

**COMMENTS AND RESPONSES REPORT 1  
(PROJECT ANNOUNCEMENT PHASE: JULY 2016 – 20 SEPTEMBER 2018)**

**PROPOSED CAPACITY IMPROVEMENTS TO THE N2 & N3 WITHIN THE ETHEKWINI METROPOLITAN MUNICIPALITY, KZN**

**BASIC ASSESSMENT 1:** Capacity Upgrades to the N2 (Solomon Mahlangu to south of Umgeni Rd I/C), including expansion of EB Cloete and Solomon Mahlangu Interchanges, and the N3 (EB Cloete to ParadiseValley) including provision of temporary access for construction below Westville and ParadiseValley viaducts.

**BASIC ASSESSMENT 2:** Capacity Upgrades to the N3 (ParadiseValley to Key Ridge) including provision of temporary access for construction below the Umhlatzana Viaduct.

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

<b>Title</b>	<b>Surname</b>	<b>First Name</b>	<b>Organisation</b>
Mr		Bruce	Private Landowner
Ms	Badal	Vijayaluxmi	Adjacent Landowner/local resident
Mrs	Bax	Susan	Adjacent Landowner/local resident
Mr	Bhavna	Bhavna Deeplal	Swissport
Mr	Bishop	Dave	Gevon Steda cc
Mrs	Bold	Theresa	Adjacent Landowner/local resident
Ms	Bothma	Hazel	Property owner
Mr	Burne	Mr Warren	eThekweni Municipality - Ward Councillor for Ward 30
Mr	Castwood	Richard	Canyon Quarries (Adjacent Landowner/local resident)
Ms	Coetsee	Marreleen	Power Construction Pty Ltd
Mr	Couch	Raymond	Telkom
Mr	D'Eathe	Lee	Palmiet River Watch - Business Unusual
Ms	Dlamini	Barbara Ruth	Property owner
Mr	Dyer	Rob	Private Landowner
Mr	Elphick	G, and N Proome	Java Trench (Adjacent Landowner – commercial property)
Ms	Garside	Renee Jeanne Gislaine	Private Landowner
Mr	Govender	Kyle	Neotel
Mr&Mrs	Govender	Jason and Leeshanthi	Private Landowner
Mr	Gore	Lance S	Spencer-Gore Developments and Westwood Estate Homeowners Association
Mr	Haggins	Henrie	Adjacent Landowner/local resident
Mr	Harburn	Chris	GIBA Business Park/ Giba Gorge Mountain Bike Park
Mr	Harris	Mark	Father-in-law's private landowner
	Horsfield	W.A.	Amazona Endangered Parrot Breeding

			Facility (Adjacent Landowner/local resident)
Mr	Huxtable	Devon	I&AP
Mr	Khan	Rishad	Private
Mr	Khanyile	Nkosinathi Emmanuel	Private Landowner
Mr	Lindsay	Adrian	Property owner
Mr	Lushaba	Denis Brian	Property Owner
Mrs	Luchai	Vishali	Private Landowner
Mr	Luchai	Wesley	Private Landowner
Mr	Mabea	Martin	Property owner
Mrs	Machattie	Antoinetta	Private Landowner
Mr	Maharaj	Vickesh	I Mangaroo Properties (Pty) Ltd
Dr	Maharaj	Pranduth Choonilal	Private Landowner
Mr	Maharaj	T	Private Landowner
Mr	Maharajh	Jainendra	Private Landowner
Ms	Maloney	Katherine	Private Landowner
	Manager IEM & PAM Planning		Ezemvelo KZN Wildlife
Ms	Mbewu	Nomvuyo Florence	Private Landowner
Dr	Mere	SM	Property owner
Ms	Miya	Phindile	Private Landowner
Ms	Morris	Colleen Kim	Adjacent Landowner/local resident
Mr	Mohun	Premllal	Private Landowner
Ms	Mbewu	Novuya	Adjacent Landowner/local resident
Mr	Mjadu	Christian Thandolwenkosi	Adjacent Landowner/local resident
Mr	Msibi	Muzikayise Vivian	Property owner
Mr	Naidoo	Vijay	Adjacent Landowner/local resident
Mr	Naidoo	Yogesh	Guilder Investments 10 (Pty) Ltd
Ms	Norton	Claire	Acting Head Department of Economic Development, Tourism and Environmental Affairs
Mr	Nyandeni	Jethro	Giba Gorge Mountain Bike Park – Mountain bike trail Manager
Mr	Nyembezi	S.	Cutheka Properties CC
Mr	Nzama	Kenny	Private Landowner
Mr	Olivier	Leon Marthinus	Private Landowner
Ms	Olejniczak	Margaret	Director Plant Inn and Landowner
Mr	Omarjee	Zohra	Property Owner
Mr	Payne	Randal	Private Landowner
Mr	Perma	Thribuvan	Adjacent Landowner/local resident
Mr	Proome	N. and G.Elphick	Java Trench (Adjacent Landowner – commercial property)
Ms	Putini	Noluthando	DAFF
Mr	Ragoobeer	Pranesh	Local resident
Mr	Ramlall	Inderjeeth Mangal Parsad	Adjacent Landowner/local resident
Mrs	Ramsunder	Prashna	Metro Service Station (Pty) Ltd
Mr	Raw	Catherine Ann	Adjacent Landowner/local resident
Mrs	Schreiber-Kaya	Adeleheid	Property owner/local resident
Mr	Sibiya		Affected property owner/occupier

Mr	Singh	Amar	Private Landowner
Mr	Singh	Keval	Private Landowner
Mr	Sithole	Irvin Nhlanhla	Private Landowner
Ms	Sontangane	N.	DAFF
Mr	Schoeman	Gerrie	SA National Blood Service (SANBS)
Ms	Shezi	Baxolile Sylvia	Private Landowner
Ms	Shrives	Laura Dawn	Private Landowner
Mrs	Smith	Marcia Ann	Adjacent Landowner
Mr	Swade	Cobus	Private Landowner
Dr	Titus	MJ	Adjacent Landowner/local resident
Ms	Thornton	Margot Leone	Private Landowner
Mrs	Turner		Adjacent Landowner/local resident
Ms	Van Rensburg	Diane	eThekwini Municipality
Mr	van Romburgh	Piet	Hino Pinetown – Principle Dealer
Ms	Vincent	Glenda	Private Landowner
Mr & Mrs	Wagner	Ethel Iris & MI	Private Landowner
Mr	White	Joe	Private Landowner
Mr	Zondi	Khosi	Transnet Pipelines
Mr	Zulu	Lucky Sbongakonke	Private
Mr	Zulu	Andreas Mdumiseni	Adjacent Landowner
Mr	Zuma	Timothy Muzi	Private Landowner

No	Date	Name and Organisation	Comment/ Issue Raised	Response
1	21 July 2016	Raymond Couch - Telkom  Email sent by: Sthembiso Mchunu Technical Officer – Wayleave Management	<p>With reference to your letter dated 21 July 2016 refers:</p> <p>I hereby inform you that the proposed work indicated on your drawing is approved in terms of the Electronic Communications Act no. 36 of 2005 (Refer to map).</p> <p>No telecommunication infrastructure owned by Telkom SA is affected.</p> <p>Approval of the proposed route is valid for six months. If construction has not yet commenced within this time period then the file must be resubmitted for approval. Any changes and deviations from the original planning during construction must be immediately communicated to this office.</p> <p>Please notify this office and forward an as built plan, within 30 days of completion of construction.</p>	<p>Thank you. Telkom's comments regarding telecommunications infrastructure have been forwarded to SANRAL and the relevant engineers.</p> <p>It is acknowledged that no telecommunication infrastructure owned by Telkom SA is affected by the proposed route.</p> <p>Construction will not begin within the stated 6 month validity period. SANRAL (or its appointed design engineers) will therefore resubmit plans for approval 6 months prior to construction.</p> <p>SANRAL will notify your office and forward as built plans within 30 days of completion of construction.</p> <p>SANRAL has a signed agreement with Telkom which it has to comply with in terms of notification of construction works.</p>
2	25 July 2016	Khosi Zondi - Transnet Pipelines	Transnet Pipelines has an underground pipeline that crosses parts of the N3. Please ensure that Transnet Pipelines is informed / consulted accordingly.	<p>Thank you for notifying ACER regarding Transnet's affected underground pipeline. ACER will ensure that Transnet Pipelines are kept informed regarding the environmental (Basic Assessment) process.</p> <p>SANRAL's appointed engineers will ensure that Transnet Pipelines is notified/consulted regarding detailed design plans to ensure all parties are aware of the affected pipeline positions to ensure the protection of the pipeline.</p> <p>Negotiations are in progress for the crossing of the Transnet Pipeline at Solomon Mahlangu Interchange.</p>

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3	26 July 2016	Lucky Sbhongakonke Zulu	<p>-----English translation-----</p> <p>I wish to participate in this proposed project for N2 and N3.I've got a Diploma in Civil Engineering. At the moment I work for Wepex Piling. I will appreciate if my request can be considered.</p> <p>-----Original Message-----</p> <p>Subject: Isimemo Sokubamba iqhaza</p> <p>Sawubona Nolwandle. Ngiyafisa ukubamba iqhaza kule project ezoba khona kuN2 and N3.Nginediploma kuCivil Engineering. Okwa manje ngisebenza kwa Wepex piling.Ngingajabula uma isicelo sami singamukelwa.</p>	Thank you for your response, your details have been added to the database. ACER will notify you when the draft Basic Assessment Report is available for public review and comment.
4	27 July 2016	N. Sontangane – DAFF  Email received from Thobekile Mashele (Intern)	<p>Background Information and Invitation to Participate in an Environmental Authorisation Process (Basic Assessment) and Water Use Licence Application: Proposed capacity improvements to National Route 2 (N2) and National Route 3 (N3) within eThekweni Metropolitan Municipality.</p> <p>This letter serves as a notice of receipt for the above mentioned document(s) received on 21st of July 2016.</p> <p>Should any further information be required, please do not hesitate to contact this office.</p>	Noted.
5	1 Aug 2016	S. Nyembezi Cutheka Properties CC	<p>Your letter dated 21 July 2016 refers.</p> <p>Kindly take note that our property is on the N3 Ashburton, and not within the Ethekewini Metropolitan area.</p>	Thank you for your correspondence. ACER has transferred your name to the database that deals with the N3 Capacity Upgrades between Hammarsdale and Twickenham Road (Basic Assessments 3, 4, 5 and 6). You will be notified when these reports are available for public review.

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			Please forward us the correct Basic Assessments information.	
6	1 Aug 2016	N. Sontangane – DAFF  Email received from Thobekile Mashele (Intern)	<p>The Department of Agriculture, Forestry and Fisheries (DAFF) appreciates the opportunity given to review and comment on the BID for the above mentioned development. 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 and protected tree species in terms of the said Act.</p> <p>With regards to the document received on the 21 July 2016, there is insufficient information pertaining to vegetation since the environmental assessment process is still at its initial stage. The department requests that a vegetation assessment is conducted for the proposed areas. This study will assist in determining the impact that the development may have on indigenous trees and/or protected tree species in terms of the NFA. Further comments will be provided upon receipt and review of the Basic Assessment Report.</p> <p>This letter does not exempt you from considering other environmental legislation Should any further information be required, please do not hesitate to contact this office.</p>	<p>For information on the impacts on indigenous forest vegetation, please refer to the specialist vegetation report (Appendix D), and the following sections of the draft Basic Assessment Report:</p> <ul style="list-style-type: none"> <li>• Section 5.5 (Biodiversity including description of forest vegetation on site).</li> <li>• Section 8.6 (impact assessment).</li> </ul> <p>The draft EMPR (Appendix F) also contains specifications regarding protection of forest vegetation. Refer to sections C1003 (ix); C1006 (d); and C1012 (1g, 2d, 3c, 5a).</p>
7	8 Aug 2016	Email to Chris Harburn - Natal Board of Property Administrators (Pty) Ltd	<p>RE: SANRALs proposed widening of the N2 and N3 in Durban area (affecting the area around Giba Gorge).</p> <p>Thanks for your email. Please can you add me to the</p>	<p>Mr Harburn's details have been added to the project database.</p>

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			register as an I&AP for this contract? If you have any further queries, please come back to me.	
8	12 Aug 2016	Rishad Khan	<p>Please consider the following issues as part of the Assessment:</p> <ul style="list-style-type: none"> <li>• Increased sound / noise levels.</li> <li>• Increased safety risks (both security and accidents).</li> <li>• What interim measures will be put in place to ensure safety and security during the construction phase? Consultation prior to any construction work</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Increased noise during construction</b> (refer also to section 8 and Appendix D of the draft Basic Assessment Report, as well as sections C1006 (f); and C1012 (j) and Appendix E of the draft EMPR).</li> </ul> <p>Construction activities will involve the use of heavy plant and equipment which will generate noise, adding to the noise levels already generated by the N2 and N3. Construction noise will vary in intensity depending on the equipment being used at the time. Generally, noise levels will have the most negative impact on receivers up to 300 m distance from the highway. Where viaduct access roads are to be constructed, residents will be affected by the noise of haulage vehicles passing through residential areas to gain access to the work area (Chesterville and areas near Paradise Valley).</p> <p>Construction noise cannot be avoided and will negatively affect people situated in close proximity to the source. Some sections will require night construction work. Construction noise will be managed by the Contractor, with the aim of keeping noise nuisance to a minimum. Specifications are provided in a Noise Management Plan appended to the EMPR and include various control measures including liaison with affected parties, limiting work hours, managing vehicles/equipment and noise monitoring.</p> <ul style="list-style-type: none"> <li>• <b>Increased noise during operation</b> (refer also to section 8 and Appendix D of the draft Basic Assessment Report, as well as sections C1006 (f); and C1012 (j) and Appendix E of the draft EMPR).</li> </ul> <p>The noise generated by traffic on the national roads is already high and over time, with the predicted increase in traffic volumes, noise levels will increase. Noise levels will differ according to the topographical position of the receiver (whether above or below the road) 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</p>

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				<p>generate more noise due to heavy vehicles having to engage lower gears and/or air brakes. Generally however, according to the noise specialist report (Appendix D) noise levels are most problematic to receivers located within 300 m of the side of the road. Within this distance, the 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 N2 and N3 have done so being aware of the existing noise levels and the potential for these 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 this growth). However, there are various measures that can be implemented to help reduce noise levels. These include using low process noise road surface and the construction of barrier walls.</p> <p>SANRAL will be using ultra thin wearing course which is a low-noise surface. The effectiveness of walls is however very 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 increasing distance. The engineers responsible for detailed design will investigate, in conjunction with acoustic design specialists, the feasibility of constructing barrier walls in certain areas, to mitigate noise in particular problem areas.</p> <p>Home and business owners may be able to reduce noise levels on their own 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>



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				<ul style="list-style-type: none"> <li>• <b>Increased health and safety risks during construction where there is close proximity of construction to houses and properties</b> (refer also to section 8 and Appendix D of the draft BAR, and relevant sub sections under C1012 (4) of the EMPr.)</li> </ul> <p>Property boundary fences will remain in place during construction and provide a barrier between properties and construction activities. Where boundary fences have to be moved, they will be reinstated prior to the commencement of construction. Health and safety risks during construction will be managed by the Contractor and will include various measures required in terms of the Construction Regulations under the Occupational Health and Safety Act as well as relevant specifications in the EMPr (Appendix F). An important component of safety during construction will be the management of traffic. A Traffic Management Plan is appended to the EMPr.</p> <ul style="list-style-type: none"> <li>• <b>Increased security risks during construction</b> (refer also to section 8 and Appendix D of the draft BAR, and relevant sub sections under C1012 (4) of the EMPr.)</li> </ul> <p>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 under C1012 (4) of the EMPr.)</p> <ul style="list-style-type: none"> <li>• <b>Increased health and safety risks during operation due to closer proximity of national road to properties and houses</b></li> </ul>

