. A Traffic Management plan being presented to this Department for comment prior to construction. 8.2. Any deviation or road closure affecting Municipal Roads to be sent to this Department for approval prior to construction.	8. eThekwini Transport Authority Noted. 8.1 SANRAL (or their appointed representative) will present a Traffic Management Plan to eThekwini Transport Authority for comment, prior to construction. Essentially, traffic will be routed along the one carriageway while the other carriageway is being built. Two lanes of traffic (in each direction) will be maintained at all times. Traffic will be re-routed along the adjacent roads when the bridges are being demolished. The duration of this will be restricted to off-peak times and the duration limited to one day. 8.2 SANRAL (or their appointed representative) will notify eThekwini Transport Authority and obtain approval for planned deviations or road closures prior to construction.
64j	2018-07-25 Email	Ms Claire Norton (sent by Diane van Rensburg) eThekwini Metropolitan Municipality – Sustainable Development & City Enterprises	9. Environmental Health Department No comment received.	9. Environmental Health Department The draft Basic assessment Report and associated documents will be circulated to eThekwini's departments for review and comment, prior to submission to DEA.
64k	2018-07-25 Email	Ms Claire Norton (sent by Diane van Rensburg) eThekwini Metropolitan Municipality – Sustainable Development & City Enterprises	10. eThekwini Water and Sanitation Department Caution must be taken to ensure stormwater run-off during construction does not enter the Municipal sewer system.	10. eThekwini Water and Sanitation Department Stormwater run-off will be managed in a similar way in which the road run-off is dealt with. This will be done by using the existing stormwater systems. There are no sewer systems in the proximity of the road, so the risk of any contamination is not possible. Care will however be taken to ensure that the stormwater does not pose a problem.

64l	2018-07-25 Email	Ms Claire Norton (sent by Diane van Rensburg) eThekweni Metropolitan Municipality – Sustainable Development & City Enterprises	11. Durban Solid Waste Durban Solid Waste has no requirements for this project.	11. Durban Solid Waste The draft Basic assessment Report and associated documents will be circulated to eThekweni's departments for review and comment, prior to submission to DEA.
64m	2018-07-25 Email	Ms Claire Norton (sent by Diane van Rensburg) eThekweni Metropolitan Municipality – Sustainable Development & City Enterprises	12. Disaster Management No comment from Disaster Management.	12. Disaster Management The draft Basic assessment Report and associated documents will be circulated to eThekweni's departments for review and comment, prior to submission to DEA.
64n	2018-07-25 Email	Ms Claire Norton (sent by Diane van Rensburg) eThekweni Metropolitan Municipality – Sustainable Development & City Enterprises	13. Fire Safety This Department has no objection to the proposed capacity improvements to the National Route 3 (N3) from Hammarsdale to Pietermaritzburg subject to: 13.1. The site complying with the petroleum product pipeline servitude in close proximity. 13.2. Full compliance with the road closure procedures and requirements to allow emergency services to respond in cases of emergency. 13.3. Full compliance with other applicable legislative requirements. Should you seek clarification on any of the above issues, please contact the writer on telephone: 031 - 3117136 or via e-mail: diane.vanrensburg@durban.gov.za In addition, the Department requests that a copy of the Environmental Authorisation be emailed to the same address.	13. Fire Safety 13.1. SANRAL will comply with all legislative and regulatory requirements. 13.2. A minimum of two lanes shall be open to traffic in each direction at all times. As part of the traffic accommodation plans, provision will be made to enable access to emergency vehicles. See also 66 below. 13.3 See 13.1 above. The Environmental Authorisations will be made available to eThekweni Municipality when issued by DEA.

