

COMMENTOR	COMMENTS	PROJECT TEAM RESPONSE
COMMENTS RECEIVED IN RESPONSE TO THE CALL TO REGISTER		
Private, Helga Barnard, via email on the 25 th January 2023	Please register me as an interested and affected party. Our property borders on Woodburn Rugby Stadium	Helga Barnard was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 25 th January 2023.
Private, Shantham Naidoo, via email on the 27 th January 2023	I would like to register as an interested and affected party as I live across from the Woodburn Square shopping centre.	Shantham Naidoo was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 30 th January 2023.
Private, Thembisile Khumalo, via email on the 27 th January 2023	I'm one of the house owners in Woodhouse, I'm really concerned about the extension on the Woodburn, already we have too many footprints that are exposing our lives to house robberies and theft, please buy the whole area, give us money so that we go buy where it will be quiet and safe, please	Thembisile Khumalo was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 30 th January 2023.
Private, Sabelo Ndlovu, via email on the 27 th January 2023	Can you please add me to the group for consultation.	Sabelo Ndlovu was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 30 th January 2023.
Private, Mike B Magic, via email on the 29 th January 2023	I am a property owner residing at 43 Woodhouse Road sharing a common boundary with the Woodburn rugby grounds, I received a flyer in my mail box regarding the extensions to the Woodburn shopping centre, as it appears that it will have some effects on myself and my property may I request a to be registered as an IAP to this project and also the full information and proposals of what the extensions entail, please correspond via email as it seems our postal service does not exist	Mike G. Magic was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 30 th January 2023.

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	<p>anymore. Thank you Sarah, all information available will be appreciated.</p>	
<p>Private, Hentie Stieger, via email on the 30th January 2023</p>	<p>We live at 1 New England Road on the corner of Woodhouse and New England Roads.</p> <p>The traffic coming in and out of the shopping Centre at the moment is hectic and noisy already and an extension is just going to make the traffic situation worse. Perhaps one entrance in and an exit into another road can be considered.</p> <p>Furthermore the fact that there is only one lane going up New England road is causing a lot of problems. The people cannot get parking in the Centre and then just park in the upward going lane and the cars coming into New England have nowhere to drive.</p> <p>Also our gutter is constantly littered with chicken bones and boxes and bottles. We already pay someone to clean the gutters twice a week so that we are not living in a pigsty.</p> <p>Please keep us informed of the development and take us into consideration.</p>	<p>Hentie Stieger was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 31st January 2023.</p> <p>A Traffic Impact Assessment is currently being undertaken to determine the anticipated impact of the proposed project on the current traffic situation. The measures that will be recommended by the traffic engineers, combined with the additional parking space that will be established as a component of the proposed project should address your concerns regarding traffic congestion. The results of the Traffic Impact Assessment will be presented in the Draft Amendment Report. Waste management will also be addressed in the Amendment Report.</p> <p>The Draft Amendment Report will be circulated to all registered Interested & Affected Parties in due course for review and comment.</p>
<p>Private, Helga Barnard, via email on the 30th January 2023</p>	<p>Will you please provide a clear copy of the proposed site layout as well as a list of tenants, the names of which are illegible?</p>	<p>The site layout plan was sent to Mrs. Barnard with the explanation that the black triangle was a parking lot. Additionally, it was</p>