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				<p>Boundary fences will be retained between the road reserve and neighbouring properties. In certain places, the edge of the road is within 3m of the property boundary. Guardrails / concrete parapets will be constructed as protection, where the road is in fill.</p> <ul style="list-style-type: none"> <li>• <b>Notification of the public regarding construction activities</b></li> </ul> <p>The public will be notified of construction activities by the Contractor. During construction, contract boards are posted on either end of the road section under construction, listing the details of the project, the start and end dates as well as the relevant contact numbers for the traffic Safety Officer. Should there be specific closures, demolition, blasting or other activities, these will be communicated via media advertisements as well as additional construction information boards.</p>
9	22 Aug. 2016	Jethro Nyandeni - Giba Gorge Mountain Bike Park	<p>Mr. Nyandeni requested a general layout plan of the haul road through Giba Gorge and asked how the haul road and N3 upgrade will impact the existing bike routes, and the bike route crossings at Giba Gorge. The following issues were raised by Mr Nyandeni and discussed with SMEC Engineers at the public participation meeting held on the 16 August 2016 at the Westville Country Club:</p> <ol style="list-style-type: none"> <li>1. The haul road impacts the existing green and blue bike routes. It was also noted that the blue route adjacent to the N3 highway falls predominantly within the N3 road reserve (road reserve indicated in black line types);</li> <li>2. The possibility of routes being temporarily relocated to make way for the haul road and N3 upgrade.</li> <li>3. That the haul road must make allowances for bike route crossings.</li> </ol>	<p>SMEC engineers have been in further correspondence with Mr Nyandeni and provided him with a general layout plan of the haul road through Giba Gorge. See further comment below:</p> <ol style="list-style-type: none"> <li>1. The Green and Blue Routes are to be temporarily rerouted.</li> <li>2. The Blue Route is to be permanently relocated outside of the N3 road reserve. The affected Green Route falls predominantly into a neighbouring property site, whose owner has been contacted by SMEC.</li> <li>3. This is to be investigated by Giba Gorge Property owners once detail design drawings of haul roads are completed.</li> <li>4. Due to public safety issues, minimum crossings points will be considered.</li> </ol>

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10	22 Aug. 2016	Adrian Lindsay Property owner	Fencing between the N3 and residential areas that are next to the N3.	Existing fences between the N3 and neighbouring properties will be protected. Where land is being acquired due to expansion of the road reserve and existing fences need to be removed, SANRAL will provide a new fence to the minimum standard of the current fence, as part of the works contract, at SANRAL's cost.
11	22 Aug 2016	Vickesh Maharaj – Metro Truck Stop	Please advise what effect the upgrade will have regarding access to the Metro Truck Stop which is situated at 1-9 Westmead Road, Westmead.	As per the correspondence and attached drawings emailed by ACER to Mr Maharaj on 3 November 2016:  The upgrading of Richmond Road Interchange necessitates the closure of the existing intersection at Westmead Road. The permanent closure of the intersection implies that the Metro Truck Stop, as well as adjacent businesses, need to obtain access to Richmond Road at the existing Alexander Road/Mariannhill Road intersection, via Albert and Clark Road. Other access options to Richmond road have been investigated. A new access to this area using existing roads will be provided and the existing access will be permanently closed due to its closeness to the new interchange ramp.  <i>(Note that during August 2018, an additional public Open Day was held to deal with changes in the proposed designs around the Richmond Road I/C)</i>
12	23 Aug. 2016	Denis Brian Lushaba – Property Owner 28 Thames Drive, Westville	The proposed road is very close to my private property, taking into account that this is the National road with high traffic flow day and night.  This expansion will not only result in unbearable excessive noise but it will also subject my property and its residents to danger/risk.  The above is corroborated by the fact that 9 m <sup>2</sup> of my land will be required for the proposed expansion. This is a clear indication of the close proximity of the proposed expansion road to my property / building.  Due to reasons stated above, shall SANRAL proceed with the proposed expansion of the N3 I request that	Please refer to the responses provided in row 8 of this table, regarding: <ul style="list-style-type: none"> <li>Increased noise during construction</li> <li>Increased noise during operation</li> <li>Increased health and safety risks during construction where there is close proximity of construction to houses and properties</li> <li>Increased security risks during construction</li> <li>Increased health and safety risks during operation due to closer proximity of national road to properties and houses</li> </ul> <p>• <b>The terms of compensation and the land acquisition process</b></p> <p>SANRAL negotiates with each land owner as part of land acquisition and takes into account their individual circumstances and potential financial losses caused by land acquisition. SANRAL will compensate land owners</p>

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			they must find alternative accommodation for me and my family since they will be requiring a portion of my land for this project.	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 the Expropriation Act (Act 63 of 1975).SANRAL is not responsible for finding alternative accommodation for land owners in cases where properties are purchased by SANRAL.
13	24 Aug. 2016	Warren Burne Ward Councillor for Ward 30	<p>I am the ward councillor for Ward 30 in eThekweni, which includes inter alia the eastern part of Westville, Sherwood, Bonela and Mayville. Much of the proposed capacity upgrades in the Basic Assessment 1 area fall within Ward 30. As such, I request that you register me as an interested and affected party in respect of this work.</p> <p>Requesting regular feedback to the local community of proposed interruptions, construction areas, and any actual or possible delays.</p>	<p>Thank you for your email and we confirm your registration on the project database.</p> <ul style="list-style-type: none"> <li><b>Notification of the public regarding construction activities</b></li> </ul> <p>SANRAL will notify the public of construction activities by placement of media releases both written and verbal. During construction, contract boards are posted on either end of the road section under construction, listing the details of the project, the start and end dates as well as the relevant contact numbers for the Traffic Safety Officer. Should there be specific closures, demolition, blasting or other activities, these will be communicated via media advertisements as well as additional construction information boards.</p>
14	24 Aug. 2016	Martin Mabea Property owner	<p>I am one of the people who will be affected by this capacity improvement of the N2 &amp; N3 and would like to find out as to what will be the effects of the project on the properties (houses) in terms of:</p> <ul style="list-style-type: none"> <li>Safety</li> <li>Property value</li> <li>Noise</li> <li>Distance from the freeway</li> <li>Reimbursement for the land that will be taken from our yard</li> <li>Or whether we have any option of selling the property.</li> </ul> <p>Please could you also provide me with any information that could be useful to me with regards</p>	<p>Please refer to the responses provided in row 8 of this table, regarding:</p> <ul style="list-style-type: none"> <li>Increased noise during construction</li> <li>Increased noise during operation</li> <li>Increased health and safety risks during construction where there is close proximity of construction to houses and properties</li> <li>Increased security risks during construction</li> <li>Increased health and safety risks during operation due to closer proximity of national road to properties and houses</li> <li>The terms of compensation and the land acquisition process</li> <li><b>Effect on property values</b></li> </ul> <p>Where land is to be acquired, SANRAL negotiates with each land owner as part of land acquisition and takes into account their individual</p>

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			with this matter? Thanking you in advance.	<p>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 the Expropriation Act (Act 63 of 1975).</p> <ul style="list-style-type: none"> <li>• <b>Option of selling the property</b></li> </ul> <p>This matter would need to be discussed directly with the land acquisition team. If it was in SANRAL's interests to buy the property, then the land acquisition team would enter into negotiations with the property owner.</p>
15	28 Aug. 2016	Hazel Bothma  Property owner	<p>I would like to receive information on BA1 and BA2.</p> <p>Please consider the following issues as part of the Assessment:</p> <ul style="list-style-type: none"> <li>• Noise level during and after construction. Living with constant noise leads to a long term effect on deafness and the potential increase in carbon monoxide levels, traffic volume and an increase in pollution is a health risk. At the moment the noise level is high and with added construction the noise level will just be worse. With the building going on at the pavilion at present, the noise comes straight over and sounds like it is in my yard. With my bedroom windows open it sounds like it is right outside the window.</li> <li>• I have already had to replace all my windows with aluminium because when the trucks went past, the windows would vibrate.</li> <li>• I am concerned about the increase in crime because of the exposure of my property during and after construction. My family have already</li> </ul>	<p>Please refer to the responses provided in row 8 of this table, regarding:</p> <ul style="list-style-type: none"> <li>• Increased noise during construction</li> <li>• Increased noise during operation</li> <li>• Increased health and safety risks during construction where there is close proximity of construction to houses and properties</li> <li>• Increased security risks during construction</li> <li>• Increased health and safety risks during operation due to closer proximity of national road to properties and houses</li> <li>• The terms of compensation and the land acquisition process</li> </ul> <ul style="list-style-type: none"> <li>• <b>Increase in air pollution</b></li> </ul> <p>When the road is widened, vehicle emissions (carbon dioxide and nitrous oxide) will be emitted closer to residences than previously (by a few meters) and would cumulatively contribute to existing air pollution levels. 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. Serious concerns regarding areas experiencing perceived high levels of air pollution should be reported to eThekweni's Department of Health for further investigation and monitoring.</p> <ul style="list-style-type: none"> <li>• <b>Vibrations from heavy vehicles</b></li> </ul> <p>Vibrations caused by traffic (usually heavy vehicles) are unlikely to cause damage to structures but can be very annoying to those who live close to a</p>

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			<p>been victims of crime, my husband and daughter were shot at by a criminal during his escape.</p> <ul style="list-style-type: none"> <li>• All vegetation will be removed to make way for a concrete Gunitite wall to support the bank, as it needs to be cut away at a 70 degree angle to accommodate the additional 3 lanes.</li> <li>• I feel I am forced to sell before construction begins as thereafter nobody will be interested in buying the property once the noise and dust starts during construction. I will have to disclose the information about the upgrade to the N3 to potential buyers which will result in an immediate decrease to the value of my property. This will be a direct loss to myself. Direct costs that will affect me are commission to the estate agent. Electricity and Bug clearances. Cancellation of bond fees and any other legal fees. Huge inconvenience to my family. When relocating the direct costs to myself will be: Transfer fees, Cost of packing and moving, Bond registration fees. I therefore feel the need to be compensated for having to relocate against my will.</li> <li>• I understand that this project will go ahead regardless of any objections as indicated at the meeting and as a last resort the land will be expropriated.</li> <li>• I have never entertained the idea of moving before as my daughter is a pupil at Westville Girls' High School. Financially I cannot afford to move because of the costs involved which I have previously mentioned. I am well situated to all</li> </ul>	<p>national road. The intensity of the vibrations caused is related to numerous factors including the roughness of the road surface, the properties of the soil and the proximity of the structure and may change when some of these parameters change. However, the improved road surface may well reduce vibrations as it is usually a rough or uneven road surface which can cause vibration. Regular maintenance and ensuring that uneven surfaces are regularly fixed will help reduce vibrations.</p> <ul style="list-style-type: none"> <li>• <b>Loss of vegetation and retaining walls</b></li> </ul> <p>On steep banks, retaining walls are required to contain earthworks and these are kept within the existing road reserve wherever possible. (There are only a few areas where this is not possible).</p> <ul style="list-style-type: none"> <li>• <b>Decrease in property values &amp; compensation for expenses incurred during and after relocation</b></li> </ul> <p>Where land is to be acquired, SANRAL negotiates with each land owner as part of land acquisition and takes into account their 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 the Expropriation Act (Act 63 of 1975).</p> <p>Where an owner has purchased property adjacent to an existing national road however, this is presumably done in awareness of the noise, as well as the current and future disadvantages of such a location. Properties adjacent to national roads are, for these reasons, generally lower in value and less expensive to purchase.</p> <p>SANRAL will not compensate for relocations except possible financial losses discussed above.</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p>amenities.</p> <p>I would appreciate that my circumstances be thoroughly looked into as I have been living in my property for 6 years. I did get a taste of what is to come when the N3 was being re-tarred. The noise was unbearable and we were not able to sleep at night, so I can imagine the noise level to be much worse when actual construction starts.</p>	
16	29 Aug. 2016	Muzikayise Vivian Msibi – Property owner 20B Harrison Road, Westville	<ol style="list-style-type: none"> <li>1. I am residing next to the N3 and you will require a piece of my land. This will make it difficult for me and my family because of the noise, as it is the big trucks make my doors and windows vibrate.</li> <li>2. The security issue is highly important and will need improvement since this is a busy area, especially people from Chesterville across the road.</li> </ol>	<p>Please refer to the responses provided in row 8 of this table, regarding:</p> <ul style="list-style-type: none"> <li>• Increased noise during construction</li> <li>• Increased noise during operation</li> <li>• Increased security risks during construction</li> </ul> <p>Please refer to the response provided in row 15 of this table, regarding vibrations from heavy vehicles.</p>
17	31 Aug. 2016	Barbara Ruth Dlamini – Property owner	<p>I, Barbara Dlamini, would like to formally agree to take part in the capacity improvements on the N3 route (Durban to Pietermaritzburg).</p> <p>I would also like to be notified of any steps taken further, to ensure that I and SANRAL/ACER reach a mutual agreement / settlement.</p>	<p>ACER has registered Mrs Dlamini on the database. Relevant project correspondence and updates will be sent to Mrs Dlamini throughout the Basic Assessment process.</p> <p>Specific concerns and queries regarding compensation for any property required by SANRAL will be dealt with directly between SANRAL's land acquisition team and the property owner.</p>
18	5 Sept. 2016	Lee D'Eathe – Palmiet River Watch Business Unusual	<p>Please see a typical example below:</p> <p>Having witnessed and recorded the devastating effects that diverted and concentrated surface and channelled storm water has on water quality, peak and base flow in streams, wetlands and rivers, please have measures put in place to ensure storm-water neutrality (measures to reinstate the pre-development</p>	<p>Please refer to Section 8 of the Basic Assessment Report (BAR) for details on the potential impacts on watercourses and the mitigation thereof. Specifications for protection and rehabilitation of watercourses are also provided in the EMPr C1012 (1a, 4r, 5c and Appendix B).</p> <p>It must be noted in addition that the total catchment areas feeding all the cross drainage structures will not increase. The runoff however increases by a very small margin due to the relatively high runoff on the additional</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p>ecological, environmental and hydrological conditions); including retro-engineering for the existing road corridor and surrounds, so as to sustain biodiversity of the aquatic, riparian and terrestrial habitats; even artificially replicating nature where necessary; for perpetuity.</p> <p>Refer to photographs on the original comment - Lee D'Eathe 05.09.16.</p>	<p>road surface width. In comparison to the total stormwater runoff, this is minimal and the culverts crossing the road are operating at very similar runoffs as in the past. All the stormwater which runs off the road surface is accommodated in lined storm water channels adjacent to the road surface. The concentration of stormwater from the concrete side drains is mitigated by the construction of energy dissipaters which ease the flow of water into the natural streams.</p> <p>The engineers will assess the existing inlet and outlet structures and review the need for additional erosion measures where these outlets are located. This will form part of the detailed design phase.</p> <p>Note that for the section between Mariannahill and the top of Key Ridge, there are no new cross culverts or stormwater pipes being installed. Existing infrastructure will however be lengthened.</p>
19	6 Sept 2016	Dave Bishop - Gevon Steda cc	Though we are not directly involved here, we do share a boundary with SANRAL in the Umlaas Road area, at the South Coast Interchange and we would like to be kept informed.	ACER has registered Mr Bishop on the project database. Mr Bishop will receive all relevant project correspondence throughout the Basic Assessment process.
20	6 Sept 2016	Dr. SM Mere – Property owner	<p>My concern is the noise, which is going to be too much, during the building of the road and afterwards.</p> <p>We also have plans for our land which is now going to be used for the road.</p>	<p>Please refer to the responses provided in row 8 of this table, regarding:</p> <ul style="list-style-type: none"> <li>• Increased noise during construction</li> <li>• Increased noise during operation</li> <li>• The terms of compensation and the land acquisition process</li> </ul>
21	7 Sept 2016	Zohra Omarjee – Property Owner	Hi, I was unable to attend the road show or send written queries regarding the environmental impact of the roads works in the area that I reside in, because of unforeseen circumstances. The one important direct impact for me is that part of my land will be used to improve the freeway extension. I will appreciate it if I am kept informed regarding the environmental impact regarding: Basic Assessment 1.	<p>ACER has registered Mr Omarjee on the project database. Mr Omarjee will receive all relevant project correspondence throughout the Basic Assessment process.</p> <p>The land acquisition team will make direct contact with Mr Omarjee, should land acquisition be required.</p>



