APPENDIX E: PUBLIC PARTICIPATION

As per public participation requirements as set out in NEMA (GN R.543), the following steps were undertaken.

54 (2) *give notice to all potential interested and affected parties by:*

(a) fixing a notice board at a place conspicuous to the public at the boundary or on the fence of—
   (i) the site where the activity to which the application relates is or is to be undertaken; and
   (ii) any alternative site mentioned in the application;

**E1: Proof of site notice:**

Site notice 1 placed along N2. GPS coordinates: 33°17'15.33"S, 26°46'36.35"E
(b) giving written notice to (these are considered as key stakeholders)—

(i) the **owner or person in control of that land** if the applicant is not the owner or person in control of the land;

(ii) the **occupiers of the site** where the activity is or is to be undertaken or to any alternative site where the activity is to be undertaken;

(iii) **owners and occupiers of land adjacent** to the site where the activity is or is to be undertaken or to any alternative site where the activity is to be undertaken;

Notification letters were passed around at the public meetings. Please see below.

<table>
<thead>
<tr>
<th>Name</th>
<th>Farm Name</th>
<th>Farm portion number</th>
<th>Land owner Y/N</th>
<th>Land occupier Y/N</th>
<th>Contact number</th>
<th>Postal Address</th>
<th>Comment or concern</th>
<th>Notification letter received Y/N</th>
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<tr>
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<td>Honeykop</td>
<td>361</td>
<td>Y</td>
<td>Y</td>
<td>08266609974</td>
<td>P.O. Box 362, Grahamstown</td>
<td>Game Fence, Escom Line</td>
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<tr>
<td>P. Crous</td>
<td>Honeykop</td>
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<td>N</td>
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<td>- Escom line, - Dam, - Timber fence</td>
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<td>Murray Crous</td>
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<td>N</td>
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<td>Eileen Allan</td>
<td>Comorvlei</td>
<td>Farm 361</td>
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<td>First Dale</td>
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<td>Drake</td>
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<td>Y</td>
<td>0466235731, 0812985169</td>
<td>P.O. Box 6205, Grahamstown</td>
<td>Game Fence, Internal Road Encroachment, Mosquito Source, 6141</td>
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- Grahamstown – Fish River Bridge Road Upgrade Initiation meeting – Friday 02 August 2013 11am at the Coombs Hall
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<td>Glyn Dixon</td>
<td>Komsfontein</td>
<td>?</td>
<td>N</td>
<td>Part.</td>
<td>072 764 1302</td>
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<tr>
<td>Gordon Dixon</td>
<td>GJRAAD</td>
<td>361</td>
<td>Y</td>
<td>Don't live there</td>
<td>084 767 7547</td>
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<td>Kevin Bates</td>
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<td>356</td>
<td>Y</td>
<td>Y</td>
<td>032 335 7382</td>
<td>P.O. Box 1751</td>
<td>Too close to main house, fence too close to hens, Game fence to close to house</td>
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<td>Charles Timms</td>
<td>Eden Trucking</td>
<td>N</td>
<td>Y</td>
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<td>Steven de Beer</td>
<td>Conservator SABS</td>
<td>MA</td>
<td>MA</td>
<td>MA</td>
<td>072 765 0018</td>
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<tr>
<td>F. Hempe1</td>
<td>Endeavour</td>
<td>40/41</td>
<td>✓</td>
<td>✓</td>
<td>082 664 5130</td>
<td>PC Box 2235</td>
<td>BP 18.957, Cotte Crossing</td>
</tr>
<tr>
<td>Andre Coetzee</td>
<td>Prasers Cane</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>082 659 2710</td>
<td>PC Box 261</td>
<td>borehole pumps, building artefact</td>
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<tr>
<td>Marno Erwee</td>
<td>Sear Fairview</td>
<td>6</td>
<td>✓</td>
<td>✓</td>
<td>082 300 7731</td>
<td>Rossteve 621</td>
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### ATTENDANCE REGISTER

**SANRAL N2 ROAD UPGRADE GHT –FISH RIVER**

Public Meeting 06 September 2013

<table>
<thead>
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<th>NAME</th>
<th>EMAIL</th>
<th>TEL/CELL</th>
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<tbody>
<tr>
<td>V. Allan</td>
<td><a href="mailto:jirrale@ipch.com">jirrale@ipch.com</a></td>
<td>072 914 6805</td>
<td></td>
</tr>
<tr>
<td>P. Cronc</td>
<td><a href="mailto:burkmarc844@gmail.com">burkmarc844@gmail.com</a></td>
<td>072 048 8496</td>
<td></td>
</tr>
<tr>
<td>C. Cross</td>
<td>Fax Dep - 02238474 082 600 9974</td>
<td>082 600 9974</td>
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</tr>
<tr>
<td>P. De Klerk</td>
<td><a href="mailto:pume@dekkel-leviken.co.za">pume@dekkel-leviken.co.za</a></td>
<td>082 809 4425</td>
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</tr>
<tr>
<td>H. Hart</td>
<td></td>
<td>066 361 246</td>
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</tr>
<tr>
<td>0. H. Hempter</td>
<td><a href="mailto:hempter1@albanywa.co.za">hempter1@albanywa.co.za</a></td>
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<tr>
<td>M. J. Erwee</td>
<td><a href="mailto:erweemoore@gmail.com">erweemoore@gmail.com</a></td>
<td>082 300 7330</td>
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<tr>
<td>G. L. Dixon</td>
<td><a href="mailto:claypots@geeniko.co.za">claypots@geeniko.co.za</a></td>
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<tr>
<td>Peter M. Naalde</td>
<td><a href="mailto:naalde@vodaco.co.za">naalde@vodaco.co.za</a></td>
<td>082 825 2684</td>
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<tr>
<td>H. Roberts</td>
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# ATTENDANCE REGISTER

**SANRAL N2 ROAD UPGRADE GHT –FISH RIVER**

Public Meeting 10 September 2013

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<td>West Stixx</td>
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<td>N. Ntour</td>
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<td>B. B.</td>
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<td>B. B. Dywili</td>
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# ATTENDANCE REGISTER

**SANRAL N2 ROAD UPGRADE GHT – FISH RIVER**

Public Meeting  September 2013

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## ATTENDANCE REGISTER
### SANRAL N2 ROAD UPGRADE GHT –FISH RIVER
#### Public Meeting 10 September 2013

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<td>Mende Mesani</td>
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<td>Amakhwazi Ginkini</td>
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# ATTENDANCE REGISTER

**SANRAL N2 ROAD UPGRADE GHT - FISH RIVER**

Public Meeting 18 September 2013

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<tr>
<td>Nhume Mkhateli</td>
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<td>078 99 09 196</td>
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<tr>
<td>Mokuthoza Ngampanini</td>
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<td>Nomthiweko Mzimuku</td>
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COASTAL & ENVIRONMENTAL SERVICES
Environmental Management and Impact Assessment

67 African Street
PO Box 934
Grahamstown 6139
SOUTH AFRICA
Tel: 046 622 2364
Fax: 046 622 6964
Email: info@oesnet.co.za
Website: www.oesnet.co.za

31 July 2013

Dear Interested and Affected Party

NOTIFICATION OF BASIC ASSESSMENT FOR THE PROPOSED UPGRADING OF NATIONAL ROUTE 2 SECTION 13 (km 62 to km 103.6) AND SECTION 14 (km 0 to km 5.05) BETWEEN GRAHAMSTOWN AND FISH RIVER PASS IN THE EASTERN CAPE PROVINCE OF SOUTH AFRICA

In accordance with the requirements of section 54 (2) (b) of the Environmental Impact Assessment Regulations (2010) made in terms of section 24(5) of the National Environmental Management Act (Act No 107 of 1998) as amended, we are required to notify, “the owner or person in control of that land if the applicant is not the owner or person in control of the land”. as well as give written notice to “owners and occupiers of land adjacent to the site where the activity is or is to be undertaken or to any alternative site where the activity is to be undertaken”. In accordance with this requirement, please find here-with a letter of notification for a basic assessment being carried out by Coastal and Environmental Services in respect of the above-mentioned project.

Proponent: PD Naidoo and Associates Consulting Engineers (Pty) Ltd and SANRAL are proposing the widening of the existing National Route 2 Section 13 and Section 14 between Grahamstown and Fish River Pass (46.6 km in length) to a minimum of 12.4m. This will include paved and gravel shoulders. The following additional works will be required and is included in the scope of works:

- Widening of all storm water structures along the length of the section to be upgraded
- Possible bridge and major culvert construction.
- Eight borrow pits and two hard rock quarries (to provide crushed aggregate for the project). The size of the borrow pits and quarry could exceed 2.0 ha each.

An ecological, paleontological as well as archaeological specialist study will be undertaken as part of the impact assessment phase.

Process to be followed: The proposed project requires a Basic Assessment to be undertaken in terms of the EIA regulations published under GN. R.543 (18 June 2010) as the above mentioned project activities trigger listed activities published under GN R.544 and GN R.546 as shown in the table below.
<table>
<thead>
<tr>
<th>Listing Notice 1: GN R.544 10 December 2010</th>
<th>Activity No (s)</th>
<th>The construction of:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(i) canals;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(ii) channels;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(iii) bridges;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(v) weirs;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(vi) bulk storm water outlet structures;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(x) buildings exceeding 50 square metres in size; or</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(xi) infrastructure or structures covering 50 square metres or more</td>
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</tbody>
</table>

where such construction occurs within a watercourse or within 32 meters of a watercourse, measured from the edge of a watercourse, excluding where such construction will occur behind the development setback line.

The proposed activity includes widening the existing section of road where the widening will also include the widening of all stormwater structures along the length of the project. Construction activities will occur as new ‘pieces’ of road will be constructed in order to expand on the existing section of road as well as bridges.

<table>
<thead>
<tr>
<th>Listing Notice 1: GN R.544 10 December 2010</th>
<th>Activity No (s)</th>
<th>The infilling or depositing of any material of more than 5 cubic meters into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock or more than 5 cubic meters from:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(i) a watercourse;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(ii) the sea;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(iii) the seashore;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(iv) the littoral active zone, an estuary or a distance of 100 meters inland of the high-water mark of the sea or an estuary, whichever distance is the greater-</td>
</tr>
</tbody>
</table>

but excluding where such infilling, depositing, dredging, excavation, removal or moving;

(a) is for maintenance purposes undertaken in accordance with a management plan agreed to by the relevant environmental authority; or

(b) occurs behind the development setback line.

[Corrected by “Correction Notice 2” of 10 December 2010, GN No. R. 1159]

Construction work maybe required within the watercourse as bridges are upgraded.

