



**COMMENTS AND RESPONSE REPORT - N3 KOPLEEGTE - INITIAL PPP**  
**1st Round: May 2023 - June 2023**  
**2nd Round: September 2024 - October 2024**

Date	Comment	I&AP	Response	Respondent
<b>Netcare Memorial</b>				
Thu 2024/09/26	Thank you for the notification to Netcare. As you may be aware, Netcare currently lease a portion of the affected property from the farm owners, which portion currently house a memorial for the Netcare employees that perished in a helicopter accident. The diagram you provided show the lease area as part of the satellite image, but the demarcated area for this new development does not exclude the Netcare leased area, and we would like to request a meeting with yourselves and the developers of the charging facility to discuss the detail regarding the new development area and how the Netcare leased area may be affected.	T Langenhoven Netcare representative	Sensitive areas like the memorial site have been excluded from the layout plan. Please note that this is still a draft plan and may undergo some changes, however, the exclusion of the memorial site will be maintained in all future plans. The area in the diagram provided is only an indication of the entire area that is being assessed, but the layout plan is a more accurate representation of what is being planned / proposed.	EnviroAfrica
Fri 2024/10/11	There is a memorial grave on the Northern Western side of the road, where the paramedic lost his life. Has the plan been communicated to his family? Has Netcare been advised of the plan?	J Schiever	Consultation with Netcare regarding the memorial site is ongoing to ensure that this sensitive area remains fully respected throughout the development process. Sensitive areas, such as the memorial site, have been excluded from the layout plan to ensure it is not impacted or included within the development area. The development could enhance surveillance around the memorial site, helping to deter petty crimes like vandalism in areas that might otherwise remain unmonitored. This increased oversight could reduce the risk of the memorial site being desecrated.	EnviroAfrica
Fri 2024/10/11	The site encompasses the Netcare helicopter crash memorial site, the imposition of a large facility of this nature will lead to vandalism.	J Schiever	Sensitive areas like the memorial site have been excluded from the layout plan, which thereby avoids encompassing it entirely. The development could enhance surveillance, which could help deter petty crimes like vandalism in areas that might otherwise be unmonitored.	EnviroAfrica
Sun 2023/06/03	Desecration of site of memorial	M Taylor	See the previous responses above.	EnviroAfrica
Sun 2023/06/04	Desecration of site of memorial	J Taylor	See the previous responses above.	EnviroAfrica
Sat 2024/10/12	The project site is close to a monument honouring five heroes who tragically lost their lives in a helicopter crash while on a mercy mission to save a critically ill patient on 21 January 2021. The deceased included healthcare professionals from Netcare and the pilot, who dedicated their lives to serving others. The crash and the subsequent loss were deeply felt by the community, and the monument serves as a site of remembrance for their families, friends, and colleagues. Any disturbance to this site or to the area near to the accident site would be deeply disrespectful and unacceptable. This memorial must remain untouched as a mark of respect to the lives lost and to allow families continued access to this important place of remembrance.	C Schiever	Consultation with Netcare regarding the memorial site is ongoing to ensure that this sensitive area is fully respected throughout the development process. Sensitive areas, such as the memorial site, have been excluded from the layout plan to ensure they are not impacted or incorporated into the development area. As such, the memorial site will remain untouched, and the area surrounding the accident site will be preserved as closely as possible to its original state, prior to any development.  Additionally, the presence of the development could enhance surveillance in the surrounding area, helping to deter petty crimes such as vandalism in locations that might otherwise remain unmonitored. This increased oversight would help protect the memorial site and ensure it remains a place of respectful remembrance.	EnviroAfrica
Tue 2024/10/22	The proposed site contains a memorial where a Netcare Helicopter crashed, and five lives were lost. Transforming the site and its surroundings into a truck charging facility would be grossly disrespectful to the deceased and their families. Have both Netcare and the aforementioned families been made aware of these plans?	G Schiever	See the previous responses above.	EnviroAfrica
<b>Soil</b>				
Fri 2024/10/11	The environmental impact on a fragile soil structure will cause damage to the watercourse. The soils are heavy with poor drainage and septic tanks will spill into the river.	J Schiever	Sensitive areas like watercourses have been excluded from the layout plan. Proposed buffer zones will protect riparian areas and the associated soils. An on-site modular wastewater package plant is proposed to treat all sewage generated on site.	EnviroAfrica
