

APPENDIX 2 COMMENTS AND RESPONSE REGISTER

Section 47 (Comments of interested and affected parties to be recorded in reports submitted to competent Authority) of the 2014 EIA regulations the comments of interested and affected parties (I&APs) must be submitted with reports submitted to the competent authority. This document summarises all comments received from I&APs in the Scoping Phase of the Scoping and Environmental Impact Assessment (SEIA). The correspondence documenting this input is appended as confirmation of the comments received.

The comments have been categorised according to receiving environment they relate to. The name of the I&AP and the specific comment are provided ‘word for word’ as they were received. Comments are dealt with in one of the following ways, as indicated in the response:

- Indication of where in the report the issue has been dealt with.
- Additional information in the response.

COMMENT/QUERY	RESPONSE
SOCIO-ECONOMIC ENVIRONMENT	
<p>1. Visual, noise and security impact <i>[Burrie and Edith van Niekerk, Bisley Residents]</i> We are also rather perturbed about the proposed airport development right on our back doorstep, our having selected a quiet and secure area to live in some 35 years ago, since 1980. Our back boundary is common with the airport affording us a beautiful peaceful grassland view. Also, the direction of the runway is such that we seldom hear the planes. To our dismay this all seems to have change now in the interest of development.</p> <p><i>[Jeff Meyer, Resident]</i> My main concern is the proposed road marked in yellow that seems like it will run right past my house which at present is bordered by the railway line. Looks a bit close, worried about noise, view, security etc.</p> <p><i>[Welly Langa, Resident]</i> The concerns though are the noise, pollution and traffic impacts.</p>	<ul style="list-style-type: none"> - A Noise Impact Assessment will be conducted as part of the EIA (refer to section 10.3.3. <i>Noise Impact Assessment</i> of the Draft Environmental Scoping Report (ESR)). The assessment will undertake monitoring to assess the actual levels of noise against legal standards which are established in terms of impact on human health. - There will be no change in the direction of the runway in the proposed development (refer to section 5.5. <i>Proposed Infrastructure and Land-use</i> of the Draft ESR). <p>Various specialist work undertaken in the EIA will assist in better defining the nature of any the proposed road on the adjacent neighbourhoods.</p> <ul style="list-style-type: none"> - A feasibility study is being conducted in relation to the proposed roads which will define the specifications for this road i.e. alignment, size, etc. (refer to section 5.1.4. <i>DBSA Feasibility Study</i> of the Draft ESR). This will provide a clearer indication of the alignment and size of the road in relation to the area. - A Traffic Impact Assessment will identify the nature of traffic use on this road (numbers, timing etc.) (refer to section 10.3.7. <i>Traffic Impact Assessment</i> of the Draft ESR). - An Air Quality Assessment will not be conducted as the proposed development will not involve heavy/polluting industries and consequently air pollution is not considered an issue - apart from noise which is being investigated. The Environmental Management Programme (EMPr) will stipulate measures to be taken to reduce and mitigate (where possible) air pollution contributors during the construction phase (refer to section 10.1. <i>Summary of Issues</i> of the Draft ESR).

COMMENT/QUERY	RESPONSE
<p>2. Noise impact - surrounding schools and residential areas [Mabandla Nkwanyana, Resident] Sound effect is for me a big issue as the number of planes (traffic) will increase.</p> <p>[S T Simelane, Resident] Noise during school hours (interrupt).</p> <p>[S T Simelane, Resident] Noise level on surrounding of airport.</p> <p>[Segren Pillay, Principal of Bisley Park Primary School] As I mentioned at the previous public meeting held at our school, our concern with this development is the increase in the noise factor with increased air traffic. We would most definitely want the sound-proofing of the school to be priority. This is must. I also noticed that the article in the newspaper indicates that this project will be starting at the end of this year. What is the point of these meetings if the decision with regard to the expansion has already been taken??? Please keep me informed with regard to the outcomes/discussions/minutes at these public meetings.</p>	<ul style="list-style-type: none"> - A Noise Impact Assessment will be conducted as part of the EIA (refer to section 10.3.3. <i>Noise Impact Assessment</i> of the Draft ESR). As per above response, this will consider actual levels of noise against legal standards. It should also be noted that runway won't be extended and the size of aircraft will not change in this phase 1 of the expansion. <p>[David Cox, Institute of Natural Resources] The proposed expansion cannot go ahead without the EIA (and other) approvals. With regards to the newspaper article. We were not consulted on the article and this is a common issue in such processes i.e. that reporters and politicians use information as they see fit. Having seen the article, I asked the municipality to manage how their officials and politicians report on the project prior to the approvals being obtained. They acknowledge the damage it causes to the credibility of the process, and the pressure it places on the officials responsible for making the decision. I hope this provides clarity and addresses your concerns. Sian will send you the focus group meeting minutes. We are also continuously updating our webpage, please follow the link below. http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/</p>
<p>3. Security risk - surrounding schools and residential areas [Nonhlanhla Zuma, Resident] Safety environment to residents.</p> <p>[S T Simelane, Resident] 1. Homes security during upgrade. 2. Security near school.</p>	<ul style="list-style-type: none"> - The Social Impact Assessment will alert to security impacts within the local area (refer to section 10.2. <i>Context to Assessments</i> of the Draft ESR) - The Environmental Management Programme (EMPr) will stipulate measures to be taken to reduce and mitigate (where possible) security risks during the construction phase (refer to section 10.1. <i>Summary of Issues</i> of the Draft ESR)
<p>4. Risk of pollution increase [Mabandla Nkwanyana, Resident] There will be increased pollution so what measures will be taken to help this case.</p>	<ul style="list-style-type: none"> - An Air Quality Assessment will not be conducted as the proposed development will not increase air pollution generation. The Environmental Management Programme (EMPr) will stipulate measures to be taken to reduce and mitigate (where possible) air pollution contributors during the construction phase (refer to section 10.1. <i>Summary of Issues</i> of the Draft ESR)
<p>5. Health implications for local residents [Mbongiseni Zuma, Resident] Health environment to people living next to the airport</p>	<ul style="list-style-type: none"> - The Social Impact Assessment will alert to health related impacts within the local area (refer to section 10.2. <i>Context to Assessments</i> of the Draft ESR). - An Air Quality Assessment will not be conducted as the proposed development will not increase air pollution generation. The Environmental Management Programme (EMPr) will stipulate measures to be taken to reduce and mitigate (where possible) air pollution contributors during the construction phase (refer to section 10.1. <i>Summary of Issues</i> of the Draft ESR).