No	Date	Name and Organisation	Comment/ Issue Raised	Response
			Capacity Upgrades to the N2 (Solomon Mahlangu to south of Umgeni Road Interchange (I/C)), including expansion of EB Cloete and Solomon Mahlangu Interchanges, and the N3 (EB Cloete to Paradise Valley) including provision of temporary access for construction below Westville and Paradise.	
22	29 Sept 2016	Ms Claire Norton: Manager: Land Use Management  Acting Head: Development Planning, Environment and Management  Department of Economic Development, Tourism and Environmental Affairs	<p><b>1. eThekwini Electricity Department.</b></p> <p>The H.V. Operations is affected by the proposal and this Department will need to see plans, once available, and change in ground levels prior to construction. Further, <b>please note:</b></p> <p>1.1. The applicant must consult eThekwini Electricity's mains records (held in the drawing office at eThekwini 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><b>1. eThekwini Electricity Department.</b></p> <p>SANRAL has made contact with all service owners affected by the upgrading, including eThekwini Electricity.</p> <p>1.1 The engineers have consulted eThekwini Electricity's records to determine the existing infrastructure locations and have reviewed existing wayleaves. Should there be a need to protect/relocate any of these utilities, the relevant department will be contacted to discuss the planning of the relocation/protection works.</p> <p>1.2 SANRAL does not compensate for service relocations if it is within SANRAL's current road reserve. For any service within SANRAL's current road reserve, a wayleave agreement must be in place which stipulates that the service owner is responsible for relocation of the service. Only where a service is outside the current road reserve and will be affected by the upgrading i.e. falls within additional land to be acquired, then SANRAL considers cost for the relocations.</p>
22a	29 Sept 2016	Ms Claire Norton: Manager: Land Use Management  Acting Head: Development	<p><b>2. Environmental Planning and Climate Protection Department.</b></p> <p>This Department has reviewed the Background Information Document and presents the following</p>	<p><b>2. Environmental Planning and Climate Protection Department.</b></p> <p>ACER appreciates the interaction and cooperation from your Department in identifying areas of concern. These have been addressed in the specialist vegetation and riparian reports, as well as the Basic Assessment Report (BAR)</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
		Planning, Environment and Management  Department of Economic Development, Tourism and Environmental Affairs	comment: <ul style="list-style-type: none"> <li>• This Department has already engaged extensively with the EAP for this project and has highlighted areas of sensitivity and concern regarding the proposed project.</li> <li>• As previously detailed, the areas of concern include (but are not limited to):               <ul style="list-style-type: none"> <li>○ River and DMOSS areas associated with the proposed bridges near the Pavilion Shopping Centre, Paradise Valley Nature Reserve and Giba Gorge Environmental Precinct;</li> <li>○ Areas of DMOSS located in close proximity to the road reserve;</li> <li>○ Areas of environmental sensitivity not affected directly by the road widening but likely to be impacted through ancillary activities such as lay-down areas, site camps and access routes.</li> </ul> </li> <li>• Comprehensive assessment of the impacts to these above identified sensitive areas will be required, together with detailed assessments of alternatives (routing and construction alternatives).</li> <li>• Impact avoidance and mitigation will need to be detailed and outlined in detail given the sensitivity associated with portions of the planned route.</li> <li>• A Water Use Licence must be obtained in terms of Section 21c &amp; i of the National Water</li> </ul>	<ul style="list-style-type: none"> <li>• Please refer to section 8 of the BAR for the impact assessment.</li> <li>• For information on alternatives, refer to chapter 4 of the BAR.</li> <li>• Refer to section 8 and Appendix F of the BAR, for mitigation measures.</li> <li>• An application for a water use license is being prepared for submission to the Department of Water and Sanitation. Refer to Appendix E of the BAR, for minutes of a meeting with DWS.</li> </ul>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			Act (36 of 1998) for the proposed activities.  Notwithstanding the above, this Department will comment further on the Draft Basic Assessment Report.	
22b	29 Sept 2016	Ms Claire Norton: Manager: Land Use Management  Acting Head: Development Planning, Environment and Management  Department of Economic Development, Tourism and Environmental Affairs	<b>3. Land Use Management Branch.</b>  Given the broad scope of the proposals it is difficult to comment on the exact properties which will be affected by the proposal however any Removal of Restrictive Condition of Title, subdivision, consolidation or rezoning, which may be required, involving privately owned land not zoned for Road Reserve purposes, will trigger a PDA application to be lodged with this Department.	<b>3. Land Use Management Branch.</b>  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.
22c	29 Sept 2016	Ms Claire Norton: Manager: Land Use Management  Acting Head: Development Planning, Environment and Management  Department of Economic Development, Tourism and Environmental Affairs	<b>4. Strategic Spatial Planning Branch.</b>  4.1. This Branch has reviewed the above mentioned Document and has no objection in principle to the process outlined in the Background Information Document to obtain an Environmental Authorisation for the proposed work along the N2 and N3 within the eThekweni jurisdiction. The proposal will allow for future growth since national routes are considered as economic arteries.  4.2. This Branch reserves the right to comment further on the processes to follow as the proposal forms part of the Strategic Infrastructure Projects (SIPs), documented in the National Development Plan	<b>4. Strategic Spatial Planning Branch.</b>  4.1 Noted.  4.2 The draft Basic assessment Report and associated documents will be circulated to eThekweni's departments for review and comment, prior to submitting the final application to DEA.

No	Date	Name and Organisation	Comment/ Issue Raised	Response
		Affairs	2011, traversing eThekweni region.	
22d	29 Sept 2016	Ms Claire Norton: Manager: Land Use Management  Acting Head: Development Planning, Environment and Management  Department of Economic Development, Tourism and Environmental Affairs	<b>5. Coastal, Stormwater and Catchment Management.</b>  The impact on storm water runoff, of the increase in hardened area due to the upgrades must be assessed and mitigated against.	<b>5. Coastal, Stormwater and Catchment Management.</b>  Please refer to the Stormwater Management Plan appended to the EMP (Appendix F). Note that the total catchment areas feeding all the cross drainage structures will not increase. The runoff however increases by a very small margin due to the relatively high runoff on the additional road surface width. In comparison to the total stormwater runoff, this is minimal and the culverts crossing the road are operating at very similar runoffs as in the past. All the stormwater which runs off the road surface is accommodated in lined storm water channels adjacent to the road surface. The concentration of stormwater from the concrete side drains is mitigated by the construction of energy dissipaters which ease the flow of water into the natural streams.  The engineers will assess the existing inlet and outlet structures and review the need for additional erosion measures where these outlets are located. This will form part of the detailed design phase.
22e	29 Sept 2016	Ms Claire Norton: Manager: Land Use Management  Acting Head: Development Planning, Environment and Management  Department of Economic Development, Tourism and Environmental Affairs	<b>6. Parks, Leisure and Cemeteries.</b>  This Department requires the full set of documents for the BA1, N2 and N3 upgrade (Edwin Swales Drive to Wiggins Road and EB Cloete exchange to Paradise Valley) and for the BA2 N3 upgrade (Paradise Valley to Key Ridge), in order to provide accurate comments.	<b>6. Parks, Leisure and Cemeteries.</b>  The draft Basic assessment Report and associated documents will be circulated to eThekweni's departments for review and comment, prior to submitting the final application to DEA.ACER's invitation to meet with Parks Leisure and Cemeteries to discuss issues further to the initial site meetings held, remains open.

No	Date	Name and Organisation	Comment/ Issue Raised	Response
		Affairs		
22f	29 Sept 2016	Ms Claire Norton: Manager: Land Use Management  Acting Head: Development Planning, Environment and Management  Department of Economic Development, Tourism and Environmental Affairs	<b>7. Geotechnical Engineering Branch.</b>  No geotechnical objection in principle to the upgrades.  Geotechnical investigations will be required where widening by cutting may impact slope stability or where filling onto poor subgrade could induce excessive settlements. New bridge structures will also require founding investigations.	<b>7. Geotechnical Engineering Branch.</b>  Please refer to the geotechnical reports contained in Appendix D.
22g	29 Sept 2016	Ms Claire Norton: Manager: Land Use Management  Acting Head: Development Planning, Environment and Management  Department of Economic Development, Tourism and Environmental Affairs	<b>8. Human Settlement: Planning.</b>  This Department will provide a comment on the Draft Basic Assessment Report once more information is available.	<b>8. Human Settlement: Planning.</b>  SANRAL has met directly with Human Settlement Planning Department to deal with the issue of informal settlements encroaching on the road reserve
22h	29 Sept 2016	Ms Claire Norton: Manager: Land	<b>9. eThekweni Transport Authority.</b>	<b>9. eThekweni Transport Authority.</b>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
		<p>Use Management</p> <p>Acting Head: Development Planning, Environment and Management</p> <p>Department of Economic Development, Tourism and Environmental Affairs</p>	<p>No comment received.</p>	<p>Noted.</p>
22i	29 Sept 2016	<p>Ms Claire Norton: Manager: Land Use Management</p> <p>Acting Head: Development Planning, Environment and Management</p> <p>Department of Economic Development, Tourism and Environmental Affairs</p>	<p><b>10. Environmental Health Department.</b></p> <p>This Department raises no objection to the above proposal, however the following conditions/requirements must be complied with:</p> <p>10.1. Air Quality.</p> <p>There will be significant volumes of dust generated during the demolition and construction phase. The Developing Companies must document mitigation measures to reduce dust emissions to volumes which would not constitute a health hazard or dust nuisance. All activity must only operate between 08h00am – 18h00pm, further reducing impacts on the neighbouring community.</p> <p>10.2. Noise.</p> <p>There will be a significant increase in the frequency of noise events during the demolition and construction phase. The Developing Companies must document mitigatory measures to reduce the frequency of noise events to levels which would not constitute noise</p>	<p><b>10. Environmental Health Department.</b></p> <p>10.1 Air Quality</p> <p>Dust control measures are listed in the EMP. Refer to section C1006 (e).</p> <p>Note that in order to accommodate traffic on these very heavily trafficked roads, it may be necessary to perform some work outside of these hours. The contractor will have to adhere to the conditions of the EMP with respect to dust control and adequately plan and make provision for such prevention measures.</p> <p>10.2 Noise</p> <p>Please refer to the responses provided in row 8 of this table, regarding:</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p>nuisance. All activity must only operate between 08h00am – 18h00pm, further reducing impacts on the neighbouring community.</p> <p>10.3. Waste.</p> <p>Hazardous waste removed from the site must be documented, handled, transported and disposed in compliance with National Environmental Management Waste Act of 2008.</p> <p>10.4. Ensure the use of formal pedestrian facilities by means of adequate signage.</p> <p>10.5. It is important to note that the proposed expansion must be conducted in such a manner so as to not impact on the quality of life of the employees or the surrounding Industrial or Residential Community. Should any problems arise as a result of the proposed</p>	<ul style="list-style-type: none"> <li>• Increased noise during construction</li> <li>• Increased noise during operation</li> </ul> <p>Due to the nature of the construction activities and the close proximity of receivers in some areas of receivers, noise events exceeding the Noise Control Standards may occur at times.</p> <p>Note that in order to accommodate traffic on these very heavily trafficked roads, it may be necessary to perform work outside of these hours (i.e. at night). Noise control including liaison with affected parties and noise monitoring, will be managed in accordance with the Noise Management Plan (refer to the Noise Management Plan appended to the EMPPr).</p> <p>10.3 Waste</p> <p>Contractors are required to deal with hazardous waste in accordance with legal requirements and manufacturer’s instructions.\</p> <p>10.4 Signage for Pedestrian facilities</p> <p>During construction, as part of his OHS requirements, the Contractor will need to either ensure pedestrian safety or close the area to pedestrians completely (the latter will be necessary in places at times.) Signage will be one of the measures employed in this regard.</p> <p>During operation of the road (post construction), signposting for pedestrians will be provided where required.</p> <p>10.5 Impact on quality of life</p> <p>During construction, the project will inevitably impact on quality of life due to nuisance factors such as traffic disruption, noise, dust and other disturbance of adjacent properties. These impacts cannot be avoided.</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p>upgrade, this Department reserves the right to call for further mitigatory measures.</p> <p>10.6. The Department of Water and Sanitation (DWS/Neo Leburu, <a href="mailto:Leburun@dws.gov.za">Leburun@dws.gov.za</a> telephone, 0828052023, would be the commenting authority with regards to the Water Use Licence.</p> <p>Compliance with the above must be effected in liaison with the Department.</p>	<p>However, SANRAL and its appointed contractors will to the best of their ability manage and minimise these impacts in accordance with existing policies and legislation. Refer also to the Traffic Management Plan, Noise Management Plan and relevant subsections of the EMPr.</p> <p>10.6 Water Use Licensing</p> <p>A pre-application meeting with the Water Use Licensing section of DWS has already been held. DWS is aware that Water Use License Applications are to be submitted for this project.</p>
22j	29 Sept 2016	<p>Ms Claire Norton: Manager: Land Use Management</p> <p>Acting Head: Development Planning, Environment and Management</p> <p>Department of Economic Development, Tourism and Environmental Affairs</p>	<p><b>11. eThekweni Water and Sanitation Department.</b></p> <p>11.1 Comments from Wastewater Network Operations West and Central:</p> <p>All sewer reticulation that exist within or traverse the road reserve must be identified and all necessary preventative measures need to be taken to ensure that the sewer services are not interrupted. All protection measure must be approved by Wastewater Network.</p> <p>In the event of sewer services requiring to be realigned such realignment must be approved by Wastewater Network.</p> <p>11.2. Comments from Water Planning Branch:</p> <p>There is no objection to the proposed however the following must be taken into account;</p> <p>11.2.1. It should be noted that the position of the pipe as indicated on GIS is a guide and site verification is essential to confirm the exact location of the pipes.</p>	<p><b>11. eThekweni Water and Sanitation Department.</b></p> <p>11.1 Sewer Reticulation</p> <p>This comment has been passed on to the design engineers, who, in consultation with Wastewater network Operations West and Central, will ensure that all potentially affected sewer reticulation is identified.</p> <p>Note that the engineers have all the encroachment consent agreements with SANRAL for services in their road reserve and these will be protected. Other (illegal) services will only be located if they are damaged during construction, when the owner will be responsible for their re-location.</p> <p>SANRAL will ensure that any realignment of sewer services is approved by Wastewater network.</p> <p>11.2 Water reticulation</p> <p>11.2.1 The engineers are aware of the water mains for which there are existing encroachment consents with SANRAL.</p>



