

**PROPOSED WIDENING OF THE N3 BETWEEN DURBAN AND CEDARA, KWAZULU-NATAL:
APPLICATIONS FOR ENVIRONMENTAL AUTHORISATION AND WATER USE LICENSES: BASIC
ASSESSMENT 2 - N3 UPGRADES BETWEEN PARADISE VALLEY AND KEY RIDGE**

**RECORD OF MEETING WITH GIBA GORGE NATURE RESERVE MANAGER AND
ENVIRONMENTAL PLANNING & CLIMATE PROTECTION DEPARTMENT (EPCPD), DEVELOPMENT
PLANNING, ENVIRONMENT AND MANAGEMENT UNIT, ETHEKWINI MUNICIPALITY**

Date: 26 September 2019

Venue: Giba Nature Reserve Offices, 2 Longforan Avenue, Winston Park

Time: 09.00 – 10.30 am

Attendance:

- Mr Greg Mullins, Environmentalist: Biodiversity Impact Assessment , Environmental Planning & Climate Protection Department, Ethekewini Municipality
- Mr Cameron McLean , Reserve Manager Giba Gorge Nature Reserve
- Ms Ashleigh McKenzie, EAP, ACER (Africa) Environmental Management Consultants
- Mr Richard Horner, Section Manager, Roads and Highways, SMEC Consulting Engineers

Meeting objectives:

- To discuss environmental issues and concerns regarding the proposed haul road and the widening of the uMhlatuzana Viaduct affecting the Giba Gorge Nature Reserve.

Issues discussed:

Note that due to storm damage to bridges attendees were unable to go onto site; however Google imagery and maps were available which were consulted for discussion.

1. Security in the Nature Reserve
 - a. This is a key concern due to ongoing issues with poachers and muthi harvesters and also the safety of visitors to the Reserve.
 - b. The construction corridor under the viaduct must be fenced / cordoned off to prevent easy access into the rest of the Reserve.
 - c. Should a fence interfere with animal movement, the Reserve will make provision for small creatures crossing if they cannot use the river corridor.
 - d. No site camps in or directly adjacent to the Reserve are supported.
 - e. Security patrols during construction will be required. These services can be provided by the Giba gorge Environmental Precinct (Section 21 Company)
 - f. A gate must be installed and maintained where the haul road leaves the existing district road (where the chain is currently).
 - g. Contractors staff must be easily identifiable by e.g. clearly marked clothing, contractors vehicles to be clearly marked
2. Turning circle at the viaduct
 - a. Will be required for large vehicles (approx 12 m long)
 - b. The proposed turning area will extend slightly beyond the road reserve boundary into the Nature Reserve – the nature of the terrain precludes confining the turning to under the viaduct.
3. Haul Road
 - a. gravel (wide enough for large vehicles in one direction only) but widened on some of the bends to accommodate large vehicles.
 - b. Some lay-byes required for passing vehicles – these should be designed and located where there is already disturbance/ where minimum intervention is required.
 - c. For large vehicles however, there will be a single run (one in one out) with traffic controllers either end

- d. Stream crossings - culverts will be provided. The main crossing will be a low level crossing and under flood conditions construction cannot be used.
 - e. eThekwini prefers design for more cut than fill due to the slopes involved and erosion risk.
 - f. Recent appearance of large sinkhole on the existing district road (part of haul road).
 - g. Decommissioning is preferred due to the security risk good access brings to this part of the reserve However it is understood that the private landowners have the right to retain and maintain the sections of road on their land.
4. Site camps
- a. No construction camp allowed in the Reserve, and preference is that it is sited as far as possible from the Reserve.
 - b. Minor site office/stockpile area can be sited under the viaduct but within the road reserve only.
5. Working area at viaduct & no go areas
- a. To be kept within the road reserve and to be clearly demarcated/fenced off.
 - b. No access inside the Reserve allowed for construction staff – staff to stay within the demarcated working areas.
 - c. The Rock Shelter is a no go area.
6. Effect on hiking trails
- a. Some of the trail(s) will be affected but there are alternative ways to get to Mackintosh Falls. Reserve Management to provide signage when this becomes of relevance.
7. Communication with Giba Reserve Manager
- a. The winning contractor must maintain close communication with the Reserve Manager both prior to and during construction.
8. ACER requested eThekwini to submit any further concerns and any no go areas or other things off limits, for purposes of inclusion in the EMPr which in turn is taken forward for the construction contract documents