COMMENT/QUERY	RESPONSE
<p>6. Development implications for local community <i>[Mabandla Nkwanyana, Resident]</i> What are the benefits of this project for the community, not the municipality and stakeholders?</p> <p><i>[Hlengiwe Ntuli, Resident]</i> As a resident of Oriibi – we do not have schools around the area, especially higher level grade. We only have Bisley Park Primary. We need a high school for our children instead of taking them to neighbouring areas like Taleudale School etc. And the way we are living in Oriibi it is not in a good condition, we need houses that are built like hostels. We do not need these places that are keeping gangsters.</p> <p><i>[Mabandla Nkwanyana, Resident]</i> I would be interested in knowing that we will benefit from this is.</p> <p><i>[Nkosi Buthelezi, Local Consultant]</i> What form of development is going to be offered to Oriibi Village.</p> <p><i>[Zanele Mzizi/Zimu, Resident]</i> I live in Oriibi I want to know what happening to us?</p> <p><i>[Caryn Lehmkuhl, SAUF Welfare Organisation]</i> Impact of development on Oriibi Village.</p>	<ul style="list-style-type: none"> - A more detailed understanding of the nature and number of jobs and economic benefits for the local area and greater Msunduzi Municipality economy will be established in the EIA phase. These benefits will be analysed in the Social Impact Assessment (refer to section 10.2. <i>Context to Assessments</i> of the Draft ESR). - A labour policy that defines how local residents are considered in the construction phase will be required as part of the EMPr. - The EIA process is only concerned with the impacts from development within the Airport boundary on neighbouring communities. - The Airport Precinct Planning Process is developing a development vision for the Airport Precinct, which includes Oriibi Village. The Plan proposes various development scenarios for each sub-precinct in the area, including Oriibi Village. The plan will be subjected to public consultation. - The municipality indicated at the Public Meeting that Oriibi Village would not be transformed to make way for development. The Housing Section of the Municipality has indicated that they are in discussions with the Provincial Department of Settlement regarding the future of Oriibi Village. - It is for the department of housing and various other Government agencies such as Education, to deal with the upgrade of facilities and services to residents. Any improvements should be undertaken in accordance with the development vision and plans developed through the precinct planning process.
<p>7. Employment and skills development opportunities for local residents <i>[Nontobeko Khuzwayo, Resident]</i> Hi Sian we are happy about the project and hoping that we are going to benefit since we are unemployed.</p> <p><i>[Sibusiso Bophela, Resident]</i> It is a suggestion – this could create employment as there are lot of people are not working in the area</p> <p><i>[Willem Prinsloo, Resident]</i> Will local community residents be used for employment and skills training?</p>	<ul style="list-style-type: none"> - See response to comment 6 above.
<p>8. Concern regarding the relocation of local residents <i>[Mbekiseni Zondi, Resident]</i> What is going happen to us as we all know that we will not be staying here. Yes, I guess that it is good and really fantastic to see our place develop, but like I said before, what is going happen to us? Especially those who live close to the airport.</p> <p><i>[Thembeke Sokhela, Resident]</i></p>	<ul style="list-style-type: none"> - There will be no relocation of residents or demolition of houses. Except for the proposed roads, all proposed development is within the airport boundary (refer to section 5.5. <i>Proposed Infrastructure and Land-use</i> of the Draft ESR) - See response to comment 6 above.

COMMENT/QUERY	RESPONSE
<p>Good ideas of planning ahead with a future. I suggest that, with DUT and all other things happening, you need to take all the Oribi people out of the Village so that you will have peace of mind. But you need to get us some other houses elsewhere, but not far from town or Bisley School. We heard that municipality took over Oribi Village, is that a lie?</p> <p><i>[Willem Prinsloo, Resident]</i> How will I as a resident be affected e.g. relocation/losing my house?</p> <p><i>[Mmathulo Ngwenya, Resident]</i> How is this development going to impact the residents who reside where this development is going to take place? What is going to happen to their houses/homes?</p> <p><i>[Percy Ngcobo, Resident]</i> Good project as long as it is not going to have some homes adjacent to the airport demolished.</p>	
<p>9. Flight corridor - risk of safety and noise impact <i>[Judy Bell, Winterskloof Conservancy]</i> We are in the flight path and our concerns relate to safety (in the event of an aborted take-off or landing) as well as the noise issues from increased traffic and the times of flights. Most of us will welcome an alternative to the “hell run” to the King Shaka Airport, but these issues have to be properly addressed to make sure the positive impacts outweigh the negatives.</p>	<ul style="list-style-type: none"> - The safety procedures for aircraft emergencies are in place and dealt with in terms of aviation regulations and standards. These will not change and are outside the ambit of the EIA. - The Noise Impact Assessment will measure the current levels at points along the flight path and compare these against the legislated standards relating to impact on human health (refer to section 10.3.3. <i>Noise Impact Assessment</i> of the Draft ESR). The assessment will also consider any potential increase in these levels from increased air traffic.
<p>10. Flight corridor - Air traffic implications <i>[Liz Dralle, Upper Wembley]</i></p> <ol style="list-style-type: none"> i. As noted in the Focus Group Meeting¹, a Noise Impact Assessment will be conducted along the flight path corridor, as well as at the airport itself. Please can the scope of this assessment include for all type of aircraft to be utilised, or proposed to be utilised, at Oribi Airport. ii. Please can you provide hours of operation for the proposed expansion in terms of flights. i.e. what time the first flight will be in the morning and the last in the evening, as well as the flight schedule over weekends, public holidays and the festive season. iii. Please can you provide anticipated number of flights per day (total). 	<ol style="list-style-type: none"> i. As the runway will not be extended, the aircraft currently in use are not anticipated to differ significantly for the proposed expansion. The Noise Impact Assessment will consider the differences between impact from different aircraft in use and potential increases from increased frequency (refer to section 10.3.3. <i>Noise Impact Assessment</i> of the Draft ESR). ii. Additional commercial/schedule flights and timing changes have not been determined as yet. An indication of the likely changes will be established through engagement with the commercial operators for consideration in the specialist noise investigation. iii. See response ii above. iv. A detailed description of flight paths (and heights) will be defined in the EIA report as context for the