No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p>11.2.2. All relocation cost to be borne by the developer should there be a need to relocate watermains.</p> <p>11.2.3. The proposed location of the pipe to comply with the policies of the asset owner.</p> <p>11.2.4. Details of the relocation pertaining to location depth, pipe material etc to be obtained from the Design Department.</p>	<p>11.2.2 Relocation costs will be borne by SANRAL, should there be a need to relocate watermains. However, SANRAL will only bear the costs for services that are legally in the road reserve (existing encroachment consents).</p> <p>11.2.3. Any relocation required will be done in negotiation with the service owner.</p> <p>11.2.4. Any relocation required will be done in negotiation with the service owner.</p>
22k	29 Sept 2016	<p>Ms Claire Norton: Manager: Land Use Management</p> <p>Acting Head: Development Planning, Environment and Management</p> <p>Department of Economic Development, Tourism and Environmental Affairs</p>	<p><b>12. Durban Solid Waste.</b></p> <p>This Department has no requirements for this proposal.</p>	<p><b>12. Durban Solid Waste.</b></p> <p>Noted.</p>
22l	29 Sept 2016	<p>Ms Claire Norton: Manager: Land Use Management</p> <p>Acting Head: Development Planning, Environment and</p>	<p><b>13. Disaster Management.</b></p> <p>No comment from this Department.</p>	<p><b>13. Disaster Management.</b></p> <p>Noted.</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
		Management  Department of Economic Development, Tourism and Environmental Affairs		
22 m	29 Sept 2016	Ms Claire Norton: Manager: Land Use Management  Acting Head: Development Planning, Environment and Management  Department of Economic Development, Tourism and Environmental Affairs	<b>14. Fire Safety.</b>  This Department has no objection to the above mentioned proposal subject to:  14.1. Full compliance with the petroleum product or flammable gas pipeline in close proximity.  14.2. Compliance with road closure during construction period regarding response time for the brigade and other emergency services.  14.3. Full compliance with other applicable Legislative requirements.	<b>14. Fire Safety.</b>  Noted.  14.1. Full compliance with the petroleum product or flammable gas pipeline in close proximity.  Noted. Note also that SNA is in negotiation with Transnet Pipelines for the relocation (by Transnet) of the petroleum pipelines at Solomon Mahlangu Interchange. SNA is not aware of any gas pipelines to be affected by their section (N2 and N3 from EB Cloete to Paradise Valley).  14.2. Compliance with road closure during construction period regarding response time for the brigade and other emergency services.  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 allow easier access to emergency vehicles.  14.3. Full compliance with other applicable Legislative requirements.  Legislation will be complied with relating to fire safety as well as the Construction Regulations.
23	4 Oct. 2016	Pranesh Ragoobeer Adjacent property owner/ resident	Please can you assist or advise us on a matter concerning the upgrade. The land adjacent to the N3 from the marker has been ignored or neglected resulting in over grown brush and trees. This has	SANRAL is responsible for the regular maintenance of the road reserve. However, adjacent land would be the responsibility of the property owner.  Erf 7 which is next door to Mr Ragoobeer, butts on to the SANRAL road reserve, and Mr Ragoobeer's property (Erf 6) adjoins Erf 349, which is

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			become an ideal spot for undesirable watching and using it as an escape after theft. Just this morning we had to chase a person and no department will accept responsibility. Please advise.	zoned public open space but is registered at the Deeds Office as belonging to the KZN Department of Housing. The relevant property diagrams have been sent to Mr Ragoobeer.  The issue has been brought to the attention of SANRALs maintenance contractor, who has investigated and identified the and as being a part of the road reserve. The contractor has been instructed to clear the trees.
24	3 Nov. 2016	Devon Huxtable (I&AP)	As discussed, please can you send me an aerial view / plan of the changes for the N3 Spine Road Interchange.  My contact details are below for you to add me to the database as well.	An aerial view/plan of the proposed works at N3 Spine Road Interchange was emailed to Mr Huxtable on 3 November 2016.  ACER has registered Mr Huxtable on the project database.
25	04 Nov. 2016	Manager IEM & PAM Planning  Ezemvelo KZN Wildlife	Thank you for forwarding the abovementioned application to Ezemvelo KZN Wildlife (Ezemvelo) for review and comment.  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 to safeguard the ecological integrity (viz. avoid, mitigate and thereafter ameliorate) of the developable area.  Please be advised that the potential impacts upon biodiversity will be evaluated by the Competent Authority who may, upon receipt, refer the application to this organization for evaluation and advice 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.  Ezemvelo KZN Wildlife wishes you well with your assessment.	All significant biodiversity related concerns have been identified during the course of the environmental assessment, in consultation with eThekweni's Environmental Planning and Climate Protection branch and with the assistance of the vegetation and riparian specialists. The relevant information can be found in chapters 5 and 8 and Appendix D of the Basic Assessment Report. Mitigation measures for the operation phase are taken into account during design. Specifications for mitigation of negative impacts during construction are contained in the EMPR.

No	Date	Name and Organisation	Comment/ Issue Raised	Response
26	7 Nov.2016	Kyle Govender  NEOTEL (PTY)LTD  Networks– KZN Implementation	<ol style="list-style-type: none"> <li>1. Your letter dated <u>25 September 2016</u> is approved in accordance to the Electronic Communications Act No 36 of 2005.</li> <li>2. Neotel's existing and proposed communications plant has been indicated on the attached drawings.</li> <li>3. Neotel's metro plant is normally buried at a depth of ±1 m and access plant is normally buried at a depth of 300 mm, however these positions should be regarded as approximate only. Alterations to existing infrastructure may be necessary.</li> <li>4. Should you require the plant to be relocated; the cost will be for your account. The cost will be provided upon receipt of a written request.</li> <li>5. Should the existing Neotel communication cables be crossed by any other service provider's cable, the affected service provider must ensure that their cable is laid at a depth of at least 300 mm below the Neotel cable. The minimum depth of the Neotel cable is 1 m, however this cannot be guaranteed at all times due to unforeseen obstacles that affect depth of Neotel pipe and chamber systems. At points where your cable will run parallel to an existing Neotel underground communication cable, a separation of 500 mm should be maintained.</li> </ol>	<p>Noted. This information has been forwarded to SANRAL and the relevant design engineers for their attention.</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p>6. New Neotel plant is being constructed daily, therefore any plant not indicated that maybe damaged will be for your account.</p> <p>Should any Neotel plant be damaged during excavations please contact Kyle Govender on the above numbers. If construction has not yet commenced within six months of the date of this letter, the file must be resubmitted for approval.</p>	
27	16 Nov.2016	Mr Sibiya Property owner/occupier Westville	We are affected by the project and would like to contact SANRAL. Please provide contact details.	Mr Sibiya's details were forwarded to SNA engineers, who have confirmed that they have provided Mr Sibiya with contact details and he has been in contact with SNA.
28	22- 24 Nov 2016	Mrs Turner Adjacent property owner/resident	<p>I have heard of the proposed improvements to the N2 and N3 within the Ethekwini municipality.</p> <p>I live at 9 Peace Crescent which is right next to the N3. Our back fence almost touches the road!</p> <p>Will I be affected by the proposed improvements?</p> <p>I would be most grateful for any information you can give me.</p>	ACER has corresponded with Mrs Turner regarding these queries. Mrs Turner's residence falls within the N3 upgrade section between Paradise Valley and Key Ridge. Mrs Turner has been registered on the project database and sent maps which clarify her exact location in relation to the proposed widening and areas where the road reserve does/does not extend into adjacent properties. The predicted socio-economic impacts and mitigation of impacts in relation to adjacent properties can be found in Section 8 and Appendix D and Appendix F of the Basic Assessment Report.
29	28 Nov 2016	Mr T Ragoobeer  Adjacent property owner/occupier	Good morning Mrs N Nkwanyana, please can you assist or advise us on a matter concerning the upgrade. The land adjacent to the N3 from the marker has been ignored or neglected, resulting in over grown brush and trees. This has become an ideal spot for undesirables watching and using it as an escape after theft. Just this morning we had to chase a person and no department will accept responsibility. Please advise.	Please refer to item 23.

No	Date	Name and Organisation	Comment/ Issue Raised	Response
30	13 Dec. 2016	Christian Thandolwenkosi Mjadu	<ul style="list-style-type: none"> <li>Noise pollution emanating from heavy load vehicles.</li> <li>Devaluation of my property.</li> <li>Vulnerability to criminal activities.</li> </ul>	<p>Please refer to the responses provided in row 8 of this table, regarding:</p> <ul style="list-style-type: none"> <li>Increased noise during construction</li> <li>Increased noise during operation</li> <li>Increased security risks during construction</li> <li>Increased health and safety risks during operation due to closer proximity of national road to properties and houses</li> </ul> <p>Please refer to the responses provided in row 12 of this table, regarding effect on property values.</p>
31	13 Dec. 2016	Catherine Ann Raw	<ul style="list-style-type: none"> <li>Noise.</li> <li>Security.</li> </ul>	<p>Please refer to the responses provided in row 8 of this table, regarding:</p> <ul style="list-style-type: none"> <li>Increased noise during construction</li> <li>Increased noise during operation</li> <li>Increased security risks during construction</li> </ul>
32	15 Dec. 2016	Colleen Kim Morris	<ul style="list-style-type: none"> <li>Need more information.</li> <li>Note Water Mains also on some of the property.</li> <li>Impact on green built area.</li> <li>How will SANRAL acquire additional land - no expropriation.</li> <li>Part of my land is natural water runoff.</li> </ul>	<p>Information is provided during the course of the environmental process. This Basic Assessment contains detailed information for your information, review and comment.</p> <p>All (legal) services such as water pipes affected by the road widening will be relocated in consultation with the service provider.</p> <p>The impacts on all natural habitat, including D'MOSS areas, nature reserves and riparian/wetland areas have been investigated by specialists (refer to Appendix D). The impacts are assessed and mitigation measures are dealt with in Section 8 of the Basic Assessment Report as well as in relevant subsections of the Environmental Management Plan (Appendix F).</p> <p>Where additional land is to be acquired, SANRAL enters into negotiations with the land owner. If negotiations fail, the expropriation process would need to be initiated. Please refer to the responses provided in row 12 of this table, for further information.</p> <p>Water run-off from the road reserve and adjacent land is taken into account by the engineers. Where new hardened surfaces are introduced, suitable drainage measures will be put in place to handle additional run-off.</p>
33	28 Dec 2016	Mr Vijay Naidoo	Please consider the following issues as part of the	Please refer to the responses provided in row 8 of this table, regarding:

No	Date	Name and Organisation	Comment/ Issue Raised	Response
		Adjacent property owner/occupier	<p>Assessment:</p> <ul style="list-style-type: none"> <li>• Increase in traffic noise due to the road being closer</li> <li>• Land movement due to vibration from cars and trucks</li> </ul> <p>Increase in pollution with the roads closer to property</p>	<ul style="list-style-type: none"> <li>• Increased noise during construction</li> <li>• Increased noise during operation</li> </ul> <p>Please refer to the responses provided in row 15 of this table, regarding:</p> <ul style="list-style-type: none"> <li>• Vibrations from heavy vehicles</li> <li>• Increase in air pollution</li> </ul>
34	03 Jan. 2017	Henrie Haggins - Private	<p>We are concerned as to how the improvements to N2/N3 routes will affect our property.</p> <p>Can you give more details pertaining to our existing property?</p>	<p>With respect to your property, the engineers have confirmed that “with the current layout, we do not affect the property at 3 Penny Lane. Our alignment does not require any changes to the existing road reserve in this area.”</p> <p>The predicted impacts and mitigation of impacts in relation to adjacent properties can be found in Section 8 and Appendix D and Appendix F of the Basic Assessment Report.</p>
35	6 Jan 2017	Ms. Novuya Mbewu	<p>Am I going to be compensated for my house? If so, how much?</p> <p>When is the project going to take place?</p> <p>If I am moved elsewhere, I wish to be moved to Durban North Area, Bluff, Mhlanga or Manzimtoti</p>	<p>Widening along the national road adjacent to your property does not extend beyond the existing road reserve. Therefore, no land acquisition or relocation will be necessary. The exact date of commencement is not yet known, but the project is not anticipated to start before 2020.</p>
36	11 Jan. 2017	Mrs. Susan Bax, Adjacent property owner/occupier landowner/resident	<p>Please consider the following issues as part of the Assessment:</p> <ul style="list-style-type: none"> <li>• Compromised security.</li> <li>• Environmental Damage.</li> <li>• Dry docks in offing so traffic will be less, extra lanes not needed / necessary – this applies to N2.</li> </ul>	<p>Please refer to the responses provided in row 8 of this table, regarding Increased security risks during construction.</p> <p>Protection of the environment (soils, water resources, plant and animal biodiversity) has been assessed in Section 8 of the Basic Assessment Report. Refer also to Appendix D for specialist reports on vegetation and riparian systems. Mitigation of impacts includes measures for application during the design or construction phases (Section 8 and Appendix F).</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
				<p>The dry docks will not negate the need to widen the N2, which is a nationally driven project prioritised as part of the Strategic Infrastructure Project Initiative. The N2 is operating at full capacity and traffic growth predictions undertaken by SANRAL indicate that widening is required. The project will assist in strengthening the logistics and transport corridor between South Africa's main industrial hubs, improve access to Durban's export and import facilities and raise efficiency along the corridor.</p> <p>eThekweni Municipality is planning truck staging areas around the city to reduce the congestion of heavy vehicles queuing at the existing port. There are no dry hubs planned along the N2. A logistics hub is however planned on the N3 at Cato Ridge.</p>
37	13 Jan 2017	<p>Ms. Vijayaluxmi Badal</p> <p>Email from Raj Badal (Attorney, conveyancer and notary public – Raj Badal &amp; Associates)</p>	<ul style="list-style-type: none"> <li>• Traffic and road congestion during construction.</li> <li>• Environmental impact to wetlands and established conservancies</li> </ul>	<p>Traffic and road congestion during construction, especially on these extremely busy sections of the national road, is an unavoidable impact of construction, which is likely to result in delays, interfere with access, increase road safety hazards, etc. This matter will require rigorous management during the construction phase to ensure that general access is maintained to adjacent road and property entrances, traffic flows are maintained, access for emergency vehicles is not blocked, pedestrian safety is catered for and that road travelling conditions are kept as safe as possible. Provision of timeous information to the public will be a key consideration. These issues are dealt with in the Basic Assessment report (Section 8) as well as in a Traffic Management Plan appended to the EMPR (Appendix F). The Contractor, when appointed, will be have to submit a more detailed Traffic Management Plan for signoff by the engineers, prior to construction commencing.</p> <p>The impacts on all natural habitat, including D'MOSS areas, nature reserves and riparian/wetland areas have been investigated by specialists (refer to Appendix D). The impacts are assessed and mitigation measures are dealt with in Section 8 of the Basic Assessment Report as well as in the relevant subsections and appendices of the Environmental Management Plan (Appendix F).</p>
38	16 Jan 2017	G.Elphick and N.Proome Directors of	We are the owners of SUB 1 of ERF 3737 Westville, upon which site an office building is constructed. This site and development borders directly onto SANRAL	Thank you for your correspondence, which was referred to SANRAL. SANRAL has responded directly to your company on this matter, by way of a letter (dated 21 Feb 2017) both emailed and posted to you.