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	There is a black triangle on the site layout, what is that?	indicated that the list of tenants has not been confirmed for the proposed shopping centre extension.
Private, Mike B Magic, via email on the 30 th January 2023	Could you please explain to me what this part of the image depicts [referring to practice fields located on the extreme right of the plan].	The image depicts practice fields, however this is out of the scope of the Woodburn extension project.
Private, Yvonne Pereksles, via email on the 31 st January 2023	<p>We live at 1 New England Road on the corner of Woodhouse and New England Roads.</p> <p>The traffic coming in and out of the shopping Centre at the moment is hectic and noisy already and an extension is just going to make the traffic situation worse. Perhaps one entrance in and an exit into another road can be considered.</p> <p>Furthermore the fact that there is only one lane going up New England road is causing a lot of problems. The people cannot get parking in the Centre and then just park in the upward going lane and the cars coming into New England have nowhere to drive.</p> <p>Also our gutter is constantly littered with chicken bones and boxes and bottles. We already pay someone to clean the gutters twice a week so that we are not living in a pigsty.</p> <p>Please keep us informed of the development and take us into consideration.</p>	<p>Yvonne Pereksles was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 31st January 2023.</p> <p>A Traffic Impact Assessment is currently being undertaken to determine the anticipated impact of the proposed project on the current traffic situation. The measures that will be recommended by the traffic engineers, combined with the additional parking space that will be established as a component of the proposed project should address your concerns regarding traffic congestion. The results of the Traffic Impact Assessment will be presented in the Draft Amendment Report. Waste management will also be addressed in the Amendment Report.</p> <p>The Draft Amendment Report will be circulated to all registered Interested &</p>

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		Affected Parties in due course for review and comment.
Private, Hazel Miller, via email on the 2 nd February 2023.	<p>My interest is that I live behind the stadium. How is this going to affect the traffic, and what about the boundary fencing?</p> <p>I am Mrs H.j.miller, no 33 woodhouse road, Email as is on this email.</p>	<p>Hazel Miller was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 3rd February 2023.</p> <p>A Traffic Impact Assessment is currently being undertaken to determine the anticipated impact of the proposed project on the current traffic situation. The results of the Traffic Impact Assessment as well as specifics associated with the proposed development will be presented in the Draft Amendment Report.</p> <p>The Draft Amendment Report will be circulated to all registered Interested & Affected Parties in due course for review and comment.</p>
Private, Mbongeni Mathonsi, via email on the 3 rd February 2023	I have a property at 41 woodhouse road.	Mbongeni Mathonsi was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 3 rd February 2023.

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	<p>The proposed extension will negatively affect my property with amongst other things, noise, air pollution, soil erosion etc.</p>	<p>Thank you for your email concerning the Woodburn Shopping Centre extension project – this email serves as confirmation of your registration as an Interested & Affected Party. Please find attached the Background Information Document for your information.</p> <p>The Draft Amendment Report will be circulated to all registered Interested & Affected Parties in due course for review and comment.</p>
<p>Private, Tarin Chetty, via email on the 3rd February 2023</p>	<p>My name is Tarin Chetty and I am the owner of the property on 29 Woodhouse Road. I want to register as an interested and affected party based on the fact that my property borders on Woodburn. I am concerned about the increased traffic, noise and pollution etc.</p>	<p>Tarin Chetty was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 3rd February 2023.</p> <p>A Traffic Impact Assessment is currently being undertaken to determine the anticipated impact of the proposed project on the current traffic situation. The results of the Traffic Impact Assessment as well as specifics associated with the proposed development will be presented in the Draft Amendment Report.</p>

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		<p>The Draft Amendment Report will be circulated to all registered Interested & Affected Parties in due course for review and comment.</p>
<p>Private, Nireesha Ramkhelawan, via email on the 8th February 2023</p>	<p>I am a resident of a property that borders on Woodburn.</p> <p>Please register me as a concerned and affected party to this extension.</p> <p>Some of my concerns include safety and security, and the potential increase in crime in the area; excessive traffic; and noise.</p>	<p>Nireesha Ramkhelawan was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 8th February 2023.</p> <p>Thank you for your email concerning the Woodburn Shopping Centre extension project – this email serves as confirmation of your registration as an Interested & Affected Party. Please find attached the Background Information Document for your information.</p> <p>A Traffic Impact Assessment is currently being undertaken to determine the anticipated impact of the proposed project on the current traffic situation. The results of the Traffic Impact Assessment as well as specifics associated with the proposed development will be presented in the Draft Amendment Report.</p> <p>The Draft Amendment Report will be circulated to all registered Interested &</p>