<b>Sewage / Septic Tanks</b>				
Fri 2024/10/11	The environmental impact on a fragile soil structure will cause damage to the watercourse. The soils are heavy with poor drainage and septic tanks will spill into the river.	J Schiever	Sensitive areas, such as watercourses, have been excluded from the layout plan, and proposed buffer zones will protect riparian areas and their associated soils. An on-site modular wastewater treatment plant will handle all sewage generated, with treated water being discharged into a stormwater attenuation pond on-site. From there, the water can either be released into the nearest watercourse or undergo further treatment to meet drinking water standards. Should treated water be discharged, it will be subject to stringent environmental release standards and will be monitored under a monitoring program to ensure compliance and water quality standards are met.	EnviroAfrica
Mon 2023/06/12	What sanitary / sewage systems will be put in place for the truck and vehicle drivers? And where will these systems have access to outflow? Raw sewerage will end up in the spruit and river causing major pollution. It could even end up in our land which joins directly with the proposed area.	K van der Merwe	See the previous response above.	EnviroAfrica
Sat 2024/10/12	The site will require effluent treatment facilities, and while a package treatment plant has been proposed, there is a significant risk of effluent or runoff contaminating nearby water bodies. Pollution will easily flow from the project site into the Movo River and ultimately into the Tugela River, affecting critical water resources for both human consumption and agriculture.	C Schiever	See the previous response above.	EnviroAfrica
<b>Water Use / Watercourses</b>				

Fri 2024/10/11	Large volumes of water will be required for such an enterprise. How will the water be sourced and reticulated ?	J Schiever	<p>Estimated Water Demand: The proposed truck site is expected to accommodate 150 trucks per day. Based on this and assumptions about water usage (for potable and sanitation purposes, as well as infrastructure like a shop, truck wash, and irrigation), the Average Annual Daily Demand (AADD) for water is estimated at 16.33 kilolitres (kl) per day.</p> <p>Raw Water and Rainwater Harvesting: Rainwater will be harvested from both the truck site and the solar PV array footprint. Stormwater pipes will drain to the attenuation pond, where it will be collected, treated, and reused. The harvested rainwater will be directed to the treatment plant for purification. The rainwater harvesting system is expected to collect 179,498 cubic meters (m<sup>3</sup>) of water annually, which is more than the site's potable water requirement of 16.33m<sup>3</sup> per day.</p> <p>Grey and Black Water Generation: Approximately 95% of water usage will become grey and black water, generating 15.51kl daily. An on-site wastewater treatment plant will handle this, with a peak flow of 0.72 l/s. Treated water will be discharged into the stormwater pond.</p>	EnviroAfrica
Tue 2024/10/22	There is a natural rainfall runoff route and vlei enclosed within the Northwest portion of the proposed site. These natural features will be destroyed in order to make room for the site.	G Schiever	Sensitive areas, such as watercourses, have been excluded from the layout plan. Proposed buffer zones will specifically protect riparian areas, including the drainage line in the northwestern corner, as noted in the comment on the proposed western site.	EnviroAfrica
Sat 2024/10/12	The proposed development poses a serious threat to several water sources in the area. The Mново River, which is located near the site, is at high risk of contamination from effluent, runoff, and pollution caused by construction and increased traffic after construction. Any pollution from the site will naturally flow into the Mново River, which then feeds into the Little Tugela River. From there, contamination will flow into the Tugela River, the largest river in KwaZulu-Natal. The Tugela River provides water to key settlements such as eThekweni Metro, the coastal areas north of Ballito, and parts of KwaZulu-Natal's North Coast through the Tugela Bulk Water Scheme (TBWS). Any pollution of this water system would have devastating effects on local drinking water supplies, agriculture, and the livelihoods of the people dependent on these rivers.	C Schiever	<p>Various stormwater infrastructure, including channels, pipes, and cut-off berms, will be implemented on site to direct all stormwater runoff, including rainwater, to the stormwater attenuation pond. This will facilitate the controlled discharge of stormwater generated on site into the attenuation pond. The goal is to ensure that any potentially polluted water from the site during both construction and operation is contained within the site's footprint, preventing it from leaving the site and impacting the surrounding environment.</p> <p>Electric vehicles and trucks will not produce the same amount of oil, diesel, and grease spillages typically associated with internal combustion engines. However, trucks will still require grease for bearings and other parts lubrication. Furthermore, the facility may also accommodate conventional vehicles and trucks, which could increase the likelihood of various spillages. To address this, particularly in the wash bay area, grease and oil traps are strategically placed along the proposed stormwater network to ensure that polluted water is not discharged into the environment. From there, hydrocarbon waste service providers will collect and dispose of the waste appropriately.</p>	EnviroAfrica