No	Date	Name and Organisation	Comment/ Issue Raised	Response
		Java Trench	<p>property on its north eastern boundary.</p> <p>The nature of the stormwater disposal condition at the junction of the western exit lane off the Pavilion Bridge onto the N3 is such, that it is channeled south directly onto our site. Massive volumes of stormwater drainage are carried through our property in heavy downpours, over our driveway into a culvert which is part of the Westway Office Park stormwater drainage system. There is no direct connectivity to this internal system and, as a result we have incurred significant damage to our property in the last two years owing to increased rainfall conditions.</p> <p>We urgently request consideration to rectifying this situation before any widening takes place.</p> <p>[Kindly refer to the enclosed drawings for clarification]</p>	
39	19 Jan 2017	W.A. Horsfield Director / Owner Amazona Endangered Parrot Breeding Facility	<p>Thank you very much for your prompt acknowledgment of our correspondence.</p> <p>Is there anybody we can contact in the interim to better understand how this project may impact on our property?</p> <p>We own and live in Assagay on two adjoining properties bordering directly onto the M13 West-bound carriageway at the junction of the M13 to the N3.</p>	<p>The letter you received was a notification that you are an Adjacent Landowner to the proposed project. This means that your property itself will not be impacted on, rather that you will be located next to the proposed project. On our website (<a href="http://www.acerafrica.co.za">www.acerafrica.co.za</a>) under 'Current Projects', is a tab for the "Proposed N2 and N3 Capacity Upgrades". This link will take you to a dropbox that has all the latest information available to the public at the moment. There is a tab on the dropbox called "Public Open Day Posters". Under Poster 7, you can see what the proposed upgrades to that area will be.</p> <p>I hope this helps to explain the project to you. If not, please do not hesitate to contact me and I will put you through to the Project Manager.</p>
40	20 Jan 2017	Ms C Morris	<p>As I (Ms. C. Morris) am away on a regular basis, I nominate my mother, Mrs Dawn Schneeberger, to act on my behalf if necessary. She is also resident on the property in question. Kindly confirm that this is in order.</p>	<p>This has been noted for the database.</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
41	23 Jan 2017	Mr. Thribuvan Pema	Land is currently occupied by squatters.	<p>There are three main areas of informal settlements close to or encroaching into the existing road reserve. SANRAL will fence off the road reserve area as soon as possible to prevent expansion of informal settlements into the road reserve.</p> <p>eThekweni Human Settlements Department deals with informal settlement in the Metro. SANRAL will be involved only with settlement within its own road reserve. Should any removal of shacks from the road reserve and possible resettlement of squatters be required, the process will be dealt with jointly by SANRAL and the Human Settlements Department at eThekweni in accordance with the correct channels and procedures.</p>
42	23 Jan 2017	Dr MJ Titus	Extent of my property.	Thank you for your comment. As requested, ACER requires further clarity from you, before we can respond.
43	24 Jan. 2017	Gerrie Schoeman SA National Blood Service (SANBS)	The proposed capacity improvements to national routes stipulated will have direct and indirect impacts on SABS and our tenant NBI. The Paradise Valley section of the upgrade directly impacts on proposed SANBS developments - our environmental consultants will determine impacts shortly.	Noted. Please also note that the land acquisition team have previously consulted with SANBS (representative Michael Gqoboka). The issue of potential disruption of access and closure of access to the site was raised as a key concern. SANRAL will ensure that access to the site is maintained at all times during construction and will consider a possible reconfigured access if required.
44	3 Feb 2017	Mrs Theresa Bold  Adjacent Landowner	<ul style="list-style-type: none"> <li>• Inspection of underground water flow to prevent sink holes: underground water is fragile along Drake/Sanderson /Cambridge</li> <li>• Inspection of sewage plants along Drake and Sanderson to be considered</li> <li>• Concrete Barrier/ retaining wall for counter flow traffic along Drake/Sanderson, prevention of foot traffic measures to be considered</li> <li>• Blasting and Jacking effect on our property to be considered and/or re-enforcements to be carried out if required</li> <li>• Consideration of the widening of Drake /Sanderson Road to be included in project.</li> <li>• This area has a high motor vehicle accident occurrence, lighting and barriers to be considered.</li> </ul>	<p>With respect to Drake/Sanderson Road, SANRAL will be responsible for replacing sections of municipal roads that they affect, with new sections of road to the same standard. Any drainage problems in the affected section would be taken into account by the engineers when reconstructing. Any services that are affected will also be relocated as necessary. However, should any widening or upgrades to municipal roads and/or services (e.g. sewer facilities) be required, these matters are the responsibility of the eThekweni Municipality. It is recommended that you refer these matters to the relevant departments of the Municipality for their attention and so that they can co-ordinate if necessary, with SANRAL's proposed construction project.</p> <p>Blasting will be undertaken by the appointed Contractor, who will be responsible for implementing the required controls and monitoring the</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
				<p>impacts, in accordance with legal standards and best practise. When the construction contract commences, the public will be notified with contact details of the Contractor (by way of notice boards at either end of the construction site). The contractor can be contacted at that stage, should you wish to discuss proposed plans for blasting in the vicinity of your property. Photo reports pre and post blasting can be requested for infrastructure in very close proximity to the blast area.</p> <p>The M13, which is a provincial road, will be provided with streetlights, where affected by this (SANRAL) project. There will also be a concrete barrier in the median (to separate counter flow) but only over a very short section where it is planned to move the two carriageways closer together. It is ACER understands that the M13 is being upgraded under a KZN Department of Transport contract, westwards to Hillcrest and will tie in to the end of the section that SANRAL will be working on. It is ACER's understanding that lighting and barriers in the median will also be provided under that contract.</p>
45	7 Feb 2017	Mr. Richard Castwood	I have platforms close to uMhlatuzana Viaduct that could be used for site camp or stock pile area ± 10 000m <sup>3</sup> , good access.	Noted. This information has been forwarded to SANRAL.
464	14 Feb 2017	Mr. IM Ramlall  Adjacent Landowner/local resident	<p>Thank you for accepting my call this afternoon.</p> <p>I am disappointed that I could not direct my concerns / comments as the due date had passed. I had only received my mail today due to my address being incorrect on the letter.</p> <p>On the upside you stated that I can still participate and receive correspondence and still be in touch.</p> <p>I am very much interested in what going to happen as this project unfolds as it would effect me in one way or other.</p> <p>Best Regards</p> <p>Ramlall I.M.</p>	<p>Please note that if you have concerns/ comments that pertain to this phase of the project we would still like to accept them. We understand that some have received this letter late due to the incorrect addresses (unfortunately these where the only address we had) which is why we are still accepting comments.</p> <p>Thank you for updating your details, we will add you to the project database and look forward to your participation in this project.</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
47	20 February 2017	Mr Andreas Mdumiseni Zulu  Adjacent Landowner/local resident	<p>Hi Mareike or Nolwandle</p> <p>It is with regret to advise you that I have received your letter(invitation to participate) dated 30/11/2016 on 17/02/2017 because it was addressed to the address I last used in 2010(my former employer being KZN Department of Public Works,Mayville,Durban).</p> <p>I would like to record my disappointment with your employer, being SANRAL as they have been communication with four of my neighbours on this matter but failed to engage me and my family as one of the affected parties in respect of this project.</p> <p>My property is described as LOT Number 2849 WESTVILLE EXT 28 and the Physical Address is 24 BYRON PLACE BEVERLY HILLS;WESTVILLE EXTENSION 28 DURBAN 3629.The extent of my property is 1877 square metres</p> <p>My family and I have never been engaged on this proposed development and I believe I was supposed to have been engaged or consulted because the location of my property is no different to my other four neighbours who have been continuously been engaged on this matter and even told as to how the project is going to adversely affect their properties.</p> <p>As a family we are very worried as to the impact of this project to our property because: The proposed expansion will mean that we will be will very close to the road, and this was not our intention; The impact of construction(which may include blasting of rocks)to our house and other structures(i.e</p>	<p>Thank you for submitting your updated details. As a registered Interested and Affected Party, you will be kept informed during the course of the environmental assessment process.</p> <p>Please note that it is only landowners who own property that SANRAL will need to encroach onto, that would have been engaged early on by SANRAL's appointed engineers as part of the land acquisition process. The attached image indicates that your property is outside of the new proposed road reserve (see red line on image).</p> <p>As part of notification via the environmental process (run by ACER), all potential Interested and Affected Parties have been informed via advertising in the media and site notices in the general area (since July 2016) .</p> <p>Adjacent property owners have, in addition, been sent direct written notification, where ACER was able to obtain contact details. Unfortunately your address was out of date (as provided via a deeds search on that property) and thus the reason you received the letter well after its original postage date.</p> <p>ACER is still, however, receiving and processing comments from I&amp;APs for this project and your concerns will be dealt with as part of the environmental assessment. All comments from I&amp;APs are considered and where relevant, responded to and included in a Comments and Response Report appended to the Basic Assessment Report (BAR). The BAR will be circulated for public review and comment prior to submission to the environmental authority, to ensure that I&amp;APs issues have been adequately addressed in the BAR.</p> <p>Thank you for your participation thus far.</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p>retaining walls); The exposure to the noise once the road is being used; and Pollution and its impact</p> <p>In view of the above, we would like to be addressed on these issues and how SANRAL and as their agency are planning to deal with these issues.</p> <p>I am looking forward to future engagements until this matter is amicably resolved. Kindly find the attached registration forms duly completed in terms of the NEMA.</p> <p>Thank you very much.</p>	
48	20 Feb 2017	<p>Mr Andreas Mdumiseni Zulu</p> <p>Adjacent Landowner</p>	<p>Hi Mareike, Your response is hereby acknowledged. We as the family will be pleased to be kept updated on this matter.If the professional engineers concluded that my property will not be affected as it would happen to my neighbours,we are happy and hope that the project goes well without ant consequential challenges or impact to my property.</p> <p>Thank you</p>	Noted, thank you.
49	21 Feb 2017	<p>Mrs Marcia Ann Smith</p> <p>Adjacent Landowner</p>	<p>Mrs Smith telephonically expressed the following concerns:</p> <p>Will the project directly affect our house?</p> <p>Will we need to sell?</p> <p>Where will site camps be located, as they bring with</p>	<p>As discussed telephonically and as shown on the maps sent by email, widening will take place within the existing road reserve, adjacent to your property. Thus, no expropriation or relocation is involved.</p> <p>The location of site camps is unknown at this stage as will be decided by the contractor who is awarded the tender. Please refer to row 8 of this table for information on increased crime and security risks during construction.</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			them the likelihood of increased crime?	
50	21 February 2017	Mr Timothy Muzi Zuma  Private Landowner	Requested a map in order to determine whether his property would be affected.	The image shows that the widening of the road reserve will not take place on your boundary but rather on the other side of the road (indicated by the red lines). You will therefore not be losing property as the works on your side will remain in the existing road reserve.
51	24 February 2017	Mr Leon Marthinus Olivier  Private Landowner	This will be the second time since 1978 (the date I bought this property) that freeway works have taken place. I had all my back facing windows blown out by blasting and insufficient security fencing installed between the freeway and back wall. Have had a lot of petty theft.	Thank you for your comments.  If blasting is required, all potentially affected parties will be informed prior to any blasting taking place. Improved blasting techniques currently allow for much more controlled blasts, with impacts being confined to small targeted areas. Controlled blasting will be done in accordance with relevant legislation and due regard for the proximity of structures that may be vulnerable to vibrations from the blast. Photo reports pre and post blasting can be requested for infrastructure in very close proximity to the blast area.  Security fencing will be maintained during construction. Please refer to row 8 of this table for information on increased crime and security risks during construction.
52	27 February 2017	Mrs T Ragoobeer	Good day Mrs McKenzie, Sir I am pleased with the prompt response and action implemented. After a wait that was years long, 14 to be exact we have finally received service. This I can assure you Sir is because of your intervention and we the resident are happy. Today a team came out started to remove all trees and brush. I can assure you that any attempt to use the bush as camouflage will be difficult, also the team removed all trees and bamboos. Again Sir I place my and the residents gratefulness on record	The EIA team at ACER is very pleased with this outcome and hope that it assists in Mr Ragoobeer's community's efforts to combat the scourge of crime which is so incredibly destructive to our society.
53	28 February 2017	Mr Nkosinathi Emmanuel Khanyile  Private Landowner	Requested a map in order to determine whether his property would be affected.	A map was sent as requested, which shows that Mr Khanyile's property will not be directly affected, as construction will remain within the existing road reserve.

No	Date	Name and Organisation	Comment/ Issue Raised	Response
54	28 February 2017	Mr & Mrs Ethel Iris & MI Wagner  Private Landowner	Requested a map and additional information in order to determine effects on the property.	A map was sent as requested, which shows that the Wagner's property will not be directly affected, as construction will remain within the existing road reserve.  The Wagner's additional concerns regarding the bridge adjacent to your property were referred directly to the design engineer, who has subsequently corresponded with the Wagners directly. See item 60.
55	28 February 2017	Dr Pranduth Choonilal Maharaj  Private Landowner	Noise levels	Please refer to the responses provided in row 8 of this table, regarding: <ul style="list-style-type: none"> <li>Increased noise during construction</li> <li>Increased noise during operation</li> </ul>
56	28 February 2017	Mr Amar Singh  Private Landowner	Please see attached letter received with regards to the proposed Capacity Improvements to the N2 and N3 highways.  Please can you advise if there is a request for appropriation of the following property?  169 Elf Place, Clare Estate, Durban.	Mr Singh has been registered on the project database.  It was confirmed that there is no planned expropriation of Mr Singh's property in this area, as indicated on the image that was sent to Mr Singh.
57	01 March 2017	Ms Margot LeoneThornton  Private Landowner	Requested a map in order to determine whether her property would be affected.	ACER has emailed Mrs Thornton a map indicating the location of the property in relation to the proposed roadworks.
58	01 March 2017	Mr Jainendra Maharajh  Private Landowner	I kindly require information as to how I and my property is affected and what is going to happen before I play any part in this matter or agree to...	ACER has held correspondence Mr Maharaj and supplied details of the property location in relation to the proposed project, and sent through available project documentation.
59	02 March 2017	Mr Jainendra Maharajh	Requested a map to determine possible effects on his	Refer to 58, above.

No	Date	Name and Organisation	Comment/ Issue Raised	Response
		Private Landowner	property.	
60	03 March 2017	Mr & Mrs Ethel Iris & MI Wagner  Private Landowner	Requested information telephonically, regarding the proximity of the bridge to his property and the possible effects construction may have in this regard.	ACER passed on these queries to the design engineer, who sent back correspondence as follows, with attached sketches.  1. We only change the position of the piers to accommodate the wider cross section. Refer to attached Figures B709.3 & B709.4 2. In order to accommodate the wider cross section, the widening of the cuttings in the area of the bridge will be done by constructing retaining structures. Refer to the attached cross section. 3. We did not change the footprint of the bridge and the widening of the cuttings will not affect any properties. All the work will take place inside the existing road reserve.  It is noted that further direct liaison between the engineer and Mr Wagner has taken place.
61	08 March 2017	Ms Baxolile Sylvia Shezi  Private Landowner	Requested a map in order to determine whether her property would be affected.	A map was sent to Ms Shezi as requested, which shows that the property is in close proximity to an area where the road reserve will be expanded. However, the property will not be directly affected, as it is adjacent to a section where construction will remain within the existing road reserve.
62	08 March 2017	Bhavna	Requested information on the project.	A Background Information Document and a Comment Sheet have been sent to Mr Bhavna and he has been registered on the project database.
63	08 March 2017	Ms Renee Jeanne Gislaine Garside  Private Landowner	Thank you so much for the excellent service (you can't possibly be a Government department :)  Thank you to both the lady on the phone yesterday and the lady who phoned this morning.  My Postcode is 3610 (as is most of Pinetown I think).	The maps provided to Mrs Garside indicate that construction adjacent to the property will remain within the existing road reserve – no widening of the road reserve will occur there.
64	08 March 2017	Mr Joe White	Thanks, I'll await the Basic Assessment Report to	The maps provided to Mr White indicate that construction adjacent to Mr White's property will remain within the existing road reserve. Therefore,