¹ Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas' I&APs - <http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min-28.01.16.pdf>

COMMENT/QUERY	RESPONSE
<p>iv. Please can you provide a map of the current flight paths, both incoming and outgoing;</p> <p>v. Please can you provide of a map of all proposed flight paths into and out of the airport, taking into account potential flights to PE, Cape Town, JHB and anywhere else as noted could be a possibility in the Focus Group Meeting².</p> <p>vi. Please can you advise as to why planes have to land in the direction that they currently do, as well as take off in the direction that they currently do? An IAP tried to explain it in the Focus Group Meeting³, it apparently has something to do with winds, but I would like professional input in this regard and therefore justification for the current flight paths.</p>	<p>Noise Impact Assessment.</p> <p>v. See response ii above.</p> <p>vi. As a brief summary, the approach paths are determined by various aspects including wind and topography. In the case of Pietermaritzburg, the prevailing wind demands that the runway is aligned as is approximately North-West to South-East. The approach from the North West is affected by topography with the World's view bluff. This a key factor in alignment of the approach. Aircraft are required to align themselves with 4 beacons on their approach. The implementation of the new Global Navigation Satellite System (GNSS) in conjunction with improved lighting system implemented by Airlink in 2010 improved the security of landing and enabled the use of larger jet aircraft (refer to section 4.1. <i>Development Context</i> of the Draft ESR).</p> <p>However, (Air Traffic Navigation Services) ATNS will conduct an assessment to determine if alternative flights paths can be considered. The assessment has to consider and balance the efficiency, safety and environmental concerns of the airport users and those of the residents. The assessment will check the altitude at which the aircrafts are flying and compare against the route structure and requirements. The evaluation will be done in conjunction with SA AirLink. It is important to note that they can only control aircrafts within their controlling space.</p>
<p>11. Flight corridor - Impact to Property Values [Liz Dralle, Upper Wembley] Please can you advise how the proposed increase in flight schedule will impact on property values along the flight path.</p>	<p>- Additional commercial/schedule flights and timing changes have not been determined. An indication of the likely changes will be established through engagement with the commercial operators for consideration in the Property Evaluation Assessment which will be conducted as part of the EIA (refer to section 10.3.5. <i>Property Valuations</i> of the Draft ESR).</p>
<p>12. Development implications [C M Ngcobo (Mandla), Resident] Positive - increase economic activity</p> <p>[Johan Janse van Vurren, Airport Tenant] Infrastructure development is welcomed and will have a positive impact overall. Having an airport conveniently located in town surpasses minor inconveniences of movement by passengers and aircrafts. Most travellers do so for business that stimulates the local market.</p> <p>[Lee du Preeze, Business Sector] Looking forward to the final result.</p>	<p>- Comments noted.</p>

² Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas' I&APs - <http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min-28.01.16.pdf>

³ Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas' I&APs - <http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min-28.01.16.pdf>

COMMENT/QUERY	RESPONSE
<p><i>[Thulasizwe Ncalane, Resident]</i> It is a good move from PMB, however there is a lot of investigation and research needed.</p> <p><i>[Welly Langa, Resident]</i> Big ups to the Msunduzi Municipality for the development of the airport. It is good for the economy.</p>	
BIOPHYSICAL ENVIRONMENT	
<p>13. Loss of vegetation <i>[Burrie and Edith van Niekerk, Bisley Residents]</i> I would like to comment that you may or may not be aware of a not so common shrub growing in the designated development area of the airport, namely the <i>Erithrina Zeyheri</i> (will have to check spelling), also known as the 'break plow". It's a lovely low growing shrub with magnificent typically coral tree type red flowers, large spiky leaves and a massive underground trunk/ root system, which only appears in spring and quickly dies off till the following season. I'll be happy to discuss it more if required.</p>	<ul style="list-style-type: none"> - Section 6.3.1 <i>Grasslands</i> of the Draft ESR explains that the grassland within the airport areas is managed for aviation requirements and associated use i.e. mowed to limit fire risk and use by birds. Several sections are also highly degraded. So while grassland biodiversity has not emerged as a key issue in the scoping phase, the existence of notable species (conservation and/or use value) will be identified and considered in the Environmental Management Programme (EMPr) and in terms of a potential search and rescue operation.
INFRASTRUCTURE AND SERVICES	
<p>14. Risk of increasing traffic congestion <i>[C M Ngcobo (Mandla), Resident]</i> Mitigate traffic flow especially during peak hours.</p>	<ul style="list-style-type: none"> - A Traffic Impact Assessment will be conducted as part of the EIA (refer to section 10.3.6. <i>Traffic Impact Assessment</i> of the Draft ESR) - A DBSA funded feasibility study is also being conducted from the proposed new roads, which are intended to improve traffic flow and mitigate/reduce congestion (refer to section 5.1.4. <i>DBSA Feasibility Study</i> of the Draft ESR).
<p>15. Road design and planning <i>[WSP, on behalf of SANRAL]</i> WSP are appointed by SANRAL for the design of the N.003-030-2017-2F: N3 Upgrade: Gladys Manzi to New England Road. As such we have a direct interest in the developments at the Oribi Airport, in particular any proposed or actual road linkages that connect the airport infrastructure to the N3 (either directly or indirectly). As such please register WSP as an Interested and Affected Party. Our contact person is Jessica Taylor, Tel: +27 11 300 6139, email Jessica.Taylor@WSPGroup.co.za Our preliminary comments are as follows;</p> <ol style="list-style-type: none"> 1. The proposed accesses shown on your Figure 1⁴ that link with Market Road / Washington Road / R103 have a direct impact on SANRAL project N.003-030-2017-2F: N3 Upgrade : Gladys Manzi to New England Road. 2. We note that the proximity of the EXPANSION OF THE PIETERMARITZBURG AIRPORT to Market Road suggests that considerable additional future traffic 	<ul style="list-style-type: none"> - A DBSA funded feasibility study is being conducted from the proposed new roads, which are intended to improve traffic flow and mitigate/reduce congestion (refer to section 5.1.4. <i>DBSA Feasibility Study</i> of the Draft ESR). Consultation with SANRAL is part of this study. - The client has been alerted to SANRAL'S plans and will incorporate the planning of the proposed roads with SANRAL.