Tue 2024/10/22	Polluted water will affect both animal and human health on the farm.	G Schiever	See the previous responses above.	EnviroAfrica
<b>General Waste Management</b>				
Fri 2024/10/11	The litter that will blow into the surrounding areas will be grazed by livestock and game. Plastic ingestion results in the death of the animal.	J Schiever	<p>The management and handling of general waste involves implementing comprehensive waste reduction, recycling, and disposal strategies. Establishing waste separation programs is recommended to encourage visitors, workers, and store and workshop tenants to sort recyclables such as paper, cardboard, plastic, and glass from general waste. Centralised waste collection points equipped with clearly labelled bins will facilitate easy disposal for both employees and visitors.</p> <p>An on-site waste handling and sorting facility is proposed, where various waste types can be disposed of in specific skip bins. By engaging with local waste management companies for regular bin pickups, it can be ensured that the collected waste is properly processed and recycled.</p> <p>While littering does often occur, these management strategies will prevent pollution on-site and protect nearby livestock and wildlife. Implementing these strategies can greatly reduce the risk of livestock and game/wildlife ingesting plastics / general waste.</p>	EnviroAfrica
Fri 2024/10/12	The litter that will blow into the surrounding areas will be grazed by livestock and game. Plastic ingestion results in the death of the animal.	J Schiever	See the previous response above.	EnviroAfrica
Fri 2024/10/12	The litter pollution will increase and impact the flora and fauna of the area.	J Schiever	See the previous response above.	EnviroAfrica
Mo 2023/06/12	As a direct neighbouring landowner, where livestock grazes, I have a huge concern not only for the safety of the animals (theft), but the cleanliness of the environment (litter caused by people coming and going ending up in the fields where the animals graze and absorbed by the animals' causing illnesses and even deaths, creating a huge financial loss.	K van der Merwe	See the previous response above.	EnviroAfrica
Sat 2024/10/12	The increased traffic flowing off the N3, particularly trucks and buses, will generate unmanageable levels of litter. The waste produced by the constant movement of heavy vehicles will overwhelm any waste management systems in place, leading to significant environmental degradation. This problem will persist throughout the project's lifespan, resulting in irreparable harm to the local ecosystem.	C Schiever	See the previous response above.	EnviroAfrica
Sat 2024/10/12	Both during construction and operation, this project will generate large amounts of solid waste, including hazardous materials. Given the rural nature of the area, there are insufficient facilities to properly handle the volume of waste.	C Schiever	See the previous response above.	EnviroAfrica

Tue 2024/10/22	An increase in the number of people frequenting the area will cause a dramatic increase in the amount of litter in the immediate environment. This will translate to an increased burden of disease to our dairy cattle, as they are likely to ingest plastic and other forms of litter.	G Schiever	See the previous response above.	EnviroAfrica
<b>Biosecurity</b>				
Fri 2024/10/11	Biosecurity will be a concern with vehicles arriving from areas containing foot and mouth disease.	J Schiever	<p>All vehicles transporting animals with split hooves will be stopped by security at the entrance.</p> <p>The following will be checked before the vehicle is allowed entrance to the property:</p> <p>The vehicle must be in possession of a valid transport permit for the animals.</p> <p>The security staff will be provided, on a daily basis, of the districts in the country where Foot and Mouth Disease restrictions are in effect. Published by Veterinary Services.</p> <p>If the vehicle originates in one of the districts, according to the movement permit, then access to the premises will be refused.</p> <p>The SAPS will be informed of such a vehicle traveling.</p> <p>If the vehicle does not have a valid animal transport permit, The vehicle will be detained at the entrance, The SAPS notified, as the vehicle may be transporting stolen animals, or smuggling contaminated animals.</p>	The applicant - N3 Electric Highway Co.