<table>
<thead>
<tr>
<th>Listing Notice 1: GN R.544 10 December 2010</th>
<th>Activity No (s)</th>
<th>The construction of a road, outside urban areas,</th>
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<tr>
<td></td>
<td></td>
<td>(i) with a reserve wider than 13.5 meters or,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(ii) where no reserve exists where the road is</td>
</tr>
<tr>
<td></td>
<td></td>
<td>wider than 8 meters, or</td>
</tr>
<tr>
<td></td>
<td></td>
<td>for which an environmental authorisation was</td>
</tr>
<tr>
<td></td>
<td></td>
<td>obtained for the route determination in terms of</td>
</tr>
<tr>
<td></td>
<td></td>
<td>activity 5 in Government Notice 387 of 2006 or</td>
</tr>
<tr>
<td></td>
<td></td>
<td>activity 18 in Notice 545 of 2010.</td>
</tr>
</tbody>
</table>

Within the 40km upgrade there is a section of road (76.8km- 78.5km) about a 5km stretch where there are dangerous bends. These bends are to be smoothed out. SANRAL is proposing to increase the current road reserve by 108 meters and build a road which has a smoother bend. This section classifies as route alignment (building a new stretch of road, changing
| 39. | The expansion of (i) canals; (ii) channels; (iii) bridges; (iv) weirs; (v) bulk storm water outlet structures; within a watercourse or within 32 meters of a watercourse, measured from the edge of a watercourse, where such expansion will result in an increased development footprint but excluding where such expansion will occur behind the development setback line. | The proposed activity includes expanding the existing section of road where the widening will also include the widening of all stormwater structures along the length of the project. |
| 47. | The widening of a road by more than 6 meters, or the lengthening of a road by more than 1 kilometer- (i) where the existing reserve is wider than 13.5 meters; or (ii) where no reserve exists, where the existing road is wider than 8 meters – excluding widening or lengthening occurring inside urban areas. | The proposed activity includes widening the existing section of road to a minimum width of 13.4m and maximum of 22.4 including climbing lanes where necessary. The widening will also include the widening of all stormwater structures along the length of the project. |
| **Listing Notice 3: GN R.546 10 December 2010** | 13. The clearance of an area of 1 hectare or more of vegetation where 75% or more of the vegetative cover constitutes indigenous vegetation, (a) Critical biodiversity areas and ecological support areas as identified in systematic biodiversity plans adopted by the competent authority. (c) In Eastern Cape, (iii) Outside urban areas, the following: (bb) National Protected Area Expansion Strategy Focus areas; (cc) Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority; (ee) Core areas in biosphere reserves; | The total size of the road servitude cleared is larger than 1 ha. Indigenous vegetation which is currently within the road reserve will be cleared. The majority of the road reserve is degraded, however a permit to clear indigenous vegetation as well species of special concern will be required. |
| **Listing Notice 3: GN R.546 10 December 2010** | 19. The widening of a road by more than 4 meters, or the lengthening of a road by more than 1 kilometer. (a) In Eastern Cape (ii) Outside urban areas, in: (bb) National Protected Area Expansion Strategy Focus areas; (cc) Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority; (ee) Critical biodiversity areas as | The proposed activity includes widening the existing section of road to a minimum width of 13.4m and maximum of 22.4 including climbing lanes where necessary. The widening will also include the widening of all stormwater structures along the length of the project which includes upgrading of four bridges which are |
identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; (ff) Core areas in biosphere reserves; (ii) Areas on the watercourse side of the development setback line or within 100 meters from the edge of a watercourse where no such setback line has been determined.

Input will be required from the Provincial Heritage Authority in terms of Section 38 of the National Heritage Resources Act (NHRA). The requirements of the Heritage Authority will be addressed by a heritage specialist and presented as part of the Basic Assessment application.

A general authorisation is required from the Department of Water Affairs in respect of work in the watercourse.

A Mining Permit [in terms of section 27(2) of the Mineral and Petroleum Resources Development Act, 2002 (Act No. 28 of 2002)] will be completed and submitted to Department of Mineral Resources in respect of developing borrow pits and hard rock quarry

The BA for the proposed project is presently in the early phase. This phase serves primarily to inform the public and relevant authorities about the proposed project and to determine any impacts. These impacts will then be extensively addressed during the environmental impact assessment studies. Results of the Basic Assessment process will be submitted to the Department of Environmental Affairs (in Pretoria) for a Record of Decision.

If you have any questions are concerns, please address them to Justin Green at j.green@cesnet.co.za, faxed to 046 622 6564 or via telephone on 046 6222364.

Yours sincerely,

Justin Green
Environmental Consultant
(iv) the municipal councillor of the ward in which the site or alternative site is situated and any organisation of ratepayers that represent the community in the area;

(v) the municipality which has jurisdiction in the area;

Notification letters were sent to the Makana Local Municipality as well as the Ngqushwa Local Municipality via registered mail.

### PARCEL TRACKING RESULTS

**Item Number:** RD753481351ZA **was last scanned on:** 2012/10/22 **at:** 08:59

**Location last scanned:** PEDDIE

**Currently has status of:** Item delivered to: QWABE

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</table>
Mr Ntomebekhaya Baart
Makana Local Municipality
City Hall,
High Street,
Grahamstown,
6140
ATTENTION: Mr Ntomebekhaya Baart

NOTIFICATION OF BASIC ASSESSMENT FOR THE PROPOSED UPGRADING OF
NATIONAL ROUTE 2 SECTION 13 (km 62 to km 103.5) AND SECTION 14 (km 0 to km
5.65) BETWEEN GRAHAMSTOWN AND FISH RIVER PASS IN THE EASTERN CAPE
PROVINCE OF SOUTH AFRICA

In accordance with the requirements of section 54 (2) (b) (vi) of the Environmental Impact Assessment
Regulations (2010) made in terms of section 24(5) of the National Environmental Management Act (Act
No 107 of 1998) as amended, we are required to, “give written notice to any organ of state having
jurisdiction in respect of any aspect of the activity”. In accordance with this requirement, please find
here-with a letter of notification for a basic assessment being carried out by Coastal and Environmental
Services in respect of the above-mentioned project.

PD Naidoo and Associates Consulting Engineers (Pty) Ltd and SANRAL are proposing a development
that includes widening the existing road (to a minimum of 12.4 m) including paved and gravel shoulders
on the National Route 2 Section 13 and Section 14 between Grahamstown and Fish River Pass (46.6km
in length). Climbing lanes may be required and widening of all stormwater structures along the length of
the project as well as possible bridge and major culvert construction is also included in the scope of
work.

Eight borrow pits and two hard rock quarries (to provide crushed aggregate for the project) may need to
be developed, the feasibility of which still needs to be investigated. The size of the borrow pits and
quarry could exceed 2.0 ha each.

> Coastal & Environmental Services (CES) of Grahamstown have been appointed by PD Naidoo
and Associates Consulting Engineers (Pty) Limited, to conduct a Basic Assessment for
the proposed development. The activities that we believe will be triggered by the proposed
development are listed in the application.
> CES would highly appreciate it if you could please send us a letter confirming your receipt of this
notification. For more information, please feel free to contact Mr. Justin Green at the CES
Grahamstown office numbers shown above.

Yours sincerely,

Justin Green
Environmental Consultant

Henque 1018 c/o Coastal and Environmental Services • Reg no. CK 1997/061914/23 • Var No. 4380172835
Members: Dr AM Avis (PhD Rhodes) • Prof RA Lubke (PhD Western Ontario)
Mrs CE Avis (MA Rhodes, CAIB) • Dr AR Carter (PhD Rhodes, CPA USA) • Mr WJ Rowston (Bsc Hons CivEng)
Mrs J Gopal (B.Optom, Hons) • Dr KJ Whittington-Jones (PhD Rhodes) • Mr M Gopal • Mrs BK Emslie (B.Comm Accounting Rhodes)
ATTENTION: Mr Unathi Malinzi

NOTIFICATION OF BASIC ASSESSMENT FOR THE PROPOSED UPGRADING OF NATIONAL ROUTE 2 SECTION 13 (km 62 to km 103.5) AND SECTION 14 (km 0 to km 5.05) BETWEEN GRAHAMSTOWN AND FISH RIVER PASS IN THE EASTERN CAPE PROVINCE OF SOUTH AFRICA

In accordance with the requirements of section 54 (2) (b) (vi) of the Environmental Impact Assessment Regulations (2010) made in terms of section 24(5) of the National Environmental Management Act (Act No 107 of 1998) as amended, we are required to, “give written notice to any organ of state having jurisdiction in respect of any aspect of the activity”. In accordance with this requirement, please find here-with a letter of notification for a basic assessment being carried out by Coastal and Environmental Services in respect of the above-mentioned project.

PD Naidoo and Associates Consulting Engineers (Pty) Ltd and SANRAL are proposing a development that includes widening the existing road to a minimum of 12.4 m including paved and gravel shoulders on the National Route 2 Section 13 and Section 14 between Grahamstown and Fish River Pass (46.6km in length). Climbing lanes may be required and widening of all stormwater structures along the length of the project as well as possible bridge and major culvert construction is also included in the scope of work.

Eight borrow pits and two hard rock quarries (to provide crushed aggregate for the project) may need to be developed, the feasibility of which still needs to be investigated. The size of the borrow pits and quarry could exceed 2.0 ha each.

- Coastal & Environmental Services (CES) of Grahamstown have been appointed by PD Naidoo and Associates Consulting Engineers (Pty) Limited, to conduct a Basic Assessment for the proposed development. The activities that we believe will be triggered by the proposed development are listed in the application.
- CES would highly appreciate it if you could please send us a letter confirming your receipt of this notification. For more information, please feel free to contact Mr. Justin Green at the CES Grahamstown office numbers shown above.