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		Affected Parties in due course for review and comment.
Private, Helga Barnard on behalf of all registered I&APs, via email on the 21 st February 2023	<p>1. There is already heavy traffic and traffic noise in Woodhouse Road. Residents bordering onto Woodburn stadium will now also have to endure increased traffic noise and air pollution from traffic behind their properties. What noise reduction measures will be put in place and what about air pollution caused by shoppers looking for parking?</p>	<p>The proposed development will include the construction of two new entrances along Boshoff Street. It is anticipated that this will relieve some of the traffic on Woodhouse Road, as many vehicles will utilise the new access points.</p> <p>Due to the proposed addition of extra parking facilities, both underground and aboveground, it is not anticipated that air pollution generated from exhaust fumes will be significant, as lag times associated with customers struggling to find parking should be significantly reduced.</p> <p>With regards to noise impacts, the Developer has committed to assisting neighbouring landowners to appropriately buffer their homes from noise with appropriate landscaping and foliage at the Developer's cost. This will also aid in softening up the altered visual aspect of the landscape.</p>
	<p>2. Delivery vehicles to the proposed complex will use the access road along the river. It is not 100% clear, however, if delivery vehicles to the existing centre</p>	<p>The proposed development will include the construction of two new entrances along Boshoff Street, with one of these specifically</p>

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	<p>will also use that road, or if they will use the road planned directly behind our properties? If this is the case, there will be an even more serious noise and air pollution issue.</p>	<p>designated for use by delivery vehicles. Delivery vehicles will access the shopping centre via the new Boshoff Street entrance and use the existing road that runs along the river to the shopping centre. Delivery vehicles will no longer need to travel through the residential node or Woodhouse Road to access the shopping centre for deliveries.</p>
	<p>3. Due to increased activity, there is an increased security risk for residents bordering onto Woodburn stadium. What security measures will be put in place? In this regard we propose a 2m high solid wall along the boundary line to reduce impacts.</p>	<p>Security will be increased by establishing manned booms onto the current patron's access as well as at the proposed new entrance on Boshoff Street. The Developer has agreed to installing a 2m high wall along the boundary line.</p>
	<p>4. Residents bordering onto Woodburn stadium will lose their privacy. What type of visual barrier is planned between our homes and the centre to reduce the impact? Again, in this regard we propose a 2m high solid wall along the boundary line, as well as trees.</p>	<p>The Developer has agreed to installing a 2m high wall along the boundary line. Appropriate landscaping along this wall will be investigated.</p>
	<p>5. What measures will be put in place to deal with the heat that the tarred/concrete roads and parking area will generate? Currently residents have tree cover and greenery that reduce heat.</p>	<p>The Developer has expressed that every effort will be made to replace any tree that needs to be removed during construction, particularly along the existing boundary line.</p>

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		The Developer has agreed to have an arrangement in place with affected residents to plant trees in their gardens along the fence line if they wish, at the Developer's cost.
	6. Residents are already exposed to loud music and hooting from the existing centre and immediate surrounds. How will this be addressed?	The shopping centre extension will bring about a higher level of security and management to control nuisance impacts.
	7. Residents are already exposed to noise from the extractor fans and generators at the existing centre. How will this be addressed?	Extractor fans and generators will be installed underneath the building in the basement on the river side/Boshoff street area to minimise the noise impacts on residents.
	8. There is already an issue with informal traders outside the existing centre, with associated litter. More informal traders will set up if this extension proceeds. What measures will be taken to address this problem?	The shopping centre extension will bring about a higher level of security and management to control nuisance impacts.
	9. Due to the heavy traffic at the intersection to the existing centre, there are huge potholes, none of which have been fixed. How will the deterioration of our roads be addressed?	The repair of potholes and road deterioration is a Municipal function, and is not the responsibility of shopping centre management.
	10. The current access/egress off Woodhouse Road is a	A Traffic Impact Assessment has been undertaken as a component of planning