Tue 2024/10/22	Currently South Africa is facing a biosecurity crisis in the cattle industry. We are faced with a severe Foot and Mouth outbreak. Increased traffic in the region has the potential to threaten food security by furthering the spread of diseases such as Foot and Mouth.	G Schiever	See the previous response above.	EnviroAfrica
<b>Alternative Sites</b>				
Fri 2024/10/11	The alternative sites near the Shell Ultra City and Midway Garage already have water and the infrastructure to manage such a project.	J Schiever	<p>While the idea of integrating a solar PV plant and electric vehicle charging facility with an existing fuel station, like the alternative sites mentioned, may seem practical and align with the general goals of transitioning from vehicles using fossil fuels to vehicles using renewable energy, the reality is more complex. Electric vehicles are undeniably crucial for the future and are rapidly becoming a reality. The transition from conventional fuel stations to infrastructure that supports electric vehicles is still a gradual process, and waiting for large fuel companies to make that shift on the scale proposed by this development could take years—potentially delaying urgent progress on climate action.</p> <p>Furthermore, existing fuel stations typically do not have the large amount of space required to accommodate a solar PV array of the size needed for this type of project. The space constraints at many fuel stations make it difficult to integrate the necessary renewable energy infrastructure on the scale envisioned.</p> <p>The applicant undertook a comprehensive site selection process, considering factors such as environmental considerations, business viability, consenting landowner(s), proximity to similar developments, etc. Based on this evaluation, it was determined that this site along the N3 highway best meets the criteria for successfully implementing a project of this nature.</p>	EnviroAfrica
Sun 2023/06/04	I believe that an alternative placement of set project could be situated at the junction of the R74 and N3, further along the N3 heading towards Estcourt. Or alternatively near the existing Shell Ultra city which is already suitably zoned and situated.	M Taylor	See the previous response above.	EnviroAfrica
Sun 2023/06/04	We believe that the above set project would be better placed alongside already suitably zoned Estcourt Shell Ultra city. This would result in no river pollution, or desecration of a significant memorial site. Some of the infrastructure is already in place at Shell so it would not be as large a capital outlay and this site would be more user friendly for truckers stopping over.	J Taylor	See the previous response above.	EnviroAfrica
<b>Security</b>				
Mo 2023/06/12	The land in the area have been used for farming purposes for many years, many family's sole income, cutting the land up into pieces and opening it up to traffic in and around the farms will not only take away the peacefulness of the area but will also open up a security risk of having constant movement and not have authority to question peoples movement and intentions to be in places where technically they should not be.	K van der Merwe	The proposed development, located near the existing N3 and Winterton/Colenso road interchange (207), will not result in uncontrolled traffic cutting through surrounding farmland. Traffic destined for the facility will be confined to designated routes within the site, and the facility will be surrounded by well-defined boundaries, security measures, and controlled access points. The site will be securely fenced, and, as with any private property in the area, access will be restricted to authorised personnel only. Additionally, the controlled nature of the development will help preserve the peaceful environment of the surrounding farmland, as any traffic will be limited to specific routes and will not disrupt the quiet nature of the area.	EnviroAfrica

Sun 2023/06/04	Likely increase in theft incidence	M Taylor	<p>While concerns about increased theft incidences, particularly of cattle, agricultural produce, fuel, etc. are duly acknowledged, the proposed facility is more likely to enhance security in the area rather than increase risks. The development will include controlled access, security fencing, and monitoring systems that will not only protect the facility but also contribute to improved surveillance in the surrounding area.</p> <p>In addition, the applicant is committed to working closely with local farmers' associations and neighbouring landowners to strengthen existing security measures. By collaborating on security initiatives, the development can become a key partner in reducing incidents of theft, rather than contributing to them. Increased vigilance and a visible security presence can help deter criminal activity, benefiting everyone in the area.</p>	EnviroAfrica