Yours sincerely,
Justin Green
Environmental Consultant
(vi) any organ of state (including SAHRA, DWA) having jurisdiction in respect of any aspect of the activity; and
(vii) any other party as required by the competent authority;

Lists of organs of state notified:

<table>
<thead>
<tr>
<th>Affiliation/ key stakeholder status</th>
<th>Title, Name and Surname</th>
<th>Contact details (tel number or e-mail address)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department of Water Affairs (East London office)</td>
<td>Ms Lizna Fourie, Fourie Lizna (ELS)</td>
<td><a href="mailto:FourieL4@dwa.gov.za">FourieL4@dwa.gov.za</a></td>
</tr>
<tr>
<td>South African Heritage Resources Agency (East London office)</td>
<td>Mr Sello Mokyana</td>
<td>S Mokhanya <a href="mailto:smokhanya@ecphra.org.za">smokhanya@ecphra.org.za</a></td>
</tr>
<tr>
<td>Wildlife and Environment Society of South Africa (Grahamstown office)</td>
<td>Ms Jenny Gon</td>
<td><a href="mailto:j-gon@intekom.co.za">j-gon@intekom.co.za</a></td>
</tr>
<tr>
<td>South African Civil Aviation Authority</td>
<td>Lizelle Strohl</td>
<td><a href="mailto:strohl@caa.co.za">strohl@caa.co.za</a></td>
</tr>
<tr>
<td>Department of Agriculture, forestry and fisheries</td>
<td>Mrs Annelizac Collett</td>
<td><a href="mailto:annelizac@nda.agric.za">annelizac@nda.agric.za</a></td>
</tr>
<tr>
<td>Department of Roads and Public Works</td>
<td>Mr B Gxilshe</td>
<td></td>
</tr>
<tr>
<td>Department of Economic Development, environmental affairs and tourism</td>
<td>Mr Andries Struwig</td>
<td><a href="mailto:Andries.struwig@deaet.ecape.gov.za">Andries.struwig@deaet.ecape.gov.za</a></td>
</tr>
<tr>
<td>Department of transport, eastern cape</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Department of public works</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
South African Heritage Resources Agency  
P.O. Box 759  
East London  
5200

ATTENTION: The Provincial Manager  
CC: The Provincial Manager Western Cape Provincial Office

NOTIFICATION OF BASIC ASSESSMENT FOR THE PROPOSED UPGRADE OF NATIONAL ROUTE 2 SECTION 13 (km 62 to km 103.5) AND SECTION 14 (km 0 to km 5.05) BETWEEN GRAHAMSTOWN AND FISH RIVER PASS IN THE EASTERN CAPE PROVINCE OF SOUTH AFRICA

In accordance with the requirements of section 54(2)(b)(vi) of the Environmental Impact Assessment Regulations (2010) made in terms of section 24(5) of the National Environmental Management Act (Act No 107 of 1998) as amended, we are required to, “give written notice to any organ of state having jurisdiction in respect of any aspect of the activity”. In accordance with this requirement, please find here-with a letter of notification for a basic assessment being carried out by Coastal and Environmental Services in respect of the above-mentioned project.

PD Naidoo and Associates Consulting Engineers (Pty) Ltd and SANRAL are proposing a development that includes widening the existing road (to a minimum of 12.4 m) including paved and gravel shoulders on the National Route 2 Section 13 and Section 14 between Grahamstown and Fish River Pass (46.9km in length). Climbing lanes may be required and widening of all stormwater structures along the length of the project as well as possible bridge and major culvert construction is also included in the scope of work.

Eight borrow pits and two hard rock quarries (to provide crushed aggregate for the project) may need to be developed, the feasibility of which still needs to be investigated. The size of the borrow pits and quarry could exceed 2.0 ha each.

Coastal & Environmental Services (CES) of Grahamstown have been appointed by PD Naidoo and Associates Consulting Engineers (Pty) Limited, to conduct a Basic Assessment for the proposed development. The activities that we believe will be triggered by the proposed development are listed in the application.

A public meeting will be held to present the project and to give the public an opportunity to comment on the proposed development. You will be notified of the date, time and venue for the public meeting accordingly.

CES would highly appreciate it if you could please send us a letter confirming your receipt of this notification. For more information, please feel free to contact Mr. Justin Green at the CES Grahamstown office numbers shown above.

Yours sincerely,
Justin Green  
Environmental Consultant
Proof that the Authorities and Organs of State received written notification of the proposed activities (Appendix E4)

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Proof that notification letters were received

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**Location last scanned:** EAST LONDON GPO

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**Location last scanned:** GRAHAMSTOWN

**Currently has status of:** Item delivered to: LUBEK

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**Location last scanned:** HALFWAY HOUSE

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<td>HALFWAY HOUSE</td>
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<td>2012/10/20</td>
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<tr>
<td>3</td>
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<td>2012/10/19</td>
<td>13:29</td>
<td>GERMISTON (HUB)</td>
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<tr>
<td>4</td>
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<td>17:40</td>
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<tr>
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<td>2012/10/12</td>
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### Parcel Tracking Results

**Item Number:** RD753481277ZA  **was last scanned on:** 2012/11/02 at 11:38

**Location last scanned:** PRETORIA GPO

**Currently has status of:** Item delivered to: N NERIA KOLOANE

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**Location last scanned:** PRETORIA GPO  
**Currently has status of:** At Office

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### Parcel Tracking Results

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**Location last scanned:** BHISHO  
**Currently has status of:** Item delivered to: XE XOLILE MGELEZANA

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<td>2012/10/17</td>
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<td>EAST LONDON (HUB)</td>
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<tr>
<td>4</td>
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<td>2012/10/12</td>
<td>17:18</td>
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**Item Number:** RD753481382ZA was last scanned on: 2012/10/16 at 09:29  
**Location last scanned:** GREENACRES  
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**Location last scanned:** NORTH END  
**Currently has status of:** Item delivered to: JOSEPH MANUEL

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<tr>
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**Parcels Tracking Results**

**Item Number:** RD753401405ZA was last scanned on: 2012/10/29 at 15:08  
**Location last scanned:** KING WILLIAMS TOWN  
**Currently has status of:** Item delivered to: SIBACA

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<td>09:59</td>
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(c) placing an advertisement in one local newspaper. (Include proof of the placement of the relevant advertisements and notices in Appendix E1)

An advert was placed in *The Grocotts* on Friday 12 October 2012.

(d) If the activity impacts beyond one municipality then also place in a provincial paper

An advert was placed in *The Herald* on Friday 12 October 2012.
54 (3) The notice board & advertisement must -

- give details of the application
- that the application has been submitted to the competent authority in terms of these Regulations
- whether basic assessment or scoping procedures are being applied to the application,
- the nature and location of the activity
- where further information on the application or activity can be obtained; and
- the manner in which and the person to whom representations in respect of the application may be made.

Wording of the Site Notice

UPGRADING OF NATIONAL ROUTE 2
SECTION 13 (km 62 to km 103.6) AND
SECTION 14 (km 0 to km 5.05) BETWEEN
GRAHAMSTOWN AND FISH RIVER PASS,
EASTERN CAPE
(DEA ref # 14/12/16/3/5/1/957)

Notice is given in terms of Regulation 54 under the National Environmental Management (NEM) Act 1998, as amended, that the proposed projects trigger activities listed under GN. 544 (18 June 2010) of the Act.

The proposed project will require a Basic Assessment (BA). Coastal & Environmental Services have been appointed to undertake the BA by PD Naidoo and Associates Consulting Engineers. The application will be submitted to the National Department of Environmental Affairs.

For more information or to register as an Interested and Affected Party (I&AP).
Please contact: Mr Justin Green, P.O. Box 934, Grahamstown 6140. Tel: 046-622 2364; Fax: 046 6226564 Email: j.green@cesnet.co.za

54 (4) A notice board
(a) be of a size at least 60cm by 42cm; and
(b) display the required information in lettering and in a format as may be determined by the competent authority.
55 (1) An EAP managing an application must open and maintain a register which contains the names, contact details and addresses of—

(a) all persons who, have submitted written comments or attended meetings with the applicant or EAP;

(b) all persons who, have requested the applicant or the EAP managing the application, in writing, for their names to be placed on the register; and

(c) all organs of state which have jurisdiction in respect of the activity to which the application relates -

E5: List of registered I&As, stakeholders

<table>
<thead>
<tr>
<th>Landowners</th>
<th>Contact Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adrian Michael Moss</td>
<td>082 578 2737 <a href="mailto:naartjie@albany.net.co.za">naartjie@albany.net.co.za</a></td>
</tr>
<tr>
<td>Peter George Wylie</td>
<td>082 832 5839 <a href="mailto:pwylie@voda.mail.co.za">pwylie@voda.mail.co.za</a></td>
</tr>
<tr>
<td>Boudewijn van Heuveln</td>
<td>082 568 1748 <a href="mailto:boudewijn@vanheuveln.nl">boudewijn@vanheuveln.nl</a></td>
</tr>
<tr>
<td>Glyn Dixon</td>
<td>072 764 1303 <a href="mailto:claypits@geenet.co.za">claypits@geenet.co.za</a></td>
</tr>
<tr>
<td>Jeremy Allen</td>
<td>0827846805 <a href="mailto:jrarllan@yahoo.com">jrarllan@yahoo.com</a></td>
</tr>
<tr>
<td>Kevin Bates</td>
<td>0823357387 <a href="mailto:move-ited@hotmail.com">move-ited@hotmail.com</a></td>
</tr>
<tr>
<td>Orgie Crous</td>
<td>082 660 9974 <a href="mailto:ecbackloads@yahoo.com">ecbackloads@yahoo.com</a></td>
</tr>
<tr>
<td>Gavin Dixon</td>
<td>084 767 5097 <a href="mailto:gbd@geenet.co.za">gbd@geenet.co.za</a></td>
</tr>
<tr>
<td>Wayne Nortier</td>
<td>082 319 3207 (Wayne) 079 527 4335 (Felicity) <a href="mailto:waynenortier@gmail.com">waynenortier@gmail.com</a>; <a href="mailto:felicity@deklerk-devilliers.co.za">felicity@deklerk-devilliers.co.za</a></td>
</tr>
<tr>
<td>Morne and Marda Erwee</td>
<td>082 300 7730 (Morne) <a href="mailto:erweemorne@gmail.com">erweemorne@gmail.com</a></td>
</tr>
<tr>
<td>Andre Coetzee</td>
<td>082 659 2710 POBOX 267 GHT</td>
</tr>
<tr>
<td>Ferdi Hempel</td>
<td>0826545150 <a href="mailto:hempei1@albany.net.co.za">hempei1@albany.net.co.za</a></td>
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<tr>
<td>Fred Pittaway</td>
<td><a href="mailto:valleymview@xsinet.co.za">valleymview@xsinet.co.za</a></td>
</tr>
<tr>
<td>Peter Moll</td>
<td>0834468256 PO Box 6105 GHT</td>
</tr>
<tr>
<td>Charles and Adri Timm</td>
<td>0836293242 <a href="mailto:adrit@vincemus.co.za">adrit@vincemus.co.za</a></td>
</tr>
<tr>
<td>Nolan Sparg</td>
<td>072 297 5629 PO Box 681 GHT</td>
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<tr>
<td>Kwandwe Game Reserve</td>
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<tr>
<td>Makana Municipality</td>
<td></td>
</tr>
<tr>
<td>Johan Scheepers</td>
<td>0723801785 P.O Box 59, Grahamstown</td>
</tr>
<tr>
<td>Anton</td>
<td>082 931 0800</td>
</tr>
<tr>
<td>Sid Young</td>
<td>046 622 0874</td>
</tr>
<tr>
<td>Pierre de Klerk</td>
<td>0828093425 <a href="mailto:pierre@deklerk-devilliers.co.za">pierre@deklerk-devilliers.co.za</a></td>
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<th>Other Registered Interested and Affected Parties</th>
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<tr>
<td>Roy Lubkhe Rhodes Univeristy <a href="mailto:r.lubke@ru.ac.za">r.lubke@ru.ac.za</a></td>
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<tr>
<td>Jason Cope Plan 8 Infinite Energy <a href="mailto:jasonzcope@gmail.com">jasonzcope@gmail.com</a></td>
</tr>
<tr>
<td>Zueben Jessa Plan 8 Infinite Energy '<a href="mailto:zuben.jessa@plan-8.co.za">zuben.jessa@plan-8.co.za</a>'</td>
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<td>Dave De La Harpe</td>
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<tr>
<td>South African Heritage Resources Agency (East London office)</td>
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<tr>
<td>Wildlife and Environment Society of South Africa (Grahamstown office)</td>
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<tr>
<td>South African Civil Aviation Authority</td>
</tr>
<tr>
<td>Department of Agriculture forestry and fisheries</td>
</tr>
<tr>
<td>Department of Roads and Public Works</td>
</tr>
<tr>
<td>Department of Economic Development, environmental affairs and tourism</td>
</tr>
<tr>
<td>Department of transport, eastern cape</td>
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<td>Department of public works</td>
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**Key Stakeholders**