No	Date	Name and Organisation	Comment/ Issue Raised	Response
		Private Landowner	make further comment.	there will be no property acquisition required by SANRAL. The impacts of construction on adjacent properties are covered in the Basic Assessment Report .
65	14 March 2017	Mr Yogesh Naidoo  Guilder Investments 10 (Pty) Ltd	We have become recently aware of the intention by SANRAL to expand the N3 at Marian Tollgate amongst other areas.  We act for Guilder Investments 10 (Pty) Ltd who are the registered owners of  ERF 6803 PINETOWN 1,190,225 m2 REMAINDER OF ERF 6803 PINETOWN 1,671,512 m2  Please advise on the intention of the proposed upgrades within this locality.	The project dealt with in this Basic Assessment Report will not affect Ptn. 4 of Erf 6803 nor the Remainder of Erf 6803. All widening in this area is contained within the existing road reserve.
66	15 March 2017	Mr Yogesh Naidoo  Guilder Investments 10 (Pty) Ltd	Thank you for the response.  Yes, the two properties shown are indeed owned by Guilder Investments 10 (Pty) Ltd.  Whilst the proposed Road Works will occur within the existing Road Reserve, the previous encounter with SANRAL and their Contractors resulted in excavation and debris being dumped on our property. Further, the additional lanes will result in the movement of the Road reserve to the proposed development sites.  Please advise.	ACER forwarded Mr Naidoo's concerns to the design engineers, who again confirmed: "The upgrading of the N3 from Mariannhill Toll Plaza to Key Ridge comprises constructing additional carriageway lanes in both the north and southbound direction. This widening will be contained within the existing road reserve. No additional land will be acquired to accommodate this work."  However, ACER was informed that the following properties will be affected by proposals for improvement of the Mahogany Interchange (Rem of Erf 6803, Ptn 2 of Erf 6803, Stockville 1382 and Zeekoegat 937), which is a project unrelated to this Basic Assessment. ACER has requested that SANRAL provides you with further information in this regard. SANRAL has also advised that SANRAL will limit the need for additional land in this area using retaining walls where possible.
67	23 March 2017	Ms Margot LeoneThornton  Private Landowner	Upgrade of N3 from Westville Viaduct to Paradise Valley.  It is proposed that a 400m long construction access road be built from Entabeni /Berg road through the	<ol style="list-style-type: none"> <li>1. Yes, the construction vehicles will be using Underwood road and Entabeni /Berg road to access the construction road.</li> <li>2. The Contractor can be restricted in use of the road, to avoid peak hours and use the road in off peak hours. The maintenance of the roads (in the condition they are in at the time of start of construction) can also be made the contractor's responsibility for the duration of the period they are in use, but their current</li> </ol>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p>Paradise Valley Nature Reserve.</p> <ol style="list-style-type: none"> <li>1. Does this mean that the construction vehicles will be using Underwood road and Entabeni /Berg road to access the construction road?</li> <li>2. If so, has there been due consideration of current volumes of traffic on these roads, including the current poor state of Entabeni road (potholes sink holes etc.)?</li> <li>3. Is it envisaged that there be a through road (viaduct) connecting Berg Road with the N3 and/ or the M13?</li> </ol>	<p>condition is the responsibility of the Municipality.</p> <ol style="list-style-type: none"> <li>3. There will be no through road (viaduct) connecting Berg Road with the N3 and/ or the M13.</li> </ol>
68	20 April 2017	<p>Ms Marreleen Coetsee</p> <p>Power Construction Pty Ltd</p>	<p>As I understand this section of the N3 is currently in the Environmental stage.</p> <p>Could you help me please with an expected date for this to be concluded if it is not already. We are tracking activity on this route for possible future tenders.</p> <p>Will appreciate feedback.</p>	<p>At the time of response to Mrs Coetsee, it was expected that the environmental assessment and authorisation process, which was ongoing, would be concluded by the end of 2017. However, due to various project delays, this is now anticipated to be during 2019.</p>
69	09 April 2017	<p>Mr Lance S Gore</p> <p>The Directors Spencer-Gore Developments and Westwood Estate Homeowners Association</p>	<ul style="list-style-type: none"> <li>• Noise level - affect student's res.</li> <li>• Safety.</li> <li>• Interchange access at Wandsbeck Bridge</li> </ul>	<p>Please refer to the responses provided in row 8 of this table, regarding:</p> <ul style="list-style-type: none"> <li>• Increased noise during construction</li> <li>• Increased noise during operation</li> <li>• Increased health and safety risks during construction where there is close proximity of construction to houses and properties</li> <li>• Increased security risks during construction</li> <li>• Increased health and safety risks during operation due to closer proximity of national road to properties and houses</li> </ul> <p>SANRAL will ensure that road access is maintained during construction. Should closure of any roads be required, alternative deviations will be made available and the public will be notified. Access to private properties will be maintained. The Contractor will be obliged to submit a detailed Traffic Management Plan for signoff by the engineers prior to construction and at that time, can be contacted for further detail on arrangements for</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
				Wandsbeck Interchange.
70	10 April 2017	Ms Laura Dawn Shrives Private Landowner	<ul style="list-style-type: none"> <li>Biodiverse wildlife here</li> <li>Pollution</li> <li>Noise levels</li> <li>Crime levels</li> <li>Location of my property will be affected + value of property will decrease</li> </ul>	<p>The EMPr (Appendix F) contains the mitigation measures for protection of biodiversity and prevention of pollution, to which the Contractor must adhere. Protection of wildlife is achieved primarily by limiting disturbance of natural habitat and restricting the activities of construction staff. Please refer to Section 8 of the Basic Assessment report regarding the impacts on biodiversity, and recommended actions for mitigation thereof. Further detailed information regarding protection of terrestrial and riparian habitats is provided in the relevant specialist reports in Appendix D.</p> <p>Please refer to the responses provided in row 8 of this table, regarding:</p> <ul style="list-style-type: none"> <li>Increased noise during construction</li> <li>Increased noise during operation</li> <li>Increased health and safety risks during construction where there is close proximity of construction to houses and properties</li> <li>Increased security risks during construction</li> <li>Increased health and safety risks during operation due to closer proximity of national road to properties and houses</li> </ul> <p>Please refer to the responses provided in row 15 of this table, regarding effects on property value.</p>
71	5 June 2017	Premlall Mohun Private Landowner	Could you please give an update on widening of the N2 and N3. Your help will be greatly appreciated	Mr Mohun has been registered on the project database as an I&AP. Registered I&APs will be kept informed throughout the Basic Assessment process.
73	3 July 2017	Premlall Mohun Private Landowner	Thank you for your response, However could you advise me if my property will be affected in any way. Details of my property as follows: 27 DODOMA AVE CLARE ESTATE Durban	Mr Mohun's property will not be affected, as it is situated north of the project limit and is outside of the project area, as indicated in the attached map.
74	25 August 2017	Rob Dyer Private Landowner	What is in the public domain at present? Have there been any proposals on the physical configuration of any widening – which side of the freeway etc.?	ACER has corresponded with Mr Dyer regarding his queries and sent through the available information and contact details to the relevant engineer, who made direct contact with Mr Dyer.

No	Date	Name and Organisation	Comment/ Issue Raised	Response
75	25 August 2017	Rob Dyer Private Landowner	Thanks for the information. I am actually looking for plans in a very specific location, the Kassier Road interchange, where we are planning a pipe crossing. Will the interchange be reconfigured to take up more land on one or both sides?	See item 75.
76	7 June 2017	Mr Jainendra Maharajh Private Landowner	<p>I write this email with great disappointment and frustration. After our last conversation/email. You had assured me that there was not going to be any interruption with Francis lane and the properties on it. You also assured us that besides the Stapleton Road widening there would be no inconvenience and disruption to our Francis Lane, our area and the value of our properties. We have been misled and utterly furious about this. When we neighbours spoke we found that the 2 houses close to the freeway were given different plans and offers whilst we were given other information. They also had a meeting and were told various things which were also told that this will be enforced on them if need be in court.</p> <p>The residents on Francis Lane and Bedford place have met and definitely will not be talking this lightly. We will be standing together as one voice and refuse to be misled and not consulted with by things that directly affect us our houses, properties and the value amongst many other things.</p> <p>We have consulted with various bodies and learnt a lot of our rights as residents, land/house owners on disclosures and objections and ready to take this to the highest level with dissatisfaction. We also have gained support and legal backing in the interest of objecting what we not happy with.</p>	<p><i>It appears there is some confusion between SANRAL's project and a proposed KZNDOT project (M13 upgrade) in your area. ACER has checked with the engineers involved in the KZNDOT project. Please see their response below. I trust that this will clear up all perceptions of having been misled by ACER - the situation remains that your property is not affected directly by the SANRAL (N3 widening) project.</i></p> <p>It is clear from the (further) response from Mr J Maharaj that there is confusion between the two projects, to clarify:</p> <ol style="list-style-type: none"> <li>1. SANRAL is upgrading the N3 and N3/M13 Paradise Valley Interchange and the zone of influence as part of this project related to the Environmental Approval extends to Mr Maharajh's property, even though the property in question is not directly affected by the upgrade works. The limits of this upgrade is immediately east of the M13/Stapleton Road Interchange.</li> <li>2. KZNDOT is upgrading the M13, continuing westwards to Hillcrest from the limits of the above contract immediately east of Stapleton road. <ol style="list-style-type: none"> <li>a. As part of this contract, there are improvements planned at the M13 / Stapleton Road interchange to improve the overall access into and out of Pinetown as follows: <ol style="list-style-type: none"> <li>i. A new, wider bridge under the M13, replacing the existing arch structure. The upgrade will widen Stapleton road to 4 lanes under the bridge up to the current signalised intersection to the south of the M13, where it is currently two lanes;</li> <li>ii. A new loop ramp for traffic travelling along Stapleton road in a southerly direction who want to travel westward towards</li> </ol> </li> </ol> </li> </ol>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
				<p>hillcrest;</p> <p>iii. A new offramp from the M13 eastbound carriageway onto Stapleton road in a northerly direction.</p> <p>b. Item iii. above directly affects the properties of 7 &amp;9 Francis Lane and as such, an initial meeting was held with the owners of these properties with officials from KZNDOT in February this year. At this meeting, the process of acquisition was discussed, BUT, no formal financial offer was discussed or made since. Unfortunately, KZNDOT has been delayed in appointing professional land valuers to proceed with the acquisition process, hence why there has been little correspondence to the two affected landowners.</p> <p>In addition to Item 2b above, the M13 upgrade project will also have a Public Participation process, where Mr Maharajh will be invited to voice his concerns related to the M13 upgrade project. The reason he was not contacted by ourselves at the initial stage is due to his property not being directly affected by the M13 upgrade project. Access to and from 5 Francis Lane onto Stapleton Road remains intact as is. The date and venue for the Public Open day is yet to be confirmed for the M13 Upgrade project.</p> <p>I trust the above clarifies any confusion which has arisen due to the two adjacent projects.</p>
77	17 October 2017	Mr T. Maharaj Private Landowner	<p>Please confirm N2/M19 ELF Place is going to take place as we are proposing to build.</p> <p>I need to know what distance from ELF PI going into my property at 182 ELF PI will be taken for road widening.</p> <p>Your urgent reply will be appreciated.</p>	<p>The N2 improvement contract that ACER is dealing with, has a limit of planning 0.5km south of 182 Elf Place on the N2 (see attached map).</p> <p>ACER is not involved with any work on the M19/N2 but if there is any planned work on that section, other engineers and consultants would be involved. ACER requested that Mr Maharaj indicate what section of road he was referring to , so that ACER could try to clarify further.</p>
78	24 November 2017	Mrs Antoinetta Machattie Private Landowner	<p>Herewith my concerns regarding the proposed improvements to N3</p> <ol style="list-style-type: none"> <li>1. Safety</li> <li>2. Security</li> <li>3. Damage to property (e.g. boundary walls/vegetable garden)</li> </ol>	<p>Please refer to row 8 for responses regarding increased safety and security risks during construction and operation, including risks to property.</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			Is there a possibility to scheduling an appointment with a SANRAL representative at the above mentioned property to discuss my concerns	
79	11 December 2017	Phindile Miya Private Landowner	<i>Telephonic Conversation on the 11 December 2017:</i>  I would like to just confirm that my property won't be directly affected.  2 Island Avenue Chesterville Ext:1 Durban 4001	As indicated on the google earth image and poster emailed to Ms Miya, the N2 in the close vicinity of the property at 2 Island Avenue is to be widened (the yellow line is the existing road reserve). However, the engineers confirm that Ms Miya's property is not directly affected (if it were, then the SANRAL land acquisition team would have been in direct contact).
80	12 December 2017	Jason and Leeshanthi Govender Private Landowner	<i>Telephonic Conversation on the 6 November 2017</i>  Mr Govender phoned regarding project along the N3/M19. He indicated that he was not contacted. He provided ACER with his address to find out how he was affected by the proposed project.	While ACER ran a comprehensive title deeds search to identify adjacent landowners, there were not always up to date contact details available and it appears that Mr Govender at the time of his query, was not registered on the project database. Mr Govender has since been registered on the database to receive ongoing project information.  ACER also sent Mr Govender the following information:  <ul style="list-style-type: none"> <li>• A general image of where his property is located in relation to the proposed project.</li> <li>• A zoomed in Google earth image which shows, according to our information, that the widening will use up the full road reserve up to the boundary of your property but will not encroach onto your property. SANRAL's land acquisition team would have contacted you last year if SANRAL needed to purchase any portion of your property. We are, however, double checking with the engineers to confirm this.</li> <li>• A Background Information Document and comment sheet. Please fill out the registration details on the attached letter and email them back to me so that we can add you to the database. You can also still submit any written comments to me and I will pass them onto the project manager. Please disregard any deadline dates for comment on the attached documents.</li> </ul>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
81	14 December 2017	Ms Diane Van Rensburg  EIA HUB (Private Applications) eThekwini Municipality.	Please will you provide the necessary copies of the documents for circulation/comment by the relevant Municipal Departments once available.	Documents have been sent to Ms van Rensburg to circulate to the relevant eThekwini departments.
82	15 December 2017	Jason and Leeshanthi Govender  Private Landowner	Consideration towards existing residential property with regard to building right up against boundary walls.  Lack of buffer zone creates direct visual access into residential property. Results: crime increase, infringement on personal privacy, noise pollution, decrease market value of property, accidents resulting in vehicles landing in residential property (previously experienced) and air pollution.  Owner of 6 Kipling Place, Westville (Jason and Shireen Govender) would like to be offered a current market related value offer for the residential property.	Please refer to row 8 for responses relating to noise, risks and nuisance impacts to adjacent properties.
83	10 January 2018	Bruce  Private Landowner	As our telecon, please let me know if we are affected by the improvement.  Address: 403 Inanda Road.	ACER sent Bruce images of his property against the project layouts. It was confirmed that Bruce's property is located outside (to the north of) the project area, which ends just south of Umgeni Road.
84	12 January 2018	Mr Randal Payne  Private Landowner	Please keep me updated regarding plans /progress and EI studies related to improvements from the EB Cloete I/C to the Paradise Valley I/C.  Of particular concern to me is the potential increased volume of run-off water at the Langford Rd bridge.  Any current information that is available will be appreciated.	The engineers have indicated that in their design they have improved the inlet at Langford substantially compared to the original and have proper concrete canals on either side of the N3 to manage the storm water.
85	22 January 2018	Mr Randal Payne	It is the effect of run-off so well catered for at the source downstream that I am concerned about. A	Please refer to row 18 for a response regarding drainage and run-off.

