

## Mareike Straeuli

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**From:** Vicki King <[vicki@metamorphosisdbn.co.za](mailto:vicki@metamorphosisdbn.co.za)>  
**Sent:** 07 June 2018 09:00 AM  
**To:** 'Ashleigh Mckenzie'; 'Mareike Straeuli'  
**Subject:** FW: Upgrading of N3\_New England Road Interchange

FYI

Vicki King  
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**From:** Mark Puttick <[mpa@sai.co.za](mailto:mpa@sai.co.za)>  
**Sent:** 06 June 2018 02:35 PM  
**To:** 'Vicki King' <[vicki@metamorphosisdbn.co.za](mailto:vicki@metamorphosisdbn.co.za)>  
**Subject:** RE: Upgrading of N3\_New England Road Interchange

Hi Vicki

A quick update.

I met with municipal land management officials today and was very disappointed to learn that Sanral has been engaging with the municipality to acquire municipal owned land affected by the interchange upgrade and for land located on the opposite side of the interchange (next to Site 1 detailed in the school committee's letter) in order to facilitate the construction of new offices. However, the issue of the land required for three relocation of new England Pre-Primary has not been raised by Sanral to date.

The municipal officials concur that the only chance of success in relocating the school to council owned land is for the proposed alternative school site (Site 2) to form part of Sanral's request for land affected by the N3 upgrading project and have undertaken to raise this with Sanral accordingly.

Unfortunately this is yet another example of organisations undermining their credibility whilst wondering why the public has no faith in any of the assurances or commitments which are to given in response to concerns raised during public consultation processes and even complying with conditions of approval.

I will continue to monitor the situation to see if the municipality successfully engages with Sanral regarding this matter.

Regards, Mark

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**From:** Vicki King [<mailto:vicki@metamorphosisdbn.co.za>]  
**Sent:** 06 June 2018 11:35 AM  
**To:** 'Mark Puttick'  
**Subject:** RE: Upgrading of N3\_New England Road Interchange

Hi Mark

It was such a pleasant surprise to see you!

I have received your comments and will chat to the team.

Regards

Vicki

Vicki King

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**From:** Mark Puttick <[mpa@sai.co.za](mailto:mpa@sai.co.za)>

**Sent:** 05 June 2018 10:02 AM

**To:** [vicki@metamorphosisdbn.co.za](mailto:vicki@metamorphosisdbn.co.za)

**Subject:** Upgrading of N3\_New England Road Interchange

Hi Vicki

It was good to connect with you again. There are not many members of the Northern Feeder group still around in KZN.

I am sending you an email as requested.

Although you indicated that you were only peripherally involved with the proposed N3 upgrade may I take this opportunity to share my concerns with you. Please note that my views do not officially represent those of the school committee and I have no mandate to represent it.

As discussed, New England Pre Primary School, which has served the city's residents with distinction for nearly 50 years and has recently pioneered the integration of a class for children with special needs, will not be able to continue operating from its current premises due to the planned N3 road improvements and the associated further upgrading of the N3/New England Road interchange.

Whilst I, on behalf of my wife, and the Parents Committee have engaged Sanral on this issue since mid 2015, it became evident from discussions with Sanral officials at the Open Day information forum that Sanral has not initiated any attempt to negotiate the acquisition of the recommended alternative site from the municipality nor do they intend to get involved in the construction of alternative premises for the school.

Incidentally, Site 1 owned by Sanral that was investigated by the School Committee and referred to the attached letter is no longer available as Sanral subsequently allocated it for another purpose.

No doubt you will concur that a school cannot be simply shut down or treated in the same manner as a residential dwelling where an owner is simply paid compensation to enable the person to acquire alternative accommodation. I am of the view that consideration also has to be given to the fact that the school, which is independent and receives no form of state funding, does not have the skills to manage a project such as the construction of a new school and has very limited resources which again makes the situation different to a home owner being appropriately compensated to either buy or build a new home.

Clearly, new premises need to be secured and a new school needs to be built and become operational before the existing premises can be made available for the proposed road construction activities. I am of the view that this is in accordance with legal precedents which require alternative accommodation to be provided before a long standing lawful occupant of land can be evicted.

It was hoped that Sanral would facilitate the relocation of the school and the school committee, although having strong historic and sentimental ties to the existing premises, engaged with Sanral officials in good faith and were willing to fully cooperate with Sanral on condition that the school was re-established on an appropriate site.

Although officials appeared to be initially receptive to this course of action, this no longer seems to be case and it would appear that Sanral would prefer to offer monetary compensation and it will be left to the school to secure and construct alternative premises.

As you are aware, securing appropriately zoned land is not any easy process, particularly, as in the case of the preferred alternative site, the land is owned by the municipality.

Whilst the school committee has no leverage when dealing with the municipality, Sanral has considerable leverage as the relocation of the school can be framed within the context of a necessary *quid pro quo* for the upgrading of the N3/New England Road intersection which will benefit the city as a whole. Sanral also has the ability to close the on and off ramps of the intersection if it is unable to undertake the required upgrades. This leverage could be successfully used to secure the required alternative site.

Although Sanral officials informed me at previous meetings that the road improvements would only be required between 2025 to 2030, at the Open Day officials indicated that works are now planned to commence in 2021.

As a result, the matter of securing an alternative site for the school has become extremely urgent and I am of the view that it should be treated more seriously by Sanral due to the time frame that will be required to secure and construct new premises for the school. In this regard, Sanral have apparently done nothing to address this matter during the last two and half years.

As you can understand, I am aware that the school committee is rapidly losing faith in Sanral and may be forced to consider recourse via other channels in order to ensure the survival of the school. Clearly this course of action would be detrimental to the project and could adversely affect the planned construction dates.

As an aside, has consideration been given in the EIA to strategic level alternatives to reduce the volume of freight moved by road instead of having to continually upgrade the capacity of the N3. In this regard, trucks could be carried on semi open rail wagons in the same manner as the shuttle service operating on the Eurotunnel line. Although this would probably require the jacking of existing bridges over the main lines, I am of the view that the associated costs of this coupled with the saving of road maintenance costs would compare favourably with the costs of the current strategy of road expansion and high maintenance due to the damage caused by trucks.

The operation of a shuttle service on the main rail lines would help to address concerns about the security of unaccompanied containers and goods whilst affording the same level of flexibility for the collection and delivery of goods at rail termini as provided by the current road system.

As you will agree, substantially reducing the volume of freight traffic carried by the freeways would have significant benefits and cost savings and contribute to the sustainability and profitability of the rail service.

Keep well, and always have a pair of 'sensible shoes' readily available.

Regards, Mark

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