| South African Heritage Resources Agency (East London office) | Mr Sello Mokyana | S Mokhanya | <smokhanya@ecphra.org.za> |
| Wildlife and Environment Society of South Africa (Grahamstown office) | Ms Jenny Gon | j-gon@intekom.co.za |
| South African Civil Aviation Authority | Lizelle Strohl | strohl@caa.co.za |
| ESKOM | Tom Smith | Tom Smith SmithTV@eskom.co.za |
| Telkom |
Copies of correspondence from I&APs (after initial notification)

I wish to confirm being notified for this process and to be registered as an Interested and Affected Party (IAP) for the Upgrade of the N2 Section 13 and Section 14 between Grahamstown and Fish River Pass BA process.

Name: A. W. Wea
Organization:
Postal address: P.O. Box 2167 Grahamstown 6140
Email: roject@albany.co.za
Phone #: 046 637 1998 Fax #: 046 637 1998

My initial comments, issues or concerns are:

I am the title deed holder of Grobbelwater, Kloof 334.9 ha from the farm The Orchards 233.3 ha. I have no problem with expropriation of the land required to widen the road.

A. W. Wea.

Other potential IAPs for the project may be:

Name: 
Organization: 
Postal address: 
Email: 
Phone #: Fax #: 

Please return details to Mr Justin Green: P.O. Box 934, Grahamstown, 6140
Telephone: (046) 622 2364 Fax: (046) 622 2364 Email: jgreen@cesnet.co.za
I wish to confirm being notified for this process and to be registered as an Interested and Affected Party (IAP) for the Upgrade of the N2 Section 13 and Section 14 between Grahamstown and Fish River Pass BA process

Name: Roy Lubke
Organization: Grahamstown Branch, WESSA
Postal address: P.O. Box 73, Grahamstown 6140
Email: r.lubke@ru.ac.za
Phone #: 082-576-2626
Fax #: —

My initial comments, issues or concerns are:

Endemic and endangered plant species along the route

Other potential IAPs for the project may be:

Name: Dr. Craig Peters
Organization: Cape Branch, Botanical Society
Postal address: Rhodes University, Dept. of Botany, Gt. R.
Email: c.peters@ru.ac.za
Phone #: —
Fax #: —

Please return details to: Mr. Justin Green, P.O. Box 934, Grahamstown, 6140
Telephone: (046) 622 2384 Fax: (046) 622 6684 Email: igreen@cosinet.co.za
2nd August 2013

Justin Green  j.green@cesnet.co.za
Laura Crous   Lerous@ cesnet.co.za

The Widening of the N2 -Blessing or Curse?

The rain water run-off from the tarred surface of the N2 highway enhances my water harvesting efforts and is very valuable to me. The N2 forms the northern boundary of my 3 properties and runs for 8 km.

The initial construction of the road in approximately 1958 ruined areas of my 2 farms when engineers of that era paid little attention to rehabilitation of borrow pits and simply left big holes and trenches where they took material to construct the original road – see accompanying diagram and photos.

I hereby request that you re-open the borrow pits/gravel quarries with a view to rehabilitating these areas. Below is a diagram of the site.

I would also like to retain the road boundaries where it affects my dams at:-

\[ Q = \text{Quarry/Borrow Pit} \]

Kind Regards
P.G.Wylie
Coastal Environmental Services

Grahamstown.

ATT: Justin Green.

Comments & Objections to Upgrading of N2 Road Adjoining My Property.

I am owner of farm portion 1 (driver's bush) of the farm G1ead no 361 between markers 81.700 km and 82.500 km along N2.

I would like to point out some facts which your upgrading will have if the road is widened along my boundary fence along the eastern (right hand) side of N2.

1. Old, up to now, abandoned graves close to present road reserve fence.
2. Storage dam close to fence with a road between it and the fence.
3. Eskom transmission line very close to fence.
4. Moving of fence will create an even more dangerous turnoff to farm entrance.
5. I have an electrified game fence along my section of N2.

Some suggestions regarding upgrading of N2 between my farm and Grahamstown:

1. By widening the road on the south (left) side, considerable amounts of
2. MULLEN VEGETATION WILL BE ERADICATED.
   2. CONSIDERABLE AMOUNT OF FILLING
      WILL BE GENERATED TO BE USED
      ELSEWHERE.
   3. TELKOM LINES WILL NOT HAVE TO
      BE MOVED
   4. MOST OF THE LAND ON THE SOUTH(LEFT)
      SIDE IS STATE OWNED LAND, THEREFORE
      NO COMPENSATION TO BE PAID OUT.
   5. THERE ARE MUCH LESS RARE PRE-
      HISTORIC PLANTS ON SOUTH SIDE OF
      NQ.
   6. MUCH OF THE MULLEN VEGETATION OVER-
      HANGING THE PRESENT ROAD RESERVE
      AND ENDANCING MOTORISTS WILL BE
      ERADICATED.

Regards,

[Signature]

0 - CROSSES
PO BOX 862
GREATBRIDGE
CELL 082 660 9974
FAX 049 672 4724
OBJECTION TO ROAD N2.
FARM GILEAD - S/361
MR KEVIN BATE
CELL 082 235 7387
TELEFAX 039 727 3586
e-mail move-ited@hotmail.com

1. MAIN ENTRANCE TO FARM HAS REMOTE GATE ON N2
2. MAIN HOUSE AND FARM INFRASTRUCTURE RIGHT NEXT TO THE N2 AT PRESENT
3. GOOD GAME FENCE ON WHOLE BOUNDARY OF N2
4. ESKOM LINE CLOSE TO GAME FENCE
5. WATERLINE RUNS ALONG THE SAID GAME FENCE
6. SECOND ENTRANCE BELOW MAIN GATE IS ENTRANCE FOR ESKOM: LOADING RAMP AND BOMA FOR GAME IS IN THIS LOCATION
7. ON SOUTHERN SIDE, NEXT TO N2 IS THE LODGE; I HAVE CONSTRUCTED A BANK OF SOIL TO DAMPEEN NOISE OF PRESENT N2; BRINGING ROAD ANY CLOSER WILL INFLUENCE NOISE, SECURITY AND DECLINE IN CLIENTEL, EFFECTING MY FINANCES.
8. MR. J. ALLEN HAS NO OBJECTION WITH N2 BEING WIDENED ONTO HIS SIDE OF THE ROAD, LOSMBS VIEW RESERVE.
9. THIS MATTER MUST BE REVIEWED WITH SERIOUS CONSIDERATION.

MANY THANKS

KEVIN BATE
Hi Danfred,

I spoke to you briefly about relocating the access gate to my property on the N2, you also enquired whether I would have any objection to moving the proposed construction works from the Northern side of the N2, to the Southern side, given the possible objections raised at the meeting by the currently affected landowners.

If there is any possibility of a site visit to discuss either of these issues, I would appreciate it if you could contact me to arrange this.

If it is decided to pursue a change to the proposed construction lines, I would obviously like to be kept informed of this and I would like to look at the impact on my title, at that time, I would prefer as little encroachment as possible, but, given the location of the dwellings on the Northern side of the road, I am happy to try and assist with reducing the impact of the re-assignment of the N2 on the neighbouring properties.

In the interim, I would appreciate it if you could advise who I should speak to to re-locate our access, as its current position is dangerous, notwithstanding that the construction works may address this problem in the future by providing road shoulders for access/egress.