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	<p>nightmare. A traffic impact assessment is essential especially with 2 proposed access/egress points off the busy Boshoff Street.</p>	<p>investigations. It is anticipated that the construction of the proposed two new entrance points along Boshoff Street will aid in diverting some of the vehicles using the current entrance to these two new entrances.</p>
	<p>11. The heavy traffic in Woodhouse Road is made worse by minibus taxis using it as their route to drop workers at the entrance to the existing centre. If the new development goes ahead, is there a possibility of a dedicated taxi stop for staff at the Boshoff Street entrance to reduce constant hooting, traffic noise and litter in Woodhouse Road and New England Road?</p>	<p>The Developer is supportive of this notion and has investigated this option with the Traffic Engineer. The proposed development will entail the construction of two new public transport laybys along Boshoff Street, which will allow taxis and buses to collect and drop off customers/staff away from Woodhouse Road.</p>
	<p>12. Delivery bikes, metered taxis, Bolt and Uber drivers park close to the centre to wait for passengers and fast food collections. This all contributes to noise disturbance.</p>	<p>The Developer is supportive of this notion and has investigated this option with the Traffic Engineer. The proposed development will entail the construction of two new public transport laybys along Boshoff Street, which will allow taxis, buses, Uber/Bolt drivers to collect and drop off customers away from Woodhouse Road. By increasing the size of the shopping centre, there is increased opportunity to establish control mechanisms on site for metered taxis.</p>

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	<p>13. Litter is already a huge problem in Woodhouse Road and New England Road. Most residents have been contributing to efforts to have the streets cleaned twice a week, up to Boshoff Street. Shoppers from the centre park under the trees in Woodhouse Road and New England Road to eat takeaways from the centre, and then throw empty packets and bottles in the street. Likewise, litter is thrown from car windows. The big contributors are Checkers Bakery, Checkers ready meals, Pedro's and Chicken Licken. How will this ongoing problem be addressed taking into account that a Food Court is planned?</p>	<p>The Developer is willing to contribute towards community cleaning efforts, financially and/or otherwise.</p>
	<p>14. In addition to the litter mentioned in No. 11 above, there is the added danger and inconvenience caused by shoppers stopping under the trees going up New England Road, close to the intersection, where there is only one lane going up to the circle. What safety measures will be taken in this regard?</p>	<p>Unfortunately the Developer has no jurisdiction of New England Road, as this is a Municipal function.</p>
	<p>15. Big trucks and buses park on the pavements outside our homes to visit the existing centre, causing traffic congestion and considerable damage to the pavement. What measures will be taken to address this ongoing problem?</p>	<p>The Developer is willing to assist affected parties if the affected parties are successful in obtaining Municipal approval by installing bollards on their pavements. However, the proposed addition of two public transport laybys on Boshoff Street may encourage buses and taxis to wait for customers in the</p>

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		appropriate areas and not on residents' pavements.
	16. Should this extension go ahead, it is important that boards be placed at e.g., the New England Road circle, Surrey Road and Boshoff Street to indicate the Boshoff Street entrance to the new section, to avoid even more traffic in Woodhouse Road.	The Developer will be erecting appropriate signage as a component of the proposed project.
	17. Should this extension go ahead, it is suggested that the verge from the Boshoff Street/Woodhouse Road traffic lights to the entrance of the new section, be paved to reduce additional pedestrian traffic in Woodhouse Road.	The Developer has agreed to this suggestion, and will be paving a pedestrian walkway. This will require Municipal consent. All costs will be borne by the Developer.
	18. Residents bordering onto Woodburn stadium have a view of the well-kept sports fields. If this development goes ahead, the view will be replaced by buildings and tarred/paved parking areas. How will the area be beautified?	As suggested by the affected parties, a 2m high wall will be constructed along the boundary that separates the proposed development from the residents residing along Woodhouse Road. Following completion of construction, appropriate landscaping will be done to soften the residents' altered view. The Developer is also willing to engage with residents regarding the planting of trees in their own gardens along the boundary wall, at the Developer's cost.