Sun 2023/06/04	Increase in stock theft	J Taylor	See the previous responses above.	EnviroAfrica
Sat 2024/10/12	The introduction of a large-scale industrial facility in an area already burdened with high crime rates will only exacerbate local security issues. The increased presence of trucks and other vehicles, combined with the transient nature of the workforce, will likely lead to a rise in cattle theft and other crimes. Local farmers and residents, who depend on their livestock and agriculture for their livelihoods, will face severe economic hardship due to the inevitable rise in crime. This development will not only harm the environment but also destabilise the socio-economic fabric of the community.	C Schiever	See the previous responses above.	EnviroAfrica
Tue 2024/10/22	Increased human traffic in the area is likely to increase the incidence of trespassing on the property. This would increase our risk of theft, increase fence maintenance cost, and increase security costs.	G Schiever	See the previous responses above.	EnviroAfrica
<b>Fire hazard</b>				
Sun 2023/06/04	Fire hazard	M Taylor	While fire is often a natural occurrence and can sometimes be caused by arson or other human-induced activities, the fire risk posed by the proposed facility is relatively low. The plant will be designed with safety in mind to minimise risks, such as glare or panel malfunctions, which will be mitigated through fire prevention systems, regular maintenance, and proper panel spacing. Fire breaks and battery management systems will also form part of mitigation measures. Additionally, the facility could serve as a temporary base for fire-fighting operations, acting as a staging point for local farmers and fire crews. The applicant is committed to working closely with local farmers' associations and neighbouring landowners to enhance existing fire-fighting measures.	EnviroAfrica
Sun 2023/06/04	Fire hazard	J Taylor	See the previous response above.	EnviroAfrica
<b>Noise &amp; Air pollution</b>				
Sun 2023/06/04	Noise disturbance	M Taylor	While construction of the facility will cause temporary noise disturbance from machinery and equipment, once operational, noise will be significantly reduced. Electric vehicles and trucks will primarily use the facility for recharging, which are much quieter than internal combustion engine vehicles—producing 10-30 dB less noise. Additionally, the solar PV plant will generate minimal noise, mostly from occasional equipment like inverters, which are similar in noise level to a quiet conversation. Therefore, while construction noise is inevitable, the facility's long-term operations will contribute very little noise disturbance compared to conventional facilities. Additionally, issues related to noise will be addressed in the Construction Environmental Management Plan (CEMP). This plan will outline specific measures to mitigate any potential noise impacts during construction.	EnviroAfrica
Sat 2024/10/12	The increase in truck traffic will result in higher levels of air pollution due to emissions, which are harmful to the environment and public health. In addition, noise pollution from the trucks and other vehicles will negatively affect nearby residents and wildlife. These forms of pollution will persist long after construction and will have long-term impacts on the quality of life in the area.	C Schiever	The facility will service electric vehicles and trucks seeking to recharge. These vehicles are significantly quieter than internal combustion engine vehicles, producing 10-30 dB less noise, which will substantially reduce noise pollution compared to traditional vehicles. Furthermore, by using renewable energy to power the charging stations, as proposed in the development, electric vehicles and trucks charged with this energy will produce zero CO2 emissions.	EnviroAfrica
Sun 2023/06/04	Noise disturbance	J Taylor	See the previous response above.	EnviroAfrica
<b>Traffic and Local Roads</b>				