Kind regards,

Jeremy Allan
**E3: Issues and Response Trail (including meeting minutes)**

<table>
<thead>
<tr>
<th>Name</th>
<th>Question/ Comment</th>
<th>Response (Mott MacDonald PDNA and CES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peter Moll</td>
<td>Will we get a chance to see the preliminary scoping report?</td>
<td><em>(LC)</em> There will be no scoping report for this project, it is a Basic Assessment (BA). All IAP’s will get to see the draft BA.</td>
</tr>
<tr>
<td>Orgie Crous</td>
<td>Describe pavement?</td>
<td><em>(GH)</em> Effectively the entire road. <em>(OC)</em> Will that mean the whole road will be torn up? <em>(GH)</em> Essentially yes. It will be discussed later.</td>
</tr>
<tr>
<td>Peter Moll</td>
<td>So splitting the road 10m and 10m?</td>
<td><em>(DA)</em> Shifting it to 1 side only. Move the central line over to one side, to utilise as much of the existing road as possible.</td>
</tr>
<tr>
<td>Orgie Crous</td>
<td>Specifically starting on the Grahamstown end?</td>
<td><em>(DA)</em> Depending on the availability of materials. Will determine where it is first, then make plans from there. Try not run material over newly laid road. Start from km 62 – 75. <em>(DA)</em> Try and haul material.</td>
</tr>
<tr>
<td>Pete Moll</td>
<td>What is the duration of the project?</td>
<td><em>(DA)</em> More or less 6 years. We will try to get a contractor by September 2014. <em>(SR)</em> It is divided into 3 phases. The first phase is from Grahamstown to about 77km, the second phase is from the fish river bridge towards Grahamstown and the third phase is the in between part. <em>(DA)</em> Each project will take approximately 24 months to complete. Therefore 6-7 years. We will try to have short stop-goes. This will be to limit traffic build up.</td>
</tr>
<tr>
<td>Glynn Dixon</td>
<td>Is this starting from Grahamstown side? <em>(Presentation)</em></td>
<td><em>(DA)</em> Yes. 75.5-76 km – Oldenburgia protected species, these will have to be relocated. From 77-77.5km there is a major source of materials.</td>
</tr>
<tr>
<td>Pete Moll</td>
<td>What is the 77km?</td>
<td><em>(DA)</em> 77 km into the Section 13 of the road (near Greenhills)</td>
</tr>
<tr>
<td>Kevin Bates</td>
<td>I have a concern about my new lodge right on the road reserve.</td>
<td>*80 – 81 km to look at the alignment of the road for better details. <em>(DA)</em> We need these sorts of comments so we can incorporate them into our designs.</td>
</tr>
<tr>
<td>Orgie Crous</td>
<td>What is a taper?</td>
<td><em>(DA)</em> They indicate where a climbing lane can end. <em>(GH)</em> Where the road can shift back into a single lane safely.</td>
</tr>
<tr>
<td>Murray Crous</td>
<td>Before Honeykop (82 km), is that a site for material?</td>
<td><em>(DA)</em> We need to soften some areas to accommodate for increased road reserve. This needs to be done over a long area. *88 km – Try to come off more perpendicular. *92 km (Frasers Camp) Increase the sags</td>
</tr>
</tbody>
</table>
| Orgie Crous | I need to report back to Ferdi Hempel what is happening between 91 and 92 km. | (DA) There is a lot of dipping in the area. We therefore need to fill in the area to flatten it.  
- Arrows point out mean filling in, arrows pointing in mean cutting. |
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<tbody>
<tr>
<td>Orgie Crous</td>
<td>Distance that the fence will be moved? (Before 92 km mark)</td>
<td>(DA) We will have to look at the detailed maps.</td>
</tr>
</tbody>
</table>
| Pete Moll | What are geological folds | (DA) There are geological folds from 95 – 97 km. This will require some realignment.  
(GH) Cuts get deeper and fills get higher. |
| Pete Moll | The area by my farm, when there are plans that have been made, I would like to go on site to inspect as well. There are steep drops and ecological issues.  
- 95 – 99 km – Old wagon road and outspan goes through this section of road. It is therefore very significant. | Noted. The CES and design team met with Mr Moll at his property after the meeting |
| Pete Moll | I realise that this needs to be done. There is a concern for the game farmers. Do you move the fences first to protect the animals, or prevent us from running our own businesses? | (DA) SANRAL proposes to make sure that if it needs to replace a game fence, we will replace it to the same standard or better.  
(PM) Just to make sure that the animals will not be escaping and no loss to our businesses. The new fence must be erected before the current fence is dismantled.  
(GH) We will meet with farmers and discuss this.  
(PM) This has to be done with the least impact possible.  
(LC) This forms part of the environmental process. In the Environmental Management Plan (EMP) it will state that a new fence must be built first, before the current fence is removed.  
- This forms part of the Record of Decision (RoD) and is legally binding.  
- The ECO on site will be there to check that the contractor is abiding to the RoD. |
| Pete Moll | How do we get refunded for the loss of land? | (GH) There will be land acquisition.  
(DA) SANRAL has its own private provider that will come out and discuss the value of the land at market value.  
(SR) The land that is taken will be compensated for. |
| Pete Moll | Required to keep businesses running. | (DA) All part of the contract that the contractors must sign and abide to. There are penalties if they break any rules. |
| Orgie Crous | If there are any issues, who do we report to? | (LC) You are now registered as IAP’s. You will all be made aware of the correct person to contact as well as their contact details.  
(DA) We will have an engineer on site as well as the ECO. There will be |
<p>| Orgie Crous | We have a lot of tourists coming onto our farms. What hours will they be working? | (DA) Normally during daylight. Typically 7 – 5 pm. Extended hours if necessary. |
| Orgie Crous | Will any blasting occur? | (DA) Yes... (GH) Also required in rocky areas. |
| Charles Timm | What happens if our animals get caught up in a fence due to blasting? Will there be remuneration? | (DA) The contractor has to blast in a manner that is safe. This must be discussed with the contractor. |
| Pete Moll | That borrow pit is on my house. (BP 17) | (GH) A desktop study was done to determine where the potential sources area. We will then later go out to assess the areas. |
| Murray Crous | So do you assess the areas? | (GH) We go out and identify the sources and then get approval from the land owners. We then apply to the DMR for permission to dig. |
| Murray Crous | Musty the contractor use your pits? | (LC) Yes, all goes to the DEA, DMR, DWA for approval. (DA) Specialist has to look for sources outside of the project area as well. We need to determine if the material is suitable or if there will be enough. (SR) We use rock for the upper areas (from the quarry) that must be Q7. Filling takes place from the borrow pits. |
| Orgie Crous | This must be done legally. | |
| Orgie Crous | I have a clay pit on my farm. Can they use it? | (GH) We can't, however it could be used to dump all excess soil. |
| Pete Moll | There are historical areas near my house. How will these be assessed? | (DA) We are just looking at the potential area. A CES specialist will determine if we can or cannot. |
| Ardri Timm | Where will all the workers stay? | (DA) The contractor will try to use accommodation near to Grahamstown. Depending on the location of the road, might want a contractor camp in the middle of the project area. They are limited to a 4 km stretch of road at a time. |
| Orgie Crous | 82.5 km – How much of the reserve fence must be moved there? There are Eskom poles right there. | (DA) We are looking at moving the road to the right hand side of the road. |
| Murray Crous | Is it cheaper to move a Telkom line or an Eskom line? | We have an understanding with both and sometimes they are required to remove or move their lines. (SR) It is a work in progress. |
| Audrey Timm | What happens if they litter along the road? | (LC) The ECO will need to be contacted. |
| Orgie Crous | I suggest the engineers go from farm to farm to listen to the problems. | Noted. |
| Charles Timm | Need to come to each farm to discuss the individual problems. Take notes to record these. | |</p>
<table>
<thead>
<tr>
<th>Name</th>
<th>Statement</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glynn Dixon</td>
<td>Pete Wiley has said that he would welcome a borrow pit.</td>
<td>(LC) His concern is that it has to be rehabilitated after use. (GH) There is an excess after clearing that must be restored. Rehabilitation must be done after the pits have been used.</td>
</tr>
<tr>
<td>Pete Moll</td>
<td>Cannot clear vegetation near my lands. There is a R5 million fine for clearing vegetation there. International clients will be coming to our farms. There are many historical sites and monuments. You cannot dig holes into Valley Bushveld and then try with rehabilitation.</td>
<td>(LC) There are many Departments that must be involved in and permits granted and authorisation given for any vegetation clearance to take place. Specialist studies must also first be assessed before any work can be done.</td>
</tr>
<tr>
<td>Charles Timm</td>
<td>On Huntshoek corner (98.5 km) we have a pipeline that runs 2 km up to the 97 km mark. We are concerned about this area with the blasting.</td>
<td>(DA) We will take this under advisement.</td>
</tr>
<tr>
<td>Glynn Dixon</td>
<td>On behalf of Mario who could not attend, will this be classified as a Highway or as a National Road?</td>
<td>(DA) This will be a National Road. There is a minimal speed limit on National Roads; therefore donkeys cannot be on them. (GH) We have done a traffic assessment on the road and are aware of the number of donkeys.</td>
</tr>
<tr>
<td>Orgie Crous</td>
<td>Across from Wiley, there is a Quarry there with G??</td>
<td>(GH) We are aware of the quarry there, however that is considered too low grade material to be used.</td>
</tr>
<tr>
<td>Charles Timm</td>
<td>What will this project cost?</td>
<td>(GH) Approximately R900 million</td>
</tr>
<tr>
<td>Pete Moll</td>
<td>At 103.5 km there is a hard rock quarry already there</td>
<td>(GH) The quality of that material is best for the under layers. (DA) It wasn’t classified as a borrow pit or a quarry. We will have to construct a bypass there if necessary. Still need to assess the source.</td>
</tr>
<tr>
<td>Gavin Dixon</td>
<td>What about acquiring the land and payment?</td>
<td>(DA) A quarry is used for hard rock, this requires crushing and processing. A borrow pit only requires to be excavated.</td>
</tr>
<tr>
<td>Charles Timm</td>
<td>When will we see you on site?</td>
<td>(GH) Depending on when the farmers can and the number of farmers. (CT) Put me down.</td>
</tr>
</tbody>
</table>
### Issues raised by landowners after notification meeting