65	2018-07-31 Email	Dr Estee van Aardt Director: Chase Valley Vet Clinic Inc	<p>My veterinary clinic is located at 144 Sanctuary Road, being on the Mall's side of the freeway.</p> <p>My clients are mainly located in the northern suburbs of PMB (Montrose, Athlone, and Chase Valley). Please consider the impact on the businesses based in Connor Rd, Chase Valley Rd and Sanctuary Rd during the construction phase by staggering or prioritising the access routes based next to the freeway. For example, timely completion of the new circle based at Twickenham/Chase Valley Rd which would ease traffic flow towards these businesses.</p>	<p>A full traffic accommodation plan will still be developed during the detail design stage. The access to business will always be regarded as a high priority, but property owners also need to understand that full access may be restricted from time to time during construction. Disruption is inevitable during construction and SANRAL will ensure that access will always be provided.</p>
66	2018-08-06 Email	Sandile Dladla Risk Assessor eThekweni Fire & Emergency Services Unit	<p>This department would like to raise the following concerns on the proposed capacity improvements to national route:</p> <ol style="list-style-type: none"> 1. The owners of the affected pipelines (Transnet and Umgeni Water) must be notified and agreement between the developers and the owners of these pipelines must be submitted to the local authority for record purposes. 2. A major Hazard Installation risk assessment must be conducted to evaluate the risk levels since part of the NMPP will be relocated. 3. The developers must comply with the Interim Code Relating to Fire Prevention and Flammable Liquids and Substances. 4. Full compliance with the road closure procedures and requirements to allow emergency services to respond in cases of emergency. 5. Full compliance with other applicable legislative requirements. 	<ol style="list-style-type: none"> 1. SANRAL is engaging with both service providers. Copies of final agreements will be lodged with the local authority. 2. SANRAL takes note of this requirement. A basic risk assessment plan will be developed and provided to the relocation contractor. This will then be used to develop a risk mitigation plan. 3. SANRAL will comply with all legislative and regulatory requirements. 4. SANRAL take note of this. As part of the traffic accommodation plan, cognisance is being given for access to emergency vehicles. 5. SANRAL will comply with all legislative and regulatory requirements.
67	2018-08-23 Email	Theo Wicks SLR (on behalf of Settlers Park Pre-Primary)	<p>As stressed below, Settlers Park Pre-Primary is ultimately concerned with how the construction phase of the project will affect them as a business. As a little school in a highly competitive schooling/business environment, the margin for catastrophic failure is tiny which is why we are particularly concerned with the construction phase. A minor decrease in school admission (<5%) will ultimately cost employees their jobs and, if compounded year-</p>	<p>ACER and SANRAL note the concerns of Settlers Park Pre-Primary School, provided via written submissions and discussions, including a meeting with Settlers on 30th July 2018, attended by representatives of ACER and SANRAL (engineers and land evaluation team).</p> <p>Note that Settlers Park Pre-Primary School falls within the N3 section New England Road I/C to Twickenham Road, which will be dealt with under</p>