No	Date	Name and Organisation	Comment/ Issue Raised	Response
		Private Landowner	greater amount of water will be directed into the course of a natural stream that already is unable to cope with the runoff during heavy rains/storms.	
86	21 June 2018	Glenda Vincent Private Landowner  <b>Update regarding realignment of Transnet Fuel Pipeline near Solomon Mahlangu</b>	I am Glenda Vincent and live at 6 Standing grove in Hillary. No information regarding the road/pipeline upgrade has ever been provided to me. I want to know how this is going to affect me. Does the ugly word expropriation come into the picture. I want all information to be provided to me forthwith.	Please find the Background Information Document and Poster of your area, which provides information on SANRAL's proposed widening of the N2. ACER will add you to the project database so that you receive information as the environmental assessment and application process proceeds. You may also refer to the website - <a href="http://www.acerafrica.co.za">www.acerafrica.co.za</a> (under current projects).  As indicated by the attached google image, your property will not be affected by road widening as it is outside of the road reserve. Please provide the erf number and, if possible, the SG number so that ACER can refer your email to the engineers for further information with regard to the proposed pipeline relocation.
87	25 June 2018	Keval Singh Private Landowner  (JG Afrika (Pty) Ltd)  <b>Update regarding realignment of Transnet Fuel Pipeline near Solomon</b>	Thanks for taking my call.  With regards to the relocation of the pipeline please can the conceptual relocation route of the pipeline be made available by Transnet.  Your notice makes mention of expansion on the south east side of the Solomon Mahlangu interchange which is approx. 600m from my property, so I would like to know if the relocation has any bearing on my property or the immediate vicinity as they are far apart.	We received your query regarding the relocation of the hydrocarbon pipeline – herewith some feedback.  Attached drawing shows the concept of the relocation of the 2 pipelines. You will see that the proposal (in green) was to relocate a section of the 2 pipelines to just outside the new road reserve, to make space for the new Directional ramp F.  SANRAL / Transnet are appointing a specialist firm to manage the relocation of the hydrocarbon pipelines. This detail design process may result in some changes to the concept.
88	15 August 2018	Wesley Luchai Private Landowner  <b>Update on Richmond Road Upgrade</b>	I have been informed about the proposed upgrade of the N3/M7. As being a resident of the affected area I am not happy about the proposal of the removal of my home. I have lived in this area since the time I have been born, and I am not willing to move out of the area UNDER NO CIRCUMSTANCES!!!! Have the people who have made this design have no compassion about the people living in this area and how it will affect their lives. The people in this area have made a lot of sacrifices to build their house and	ACER has registered Mr Luchai on the project database and further requested Mr Luchai's property details, to forward to SANRAL's property acquisition team, who will arrange a direct meeting with Mr Luchai regarding acquisition of property.



No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p>are now relishing the fruits of their hard work and now this company wants take all of their hard work away, to this I highly disagree!!!</p> <p>I will be going around and gathering the community to come together and fight this proposal. I assure you that you will be hearing from the Ashley community very soon. I am shocked that you are willing to take the roof of people that are paying taxes, these are the same people who indirectly paying your salary. I request you that you change that design, being an Engineer I know this is possible.</p> <p>As being a resident of the beautiful neighbourhood, I humbly request to please reconsider the proposal and change it</p> <p>A very disgusted and disturbed Resident of Ashley</p> <p>Wesley Luchai</p> <p>If there is a need to meet with me personally, I will guarantee that I will be there.</p>	
89	16 August 2018	<p>Cobus Swade Owner of: Chris Swade Motors</p> <p><b>Update on N3/M1 Richmond Road Upgrade</b></p>	Please consider parking in Albert Road outside of Chris Swale Motors and Gus Panel Beaters	Thank you for your submission, which relates to Basic Assessment 2, and which has been sent to V3 Engineers for a response. ACER will feed back to you once a response has been provided.

No	Date	Name and Organisation	Comment/ Issue Raised	Response
90	16 August 2018	Nomvuyo Florence Mbewu  Private Landowner  <b>Update on N3/M7 Farningham Ridge Upgrade</b>	I am living at No.38 Trafalgar Park,18 A Trafalgar Place, Farningham Ridge,Pinetown,3610 .I wish to find out if the upcoming project will affect me and also confirming my presence at the undermentioned meeting on the 15 August 2018  Regret that I could not attend yesterday's meeting and therefore still not sure whether your anticipated project will affect me and my neighbours. Kindly inform me about the feedback at the meeting and whether I will also be affected. I will surely attend the next set meeting should it be called.	The recent design changes at Richmond Road (M1) and Farningham Ridge (M7) interchanges on the N3 do not affect Mrs Mbewu's property. Thus, the status quo remains as per previous correspondence in March 2017. Mrs Mbewu is still an adjacent landowner to the N3, but her property will not be directly affected by widening of the N3.
91	22 August 2018	Noluthando Putini  Department of Agriculture, Forestry and Fisheries  Intern: Forestry Regulations & Support  <b>Update regarding realignment of Transnet Fuel Pipeline near Solomon Mahlangu</b>	<b>Project Update: Application for Environmental Authorisation for the proposed capacity improvements to N2 and N3 National Routes within the eThekweni Metropolitan Municipality, KwaZulu-Natal.</b>  The Department of Agriculture, Forestry and Fisheries (DAFF) appreciates the opportunity given to comment on the project update for the above mentioned development. DAFF through the sub-directorate Forestry Regulation and Support is the authority mandated to implement the National Forests Act, 1998 (Act No.84 of 1998) as amended, by regulating the use of natural forests and protected tree species in terms of the said Act.  With respect to the project update, the proposed relocation of the parallel pipelines will require a 500m by 6m wide working servitude to be cleared, which will result in additional vegetation loss as a result of the project. The Department still requests that a vegetation assessment study should be conducted as indicated in the comments previously issued for the Background Information Document (dated: 01/08/2016). Further comments will be issued upon receipt and review of the Basic Assessment Report.	Noted. A Vegetation Specialist Study has been undertaken (Appendix D) and impacts on forest vegetation discussed in the BA report section 8.6.2. Specifications for mitigation of impacts on sensitive vegetation are provided in the BA report (section 8.6) and the EMPr (Appendix F).

No	Date	Name and Organisation	Comment/ Issue Raised	Response
92	23 August 2018	Mrs Vishali Luchai  <b>N3/M1 Richmond Road Upgrade</b>	You are hereby requested to send a representative to address a meeting being held by the residents of Ashley regarding the Proposed upgrade of Richmond and Mariannhill Roads. Date: Wednesday 29 <sup>th</sup> August 2018 Time: 7:00pm Venue: Ashley Sports Club Function Hall  Your kind attention and positive response will be most appreciated.	ACER thanks Mrs Luchai for setting this meeting up, which has assisted SANRAL to inform and update local residents in detail about recent (changed since project announcement) design proposals around the N3 Richmond Road I/C. Various correspondence was held between ACER and Mrs Luchai during the period 23-19 August 2019, in relation to the meeting arrangements. ACER and various SANRAL representatives attended this meeting on 29 <sup>th</sup> August 2018. Mr P Dorkin of KZN DOT presented the project and answered questions.
93	29 August 2018	Kenny Nzama  Private Landowner  <b>Update on N3/M1 Richmond Road Upgrade</b>	I'd like to know if we are affected by this project	ACER sent Mr Nzama a google earth image of the proposed upgrades in relation to his property in Rose Avenue, which is not affected.
94	30 August 2018	Piet van Romburgh  Dealer Principal  Hino Pinetown  <b>Update on N3/M1 Richmond Road Upgrade</b>	Require BA information on Richmond Road off Ramp (N3) project.  I was also informed at the meeting that the road will only be 10 m away from our property – we are not happy with this and object.	ACER has provided Mr van Romburgh with available information. SANRAL's land acquisition team will contact Mr van Romburgh directly to discuss his concerns.
95	4 September 2018	Mark Harris  Father-in-law is a landowner  <b>Update on N3/M1 Richmond Road</b>	Sorry to trouble you, but my aging father-in-law did not attend any of the IAP meetings with regards to the widening of Richmond Road & is now concerned that he may be affected in the future. He resides at 16 Woolridge Road, Ashley, Pinetown & I would really appreciate it if you could give me details of this, as I believe that ACER did the environmental	The engineer has confirmed that the property will not be affected. Mr Harris has been sent project documentation and an invitation to register as an I&AP.

No	Date	Name and Organisation	Comment/ Issue Raised	Response
		<b>Upgrade</b>	assessment. I look forward to hearing from you in this regard.	
96	5 September 2018	Margaret Olejniczak  Owner of Plant Inn and Resident  <b>Update on N3/M1 Richmond Road Upgrade</b>	<p>I am the devastated owner of Property - 6 Ferreira Rd PINETOWN – Ashley – marked in your Diagram as no “57”</p> <p>It seems from your plan that my property will stay??? As it is except it will be</p> <ul style="list-style-type: none"> <li>- Exposed from three sides to busy roads???</li> <li>- Exposed to noise</li> <li>- Exposed to crime</li> </ul> <p>How can anybody design a changes like that? Is beyond me</p> <p>I am the sole owner of this property since 1994 In 1994 I also received permission from my neighbours – TO RUN A PLANTS NURSERY /NOT OPEN TO PUBLIC – AS PURE QUIET RESIDENCIAL AREA/ Call : “THE PLANT INN – HIRE PLANTS, LANDSCEPING &amp; FLOWERS”</p> <p>To this day /24 years already/this is my livelihood Also my daughter who medically is unable to work elsewhere is dependent on this business, As well as our 5 permanent and 5 casual staff members- workers.</p> <p>I am renting empty part of land from 2 of my neighbour – paying them a rent The reason how I can run this business and provide employment to this many people is that it is quiet, clean and I am surrounded by neighbours, so we don’t experience much theft. I am renting half of property “59” and 333. /which “59” must be demolished?/</p>	<p>The response sent directly to Mrs Olejniczak from SANRAL’s property acquisition/valuation representative has been pasted below.</p> <p>Thank you for your objection forwarded to me, dated 5th of September 2018. We take note of this objection. We have also received a similar objection from you on the 23rd of August 2018. This objection was obviously a direct result of a public participation meeting held that you have attended on the 15th of August 2018 at Red Point Church. I refer to your request that we schedule an urgent meeting with you to discuss this acquisition, and the impact that it will have on your property, and your business.</p> <p>I would like to put the following on record: Both myself, and Johan Klopper, our valuer assigned to this project, had detailed discussions with you on the 15th of august 2018, with our first scheduled meeting, where you have addressed your concerns. I have also had an additional discussion with you again on the 29th of August in Ashley at the Sports Club, where you shared your concerns with me again, and introduced your neighbour to me. In both these meetings I have iterated the fact that we can only engage with you in detail once the design had been finalised and approved by SANRAL, and we have the final acquisition diagrams. The final acquisition diagrams will show the exact extent of the acquisition area, as well as the coordinates of the new Road Reserve boundary, which we can then stake on the affected properties to indicate the exact location and impact to your business. So, we will have to wait until this design had been concluded, approved and distributed to the valuation division before we can engage with you to determine if there is any validity to your claim that your business will be affected to the extent that you will have to close, or try and sell your business. To schedule another meeting with you now would be fruitless because we don’t have the exact extents and coordinates yet, so we can only discuss with you what we have already said. I would recommend that we wait until we have clarity on the acquisition area and the extent of the</p>

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			<p>My nursery is involved in HIRE PLANTS &amp; LANDSCAPEIND for many</p> <ul style="list-style-type: none"> <li>- National &amp; international</li> <li>- exhibitions</li> <li>- conferences</li> <li>- congresses</li> <li>- functions</li> </ul> <p>at ICC /Albert Luthuli International Convention Centre/ Durban Exhibition Centre, City Hall, Grevillea, Durban Country Club and many other venue in KZN</p> <p>Demolishing of property “59” will absolutely destroy my business – as it will be take away the biggest chunk of land where I grow and store my plants</p> <p>At this stage I am not even able to sale this business &amp; my property as no prospective buyer won’t be able to work with NO LAND</p> <p>Singlehandedly – with your design – you are destroying my livelihood and putting 12 people and they families on the streets</p> <p>I run ONE of a kind of business in KZN – without property “59” – its END of it</p> <p>I request urgent meeting and visit to my and effected properties as well</p> <p>In this economic climate how can you spring this innocent people and destroy what took them more than 40 years to build?</p>	<p>area and then we can investigate possibilities in minimising the effect of this on you and your property.</p> <p>In your objections you claim that our actions will lead to your business being destroyed completely, that 12 people with their families will be on the streets, that you will be exposed to increased noise levels, increased crime and increased traffic activity etc., without any substantiated proof to your claims.</p> <p>I want to appeal to you to that emotional or unsubstantiated claims like these are very irresponsible and can cause a lot of emotional distress to everyone involved, and that claims like this, or concerns be spread with more responsibility, or substantiated.</p> <p>In our previous discussions, I asked you to not make premature assumptions, or jump to unwarranted conclusions before we have all the facts and every detail at hand. If these unsubstantiated claims are spread to the whole community, we can easily experience an increase in resistance to this project, which will be to the detriment of the project, and the community affected.</p> <p>I do have empathy for you and I understand that you are worried after seeing our proposal, but I also assured you that we will take your circumstances and your concerns to heart, and do all we can legally to have a minimal impact on your property, and your business. If our acquisitions affect your business we will determine the impact thereof, and compensate you according to that, but this will be cleared up in our negotiations with you.</p> <p>You are welcome to contact me in future, and I will do the same as soon as we have the acquisition diagrams available.</p>
97	7 September 2018	Vickesh Maharaj  Director	<p>Reference is made to the proposed improvements, on the N3.</p> <p>BA2, 2.4 – Closure of West mead Road Intersection and Alexander / Mariannahill Road Intersection, will</p>	<p>Thank you for your submission, which relates to Basic Assessment 2, and which has been sent directly to SANRAL’s property acquisition/valuation representatives for their attention and further direct follow up with Mangaroo Properties (Pty) Ltd.</p>

No	Date	Name and Organisation	Comment/ Issue Raised	Response
		I Mangaroo Properties (Pty) Ltd	<p>impact our property situated at 1-9 Westmead Road.</p> <p>At the site meeting on the 15<sup>th</sup> August 2018, we were advised of the impact of the proposed improvements. At the meeting we had requested the affected area on our property to be pointed out.</p> <p>The survey was only done yesterday on the affected area, and the affected areas have been identified and has negative impact on the current uses of the property. We need to investigate the survey impact on the property, before we forward our comments. .</p> <p>Based on the aforesaid we request that an extension till the 14<sup>th</sup> September 2018 for a detailed response on the impact of the proposed improvements will have on our site.</p>	
98	17 September 2018	<p>Vickesh Maharaj Director</p> <p>I Mangaroo Properties (Pty) Ltd</p>	<p><b>I MANGAROO PROPERTIES (PROPRIETARY) LIMITED N3 CAPACITY UPGRADE CONCERNS ON THE PROPOSED UPGRADE - PORTION 6 OF ERF 4984 PINETOWN</b></p> <p><b>1. <u>BACKGROUND OF THE PROPERTY</u></b></p> <p>The above property was acquired in an open tender process from Sanral. The administrators for Sanral were Manco Aurecon. The tender closed on the 4th July 2013, we were awarded the tender in 2014 and the property was handed over to us on the 27th June 2014.</p> <p>There were 2 sections to the property namely, a warehouse that was rented to CMH and a fuel truck stop that was operated by Engen. When we took over the site both the tenants' leases were cancelled by Sanral and they vacated the sites after handover. We experienced problems with both Engen and Sanral in</p>	Thank you for your submission, which relates to Basic Assessment 2, and which has been sent directly to SANRAL's property acquisition/valuation representatives for their attention and further direct follow up with your company.

