No.	Nature and Consequences of impact	Duration / Frequency of activity likely to cause impact	Geographical Extent	Severity (level of damage caused) if impact were to occur	Probability of impact without mitigation	Significance before application of Mitigation Measures	Will activity cause irreplaceable loss of resources?	Mitigation	Probability of impact after mitigation	Significance afte application of Mitigation Measures
	The following table rates impacts after the application of mitigation measures and operates on a scale of 0-14. A score of between 1 and 5 is rated as low. A score of between 6 and 10 is rated as medium. A score of between 11 and 14 is rated as high.	0 = No impact 1 = short term / once off 2 = medium term / during operation 3 = long term / permanent	0 = No impact 1 = point of impact / restricted to site 2 = local / surrounding area 3 = regional	0 = No impact 1 = minor, 3 = medium 5 = major	0 = No impact 1 = Low 2 = Medium 3 = High	1 - 5 = low. 6 - 10 = medium. 11 -14 = high.	10 = Yes 0 = No	0 = No impact - 5= can be fully mitigated - 3 = can be partially mitigated -1 = unable to be mitigated	0 = No impact 1 = Low 2 = Medium 3 = High	1 - 5 = low. 6 - 10 = medium. 11 -14 = high.
		А	В	С	D	Significance	E	F	G	Significance
Site	and Technology Alternative 1 struction									
Direc	ct Impacts									
1	There is the potential for erosion to take place as a result of construction of the Bombay Road Ext and implementation of the offset strategy which will result in downstream sedimentation that will affect the Bayne's Spruit and the associated wetland.	1	1	3	2	7	0	-3	1	5
2	There is the potential for erosion to take place along the route of the Bombay Road Ext within 32m of the Bayne's Spruit and the associated wetland due to earthworks and clearing resulting in downslope sedimentation.	1	1	3	2	7	0	-3	1	5
3	The habitat for fauna living within the construction footprint will be completely destroyed most notably HGM1 due to the clearing and grubbing of the site and construction activities taking place along route of the road.	1	1	1	5	8	0	-1	3	10
4	Clearing of the site resulting in the loss of vegetation within the Ngongoni Veld (SVs4) vegetation type. There will be clearing vegetation for the construction of Bombay Road Ext.	1	1	1	5	8	0	-1	3	10
5	Removal of alien invasive vegetation found along the construction site.	0	0	0	0	0	0	0	0	0
6	Careless operation by the contractor hear the Bayne's Spruit resulting in damage to the Bayne's Spruit i.e. the riverbed, banks and riparian zones within the construction footprint and adjacent areas	1	1	3	1	6	0	-5	1	2
7	Careless operation by the contractor near the wetland resulting in damage and/or loss to the wetlands within the construction footprint and adjacent areas	1	1	3	1	6	0	-5	1	2
8	Construction activities resulting in the encroachment of alien vegetation into disturbed areas.	1	1	1	3	6	0	-5	1	2
Indir	ect Impacts								-	
Oper	ration	0	U	U	0	U	0	0	0	0
Direc	ct Impacts									
1	An increase in hardened surfaces due to the construction of the Bombay Road Ext may increase stormwater runoff resulting in increased erosion of nearby areas and impacting on nearby the Bayne's Spruit River and the associated wetland.	3	1	3	3	10	0	-3	1	8
2	Infill of the wetland resulting in the loss of approximately 0.16 ha of wetland and its associated services.	3	1	1	3	8	0	-5	0	3
3	Loss of land which has been identified as a sensitive area as part of the Msunduzi Environmental Management Framework.	3	1	5	1	10	0	-5	0	5
4	Loss of land which has been identified as irreplaceable as part of the Msunduzi Conservation Plan (C-Plan).	3	1	5	1	10	0	-5	0	5
5	Permanent access issues due to poor design of the intersections	3	2	3	3	11	0	-5	0	6