		<p>on-year during construction, it could lead to the school no longer being viable.</p> <p>Air Quality While the ambient air quality is to an extent compromised by existing emissions, construction of the interchange will generate additional emissions and dust through the operation of construction/ earth moving machinery, additional vehicles and dust as a result of construction and demolition. I'm interested in how your Environmental Management Programme (EMPr) will address the management and mitigation of this risk. If you are not including an air quality assessment, does Acer have the capacity to inform this? Has the school been contacted to confirm whether they have/ do they admit children with a predisposition to respiratory tract complications? The emphasis here is that:</p> <ol style="list-style-type: none"> 1. Will there be a decrease in the ambient air quality as a result of construction; and 2. (if yes to #2) will this affect the school from a marketability perspective and financially? <p>Without knowing what the existing air quality and what the significance of these impacts are, how is Acer developing an EMPr to manage these risks?</p>	<p>Basic Assessment (BA) 6. Please note (and in answer to your last question) that the draft BAR and specialist studies specifically for BAR 6 are expected to be available for public review during the first half of 2019. However, because the BA processes are being run partly in parallel and BAs 3-6 (collectively covering the N3 between Hammarsdale and Twickenham Road) have shared a project announcement phase, this Comments and Responses report (in BAR 5 – Lynnfield to Gladys Manzi Road) responds to all submissions relating to BAs 3-6, that have been received during the project announcement phase.</p> <p>In large part, the potential project impacts identified for this BA (Lynnfield Park to Gladys Manzi Road – BAR 5) are common to the other BAs (3, 4 and 6). The EMPr documents likewise, will apply largely to BAs 3-6, except where indicated to be site specific. The responses provided here are based on the findings of assessments to date and in so far as they can be applied to Settlers School which is located along the N3 section New England - Twickenham Road.</p> <p>Air quality ACER has not undertaken an air quality study as part of BA process for the N3 upgrades. During construction, emissions in the form of dust and vehicle exhaust emissions from construction plant will occur and will be controlled and managed by the Contractor according to standard engineering specifications, which SANRAL will incorporate into the contract documents. The contractors will be expected to maintain their plant in good working order, which includes maintenance of vehicle exhaust systems. The Contractor may, if this is found to be practical and feasible, consider the erection of noise barriers. These items are addressed in the EMPr for BAR 5 and will be similar for BAR 6. Monitoring and auditing of compliance with the EMPr will be required. Settlers Park has the opportunity to comment and make input on the draft EMPr for BAR5 and which will be carried through, as relevant, to the draft EMPr for BAR 6.</p> <p>ACER is not in a position to ascertain how additional emissions caused by construction may affect any particular pupils that the school may choose to admit in the future including during construction , nor how emissions from construction may affect the school from a marketability or financial perspective, given all the other variables that may affect any school's intake and success as a business enterprise.</p>
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			<p>Noise As with air quality, can you please confirm whether your SIA and Noise assessment give particular consideration to the occupational health and well-being of the children at Settlers Park Pre-Primary, particularly those with barriers to learning (ADD, ADHD). And furthermore, if risks are identified, are these equated to financial implications for the school?</p> <p>During an internal meeting last week, one of the mums highlighted that whilst their child with diagnosed ADD was able to function appropriately at the school with the current consistent ambient noise level; she was specifically concerned with how intermittent/increased noise emanating from the construction site might affect her child. She went so far to say that she would consider moving her child and, had she been presented with the proposed scenario when she was in the market for a school, she would have looked elsewhere. These are live examples of how noise presents a financial/ business risk to Settlers Park, so reiterating the above questions:</p> <ul style="list-style-type: none"> • Will there be a increase in the ambient noise levels as a result of construction; and • (if yes to #2) will this affect the school from a marketability perspective and financially? 	<p>Settlers Park School should also consider that, during operation, increased exhaust emissions will result, not due to the project but rather as a result of increasing traffic volumes over time. This will unavoidably affect occupiers and users of properties adjacent to the national road. The widened N3, along various sections, may bring receivers into closer proximity to traffic and therefore vehicle emissions. However, the impacts will be variable, depending on the topography and micro-climate of the location. Indeed, previously congested areas are likely to improve with respect to emissions, as free flowing traffic will result in a decreased concentration of exhaust emissions. Also note that on this portion of the N3, is the planned PMB Ring Road, which will result in substantial reduction of heavy vehicles using this section of the N3. However, the PMB Ring Road is still in a very early stage of concept design and SANRAL cannot commit to any timeline for the construction of this proposed bypass route to Town Hill.</p> <p>Noise The social and noise impact assessments undertaken to date do not specifically consider the occupational health and well-being of the children at Settlers Park Pre-Primary, nor Settlers' pupils with barriers to learning (ADD, ADHD). It is also not possible for ACER to anticipate or estimate what financial implications construction noise may have specifically for Settlers Park or any other school adjacent to the N3, given all the other variables that may affect any school's intake. The BAR does, however, provide an assessment of the impact of noise generally on receivers adjacent to the N3.</p> <p>During construction, construction activities will elevate existing noise levels over and above those already generated by traffic on the N3. This will be problematic to receivers adjacent to the N3 because the existing noise generated by traffic already exceeds 65 dB (A) within (generally) 300 m from the road. (The Noise Control Regulations (NCR) GNR 154 of January 1992 and Application of Noise Control Regulations, CNR 155 10 January 1992 framed under the Environment Conservation Act 1989 (Act 73 of 1989) identify a level of 65 dB(A), equivalent noise level (LReqd) cut off for road noise impact). Mitigation measures to control, manage and monitor noise levels are provided in a noise management plan, but this will not be able to eliminate exceedances as ambient noise already exceeds recommended levels.</p> <p>Settlers Park School should also consider that, in terms of operational</p>
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I've included the following tables for your ease of reference which are an excerpt from the SANS Code 1013 of 2018 and actual monitored noise emissions from earth moving equipment typically used during construction:

Equivalent Continuous rating level LReq.T for ambient noise dBA						
Type of district	Outdoors			Indoors, with open windows		
	Day-night	Day-time	Night-time	Day-night	Day-time	Night-time
c) Urban districts.	55	55	45	45	45	35
d) Urban districts with some work-shops, with business premises and with main roads.	60	60	50	50	50	40

Your noise expert will have to define the appropriate district but realistically I expect it to be "Item d)".