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			<p>relation to damages to the property. Manco Aurecon instituted action against them to recover damages to the property. The damages were in excess of 2 million Rands.</p> <p>We were advised during the tender process of the intended upgrade of the N3 Richmond Road interchange. We enclose the details of the plans forwarded. We detail drawing per annexure IMP1.</p> <p>After the subdivision was completed, we were advised of the portion of the property that was allocated as a road reserve and that this portion of the property will be used for the Richmond Road upgrade. We detail drawing per annexure IMP2.</p> <p>The property was transferred to I Mangaroo Properties on the 28th September 2015, the delay was due to the subdivision of the property. The price paid for the property was R 79 512 974,22, inclusive of vat.</p> <p>The property was bonded and associate companies in the group had to assist with securities for the bond approval, as Nedbank did not find value on the property and there was a capping in terms of the bond.</p> <p>Our intention was to run the truck stop facility and lease the warehouse facility.</p> <p>We have invested R 12 000 000,00 in the truck stop operations for Metro Service Station and approximately R 14 000 000,00 on the warehouse facility jointly with Bidvest Hino. The costs for the Hino improvements were shared costs and Hino recovers on a monthly basis in terms of their lease agreement.</p>	

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			<p><b><u>2. IMPACT OF THE UPGRADE N3 AT RICHMOND INTERCHANGE ON PROPERTY - PORTION 6 OF ERF 4984 PINETOWN</u></b></p> <p>At the public open day our tenant Hino requested a survey to be conducted on the property in order for us to understand how the proposed upgrade would impact on our property.</p> <p>Thereafter we could raise our concerns in relation to the proposed upgrade. The survey was conducted on the 6th September 2018. We detail the proposed survey documents per annexure IMP3. The proposed area of expropriation amounts to 3674 square meters.</p> <p>From the survey report it is clear that the Hino warehouse site and the truck stop site will be impacted negatively.</p> <p><b><u>3. NEGATIVE IMPACT ON PROPERTY - PORTION 6 OF ERF 4984 PINETOWN</u></b></p> <p>At the public open day, property owners were advised to detail their concerns, on the impact of the proposed development on their property.</p> <p>We advise as follows;</p> <p><b>3.1. Lease Agreements with Hino</b></p> <p>We have a 20-year lease agreement with Hino and the dealer principal has advised that based on the proposed survey report, the leased site will be negatively impacted. Hino has invested approximately R 11 000 000,00 on the site and they had budgeted 10 years from date of signature of the lease agreement to recover their costs.</p> <p>The dealer principal has advised that they will be</p>	



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			<p>seeking advice from their legal department into cancelling or renegotiating the lease. The proposed area that will be expropriated, affects their operations to such an extent that the entire leased area at the rear of the building cannot be used productively by Hino.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Claim from Hino for all improvements on the property that relates to own use.</li> <li>➤ Loss of future revenue for the remainder of the lease.</li> <li>➤ Expropriated land will negatively impact the future leasing of property.</li> </ul> <p><b>3.2. Lease Agreement with Metro Service Station</b></p> <p>We have a 10-year lease agreement with Metro Service Station. They have advised that the area proposed for expropriation will impact on future revenues for their business and have thus requested a reduced rental for the property.</p> <p>Currently the proposed area will affect its turning area from the forecourt and parking bays for the trucks. We have been advised that there are about 30 trucks that parks in this area per day.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Reduction in lease rentals.</li> </ul> <p><b>3.3. Access into the Property</b></p> <p>We understand that Westmead Road would be closed and access to our property will be on Richmond road, which is approximately 3 to 5 kilometres away from</p>	

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			<p>our property. Vehicles will travel through the new interchange, via albert road onto Westmead Road.</p> <p>This new interchange is going to impact on the viability of our property. Our tenants' clients are heavy duty trucks which travel to the site, and this will impact negatively on sales as the customers will be inconvenienced, by travelling the additional kilometres.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Loss of customers due to poor access to our site.</li> <li>➤ Westmead is an industrial area and traffic congestion is going to impact our tenants.</li> <li>➤ Heavy vehicles will be restricted from accessing Alexander Road to reach our property in Westmead. Also, other roads in the industrial area are not designed for the volume of heavy-duty vehicles to travel on the roads.</li> <li>➤ Longer travelling times for customers is going to impact on sales.</li> </ul> <p><b>3.4. Valuation of the Property</b></p> <p>We understand the portion of the property that is going to be expropriated will be compensated. With the area being expropriated this will negatively impact the valuation of the property, due to leased area being reduced.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ We will not realise a reasonable return on the property investment.</li> <li>➤ Improvements on the property may not be recovered.</li> </ul>	

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			<p><b>3.5. Compensation for Property Expropriated</b></p> <p>We understand that the portion of the property that will be expropriated will be compensated in terms of the market value. We acquired the property in terms of long-term investment opportunities and have made huge capital investment in the property.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Market price may not take into consideration the long terms investment objectives on the property.</li> <li>➤ We may not recover the capital invested in the property.</li> <li>➤ There may be a dispute in terms of the valuation.</li> </ul> <p><b>3.6. Bonded Property</b></p> <p>A bond was taken on the property for a period of 10 years. The bond was approved in terms of R 30 000 000,00 capital injection in the bond over a period of 5 years. This was funded by associate companies in the group.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Concern is that the funds paid by associate companies will not be recovered due to the leases being affected.</li> </ul> <p><b>3.7. Expropriation and Building Line</b></p> <p>In terms of an endorsement on the title deed, no building or any construction can take place within 30,48 m from the centre of the N3. With the proposed expropriation, the building line will now move closer to our property. This will impact on future construction and development of our site.</p>	

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			<p>The area in question that was going to be expropriated was earmarked for a high - speed steam wash and construction of a Spar Express. This was to be future income generation for the site.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Loss of income from Spar Express.</li> <li>➤ Loss of Income from High Speed steam wash.</li> <li>➤ No upgrading of the site due to building line restriction.</li> </ul> <p><b>3.8. Services Impact on the Site</b></p> <p>We are not sure how the proposed upgrade will affect our property. Currently in terms of the proposed expropriation, stormwater, trade effluent and sewer pits will be affected on the site.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Additional costs to be incurred for storm water, trade effluent and sewer pits.</li> </ul> <p><b>3.9. Acquisition of Property - 29 September 2015</b></p> <p>The property was tendered for in 2014 and we were successful tenderer. The property was transferred on September 2015.</p> <p>The proposed upgrade diagram was detailed in the tender document, annexure D, detailed per annexure IMP1. This diagram referred to the proposed development on the Richmond Interchange. When the property was being transferred, we were advised that there was a road reserve allocated as part of the subdivision and this portion of the property will be</p>	

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			<p>used for the interchange development.</p> <p>We were not advised that an additional portion of property Portion 6 Of Erf 4984 Pinetown, would be required for the interchange upgrade. Had we known that about 3500 square meters of the property would be expropriated before we submitted the tender our tender price for the property would have been reduced.</p> <p>The issue is that we required the property from Sanral and we were informed by Manco Aurecon that the impact of the upgrade on the interchange will only impact the road reserve that was allocated to the property, and the access to Westmead Road would be changed.</p> <p>This would assist the site in relation to access and curtail the current traffic congestion to the site.</p> <p>Further the proposed development diagram disclosed in 2014 as per 1MP4 are different to diagrams that have been disclosed now. Access to the site has been relocated to about 3,5 km to 5 km away from the site. We would not have tendered at a premium price for the property had we known of the expropriation.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Overpayment of tendered price.</li> <li>➤ Property will be overvalued</li> </ul> <p><b>3.10. Environmental Impact</b></p> <p>We have been advised that the water table on our property is high and with the N3 being moved so close to our property we are rather concerned about noise pollution and other environmental impacts on our site.</p>	

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			<p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Noise will negatively impact on the tenants.</li> <li>➤ Impact of the high-water table</li> <li>➤ Environmental concerns from our tenants</li> </ul> <p><b>4. <u>FURTHER INFORMATION TO BE SUPPLEMENTED</u></b></p> <p>The above reflects the views of the company for now. We are in the process of engaging attorneys to advise on environmental issues, expropriation of land, cancellation of leases, misrepresentation during tender process when property was acquired. We will supplement the above at a later stage, once the attorneys have advised us accordingly.</p>	
99	17 September 2018	Prashna Ramsunder Director  Metro Service Station (Pty) Ltd	<p><b>METRO SERVICE STATION (PROPRIETARY) LIMITED N3 CAPACITY UPGRADE CONCERNS ON THE PROPOSED UPGRADE</b></p> <p><b>1. <u>BACK GROUND OF THE LEASED PROPERTY</u></b></p> <p>The truck stop facility was leased from I Mangaroo Properties in 2015. Metro Service Station had signed a 5-year SLA agreement with Shell for the truck stop operations that expires in September 2019.</p> <p>Shell had acquired the equipment from Engen in terms of our SLA agreement with Shell. When truck stop facility was purchased from Sanral. During the site meetings, we were advised that the site volumes were about 3 million litres of diesel a month.</p> <p>These volumes were used by Manco Aurecon as a marketing tool for the prospective tenderers to bid a higher price for the property. This was incorrect information and after 4 years we are averaging about</p>	Thank you for your submission, which relates to Basic Assessment 2, and has been sent directly to SANRAL's property acquisition/valuation representatives for their attention and further direct follow up with Metro Service Station (Pty) Ltd.

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p>1, 6 million litres of diesel. The information supplied by Mancon Aurecon and their team at the site meeting was misleading. We are still experiencing problems with Shell in relation to the forecasted volumes not being realised.</p> <p>With the proposed expropriation and the extended access to the site, this will negatively impact the site and will pose questions around viability of the truck stop operations.</p> <p><b>2. <u>IMPACT OF THE UPGRADE N3 AT RICHMOND INTERCHANGE ON METRO SERVICE STATION OPERATIONS</u></b></p> <p>Based on the layout diagrams for the proposed upgrade of the Richmond Interchange, and the surveyors report, the truck stop site will be negatively impacted in terms of the portion of the property expropriated and the additional kilometres for customers to travel in order to access the site.</p> <p><b>3. <u>NEGATIVE IMPACT ON PROPERTY - PORTION 6 OF ERF 4984 PINETOWN</u></b></p> <p>The truck stop operations will be negatively impacted by the proposed development of the Richmond interchange.</p> <p>We detail the concerns as follows;</p> <p><b>3.1. Access and Expropriation</b></p> <p>The access to the site and the expropriation of areas in terms of the survey report will negatively impact the truck stop operations. This poses a huge risk with regards to business continuity.</p>	

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			<p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Loss of customers for fuelling and parking will impact on the sales.</li> <li>➤ Reduction in space will reduce parking revenue.</li> <li>➤ Poor customer services in relation to increased travelling times.</li> </ul> <p><b>3.2. Services Affected</b></p> <p>In terms of the surveyor report, the area being expropriated will impact on the following services;</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Cost for re - cabling from tank farm will be affected.</li> <li>➤ Cost for re- cabling for Win branch software.</li> <li>➤ Cost for redeploying ATG cabling.</li> <li>➤ 5 Spot lights and electrical plugs.</li> <li>➤ Cost of spot light poles to be relocated.</li> <li>➤ Costs for relocating gym area for the truckers.</li> <li>➤ Road freight clinic relocation.</li> <li>➤ Cost relating to civil and electrical engineer costs.</li> </ul> <p><b>3.3. Interruption of Services</b></p> <p>The proposed interchange at Richmond Road, will impact on the truck stop operations. Access to the property will be interrupted once the construction starts.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Loss of revenue.</li> <li>➤ Loss of customers.</li> <li>➤ Delay in diesel deliveries</li> </ul>	



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			<p><b>3.4. Environmental Issues;</b></p> <p>For the truck stop operation, the tanks, pumps and forecourt operations, will be affected by environmental issues. With the proposed interchange revamp there will be environmental issues.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Stability of the tank farm may be affected due to vibrations.</li> <li>➤ Environmental investigation costs.</li> </ul> <p><b>3.5. Low Sulphur Diesel Installation at Site</b></p> <p>To increase volumes on the site, Metro Service Station has engaged with Shell to extend the tank farm to incorporate low sulphur diesel to the site. Shell has started preliminary investigations on the site and have identified area parallel to the existing tank farms for low sulphur diesel.</p> <p>The proposed area to be expropriated will impact on the area where the new tank farm was going to be installed.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Loss of additional volumes for low sulphur diesel. Growth will be stagnant.</li> <li>➤ Poor customer satisfaction, as customers are demanding low sulphur diesel.</li> <li>➤ Shell upgrades will be stalled due to lack of area.</li> <li>➤ Loss of customers as the site does not offer low sulphur diesel.</li> </ul> <p><b>3.6. Capital Investment on the Site</b></p>	

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p>Plans for extension of the buildings on the site has been submitted to council. This entails introduction of additional facilities for truckers, which include, rest room facilities, wreck room facilities, laundromat, braai area, offices for tracking companies, Spar express and dining facilities. The total cost of the renovations would amount to about R 3 500 000,00 for the upgrade of the facilities. Concern is that business will be affected and the capital costs will not be recovered, as the sales at the site will reduce.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Poor customer satisfaction as additional facilities are required.</li> <li>➤ Volumes will decrease.</li> <li>➤ Growth will be stagnant due to lack of capital investment on the property.</li> </ul> <p><b>3.7. Compliance with Shell Hsse Requirements</b></p> <p>The SLA agreement between Shell and Metro Service Station governs the operations at the truck stop. Shell will enforce compliance to HSSE requirement on the site.</p> <p>With the proposed upgrade of the Richmond interchange, we are not aware of what the changes will be and how this will impact on the HSSE requirements for the site. This will need to be discussed with Shell.</p> <p><u>Potential Loss</u></p> <ul style="list-style-type: none"> <li>➤ Shell may stop operations on site due to HSSE compliance.</li> <li>➤ Shell may renegotiate the SLA to the detriment of</li> </ul>	

No	Date	Name and Organisation	Comment/ Issue Raised	Response
			<p data-bbox="600 177 842 201">Metro Service Station.</p> <p data-bbox="573 240 1099 264"><b>3.8. Renegotiation of Shell SLA Agreement</b></p> <p data-bbox="562 304 1140 488">The current SLA agreement with Shell will expire on the 10th September 2019, and we will experience difficulties in renewing the SLA agreement as the volumes on the site have not been realised due to the misguided advice when the property was being tendered for by Manco Aurecon.</p> <p data-bbox="562 528 1140 647">Further with the proposed upgrade of the Richmond interchange and the expropriation of areas of the truck stop property and the change in the access to this site, will negatively impact on the site volumes.</p> <p data-bbox="562 687 719 711"><u>Potential Loss</u></p> <ul data-bbox="562 751 1140 1031" style="list-style-type: none"> <li>➤ Shell will reduce rebate due to volumes not being realised.</li> <li>➤ Bond repayments will be affected.</li> <li>➤ Shell may cancel the SLA agreement.</li> <li>➤ New fuel company's SLA agreement may negatively impact on the ROI of the company.</li> <li>➤ Lease rental will have to be renegotiated. The owner may not realise returns required and may cancel the lease agreement.</li> </ul> <p data-bbox="562 1070 1140 1126"><b>4. <u>FURTHER INFORMATION TO BE SUPPLEMENTED</u></b></p> <p data-bbox="562 1166 1140 1350">The above reflects the views of the company for now. We are in the process of engaging attorneys to advise on environmental, Shell's SLA, Costs for relocation of services and loss of revenue. We will supplement the above at a later stage, once the attorneys have advised us accordingly.</p>	

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100	10 09 2018	Ms Katherine Maloney  Local resident	Please advise the following property is affected: 2 Manor View Road, Hillary, Rem 19 of 517 Bellair	This property is not directly affected by SANRAL's proposed upgrades to the N2 from Solomon Mahlangu I/C to south of Umgeni Road.
101	19 09 2018	Mrs Adelheid Schreiber-Kaya  (private property owner)	Please consider the following issues as part of the Assessment:  Noise levels and pollution increase (also when clearing vegetation). High, leafy trees and bushes can help. But effective measures to be considered – e.g. noise absorbing or containing (wall) barriers. It is already very noisy from the intersection (Solomon Mahlangu).	Please refer to the responses provided in row 8 of this table, regarding increased noise during construction and operation.  Please refer to the responses provided in row 15 of this table, regarding pollution.