6	There will be an increase in both the Wetland Functionality Targets and Ecosystem Conservation Targets as a result of the offset strategy.	0	0	0	0	0	0	0	0	0
7	The road construction will improve access in the area for and will alleviate congestion.	0	0	0	0	0	0	0	0	0
Indir	No section indications and					1		1		
	nulative					I	I	I	I	I
Cum										
Cum 1	Maintenance will be required for the road, meaning vehicles entering the area to work on roads more regularly.	3	1	1	1	6	0	-3	1	4

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		А	В	С	D	Significance	E	F	G	Significance	
Site	Site and Technology Alternative 1										
Construction Direct Impacts											
	No conorio direct impacto	0	0	0	0	0	0	0	0	0	
Indi		0	0	0	0	0	0	0	0	0	
inai					1				1		
1	The increased risk to pedestrians and livestock due to construction activities.	1	1	1	3	6	0	-5	0	1	
2	On site erosion due to improper management of stormwater by the contractor during construction.	1	1	1	2	5	0	-5	1	1	
3	Dusty conditions generated during the construction of the Bombay Road Ext and the implementation of offset due to construction vehicles travelling over cleared areas.	1	1	1	2	5	0	-5	1	1	
4	Increase in heavy truck traffic along the existing roads as construction vehicles travel to the site for construction activities, impacting existing traffic conditions and pedestrians.	1	2	1	2	6	0	-5	0	1	
5	Impact on any unidentified existing services on site.	1	3	3	1	8	0	-5	1	4	
6	Emissions from construction vehicles associated with the Bombay Road Ext and the implementation of offset.	1	2	1	3	7	0	-3	1	5	
7	Temporary increase in waste and litter due to the construction process associated with the construction of the Bombay Road Ext and the implementation of offset.	1	2	3	1	7	0	-5	0	2	
8	Insufficient number of toilet facilities on site.	1	1	5	2	9	0	-5	0	4	
9	Inappropriate disposal of toilet waste resulting in the contamination of the environment.	1	1	3	1	6	0	-5	0	1	
10	Generation of noise associated with the construction.	1	1	3	1	6	0	-5	0	1	
11	Damage to property and fences during construction.	1	2	1	3	7	0	-5	1	3	
12	Unsustainable sourcing of raw materials such as gravel, sand, water etc. which could result in the promotion of illegal mining operations which can cause significant damage to the environment.	1	1	5	3	10	0	-5	0	5	
13	Positive impacts due to potential for local employment.	0	0	0	0	0	0	0	0	0	
Operation											
Direct Impacts											
	No generic direct impacts	0	0	0	0	0	0	0	0	0	
Indi	rect Impacts	1	1	I	1		1				
	No generic direct impacts	0	0	0	0		0	0	0		
Cun	nulative										
	No generic direct impacts	0	0	0	0	¢	0	0	0	ģ	

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		А	В	С	D	Significance	E	F	G	Significance
Site and Technology Alternative 2										
Con	struction									
Dire	ct Impacts	r	1	1	1		1	r	1	
1	The construction of a gravel surface for the Bombay Road Ext will have a smaller construction footprint compared to a tar surface as less machinery will be required in the construction phase therefore there will be a smaller impact on the surrounding fauna and flora.	1	1	3	2	7	0	-3	1	5
Indi	ect Impacts	•	•					•		
	Indirect Impacts will remain as per Alternative 1	0	0	0	0	0	0	0	0	0
Оре	ration									
Direct Impacts										
1	Release of dust during operation, impacting on surrounding neighbours.	3	2	3	2	10	0	-3	1	8
2	Compared to a blacktop surface a gravel road will have less hardened surfaces i.e. gravel may increase stormwater runoff resulting in sedimentation of watercourses.	3	1	3	2	9	0	-3	1	7
3	Lifespan of the road.	1	1	3	2	7	0	-3	1	5
Indirect Impacts										
	Indirect Impacts will remain as per Alternative 1	0	0	0	0	0	0	0	0	0
Cun	ulative				-					
1	Cost implications.	0	0	0	0	0	0	0	0	0