<table>
<thead>
<tr>
<th>Meeting with Landowner Peter Moll on Friday 02 August 2013</th>
<th>Meeting with Landowner Ferdi Hempel on Tuesday 06 August 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>I do not want any Borrow Pits on my farm especially where rehabilitation has taken place.</strong></td>
<td><strong>The possibility of a borrow pit on Mr Moll’s farm was no longer entertained.</strong></td>
</tr>
<tr>
<td><strong>My concern if you move the fences on the left hand side of the road (left going towards Peddie) is that there will be no roads for me drive on to inspect my fences. I need a road along the fences so that I can inspect for poaching.</strong></td>
<td><strong>Following Mr Moll’s suggestion, the road will be widened on his property instead of on the property closest to Mr Timm’s house.</strong></td>
</tr>
<tr>
<td><strong>How are they planning to construct by the road?</strong></td>
<td><strong>I farm on both sides of the road. I currently use my access road 73m east of Fraser Camp Motel for my cattle to cross the road. If you widen this road on my side of the property it is more dangerous. When you widen the culvert near my dam, perhaps make it big enough so that I can use that as a cattle crossing (cross underneath the road).</strong></td>
</tr>
<tr>
<td><strong>Perhaps instead of widening the road on the side of Charles Timm’s House, you can widen on my side of the road.</strong></td>
<td><strong>A cattle crossing will be placed ‘under the road’ which can be used for cattle crossing.</strong></td>
</tr>
<tr>
<td><strong>Suggestion at 94.8 km by the tower,</strong></td>
<td><strong>SANRAL’s policy is to provide a fence of the same if not better standard.</strong></td>
</tr>
<tr>
<td><strong>Right past the tower, left of the existing through valley, right next to cutting.</strong></td>
<td><strong>Suggestions at 97.4,</strong></td>
</tr>
<tr>
<td><strong>Suggestions at 97.4,</strong></td>
<td><strong>Kloof on the side – Fence adjacent will be difficult.</strong></td>
</tr>
<tr>
<td><strong>- Kloof on the side</strong></td>
<td><strong>Suggestions - Right of existing now impacting on houses at Committee’s Drift (99.2 km)</strong></td>
</tr>
<tr>
<td><strong>- Fence adjacent will be difficult.</strong></td>
<td><strong>- Look left of existing down to 90° right at Fish</strong></td>
</tr>
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<td><strong>Suggestions - Right of existing now impacting on houses at Committee’s Drift (99.2 km)</strong></td>
<td><strong>- 1974 floods over fish river bridge</strong></td>
</tr>
<tr>
<td><strong>- Look left of existing down to 90° right at Fish</strong></td>
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</tbody>
</table>
| Meeting with Glynn Dixon on Friday 16 August 2013 | • The coombs intersection is dangerous. When cars indicate to turn right onto the gravel road, cars behind can’t see this and try overtake.  
• There is a windmill and borehole near the road which is in good working order.  
• We cross cattle about 3 times a year close to the coombs intersection and would like a culvert or something to make crossing the road easier.  
• Does SANRAL by the land for the BP and do we have to buy it back?  
• Risk of poaching.  
• There is a water pipeline along the fence at km 79.2. | • A traffic count was done and shows 10-15 vehicles turning per day. This doesn’t warrant a refuge lane.  
• Prior to construction/blasting an assessment of infrastructure near the road such as the reservoirs will be done. If it is damaged after blasting it must be repaired or replaced.  
• Will see what can be done about cattle crossing  
• SANRAL purchases the land for the borrow pit and once finished with the BP, will rehabilitate the site and return it to the landowner. The road needs to be in a suitable condition for the trucks to transport the material, and so the coombs road to the BP will be upgraded. |
| Meeting with Charles Timm on Friday 16 August 2013 | • Contractors and workers are too be brightly identifiable so they don’t get shot on whilst working near the property.  
• Will every m2 be compensated for, all will an average be taken and compensated for that?  
• Request what area of land will be taken.  
• There are cycads at km 97.  
• There is an asbestos water pipe on the southern side along the Eskom line.  
• There are hammerkop nests near the Fish River Bridge | • Landowners will be notified before contractors go onto site and they will be easily identifiable.  
• Compensation will be based on the exact size of land taken.  
• Looking at moving the road alignment northwards.  
• An ecologist will assess the impact on the cycads and hammerkop nests |
| Meeting with Ferdi Hempel on Friday 16 August 2013 | - There is a water reservoir about 250m from the road on the southern side.  
- What is the depth of borrow pit 13?  
- The road is very close to my dam (km 93.825) if you move the road 20m towards my property the fence will basically be in the dam.  
- If you raise the road at lm 91.750 by about 3m then my privacy is infringed upon as people can look into my yard etc.  
- Will let you know the depth  
- Will look at re-alignment  
- Possible stop go at 94km-98km |
|---|---|
| Meeting with Andre Coetzee on Friday 16 August 2013 | - There are borehole pumps at km 90.75  
- Perhaps an underpass at km 91 for stock crossing  
- The road won’t disrupt the borehole pumps |
| Meeting with Morne Erwee on Friday 16 August 2013 | - There are reportings of graves at the quarry site.  
- Once SANRAL is finished with the quarry can I get the land back?  
- Can I use the water that will be stored in the quarry (from rainfall etc)  
- Will the road from the N2 to the quarry be upgraded?  
- An Archaeologist will assess the grave site.  
- No. SANRAL purchases the land for the quarry and the land remains with SANRAL  
- No. The quarry will be designed for free flow of any accumulated water.  
- Yes. The road needs to be in a suitable condition for the trucks to transport the material. |
| Meeting with Gavin Dixon on Friday 16 August 2013 | - I would prefer the road upgrade to occur on the northern side as I use the southern side for grazing (narrow strip of rooigras grazing)  
- There is stone artefact fencing (stone wall dates to early 1800’s) at km 82.2 to km 85.  
- An Archaeologist will assess the stone wall. |
| Meeting with Orgie Crous on Friday 16 August 2013 | - There are reportings of graves near the dam, close to the present road reserve  
- Storage dam (km 82.5) close to fence with a road between it and the fence  
- Eskom transmission line very close to the fence  
- An Archaeologist will assess the grave site. |
| **Letter received from Kevin Bates (landowner)** | Objection from Kevin Bates regarding N2 widened on his side of the N2 (km 80.5 to km 82)  
- The main entrance to the farm has remote gate on the N2 it (km 81.3). The main house and farm infrastructure right next to the N2 at present (35m from road)  
- Good game fence on whole boundary of N2  
- Eskom line close to game fence  
- Water line runs along the said game fence  
- Second entrance below main gate is entrance for Eskom, and loading ramp and boma for |
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<td>game is in this location (km 80.5).</td>
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<td>- Next to the lodge (km 80.5) I have constructed a bank of soil to dampen noise of present N2. Bringing the road any closer will influence noise, security and decline in clientele, effecting my finances</td>
<td></td>
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<tr>
<td>- Mr J. Allen has no objection with the N2 being widened onto his side of the road, Coombs view Reserve.</td>
<td></td>
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<tr>
<td>- This matter must be reviewed with serious consideration.</td>
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</table>
### Issues raised at second meeting held at Coombs Hall on Friday 06 September 2013

<table>
<thead>
<tr>
<th>Name</th>
<th>Question/ Comment</th>
<th>Response (Mott MacDonald PDNA and CES)</th>
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<tbody>
<tr>
<td>Orgie Crous</td>
<td>Will the fence on the opposite side of the upgrade be moved closer to the new road?</td>
<td>No. SANRAL wants a 50 m road reserve. The idea is to retain one fence line and encroach on the other side.</td>
</tr>
<tr>
<td>Peter Wylie</td>
<td>Will my dams be affected</td>
<td>No. It is just the fence will be on the edge of the dams.</td>
</tr>
<tr>
<td>Peter Wylie</td>
<td>I request that material be taken from the old borrow pit sites on my farm (km 64.8). If not feasible, then can you rehabilitate it of at least use the old scar to dump spoil material.</td>
<td>Noted. Gary Hughes will determine if it is feasible to use these old borrow pits for source material, otherwise these sites will be used to discard spoil material (excess soil).</td>
</tr>
<tr>
<td>Peter Wylie</td>
<td>The road is very dangerous when misty at the corner of my farm, as this been taking into consideration?</td>
<td>Yes, dangerous corners and mist belts are taken into consideration. It is proposed to have a climbing lane at km 68.1 and end it a km 69.8.</td>
</tr>
<tr>
<td>Peter Wylie</td>
<td>What about the Oldenburgia’s</td>
<td>There are less plants on the right hand side of the road (southern side) and so it is proposed to widen on that side of the road.</td>
</tr>
<tr>
<td>Orgie Crous</td>
<td>What will happen to the existing road at km 77</td>
<td>It will most likely become a restbed for trucks</td>
</tr>
<tr>
<td>Jeremy Allan</td>
<td>What is the safest entrance for farm access</td>
<td>There are standards for farm access roads which the design will adhere to.</td>
</tr>
<tr>
<td>Pierre De Klerk on behalf of Felicity Nortier</td>
<td>The owner would like the road upgrade to occur on the southern side of the existing road.</td>
<td>Noted, but the upgrade can’t change from the right hand side to the left hand side every couple of meters.</td>
</tr>
<tr>
<td>Ferdi Hempel</td>
<td>Which is the safer option, the alternative or to upgrade the existing?</td>
<td>The design proposed for the N2 will make the upgraded road safe to travel on. The decision to upgrade the existing road versus building a new section along the proposed boils down to costing.</td>
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Meeting closed at 12:20

### Consultation held later that day (06 September 2013):

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<tr>
<th>Name</th>
<th>Question/ Comment</th>
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<tbody>
<tr>
<td>Mr L Roberts</td>
<td>I welcome the road upgrade as many terrible accidents happen right next to my house along this dangerous bend. The last accident involved a car catching a light and its occupants burning to death. I have a windmill right next to my fence, what will happen if it needs to be removed.</td>
<td>Hopefully the upgrading of the road will result in fewer accidents caused by poor site distance. With regards to the windmill, if it has to be moved, SANRAL will cover these costs.</td>
</tr>
<tr>
<td>Andre Coetzee</td>
<td>I could not make it to the meeting on the 6th of September.</td>
<td>Noted. The upgrading of the road will improve site safety.</td>
</tr>
<tr>
<td>Jeremy Allan</td>
<td>am very concerned about my borehole pumps as they feed both farms with water. I forgot to mention that there are groups of about 12 people that cross the N2 to do the zip line tours, in many cases these are children.</td>
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<tr>
<td>Jeremy Allan</td>
<td>There is a quartzite formation on his property. From memory it is between km 82.4 and 82.5 on the hilltop on the southern side of the road. Noted. This site will be further examined during the mining application process.</td>
<td></td>
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</table>
| **Jeremy Allan email.** | Can you make sure that you minute my request for the two existing N2 accesses to be retained onto my property, requesting a preferred third (main) access preferably to be constructed midway on my N2 boundary, at the point where my current road runs south from the reservoir on the N2, to the Lodge. At least one secondary access is required to accommodate large trucks and the like.  

Please can you also make sure that you minute the need to construct a run-off reservoir; and make record of the pipeline servitude etc.  

One other issue, which I didn't raise in the meeting - my current title deeds restrict me from any build, or improvements, within 200m of the present road reserve line. This may bring my present borehole and pump-house into the reserved area. Ideally, I would like the restrictions relaxed to 150m in view of the encroachment of the road onto my ground and/or agreement to existing buildings/boreholes and borehole sites within the new reserved area. There is a potential borehole site in the vicinity of the spring on the Western end of the N2 boundary which I would like to be able to exploit, should I wish to, in the future. |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | distance for drivers as well as pedestrians crossing the road. The borehole pumps will not need to be moved.  