Sat 2024/10/12	The area's existing infrastructure, including roads and telecommunications, will be overwhelmed by the strain this project will impose, not only during construction but also in the long term. The constant influx of heavy vehicles, including trucks, buses, and cars, will cause significant damage to local roads, which are not designed to handle this increased traffic.	C Schiever	<p>It's important to acknowledge that major transportation corridors like the N3 highway are already designed to handle substantial traffic volumes. With the gradual shift towards electric vehicles and trucks, the total number of vehicles may not necessarily increase in the short term as the new technology is still being adopted. However, even if vehicle numbers do rise in the future, they are expected to even out in the medium to long term as conventional vehicles are systematically replaced and phased out.</p> <p>Additionally, these vehicles are likely to be concentrated along the N3 and the interchange area near the proposed facility, rather than spreading out across local roads. Since the increase in traffic would predominantly occur around areas, such as the interchange, interchange upgrades and targeted traffic management strategies can effectively mitigate congestion. A Traffic Impact Assessment (TIA) is being conducted, which will further evaluate these factors and ensure that the findings form a key component of the Environmental Impact Report (EIR).</p>	EnviroAfrica

Sat 2024/10/12	The increase in truck traffic will place significant pressure on the local road network, increasing the risk of accidents and road degradation. The presence of large vehicles on roads not designed to handle them will result in costly maintenance issues and potentially dangerous conditions for other road users.	C Schiever	See the previous response above.	
Sun 2023/06/04	Significant increase in traffic	M Taylor	See the previous response above.	EnviroAfrica
Sun 2023/06/05	Significant increase in traffic	J Taylor	See the previous response above.	EnviroAfrica
<b>Job opportunities</b>				
Mon 2023/05/22	How will the African family existing on proposal farm benefit ? How will the black owned company existing on the proposal farm site benefit ? How will the nearby farm dwellers benefit on this proposal ?	BJ Phakathi	The project prioritises local employment, focusing on low-skilled and semi-skilled roles. This is aimed at enhancing the local economy and providing economic opportunities to nearby residents, including families living on or near the proposed development.	EnviroAfrica
<b>Risk to Nearby Oil Pipeline and Increased Looting</b>				
Sat 2024/10/12	The presence of an oil pipeline near the proposed site introduces a serious risk of environmental disaster, particularly due to the high prevalence of fuel theft in South Africa. There has been a sharp rise in incidents where thieves drill into pipelines to steal fuel, leaving punctures unsealed. This causes fuel to leak continuously, posing a major contamination threat to nearby water sources. Any oil contamination from looting would flow directly into the Movo River, then into the Little Tugela River, and ultimately into the Tugela River. This contamination could severely affect the water quality and ecosystems of these rivers, which are vital water sources for multiple rural settlements and urban areas such as eThekweni Metro, the coastal areas north of Ballito, and other parts of KwaZulu-Natal's North Coast. The increase in fuel theft, makes this risk particularly concerning, as looters often leave the pipelines damaged, leading to long-term environmental hazards.	C Schiever	While fuel theft is a valid concern in the region, there is no basis for linking these incidents to the proposed development. The proposed development will not interfere with the pipeline's operations. In fact, it could have a positive impact by deterring illegal activities in the immediate vicinity of the oil pipeline. The increased security and monitoring associated with the project could reduce the likelihood of fuel theft, thereby lowering the risk of contamination from any potential pipeline leaks caused by illegal incidents. Security measures will be implemented during both construction and operation to prevent criminal activity, particularly opportunistic theft from the nearby pipeline.	EnviroAfrica
Tue 2024/10/22	Transnet's Durban – Gauteng Petroleum line runs through the eastern edge of the proposed site. Transnet has already experienced a large volume of theft and vandalism along this line. Increased industrial activity in the area is bound to increase theft. Thieves gain access to the petroleum line by drilling into it. A risky process which has occasionally resulted in the ignition of petroleum. This paired with volatile lithium-ion batteries poses a serious risk.	G Schiever	See the previous response above.	EnviroAfrica
<b>Telecommunications</b>				