Machine	LAeq
1. Bomag	72
2. FEL	78.5
3. Excavator	77.5
4. Dozer D&R	81.9
5. Tipper trucks	74.4
6. Vehicle alarms	71.5

noise, noise levels are predicted eventually (over the next 30 years and in the absence of mitigation) to reach unacceptable levels according to predicted increases in traffic volumes. SANRAL, as the road authority, is tasked with ensuring that the roads can safely and efficiently accommodate traffic growth to facilitate economic development and to do this, has to widen the road. SANRAL has taken into consideration low noise surfacing in the road design and is in the process of appointing an acoustic specialist to investigate further possible and feasible noise control measures over time. (Note for the N3 section of interest, as discussed under Air Quality above, a future planned bypass [PMB Ring Road] will result in the reduction of vehicles using this portion of the N3 and should reduce noise levels significantly). However, control of the growth of traffic volumes is a broader issue that requires high level interventions such as improved public transport and migration of freight from road to rail. These issues are being addressed but will take time. Ultimately, there must also be an adaptation to prevailing conditions, which in this case is probably a change of land use/receptors adjacent to national roads, towards those which are less sensitive to noise.

			<p>Further reference, available noise levels emitted from certain construction machinery is detailed in the following table</p> <p>Basically, at source, these machines do not comply with SANS for operation in an urban area. The obligation SANRAL has is to manage and mitigate this noise at its boundary. I'm obviously interested in:</p> <ul style="list-style-type: none"> • Whether construction will comply, and (if not); • What initiatives are to be implemented to reduce noise levels (including what the expected level of success these initiatives are expected to achieve); • And what monitoring is to occur (type, interval, reporting, and ultimately what consequences there are of non-compliance). <p>Traffic Regarding traffic, please can you confirm:</p> <ul style="list-style-type: none"> • Has the influx and departure of traffic to and from the school been modelled for both the construction and operational phase (access and being able to depart from a school efficiently especially in the mornings influences a schools appeal). Typically these traffic assessments (especially if done by the consulting engineers is done to inform the engineering design and not the application for environmental authorisation. • Are you having the TIA peer reviewed for the purposes of the EIA. 	<p>Traffic The traffic model does not consist of individual traffic impact assessments for individual accesses to private properties. The scope of work for the engineering consultants, with regard to traffic impact during construction, is to provide a proposed traffic accommodation plan as part of the detailed design. This is mostly done as part of the pre-tender estimate and to provide the proposed contractors guidance during their pricing exercise. The successful contractor is ultimately responsible for a practical traffic accommodation plan, which forms part of their traffic accommodation pricing schedule. Conditions around various levels of access will form part of the project specification. Under the specifications, restrictions will be placed on what the contractor can and cannot undertake for traffic accommodation, in order to limit the disruption and delay to traffic using the N3 and local roads. However, it is to be noted, with any road construction projects, delays are inevitable and the motorists will be directed to alternative routes if available.</p> <p>Normal through traffic in Settlers Park past Twickenham Road to Montgomery Drive will naturally shy away from a big construction site and find other alternative routes, which may alleviate traffic around Settlers Park Pre-Primary during construction. Staged construction will also be implemented to accommodate traffic around that area, as there are also residents that need access to their properties.</p>
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			<p>Closing Please can you confirm your approach to the above. Failure to adequately assess these impacts will compromise the legitimacy of the process and the associated timeframes as these would not be unforeseen circumstances.</p> <p>Settlers Park Pre-Primary is not opposed to the proposed upgrade however there is very real concern for the schools livelihood. The school has this year established itself as a one of the few pre-primary's to offer a 18-24 month class with the purpose of creating continuity for the subsequent grades. This endeavour has come at great effort (obtaining necessary approvals from the Department of Education) and cost (upgrading the small garden, the outdoor container, equipment purchased, painted murals, added a roof, improved security and employed extra staff members). The class and their facilities will be located less than 45 m from the construction site. These pupils would be the most at risk and their parents potentially the most critical of schooling their toddlers</p>	<p>The TIA is not being peer reviewed for purposes of the EIA. SANRAL may do a peer review on the detail design report, but it is not envisaged that SANRAL will do a peer review on individual TIAs along the entire N3 from Durban to Pietermaritzburg, merely due to the size of the upgrade project. SANRAL will however be involving the Road Traffic Inspectorate (RTI) and Msunduzi Traffic department in a workshop to discuss the traffic accommodation plan for the upgrading of the N3 through Pietermaritzburg and impact on the local roads and streets. Should the school feel that they will be financially impacted due to construction impacts on traffic, the school can appoint an independent Traffic Engineering Consultant to motivate for compensation.</p> <p>During operation, the proposed Twickenham Road Interchange will most definitely attract a large number of light motor vehicles past the school, but local municipal road upgrades form part of the interchange development, which includes traffic control measures such as traffic lights at the school to ensure efficient traffic flow. This will increase the traffic safety around the school by reducing the operating speeds and limiting dangerous conflicting traffic movements. Also, as discussed under Air Quality, when the future PMB Ring Road is built, traffic on this section of the N3 will be reduced.