⁴ Referring to the proposed Airport Expansion layout in the *Background Information Document* (Figure 1: Location, layout and extent of proposed land-use and infrastructure) - http://inr.org.za/wp-content/uploads/2015/11/PMB-Airport-EIA_-2016.pdf

COMMENT/QUERY	RESPONSE
<p>will be using the Market Road Interchange, and therefore this projected future traffic must be incorporated into the planning for the Market Road interchange.</p> <p>3. We kindly request that all traffic and road design proposals are presented for discussion with WSP, and that the results of the traffic analysis for the EXPANSION OF THE PIETERMARITZBURG AIRPORT are provided to WSP for due review.</p> <p>4. If preliminary traffic study results are already available, we request that these are provided as a matter of priority.</p> <p>WSP reserves the right to submit further comment.</p> <p><i>[Ravi Ronny, SANRAL]</i> SANRAL is affected due to the close proximity of the development to the N3 corridor and the market road interchange</p>	
<p>16. Local residents housing infrastructure <i>[Mabandla Nkwanyana, Resident]</i> My house is cracking because of the vibration from the larger aircraft.</p>	<ul style="list-style-type: none"> - An initial literature review and consultation with specialists has indicated that damage to infrastructure from Airport noise is not a common issue internationally. Therefore it does not warrant a specialist investigation. The outcomes of the review will be unpacked in the EIR.
<p>17. Rate Payers' Fees <i>[Liz Dralle, Upper Wembley]</i> As noted in the Focus Group Meeting⁵, the Oribi Airport is currently largely subsidized by the rate payers. If/when this development is approved, will the rate payers see a reduction in fees?</p>	<ul style="list-style-type: none"> - As documented in section 4. <i>Project Context, Need and Desirability</i> of the Draft ESR, the degree to which the Municipality is subsidizing the Airport is reducing due to the increase in commercial activity brought about by the improvements to navigation systems and infrastructure at the Airport. - The Economic Impact Assessment will analyse the impact of the proposed expansion on further reducing/turning around the level of subsidy (refer to section 10.3.4. <i>Economic Impact Assessment</i> of the Draft ESR).
SCHEDULED AIRCRAFT CAPACITY	
<p>18. Capacity and number of scheduled flights <i>[Mmathulo Ngwenya, Resident]</i> Will we have bigger aircrafts? And more airline companies whereby users can have more than two options or airlines to choose from?</p>	<ul style="list-style-type: none"> - The type of aircrafts currently being used are unlikely to change due to the constraints imposed by the size and length of the runway. - The numbers of airlines operating is determined by market demand. Several operators have initiated flights in recent years but not been sustained. So while it is likely that supply will increase in response to the growing demand, it is not possible to predict how many other operators may start offering flights and if so when.
ENVIRONMENTAL MANAGEMENT AND COMPLIANCE	

⁵ Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas' I&APs - <http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min-28.01.16.pdf>

COMMENT/QUERY	RESPONSE
<p>19. Listed activities [Liz Dralle, Upper Wembley] Please can you provide a list of all Listed Activities being applied for</p>	<p>- Refer to section 3.2. <i>Regulations</i> of the Draft ESR (Table 4) for a list of all Listed Activities being applied for.</p>
<p>20. Licence application [Liz Dralle, Upper Wembley] Please can you confirm if an AEL and/or WML is being applied for. The INR rep indicated on the PowerPoint Presentation that these licences may be required as part of the EIA Process, but could not confirm⁶</p>	<p>- No, these processes will not be required.</p>
<p>21. Fuel storage capacity [Liz Dralle, Upper Wembley]</p> <ol style="list-style-type: none"> 1. Please can you confirm what the current fuel storage capacity is; if this will be increased; where it is located within the site; and if it is above ground or below 2. Please can you advise if an MHI is proposed to be undertaken in light of the question above. Further, if this is to form part of the Specialist Studies 	<ul style="list-style-type: none"> - As per the Master Plan Report⁷ “Currently there are two pumps available at the airport; one pump is for Avgas and the other for Jet A1 fuel. The fuel supplier at the airport is the Pietermaritzburg Aero Club and the fuel is sourced from Shell. Aircraft using Jet A1 fuel tends to refuel in Johannesburg most often as it is cheaper to refuel there than at the airport itself.” - The current fuel storage capacity is sufficient and therefore will not be expanded or relocated in the proposed development (Phase 1 of the Mater Plan). - As the fuel farm is not being altered, a risk assessment will not be conducted as part of the EIA specialist studies.
ALTERNATIVES	
<p>22. Alternative flight paths [Liz Dralle, Upper Wembley] As requested in the Focus Group Meeting⁸, please may the alternatives assessed as per the EIA Regulations (2014), include for alternative flight paths. In this regard, a corridor of assessment could be examined given the deviation from the flight path due to weather conditions, for both incoming and outgoing flights.</p>	<p>- Refer to comment 10, response vi. above</p>
INFORMATION REQUEST	
<p>Information request [Simphiwe Masilela, ATNS] Please note that ATNS is aware of the above mentioned. We request that you please update us should there be any new developments that may affect our interests. Please note that we require WGS84 Coordinates for the location and Elevations. We will duly conduct assessment as required when the project is ready for construction. for future projects you can email the ATNS Obstacle Evaluators on the following email addresses: simphiwem@atns.co.za; kwanelen@atns.co.za - looking forward to working with you further</p>	<p>- Comments noted.</p>

⁶ Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas’ I&APs - <http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min-28.01.16.pdf>

⁷ Msunduzi Municipality (2014). Pietermaritzburg Airport Master Plan Final Report Revision 03. Prepared by Delta Built Environment Consultants. August 2014.