Sat 2024/10/12	The telecommunications infrastructure in the area will be unable to cope with the increased usage, leading to potential disruptions in communication services. This situation will further exacerbate security risks for residents and businesses in the area, leaving them vulnerable during emergencies when effective communication is essential. The inevitable deterioration of infrastructure will disrupt daily life and local economic activities.	C Schiever	While an increase in usage can place a strain on telecommunications systems that are not equipped to handle the additional demand, rural telecommunications infrastructure is often designed with future growth in mind and can scale relatively easily to meet that demand. For example, mobile network providers can add more cell towers or upgrade existing ones to handle increased traffic. Currently, three masts are already situated adjacent to the proposed site, and although the capacity, type, and scope of any necessary upgrades are unknown at this stage, future consultations with service providers can ensure that additional capacity is provided as needed. If anything, the proposed development could serve as an impetus for service providers to expedite upgrades to accommodate more potential users, and in the process, it could assist local economic activities rather than disrupt them.	EnviroAfrica
<b>Environmental contamination threatening food production / Dairy farming</b>				
Sat 2024/10/12	The proposed development poses a serious and ongoing threat to the nearby Avondrus Farm, a key and large dairy farm in the area. Increased activity from trucks, buses, and other vehicles visiting the site will contribute to pollution and environmental contamination, which will impact cattle and threaten the safety of the milk produced for human consumption. This contamination risk is not only present during the construction phase but will persist due to the continuous heavy traffic and industrial operations. Even a single contamination incident could affect an entire herd of cattle for the duration of their lives, leading to long-term reductions in milk production that could last for years. The consequences for food production and public health are severe and cannot be mitigated effectively.	C Schiever	A comprehensive Environmental Management Programme (EMPr) will be established to monitor and manage environmental impacts throughout the project's life cycle. This plan includes regular inspections and monitoring of air and water quality, with a specific focus on preventing contamination that could affect livestock.  To further protect the environment, a range of stormwater infrastructure—such as channels, pipes, and cut-off berms—will be installed on site. This infrastructure will direct all stormwater runoff, including rainwater, to a designated stormwater attenuation pond. This system will manage the controlled discharge of stormwater, ensuring that any potentially contaminated water remains within the site's boundaries, preventing it from affecting the surrounding environment.	EnviroAfrica
Sat 2024/10/12	Hazardous waste, including contaminated soil and materials from vehicle maintenance, poses a long-term threat to the environment. With increased traffic on the N3, managing waste from vehicles and visitors will overwhelm local waste disposal systems, resulting in environmental degradation.	C Schiever	Electric vehicles and trucks will not produce the same amount of oil, diesel, and grease spillages typically associated with internal combustion engines. However, trucks will still require grease for bearings and other parts lubrication. Furthermore, the facility may also accommodate conventional vehicles and trucks, which could increase the likelihood of various spillages. To address this, particularly in the wash bay area, grease and oil traps are strategically placed along the proposed stormwater network to ensure that polluted water is not discharged into the environment. From there, hydrocarbon waste service providers will collect and dispose of the waste appropriately.	EnviroAfrica
<b>Eskom Overhead Powerlines</b>				
Tue 2024/10/22	Eskom lines run through the Eastern edge of the proposed site, has due consideration been given to the impact this project would have on existing infrastructure?	G Schiever	Consideration has been given to the overhead powerline, and the Eskom servitude has informed the site layout accordingly.	EnviroAfrica
<b>Heritage / Archaeology</b>				

Tue 2024/10/22	Historical Artifacts (plates and pottery) were excavated near the site when Transnet initially laid the petroleum pipeline, thus forcing them to re-route. The area could be considered a historic site. Has the South African Heritage Resources Agency been contacted?	G Schiever	A Heritage Impact Assessment was conducted, which takes into account the historical artefacts on and around the site. The presence of these artefacts has informed the site layout accordingly. Similar to the South African Heritage Resources Agency, the provincial heritage authority, KwaZulu-Natal Amafa and Research Institute, is listed as a commenting authority in this regard.	EnviroAfrica
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