</p> <p>Closing Being situated so close to the N3, Settlers Park Pre-Primary School enjoys good road access and the benefits that are associated with such access. Indeed, the proposed upgrades will further improve the existing access to the school from the N3 and local roads. However, the school is also exposed to the negative impacts of a national road, which cannot be unforeseen by those who live and conduct business in proximity to a national road. An inevitable increase in traffic will ultimately necessitate expansion, with attendant impacts of construction and long term operation (such as noise and emissions) on adjacent properties.</p> <p>Compromised air quality and noise are synonymous with national roads and construction sites; the severity is related to several factors, not least of which are size, proposed activities, duration, weather conditions, compliance to regulatory requirements, etc. To view one potential receptor's potential impacts for a 3-4 year period as something affecting the legitimacy of the process and timeframes is disingenuous.</p>
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			<p>alongside a construction site.</p> <p>We trust that the above serves as a reference to your application and that the concerns will be adequately considered. Without the above being information being available, Acer is not in a position to adequately advise on the impacts associated with the project, which compromises the schools ability to make an informed comment.</p> <p>Based on these comments, please can you confirm when the basic assessment report will be available? We are now heading toward late August rather than mid-August as discussed in the meeting with SANRAL.</p>	<p>Concerning traffic as related to access to the school during construction and operation, this is specifically something that an engineer would investigate (which has been done – see above). In the case of the Settlers Park Pre-primary School, the design engineers have formulated a solution (improved traffic flow on a national road which compromises adjacent feeder roads and their network of support roads is not a sound engineering solution and would not be proposed or supported by SANRAL). This raises the question as to the difference in traffic impact assessments for purposes of engineering or an application for environmental authorisation. Ultimately, both processes (and probably others) all feed into a common goal, viz. that of arriving at sustainable solutions.</p> <p>In some cases along the N3, within the ambit of the current upgrading, there are instances where arriving at a suitable engineering solution compromises third parties to the extent that relocation is the last resort mitigation. Some of these cases relate to access, for which SANRAL must develop alternative solutions. The Settlers park Pre-Primary School should, therefore, engage SANRAL rather than attempt to attribute all possible negative aspects related to the school business as sole consequences of SANRAL's proposed upgrading. In this regard, it is as much the responsibility of the EAP as that of an I&AP to enter dialogue. There has been no compromise of any I&AP's ability to comment meaningfully; where information has been requested, it has been provided. However, the proponent cannot be expected to investigate each potentially affected party to the level of detail being requested by the school, in order to obtain environmental authorisation. Problem areas will need to be addressed through further engagement with SANRAL outside of the EIA process. This may form part of the land acquisition process/affected party's negotiation and may include consideration of barrier walls outside of the school if feasible, or even relocation, if warranted and motivated in detail by the school (and not the EIA process).</p>
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68	2018-08-07 Email	Mr Rankin Auld Private Landowner	<p>As per telecom today, I wish to see some info and detail on Basic Assessment 4 and in particular the realignment of a portion of Fairview Road.</p> <p>My street address is 14 Fairview Road, Camperdown.</p> <p>I am particularly concerned, as this might be negatively interfering/affecting the valuation of my and other 8 properties in Fairview Road.</p>	<p>ACER has sent a google earth image to Mr Auld indicating the location of his property to the proposed realignment of Fairview Road.</p> <p>Effects on property values. Refer to item 6.</p>
69	2018-08-30 Email	Mrs Michéle Schmid Engineering Services: Road Control KZN Department of Transport	<p><u>PROPOSED RE-ALIGNMENT OR UPGRADE OF PORTION OF A PROVINCIAL ROAD</u></p> <p>1. The Minister as the Controlling Authority as defined in the Kwazulu-Natal Roads Act No. 4 of 2001, has no objection to the proposal, subject to the following.</p> <p>2. Prior to development taking place, the REALIGNMENT OR UPGRADE shall be designed by a registered professional engineer, in consultation with this Department's Design Engineer: Transport, and the design thereof inclusive of a pavement design obtainable from the Design Engineer: Transport, Department of Transport Kwazulu-Natal, is to be submitted for approval.</p> <p>3. Upon approval of the design, construction shall be done in consultation with and to the satisfaction of this Department's relevant Regional Cost Centre Manager.</p> <p>4. The following also requires to be taken into account when realigning:</p> <p>4.1 In order for the Department to ensure operational efficiency of the Provincial Road Network so as to ensure Road Safety is not compromised the Department maintains a level of control over Structures and Services, both within the declared or expropriated road reserve and in that portion of land immediately adjacent to the road reserve, known as the building restriction area, as defined in Section 13 (1) (a) & (b) of the Kwazulu-Natal Roads Act No. 4 of 2001.</p>	<p>1. Noted.</p> <p>2. The realignment or upgrade of any portion of the provincial road will be done by a registered professional engineer in consultation with the Department of Transport Kwazulu-Natal and submitted for approval.</p> <p>3. The construction of any portion of the provincial road will be done in consultation with the relevant Department of Transport Kwazulu-Natal officials.</p> <p>4. Noted.</p> <p>4.1 Noted.</p>