⁸ Reference to the *Flight Path* Focus Group Meeting (28 January 2016) held with Hilton, Wembley and surrounding areas’ I&APs - <http://inr.org.za/wp-content/uploads/2015/11/FGM-Flight-Path-Min-28.01.16.pdf>

Records of Comments Submitted by I&APs

From: Jeff Meyer [<mailto:MeyerJW@eskom.co.za>]
Sent: 11 December 2015 09:20 AM
To: Sian Oosthuizen
Subject: RE: PMB Airport I&AP

Thanks Sian

My main concern is the proposed road marked in yellow that seems like it will run right past my house which at present is bordered by the railway line. Looks a bit close, worried about noise, view, security etc.

Many thanks
Jeff.

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: Hengwe, Ntuli

Contact details (please tick preferred method of communication):

Tel: 0737013817 Email: _____

Type of Interested and Affected Party (please tick):

Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

As Resident of Oribi we do not have school around the area, especially higher level schools. we only have bible primary, we need high school for our children instead of taking them to the neighbouring areas, like Edendale schools etc.

And the way we are leaving in Oribi it is not a good condition, we need houses that are not build like castles. and we do not need this passages that are keeping garbage

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: Caryn Lehmkühl.

Contact details (please tick preferred method of communication):
Tel: _____ Email: savf.oribi@telkomso.net

Type of Interested and Affected Party (please tick):
 Airport Tenant/Business Business/Commercial Resident
 Airport User Government Industrial Other: NGO

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.
- impact of development of oribi village

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: ZANWE ZINY

Contact details (please tick preferred method of communication):
Tel: 0725279602 Email: _____

Type of Interested and Affected Party (please tick):
 Airport Tenant/Business Business/Commercial Resident
 Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.
I live in ORIBI, I want to know what happening to us?

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: XOLAMI MPOFAMA

Contact details (please tick preferred method of communication):
Tel: 0603351552 Email: _____

Type of Interested and Affected Party (please tick):
 Airport Tenant/Business Business/Commercial Resident
 Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.
GO TO MORE DETAILS ON HOW AFTERM WE WILL MEET.

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: WILLEM PRINSCOO

Contact details (please tick preferred method of communication):
Tel: 0810133353 Email: WILLEM.KERUSHIS@GMAIL.COM

Type of Interested and Affected Party (please tick):
Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

① HOW WILL I AS A RESIDENT BE AFFECTED
EG. RELOCATION / LOOSING MY HOUSE

② WILL LOCAL COMMUNITY BE
USED FOR EMPLOYMENT + SKILLS TRAINING

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: WELLY LANGA

Contact details (please tick preferred method of communication):
Tel: 0825898636 Email: welly.langa@gmail.com

Type of Interested and Affected Party (please tick):
Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

Big ups to the Msunduzi Municipality for the development
of the airport. Its good for our economy
The concerns though from the noise, pollution and traffic

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: VUYISWA MALOVY

Contact details (please tick preferred method of communication):
Tel: 0796253155 Email: Vuyiswa@9-mail.com

Type of Interested and Affected Party (please tick):
Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.
PLEASE CONTACT ME ANY MEETING PLANNING
I'M GOING TO THE HOLIDAY till 11 Jan 2016

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: THULASIZWE NCAVANE

Contact details (please tick preferred method of communication):
Tel: _____ Email: THULASIZWENC@GMAIL.COM

Type of Interested and Affected Party (please tick):
Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.
IT'S A GOOD MOVE FOR PIMBURG. HOWEVER THERE IS
LOT OF INVESTIGATION & RESEARCH.

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: Thembeke Sotshela

Contact details (please tick preferred method of communication):

Tel: 0782730726 Email: N/A

Type of Interested and Affected Party (please tick):

Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

Good Ideas of planning ahead with a future I suggest that like out and all the other things but to do all that you need to take all the oribi people out of the village so that you will have a peace of mind but get us some other houses else where but not far from town and Bislely school, we had that Municipality look over from ORIBI is that A LAIR?

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: ST. SIMELANE

Contact details (please tick preferred method of communication):

Tel: 0799996942 Email: _____

Type of Interested and Affected Party (please tick):

Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

1. NOISE DURING SCHOOL HOURS (INTERUPT)
2. SECURITY NEAR SCHOOL
3. NOISE LEVEL ON SURROUNDING OF AIRPORT.
4. HOMES SECURITY DURING UPGRADE.

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: SIBUSISO BOPHELA

Contact details (please tick preferred method of communication):
Tel: 0796361044 Email: N/A

Type of Interested and Affected Party (please tick):
Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.
It's a suggestion, it's created ideas while there's lot of people are not working in the area.

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: PERCY NIGCOBO

Contact details (please tick preferred method of communication):
Tel: 0842582712 Email: _____

Type of Interested and Affected Party (please tick):
Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.
Good project as long as it is not going to have some houses adjacent to the airport demolished.

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: Lee du Preez

Contact details (please tick preferred method of communication):
Tel: _____ Email: Lee@BEEnovation.co.za

Type of Interested and Affected Party (please tick):
Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.
Looking forward to the final result.