Noted. SANRAL will determine the best placement for farm access. Mr Allan will have to contact SANRAL to discuss relaxation of restrictions. |
### Comments Received during draft BAR review

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<thead>
<tr>
<th>Comment from Mr Sid Young</th>
<th>Comment from SANRAL</th>
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<tbody>
<tr>
<td>1. It was suggested that SANRAL would consider purchasing the severed land from Mr Sid Young on condition that the underpass is abandoned. He stated that he was not interested in selling the severed land.</td>
<td>It is neither SANRAL’s mandate nor responsibility to assist farmers / developers in undertaking rezoning applications as well as business proposal.</td>
</tr>
<tr>
<td>2. Mr Young wants to request whether SANRAL would consider allowing him a single access off the N2 for business purposes.</td>
<td></td>
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<tr>
<td>3. Mr Young also requests if SANRAL would consider assisting him with the business proposal and rezoning.</td>
<td></td>
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<table>
<thead>
<tr>
<th>Comment From Mr Ferdi Hempel</th>
<th>Comment from SANRAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Mr Hempel is satisfied with the proposed Vehicular Agricultural underpass (4 x 4m).</td>
<td></td>
</tr>
<tr>
<td>2. Mr Hempel is not entirely satisfied with the 3m fill but accepted that the sag curved had to be improved and that SANRAL’s options were limited.</td>
<td></td>
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<tr>
<td>3. Mr Hempel also agreed with the proposal that the land on the RHS of the current alignment which has become redundant with the proposed alignment on the LHS, be transferred back to him as part of the land acquisition process. He added that we should consider this east of Frasers Camp as well.</td>
<td></td>
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<tr>
<td>4. Mr Hempel requested a gate to be proposed on the LHS of the proposed Frasers Camp access.</td>
<td></td>
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<tr>
<td>5. Mr Hempel requested that we further investigate whether the proposed Fraser Camp access could be moved as close as possible to the existing access. He however requested that we attempt to move it as close as reasonably possible as the proposed access road will be on his property and could encourage litter and could lead to criminal activities.</td>
<td></td>
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<thead>
<tr>
<th>Meeting with Mr Peter Moll</th>
<th>Comment from SANRAL</th>
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<tbody>
<tr>
<td>1. Horizontal curve between Km 94.8 to Km 95.40 - Start of the Geological Folds section</td>
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</tr>
<tr>
<td>- Mr Moll requested that straightening the curve to the RHS. This will result in the road radius increasing, straighter road as well as reduction in fill and the adverse impact on indigenous vegetation at Tier Nek.</td>
<td>It was explained that sight distance is a huge problem which causes a safety risk and that it would be very costly to make the Frasers Camp access conform.</td>
</tr>
<tr>
<td>- Mr Moll suggested that SANRAL consider relocating the tower or alignment to RHS but just miss the tower.</td>
<td></td>
</tr>
<tr>
<td>2. Horizontal Curve between Km96.2 to km96.7</td>
<td>It was agreed that the Horizontal Curve between Km 97.9 to Km98.6 is lengthened so that the exit of the curve is moved further east which will reduce the impact of fill LHS</td>
</tr>
<tr>
<td>- Mr Moll proposed moving the curve more to the RHS in order to prevent having to widen to the LHS which would lead to excessive fill.</td>
<td></td>
</tr>
</tbody>
</table>
The meeting was a second meeting organised in the area. The meeting of the 5th September was cancelled as only the committee was present. It was agreed on that day that since the community will be having a meeting on the 10th of September CES must come to the meeting and do a presentation at 14:00.

Both the ward councillor Ms Ndabazonke and the PR Councillor Ms Dyani were present at the meeting. The chairperson of the community welcomed the councillors and CES to the meeting. He allowed the ward councillor to make the introductions. Then CES was given an opportunity to present the project.

Mr Bosman from CES made the presentation of the project. Mr Bosman mentioned that the purpose of the meeting is to get permission from the community for SANRAL (drilling contractors) to be allowed to exploration or testing of the availability of the stone in the area. He stated that the burrow-pit site is part of the upgrading of the N2. This is the section from the Fish River to Grahamstown. Mr Bosman informed the community that the drilling contractors will look at both the quality and the quantity of the stones available in the area. Once the drilling results confirm the availability of the required quality and quantity then SANRAL will meet with the communities to discuss the use of the site.

Mr Bosman also mentioned that the turn-off from the N2 to these villages will be changed as according to SANRAL the current junction is in a dangerous position. A new junction
will be constructed just outside the Fish River bridge on the Peddie side. This junction will then link with the current road to the villages about 200 m from the N2.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Issues raised</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Where is the site exactly?</td>
<td>Mr. DD Xonxa</td>
<td>According to the map we used the site is in an area called Sinqumeni but after showing the councillors the site they said the area close to the site is Zwelitsha. The site is 800 m from the N2 as you are coming to Zwelitsha just past the Gqora stream.</td>
</tr>
<tr>
<td>Is the confirmation from SANRAL that people from this area are going to get jobs?</td>
<td>Mr. DD Xonxa</td>
<td>There are not many jobs that can be created during operation for the burrow pit. The issue of job opportunities can be discussed once the site has been approved.</td>
</tr>
<tr>
<td>Will the community be involved in the process and be part of the management structure if the project?</td>
<td>Mr. DD Xonxa</td>
<td>The community will be involved in the project as SANRAL will meet with the communities before any work starts at the site.</td>
</tr>
<tr>
<td>I think the river close to the burrow pit site is the Gqora river and not Sinqumeni as Sinqumeni is the river close to this village.</td>
<td>Mr Mangi</td>
<td>Thanks for the clarification we rely on Google maps and so some of the names can be different to the community.</td>
</tr>
<tr>
<td>When they testing are they going to take trucks full of stones and if so how many trucks we are talking about?</td>
<td>Mr M Botlani</td>
<td>No only a small amount will be taken for test at labs either in East London or Port Elizabeth. They will have a drilling at the site though just to take the required amount for testing.</td>
</tr>
<tr>
<td>Does this relate to the survey of the road as we see a number of flags placed along the road to Grahamstown?</td>
<td>Mrs Mtati</td>
<td>While these processes are both for the N2 upgrade they are two separate processes.</td>
</tr>
<tr>
<td>Where is the new N2 junction you mention in the presentation?</td>
<td>Mrs Mancam</td>
<td>The junction will be in the open space that has a rubbish bean and is normally used by traffic cops. Therefore the junction will just be further from the existing turn-off from Peddie.</td>
</tr>
<tr>
<td>Is the meeting here for us to agree on the quarry?</td>
<td>Mr. R Botlani</td>
<td>Yes the meeting is for the community to allow SANRAL to do test for the availability of the stone in the area but not for the operation of the site. More consultation will be done if the site is approved.</td>
</tr>
<tr>
<td>We have a problem with promises that are not fulfilled from people in this area. For example Scribante never employed a single person from this community while they promised people jobs. If we are to agree we need assurance that our people will get jobs at the burrow pit site.</td>
<td>Mr Xonxa</td>
<td>Noted but as mentioned more consultation will be done once the site is approved.</td>
</tr>
<tr>
<td>I also concur with the previous speaker that we agree on provision that our people will get jobs. We know that there are jobs that need special skills but our people were not employed while there were opportunities for general work.</td>
<td>Mr Ntamo</td>
<td>Noted</td>
</tr>
<tr>
<td>My suggestion is let’s not decide now but we can meet later as the community and then</td>
<td>Mr Mkhathali</td>
<td>Mr Dywili: My understanding is that this for testing so we can allow them to</td>
</tr>
<tr>
<td>Comment</td>
<td>Speaker</td>
<td></td>
</tr>
<tr>
<td>---------</td>
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<td></td>
</tr>
<tr>
<td>We need to decide if we allow SANRAL to use the site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>We need to do the test but there will be no operation without SANRAL meeting with us and discussing these issues.</td>
<td>Mr Dywili</td>
<td></td>
</tr>
<tr>
<td>Noted and Management Plan will be developed that will ensure that these issues are considered. For example the speed limit for trucks in the area will be set.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>While we do not utilize the area we need to consider impacts on livestock that are grazing along those areas especially if a lot of trucks will be using the area during operation.</td>
<td>Mr Mkhathali</td>
<td></td>
</tr>
<tr>
<td>My understanding is that this meeting is for us to allow SANRAL contractors to do the test which means if the quality of the stone is not up to standard they will have to look elsewhere. So for me we need to allow them to do the test and as CES has mentioned we will negotiate with SANRAL if the stones are of good quality.</td>
<td>Mr Ngamntwini</td>
<td></td>
</tr>
<tr>
<td>Yes this is the purpose of the meeting.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I also agree with previous speaker especially that we do not have surveyors and people who can test the stones so let's allow the process to take place and then raise all these issues once SANRAL says they want to use the place.</td>
<td>Mr M Botlani</td>
<td></td>
</tr>
<tr>
<td>Noted</td>
<td></td>
<td></td>
</tr>
<tr>
<td>If the amount of stones that will be taken during the testing is small I also agree that we must allow SANRAL to do the test and then discuss with them later.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Noted</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Correspondence with authorities and organs of state

Hi Lara,

Sorry for only responding today, but I have been out of office for a week.

To answer your question, we do not need a hard copy of the application itself (as it is an application lodged with DEA) - an electronic copy is fine for our records.

Please note:
- On submission of reports, etc. (for commenting by the Provincial Authority), the office must be furnished with a hard copy.
- In the case where only an electronic copy of a report, etc. gets submitted, it will not be accepted.

I trust you will find this in order.

Kind regards

Charmaine Struwig
Senior Administrative Clerk: Environmental Affairs, Cacadu Regional Office

Tel: 041 508 5800/39
Fax: 041 508 5805
Cnr Belmont Terrace & Castle Hill
Central, Port Elizabeth 6001

----- Original Message -----
From: Lara Crous <mailto:l.crous@cesnet.co.za>
Sent: 18 June 2013 02:02 PM
To: Charmaine Struwig
Subject: application to DEA

Hi Charmaine

Please find attached an application form that I am sending to DRA regarding a road upgrade from Grahamstown to the Fish River Bridge. It says on the application form that I must also send it to provincial departments, do you need a hardcopy of it or is electronic fine?

Many thanks

Lara Crous
Cand. Sc(Nat.),
Environmental Consultant

Coastal & Environmental Services
67 African Street, Grahamstown, 6139
P.O. Box 354, Grahamstown, 6140
Tel: 046 622 2864/7
Fax: 046 622 6554
Website: www.cesnet.co.za
Coastal & Environmental Services
P O Box 934
GRAHAMSTOWN
6139

Dear Sir/Madam

NOTIFICATION OF BASIC ASSESSMENT FOR THE PROPOSED UPGRADE OF NATIONAL ROUTE 2 SECTION 13 (km 62 to km 103.6) AND SECTION 14 (km 0 to km 5.05) BETWEEN GRAHAMSTOWN AND FISH RIVER, EASTERN CAPE PROVINCE

Your letter dated 12 October 2012 refers

With reference to the above-mentioned matter, this Department has no objection to the proposed development.

This letter does not exempt any person from any provision of any other law and does not purport to interfere with the rights of any person who may have an interest in the Agricultural Land.