			<p>4.2 No buildings or any structures whatsoever, other than a fence, hedge or a wall which does not rise higher than 2,1 meters above or below the surface of the land on which it stands, shall be erected on the land within a distance of 15 meters measured from the road reserve boundary of a Blacktop surfaced Main or District Road, or within a distance of 30 meters measured from the center line of a Gravel surfaced Main Road; or within a distance of 25 meters measured from the center line of a Gravel surfaced District Road.</p> <p>*Structures means any structure, erection or other improvement, aboveground or underground, whether permanent or temporary and irrespective of its nature or size, including but not limited to advertisements, any enclosures, fences, driveways, garden walls, golf course fairways, loading areas, parking areas, patios, signs, swimming pools, tennis courts, thatched shelters or utility service.</p> <p>4.3 Service roads and parking as required in terms of the Town Planning Scheme (if there is one) may be positioned within the 15 meters building line but no closer than 7,5 meters measured from the road reserve boundary of a Provincial Road. The road reserve boundary of the Provincial road must be confirmed in consultation with this Departments Road Information Services Component (Tel: 033-355 8600).</p> <p>4.4 The disposal of stormwater emanating from the road reserve through the layout, or any stormwater emanating from the layout through the road reserve must be shown on plan. Any requirements or amendments determined by this Department shall be implemented in consultation with and to the satisfaction of this Department's relevant Regional Cost Centre Manager, during the development of the property concerned.</p> <p>4.5 Accordingly, services must be positioned in consultation with and to the satisfaction of this Department's relevant Cost Centre Manager. Upon the acceptance of the position of the alignment or upgrade, etc. a formal application with the plans are</p>	<p>4.2 Noted.</p> <p>4.3 The road reserve boundary of any portion of the provincial road will be confirmed in consultation with the relevant Department of Transport Kwazulu-Natal officials.</p> <p>4.4 The management of stormwater within the provincial road reserve will be done in consultation with the relevant Department of Transport Kwazulu-Natal official.</p> <p>4.5 The positioning of services within the provincial road reserve will be done in consultation with the relevant Department of Transport Kwazulu-Natal officials.</p>
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			<p>to be submitted to the said Cost Centre Manager.</p> <p>4.6 Kindly be advised all bridge, causeway or culvert related enquiries need to be submitted to this Department's Engineering Services: Bridge Engineer Transportation, Infrastructure and Regional Services for comment or approval.</p> <p>5. In terms of the Kwazulu-Natal Provincial Roads Act No. 4 of 2001, the provincial road/s may require to be reassessed in order to be declared and re-declared in consultation with and by this Departments Road Information Services, (Tel: 033-355 8600); and Cost Centre Manager.</p> <p>6. Any approval by this Department does not exempt the applicant from the provisions of any other Act required in the approval thereof.</p>	<p>4.6 Noted.</p> <p>5. Noted.</p> <p>6. Noted.</p>
70	2018-08-17	<p>Ms Karen Moodley</p> <p>DAFF – Directorate: Forestry Regulations and Support</p>	<p><u>Comments for the Background Information Document (BID) for the Proposed Capacity Improvements to National Route (N3) from Hammarsdale to Pietermaritzburg</u></p> <p>The Department of Agriculture, Forestry and Fisheries (DAFF) appreciates the opportunity to register as an interested and affected party for the above-mentioned project. DAFF through the sub-directorate Forestry Regulations and Support is the authority mandated to implement the National Forest Act, (Act No. 84 of 1998) by regulating the use of natural forests ¹and protected tree species in terms of the said Act.</p> <p>With regards to the BID received on the 01st August 2018, the proposed capacity upgrades will result in clearance of vegetation during the site preparation phase. The Department therefore requests that the necessary specialist studies be undertaken and incorporated into the Draft Basic Assessment report. The studies will assist the Department in determining the impact of the development on natural forests or protected trees as per the National Forest Act provisions. The department will further comment</p>	<p>Noted. The draft Basic Assessment Reports with associated vegetation specialist studies will be made available to DAFF during the public and authority review periods.</p>