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: Montlaphla Zuma

Contact details (please tick preferred method of communication):
Tel: 0733177118 Email: mbongi@christchurchmsunduzi-c.co.za

Type of Interested and Affected Party (please tick):
Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

Safety environment to residents

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: NKOSIKHONA BUTHELEZI

Contact details (please tick preferred method of communication):
Tel: 033 386 4319 Email: NKOSI@RGCONSULTANTS.CO.ZA

Type of Interested and Affected Party (please tick):
Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

← What developed form of development are they going to offer to ORIBI Village?

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: MMATHULO NGWENYA

Contact details (please tick preferred method of communication):

Tel: 0824399928 Email: mmathulo@gmail.com

Type of Interested and Affected Party (please tick):

Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

HOW IS THIS DEVELOPMENT GOING TO IMPACT
ON THE RESIDENTS WHO RESIDE WHERE THIS
DEVELOPMENT IS GOING TO TAKE PLACE? WHATS GOING
TO HAPPEN TO THEIR HOUSES/HOMES?
WILL WE HAVE MORE BIGGER AIRCRAFTS?
& MORE AIRLINE COMPANIES? WHEREBY USERS
CAN HAVE MORE THAN TWO OPTIONS OR AIRLINES
TO CHOOSE FROM?

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: MBONGISENI Zuma

Contact details (please tick preferred method of communication):

Tel: 0738405583 Email: mbongi@christchurchmsud ^{msunduzi.co}

Type of Interested and Affected Party (please tick):

Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

Health enviromental to people
living next to to Airport

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: MBEKISENI Zondi

Contact details (please tick preferred method of communication):

Tel: 0843010993 Email: _____

Type of Interested and Affected Party (please tick):

Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

What gonna happen for us? As we
all knowing that we staying here, yes
I agree that it is good, I don't
and really fantastic to see our place
develop, but, us? I said before
what gonna happen for us? Ispo? For
those who close the airport

Scoping and Environmental Impact Assessment Process
EXPANSION OF THE PIETERMARITZBURG AIRPORT
Public Meeting – 8 December 2015 - Comments Slip

Name: Mandla Ngoboo

Contact details (please tick preferred method of communication):

Tel: 033-3461691 Email: ngoboom.mad@gmail.com

Type of Interested and Affected Party (please tick):

Airport Tenant/Business Business/Commercial Resident
Airport User Government Industrial Other: _____

Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.

positive - increase economic activity
- mitigate traffic flow
especially during peak hours

Scoping and Environmental Impact Assessment Process			
EXPANSION OF THE PIETERMARITZBURG AIRPORT			
Public Meeting – 8 December 2015 - Comments Slip			
Name: <u>Mabandla Nkwanyana (48 Andries Pistorius Road)</u>			
Contact details (please tick preferred method of communication):			
Tel: <u>092 470 3963</u> <input checked="" type="checkbox"/>	Email: <u>nevilleakwanyana@gmail.com</u> <input checked="" type="checkbox"/>		
Type of Interested and Affected Party (please tick):			
Airport Tenant/Business <input type="checkbox"/>	Business/Commercial <input type="checkbox"/>	Resident <input checked="" type="checkbox"/>	
Airport User <input type="checkbox"/>	Government <input type="checkbox"/>	Industrial <input type="checkbox"/>	Other: _____
Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.			
<u>1. Sound effect is for me a big issue as the number of planes traffic will increase, 2. My house is cracking because of the vibration from the larger aircraft, 3. What are the benefits of this project for the community not the municipality and stakeholders. 4. Increase pollution will be there so what measures will be taken to help in this case.</u>			

Scoping and Environmental Impact Assessment Process			
EXPANSION OF THE PIETERMARITZBURG AIRPORT			
Public Meeting – 8 December 2015 - Comments Slip			
Name: <u>Johan Janse van Vuuren</u>			
Contact details (please tick preferred method of communication):			
Tel: _____ <input type="checkbox"/>	Email: <u>johanvanvuuren87@gmail.com</u> <input checked="" type="checkbox"/>		
Type of Interested and Affected Party (please tick):			
Airport Tenant/Business <input checked="" type="checkbox"/>	Business/Commercial <input type="checkbox"/>	Resident <input type="checkbox"/>	
Airport User <input checked="" type="checkbox"/>	Government <input type="checkbox"/>	Industrial <input type="checkbox"/>	Other: _____
Briefly indicate your main comments (negative and/or positive) regarding the proposed expansion of the Pietermaritzburg Airport.			
<u>Infrastructure development is welcomed and will have a positive impact overall. Having an airport conveniently located in town surpass minor inconvenience of movement by passengers and aircraft. Most travelers do so for business that stimulate the local market.</u>			

comments from Airport Stand

Hi Sian Oosthuizen, a reply was received:

From: 27745480793

Incoming message: Hi Sian we r happy about the project and hoping that we r going 2 benefit.since we r unemployed. Nontobeko Khuzwayo.0745480793.house no.332.Zeus Drive.Or

Datetime: 22 Dec 2015 19:20:56

Sent message: Message 2 of 2 - PROPOSED EXPANSION OF THE PMB AIRPORT. To register as an I&AP or submit a comment, reply to this SMS with your name, cellphone number, home address and comment. You will be contacted in early January 2016 regarding participation in focus group meetings. Regards, Sian Oosthuizen (Institute of Natural Resources - EIA consultants). SMS STOP to opt out.

Sent Datetime: 22 Dec 2015 11:37:11

Sent message group name: I&APs

Sent message group desc: Residents

Hi Sian Oosthuizen, a reply was received:

From: 27824703963

Incoming message: Mabandla Nkwanyana, 0824703963, 48Andries Pretorius Road Bisley/Pelham Extension PMB, I would be interested in knowing that we will benefit from this int

Datetime: 13 Jan 2016 20:30:10

Sent message: Message 2 of 2 - PROPOSED EXPANSION OF THE PMB AIRPORT. To register as an I&AP or submit a comment, reply to this SMS with your name, cellphone number, home address and comment. You will be contacted in early January 2016 regarding participation in focus group meetings. Regards, Sian Oosthuizen (Institute of Natural Resources - EIA consultants). SMS STOP to opt out.