Yours faithfully

MS MC MARUBINI
DELEGATE OF THE MINISTER: LAND USE AND SOIL MANAGEMENT

LESLEY 2013
### Comments from DEDEAT regarding draft BAR

<table>
<thead>
<tr>
<th>Comment from DEDEAT</th>
<th>Response from CES</th>
</tr>
</thead>
<tbody>
<tr>
<td>A list of Abbreviations, Tables and Appendices would be appropriate.</td>
<td>Noted. This is included.</td>
</tr>
<tr>
<td>Does &quot;in order to accommodate two-way traffic during construction&quot; imply that in some areas the upgraded road will follow the existing N2 alignment and others there will be a new alignment to bring the road up to 100kph standard?</td>
<td>This implies that during construction two-way traffic flow will be enabled in some areas as a result of constructing a the new road ‘lane’ next to the current one.</td>
</tr>
<tr>
<td>Where is Figure 1-2?</td>
<td>Noted. This is included.</td>
</tr>
<tr>
<td>Has a mining Licence Application been submitted to DMR? If one has who is the EAP? It is presumed that a separate EMP will be drafted for the Borrow Pits and Quarries.</td>
<td>No. I mining application is in the process of being submitted to DMR. A separate EMP will be drafted as part of the application.</td>
</tr>
<tr>
<td>Has a Water Use Licence Application for a General Authorization been submitted to DWA?</td>
<td>Not yet.</td>
</tr>
<tr>
<td>Should “formations” not read “foundations”? This Department does not support Alternative 2.</td>
<td>Formations is the correct terminology. Noted.</td>
</tr>
<tr>
<td>Are there any gazetted, endangered ecosystems. (National List of Threatened Ecosystems, Gazetted in 2011) that will be impacted by the project?</td>
<td>No, there are no endangered ecosystems as listed in the National List of Theratened Ecosystems (2011) within 5km of the affected N2 road upgrade section.</td>
</tr>
</tbody>
</table>
| It should be ascertained in the EIA process whether any species receiving special protection under this Act need to be removed. If this is the case DAFF should be consulted for their input. | A complete list of plant SSC appears on page 20 of the Ecological Report. The following species protected under the abovementioned Act will require input from DAFF and may require a removal licence applied for:  
  - *Encephelartos trispinosus*  
  - *Euphorbia meloformis*  
  The following tree species is also protected under the National Forestry Act – Protected Species List and may also require a DAFF permit for removal/destruction:  
  - *Encephalartos arenarius*  
  Certain plant species are protected by provincial legislation: the Nature and Environmental Conservation Ordinance (No 19 of 1974) (ex Cape Province) and the Ciskei Decree (ex Ciskei). This Department should be consulted as part of this EIA process. |
| Lids of all containers must be secure against entry by animals. Disposal certificates to prove legal disposal must be obtained. | Noted. This will be done.                                                                           |
| Yes: Waste from chemical toilets should be taken to a licenced WWTW. Written confirmation that the waste was disposed at the WWTW should be obtained from the manager of the site. Sanitary bins should be provided for women. | Noted. This will be done.                                                                           |
| Working hours to be restricted between 06h00                                              | Noted. This will be adhered to                                                                    |
and 18h00 on week days; 06h00 to 13h00 on Saturdays (if required) in liaison with the property owners; and not on Sundays and Public Holidays.

Water is required for dust control on the road, quarries and borrow pits, compaction during road construction and rehabilitation. Where will this water be sourced from? It should not be potable water or be extracted from the Fish River. Details of water-use are required in the BAR.

The following options are available to the contractor for obtaining water for construction use:
- Glen Melville Dam – Off the R67 approximately 15km north-west of the project start,
- Grahamstown WWTW – adjacent to the N2 approximately 7km west of the project start,
- Various small farm dams adjacent to the N2 within the project limits, and
- Fish River.

Construction workers should not live on site but commute daily from the nearest town (Grahamstown or Peddie)

No temporary housing will be provided in non-residential areas.

Amatole District Municipality.

Noted and changed.

There is no Appendix J.

Noted and included.

Is the ratio 90:40 correct?

It is 90.40 not 90:40

All Aloes except A ferox are protected under the Nature and Environmental Conservation Ordinance. Although Oldenburglas do not have a legal protected status, they should not be disturbed by any construction activities.

Noted. This is in accordance to the Ecological Report.

What are the implications of the geology for the project (for example type / quantity / quality of material required for construction; ease / difficulty of blasting)? There is no reference list so references provided are incomplete.

Roadbuilding material will be sourced from either an existing commercial source or from quarries, borrowpits and cuttings in terms of the pending mining EMP.

Blasted and crushed hard rock material (quarries) will be required for producing concrete, for the construction of gabions, stone surfacing seals and for use as a basecourse and possibly subbase road layers. Estimated requirements: 120,000m$^3$

Excavated material (borrowpits and cuttings) will be required for subbase road layers and possibly subgrade road layers. Estimated requirements 350,000m$^3$

What is the implication of “a relatively high biodiversity for the area” on road construction?

There areas are classified as Sensitive Areas and must be mitigated as described in the Ecological Assessment

- The term Protected Species is a legal term in two pieces of legislation: NEMBA and The Nature and Environmental Conservation Ordinance (NO 19 of 1974)
- Red – data Listed Species (in terms of the IUCN) do not have a legal status in

- Noted.
- I am aware of this. The Ecological Report was written with a conservative view in mind and therefore all IUCN species were included.
- Noted
- I agree. This statement will be included
South Africa legislation unless they are listed in the PNCO or NEMBA.
- CITES concerns controls over international trade of plants and animals and thus is not applicable in this context.
- The localities of any *Encephalartos spp* should be kept confidential due to the potential threat of illegal harvesting. They are listed in the TOPs Regulations and CITES 1 Appendix and the PNCO.
- There may be protected species listed in terms of the Ciskei Decree (ex Ciskei) in the Ngqushwa Local Municipal area.

- All species identified that are listed in the Ciskei Decree (Act no 10 of 1987) was also listed in the PNCO and therefore the PNCO was referenced.

<table>
<thead>
<tr>
<th>“Scrubs” should read Shrubs.</th>
<th>Noted and changed.</th>
</tr>
</thead>
<tbody>
<tr>
<td>What does “NECO” stand for?</td>
<td>Nature and Environmental Conservation Ordinance</td>
</tr>
<tr>
<td>What protection statues do <em>Pelargoniums</em> have?</td>
<td>All identified plants onsite are classified as Least Concerned.</td>
</tr>
<tr>
<td>They do not have a “Protection Status”. IS this the classification in terms of CARA? Are any of these species listed in the alien invasive Species Regulations published this year?</td>
<td>This table identifies the protection status of the plants. Alien invasive plants are not considered as protected and are classified as invader as indicated in the table.</td>
</tr>
<tr>
<td>The list below table 1.1 mentions that the IUCN lists Red – data species. <em>Aloe ferox</em> is not protected in terms of the PNCO. <em>Erica thamnoides</em> is protected under NECO</td>
<td>Aloe ferox is not protected by any legislation.</td>
</tr>
<tr>
<td>The correct species name for <em>Papio Ursinus</em> and <em>Phacochoerus africanus</em> is <em>Papio hymadra</em> and <em>Phacochoerus</em> respectively?</td>
<td>Noted</td>
</tr>
<tr>
<td>Provide a GPS reading and a description of the locality where the site notice was placed.</td>
<td>Site notice 1 placed along N2. GPS coordinates: 33°17'15.33&quot;S, 26°46'36.35&quot;E. The site notice was placed at the Coombs intersection</td>
</tr>
<tr>
<td></td>
<td>Included. Yes, Telkom was notified.</td>
</tr>
<tr>
<td></td>
<td>Noted. This has been included.</td>
</tr>
<tr>
<td>servitude is widened.</td>
<td>Noted.</td>
</tr>
<tr>
<td>-----------------------</td>
<td>--------</td>
</tr>
<tr>
<td>• WESSA and the SA Civil Aviation Authority are not authorities.</td>
<td></td>
</tr>
<tr>
<td>• Is the surname Strohl (Stroh?) spelt incorrectly?</td>
<td></td>
</tr>
<tr>
<td>• B Gxlishe is no longer the HOD for the Roads and Public Works but the HOD of this Department.</td>
<td></td>
</tr>
<tr>
<td>The farmers have requested that subways be constructed to serve as safe routes to move their cattle to the opposite side of the N2. Subways should be provided to all farmers in this position.</td>
<td>The design includes underpasses at locations identified by the farmers and requested during public participation.</td>
</tr>
<tr>
<td>When will it be “feasible” and when “not feasible” to provide culverts. Refer to previous comment. This issue should be resolved at the Planning and Design Phase. How quickly and efficiently will SANRAL respond to phone calls?</td>
<td>Existing drainage culverts will be extended through the widened road prism.</td>
</tr>
<tr>
<td>What will the procedure be if such materials is found prior to or during the excavation of a cutting?</td>
<td>It is recommended that palaeontological monitoring of this process is required. Initial removal of carbonaceous material to a designated on site area for regular examination by the palaeontologist may be the most feasible strategy. All roadcuttings between points 1 and 3 (as per the palaeontological report) should be visited by a palaeontologist prior to construction and at least once after being cut to evaluate fresh outcrop.</td>
</tr>
<tr>
<td>Second Mitigation proposal. The two sentences contradict each other. The first sentence says development in sensitive areas must be avoided and the second it states “where this is not feasible”.</td>
<td>“must” has been changed to “should”</td>
</tr>
<tr>
<td>Refer to Comments on Page 34. Very little is said about Beggars Bush Nature Reserve. How will it be impacted by the road upgrade? Who manages the area? It is essential that they be consulted in the Planning and Design Stage.</td>
<td>Beggars Bush Nature Reserve is not a typical nature reserve. It consists of two farms (two landowners), one being Peter Moll and the other being Tony Cotterell. Both landowners use their farms as a hunting game reserve for local but mostly foreign hunters.</td>
</tr>
<tr>
<td>• This Department agrees that the area be considered a no-go area and those construction activities do not occur within the road reserve. This also applies to the Construction Phase (Page 61).</td>
<td>Noted.</td>
</tr>
<tr>
<td>• The statement “this has been done, this item is actually a design issue”. Is out of context and should be deleted.</td>
<td></td>
</tr>
<tr>
<td>Why should there be any soil left over? There are many uses, such as, rehabilitation of quarries and borrow pits.</td>
<td>“Left over soil” will be used as spoil material for rehabilitation purposes.</td>
</tr>
<tr>
<td>This department supports a 40m buffer.</td>
<td>Noted.</td>
</tr>
<tr>
<td>--------------------------------------</td>
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</tr>
<tr>
<td>Discovery of material should be reported to Albany Museum and the ECPHRA.</td>
<td>Noted.</td>
</tr>
<tr>
<td>If small quantities of cement need to be mixed on site then cement bags (full / empty) should be burned / buried but stored in a sealed container. The water from implements washed should be taken to a licenced WWTW. A certificate should be obtained from the manager of the WWTW to prove legal disposal.</td>
<td>Noted. This has been included in the EMPr</td>
</tr>
</tbody>
</table>