¹ "Natural forest" means a group of indigenous trees-

(a) whose crowns are largely contiguous; or

(b) which have been declared by the Minister to be a natural forest under section 7(2); (xxviii)

			upon the receipt and review of the Draft BAR. Should any further information be required, please do not hesitate to contact this office. This letter does not exempt you from considering other legislations.	
71	2018-09-06 Letter	Mr Morne Lambort Steinhoff Properties Operations Executive	1. Purchase of portion of Erf 1377 as per initial enquiry (see attached) 2. Interchange upgrade at Ohrtmann Road - Update required	1. Mr Lambort's comments and queries have been referred to SANRAL's property division for direct liaison and correspondence between Mr Lambort and SANRAL representatives, regarding land acquisition. 2. The Basic Assessment for the N3 section between New England Road and Twickenham Road (BA6) is still underway, with engineering designs still subject to finalisation Mr Lambort will be notified when BA6 is available for public review. In the interim however, Mr Lambort's query has been passed on to SANRAL for a response when updated information is available.
72	2018-09-17 Email	Jeremy John City Lodge Project Coordinator	Please find my form attached to receive information on Basic Assessment 6 (BA6) only.	Mr John has been registered as an I&AP on the N3 batch 2 project database and will receive project documentation as it becomes available for public review. At this stage, the public participation process for BAs 3, 4, 5 and 6 has run concurrently and where it is not possible to separate out the information per BA, I&APs will receive notification common to all four BAs (BA3-6).
73	2018-09-20 Email	Ms TP Ndlovu (via Tashveer Bothath) Ingonyama Trust Board Chief Executive Officer: Ingonyama Trust Board	<u>RE: Proposed capacity improvements to National Route N3 from Hammarsdale to Pietermaritzburg, KZN.</u> Your correspondence in respect of the above refers. Kindly note that the maps sent through together with the Background Information Document have been perused. Your email dated 24 th July 2018 further confirming that Ingonyama Trust Board land shall not be affected by the proposed improvements have been welcomed. To this end, the Ingonyama Trust Board has no objection to the proposed improvements to the National Route. Should you have any queries regarding the contents of this correspondence, kindly direct them to Tashveer Bothath.	Noted.