Sent Datetime: 22 Dec 2015 11:37:11

Sent message group name: I&APs

Sent message group desc: Residents

: simphiwem@atns.co.za

Email: simphiwem@atns.co.za

Street Address: ATNS

Eastgate Office Park

Block C

South Boulevard road

Bruma

2198

Name: Simphiwe

Surname: Masilela

Phone Number: 011 607 1228

Type of I&AP: Other (please specify)

If 'Other', please specify: Air Transport

Comment: Please note that ATNS is aware of the above mentioned.

We request that you please update us should there be any new developments that may affect our interests.

Please note that we require WGS84 Coordinates for the location and Elevations.

We will duly conduct assessments as required when the project is ready for construction.

For future projects you can email the ATNS Obstacle Evaluators on the following email addresses:

- simphiwem@atns.co.za
- kwanelen@atns.co.za

Looking forward to working with you further.

Time: 06/01/2016 at 7:26 am

IP Address: 197.97.122.130

Contact Form URL: <http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/>

Sent by an unverified visitor to your site.

From: Judy Bell [<mailto:judybell@mweb.co.za>]
Sent: 07 January 2016 01:28 PM
To: Sian Oosthuizen
Cc: 'Hugh Temple'; 'Howard Richardson'; 'Doug'; 'Bruce Dempster'; 'Colin'
Subject: Expansion of PMB airport

Dear Sian

Please would you include the following organisations as IAPs for this proposal for expanding PMB Airport:

Winterskloof Conservancy
Worlds View Conservancy (Hugh Temple)
uMngenyane Conservancy (Doug Burden)
Fernhills Conservancy (Bruce Dempster)

We are in the flight path and our concerns relate to safety (in the event of an aborted take-off or landing) as well as the noise issues from increased traffic and the times of flights.

Most of us will welcome an alternative to the "hell run" to the King Shaka Airport, but these issues have to be properly addressed to make sure the positive impacts outweigh the negatives.

Much appreciated
Judy



Committee Members:
Judy Bell (Chair) • Penny Wheeler (Vice Chair)
Michelle Perry (Treasurer) • Sharon Gilbert • Hayley Farro
Heather Morkel • Mia Baker • Richard Heathcote
Fonda Lewis • Shelagh McLoughlin • Trish Moores
Mark Maitland
judybell@mweb.co.za • 083 639 1657

Greening our Valley ● ● ●

A Partnership with the Winterskloof Security Initiative, the Wildlands Conservation Trust, World's View Conservancy and DUCT

From: Dave Cox
Sent: 21 January 2016 02:52 PM
To: Sian Oosthuizen; Segren Pillay (principal@bisley.co.za)
Cc: Samiksha Singh; Jabulile Matshazi
Subject: RE: PMB Airport expansion

Dear Segren,

Thank you for your email.

The proposed expansion cannot go ahead without the EIA (and other) approvals.

With regards to the newspaper article. We were not consulted on the article and this is a common issue in such processes i.e. that reporters and politicians use information as they see fit. Having seen the article, I asked the municipality to manage how their officials and politicians report on the project prior to the approvals being obtained. They acknowledge the damage it causes to the credibility of the process, and the pressure it places on the officials responsible for making the decision.

I hope this provides clarity and addresses your concerns.

Sian will send you the focus group meeting minutes. We are also continuously updating our webpage, please follow the link below.

<http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/>

Kind regards,
Dave

From: Segren Pillay [<mailto:principal@bisley.co.za>]
Sent: 21 January 2016 01:07 PM
To: Sian Oosthuizen
Subject: RE: PMB Airport expansion

Hi Sian

I trust that your public meeting at Oribi went well. Unfortunately I could be at that meeting nor will I be able to make the meeting this afternoon at NCF.

As I mentioned at the previous public meeting held at our school, our concern with this development is the increase in the noise factor with increased air traffic. We would most definitely want the sound-proofing of the school to be priority. This is must. I also noticed that the article in the newspaper indicates that this project will be starting at the end of this year. what is the point of these meetings if the decision with regard to the expansion has already been taken???

Please keep me informed with regard to the outcomes/discussions/minutes at these public meetings.

Kind Regards

Segren Pillay

PRINCIPAL



Bisley Park Primary School
Founded 1947
We make a difference.
130 Oribi Road
Bisley
Pietermaritzburg
Ph: 033-386 2460
Fax: 033-386 8285

Cell:0837094472
segren@bisley.co.za

From: Liz Dralle [mailto:liz.dralle@gmail.com]
Sent: 31 January 2016 10:10 PM
To: Sian Oosthuizen
Subject: Questions: EIA for Oribi Airport

Dear Sian,

With regards to the Oribi Airport EIA, I have several questions / comments after attending the Focus Group Meeting on 29 January 2016:

- 1 – Please can you provide a list of all Listed Activities being applied for;
 - 2 – Please can you confirm if an AEL and/or WML is being applied for. The INR rep indicated on the PowerPoint Presentation that these licences may be required as part of the EIA Process, but could not confirm;
 - 3 – Please can you confirm what the current fuel storage capacity is; if this will be increased; where it is located within the site; and if it is above ground or below;
 - 4 - Please can you advise if an MHI is proposed to be undertaken in light of question 3 above. Further, if this is to form part of the Specialist Studies;
 - 5 – Please can you provide a map of the current flight paths, both incoming and outgoing;
 - 6 – Please can you provide of a map of all proposed flight paths into and out of the airport, taking into account potential flights to PE, Cape Town, JHB and anywhere else as noted could be a possibility in the Focus Group Meeting;
 - 7 – Please can you advise as to why planes have to land in the direction that they currently do, as well as take off in the direction that they currently do? An IAP tried to explain it in the Focus Group Meeting, it apparently has something to do with winds, but I would like professional input in this regard and therefore justification for the current flight paths;
 - 8 – As requested in the Focus Group Meeting, please may the alternatives assessed as per the EIA Regulations (2014), include for alternative flight paths. In this regard, a corridor of assessment could be examined given the deviation from the flight path due to weather conditions, for both incoming and outgoing flights;
 - 9 – Please can you provide hours of operation for the proposed expansion in terms of flights. i.e. what time the first flight will be in the morning and the last in the evening, as well as the flight schedule over weekends, public holidays and the festive season;
 - 10 – Please can you provide anticipated number of flights per day (total);
 - 11 – As noted in the Focus Group Meeting, a Noise Impact Assessment will be conducted along the flight path corridor, as well as at the airport itself. Please can the scope of this assessment include for all type of aircraft to be utilised, or proposed to be utilised, at Oribi Airport;
 - 12 – Please can you advise how the proposed increase in flight schedule will impact on property values along the flight path; and
 - 13 – As noted in the Focus Group Meeting, the Oribi Airport is currently largely subsidised by the rate payers. If / when this development is approved, will the rate payers see a reduction in fees?
- Many thanks for your assistance in this regard,
Liz Dralle.

: burrie.edith@gmail.com

Email: burrie.edith@gmail.com

Street Address: 14 Long Road,
Bisley Heights
Pietermaritzburg
3203

Name: Burrie & Edith

Surname: van Niekerk

Phone Number: 0729291363

Type of I&AP: Residential

If 'Other', please specify:

Comment: 1. I would like to comment that you may or may not be aware of a not so common shrub growing in the designated development area of the airport, namely the Erithrina Zeyheri (will have to check spelling), also known as the "break plow". Its a lovely low growing shrub with magnificent typically coral tree type red flowers, large spiky leaves and a massive underground trunk/ root system, which only appears in spring and quickly dies off till the following season. I'll be happy to discuss it more if required.

2. We are also rather perturbed about the proposed airport development right on our back doorstep, our having selected a quiet and secure area to live in some 35 years ago, since 1980. Our back boundary is common with the airport affording us a beautiful peaceful grassland view. Also ,the direction of the runway is such that we seldom hear the planes. To our dismay this all seems to have change now in the interest of development..

3. Regrettably the notice to our post box of your registered letter of 1 December 2015, was only received on about 22 December 2015 and the letter collected on 23 December 2015. Directly thereafter we went on leave returning on 21 January 2016. So unfortunately it was impossible to attend the first meeting of 8 December 2015, or register before now. Hopefully we can still catch up with what is happening.

Kind regards
Burrie van Niekerk

Time: 08/02/2016 at 1:16 pm

IP Address: 105.186.74.221

Contact Form URL: <http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/>

Sent by an unverified visitor to your site.

: ronnyr@nra.co.za

Email: ronnyr@nra.co.za

Street Address: 58 VanEck Place Mkondeni Pietermaritzburg

Name: ravi

Surname: ronny

Phone Number: 0832836064

Type of I&AP: Government

If 'Other', please specify:

Comment: SANRAL is affected due to the close proximity of the development to the n3 corridor and the market road interchange

Time: 09/02/2016 at 4:52 pm

IP Address: 196.25.218.8

Contact Form URL: <http://inr.org.za/scoping-and-eia-for-the-proposed-expansion-of-the-pietermaritzburg-airport-2/>

Sent by an unverified visitor to your site.



Reference: 20156/1.2

12 February 2016

Institute of National Resources
P.O. Box 100396
Scottsville
3209

Attention: Mrs. Sian Oosthuizen

Dear Madam

RE : Registration as I&AP and Preliminary comments on the Expansion of the Pietermaritzburg Airport

WSP are appointed by SANRAL for the design of the N.003-030-2017-2F: N3 Upgrade: Gladys Manzi to New England Road. As such we have a direct interest in the developments at the Oribi Airport, in particular any proposed or actual road linkages that connect the airport infrastructure to the N3 (either directly or indirectly).

As such please register WSP as an Interested and Affected Party. Our contact person is Jessica Taylor, Tel: +27 11 300 6139, email Jessica.Taylor@WSPGroup.co.za

Our preliminary comments are as follows;

1. The proposed accesses shown on your Figure 1 that link with Market Road / Washington Road / R103 have a direct impact on SANRAL project N.003-030-2017-2F: N3 Upgrade : Gladys Manzi to New England Road.
2. We note that the proximity of the EXPANSION OF THE PIETERMARITZBURG AIRPORT to Market Road suggests that considerable additional future traffic will be using the Market Road Interchange, and therefore this projected future traffic must be incorporated into the planning for the Market Road interchange.
3. We kindly request that all traffic and road design proposals are presented for discussion with WSP, and that the results of the traffic analysis for the EXPANSION OF THE PIETERMARITZBURG AIRPORT are provided to WSP for due review.
4. If preliminary traffic study results are already available, we request that these are provided as a matter of priority.

WSP reserves the right to submit further comment.

Please confirm receipt of this communication/email.

Yours faithfully

RICHARD MATCHETT
Divisional Director

WSP Group Africa (Pty) Ltd
Transport and Infrastructure

South View, Bryanston Place Office Park
199 Bryanston Drive, Bryanston
Republic of South Africa, 2191
PO Box: 98867, Sloane Park, 2152
Tel: +27 (0)11 361 1300
E-mail: civil-bry@wspgroup.co.za
Web: <http://www.wspgroup.co.za>

WSP Group Africa (Pty) Ltd
Registered Number: 1999/008928/07

An ISO 9001:2008 Certified Company

A member of the WSP Global Inc.
Offices worldwide

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Regional Directors: JP Farrell, S Herman*, GA Higgs, MR Hughes*, AG Malan*, PJ Pretorius*, G Smith*
Ver. Jan 2016 (B British) (COO Chief Operating Officer) (* Pr Eng) (** Pr Tech Eng) (RM Pr Pln)