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		The new shopping centre will be landscaped as much as possible.
	19. We propose that the plans be revisited and the parking bays along our back fence-lines, reconsidered. Is it really necessary, and fair, to make parking bays so close to our properties?	Unfortunately this is not possible, as the Developer is governed by parking ratios as stipulated by Municipal standards.
	20. There is prolific birdlife and small wildlife in the stadium and in our gardens e.g., plovers have nested in the stadium for years. We also have Burchell's coucal, Hoopoe, Black-collared barbet, to name a few. Would it be possible to retain or create more green space, and the beautiful trees along the bank next to the existing rugby field?	The Developer is committed to retaining as much green space as possible. Should the removal of trees and foliage be required to make space available for construction, appropriate landscaping will be investigated to ensure that the new parking lot and shopping mall are as green as possible.
	21. With regards to flood lines off the Foxhillspruit, would berms be constructed to divert flow? This does have cumulative impacts further downstream.	Stormwater attenuation facilities will be built in line with Municipal and environmental requirements, and will aim to follow a similar design to that of the existing shopping centre. The stormwater management design is included in the Flood Assessment and Stormwater Management Plan, compiled by Nature Stamp.
	22. We would like to remind the developers that residents of Woodhouse Road manned the Boshoff Street/Woodhouse Road intersection to secure the area during the 2021 riots. The SAPS and SANDF	The Developer notes and supports this, and acknowledges that retail centres are largely community driven. If undertaken correctly and mindfully, the Developer is confident that should the proposed extension of the

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	<p>manned the main entrance and New England Road. We hope that when decisions are taken that affect our homes, our efforts in trying to keep the centre and the area safe, will also be remembered.</p> <p>Residents are not against development in the area. We do, however, need to take care of our investments and find ways to ensure that our properties maintain their value.</p>	Woodburn Shopping Centre be approved, that the value of neighbouring properties will increase over time.
Private, David Siepman, via email on the 22 nd February 2023.	<p>Good morning</p> <p>I would like to register as an interested party as my accommodation borders on the proposed extension.</p>	David Siepman was registered as an I & AP, and sent a copy of the Background Information Document (BID) via email on the 22 nd February 2023.
COMMENTS RECEIVED IN RESPONSE TO THE DRAFT AMENDMENT REPORT		
Department of Transport, Judy Reddy, via email on the 9 th November 2023.	<ol style="list-style-type: none"> 1. Your email dated 7 November 2023 refers. 2. The application was received 7 November 2023. 3. You are advised that the application is in the process of being investigated and that you will be advised accordingly of this Department's comments. 4. When communicating with this office, PLEASE QUOTE the abovementioned file reference. T10/2/2/11/264/1/1 	Noted, thank you.
Department of Economic Development, Tourism & Environmental Affairs,	This email serves as an acknowledgement of the receipt for the enquiry of the proposed extension of the Woodburn Shopping Centre in Scottsville, Pietermaritzburg within Msunduzi Local Municipality.	Noted, thank you.

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Nhlakanipho Nzama, via email on the 9 th November 2023.	The enquiry was received by our Environmental services office at Cascades on the 27/10/2023. Please be advised that I've been assigned to review your enquiry. Please note the abovementioned reference number for this enquiry in all future correspondence (Q/2023/144/Msund).	
Ezemvelo KZN Wildlife, Kashnee Doorasamy, via email on the 28 th November 2023.	<p>Thank you for forwarding the Basic Assessment Report, dated October 2023 for the abovementioned application to Ezemvelo KZN Wildlife (Ezemvelo) for review and comment. Based on the information supplied, and interrogation of Ezemvelo's biodiversity databases, Ezemvelo does not anticipate that the proposed activity will result in significant negative impacts upon local biodiversity, provided that best practice mitigation measures are implemented during the construction and operational phase.</p> <p>Please be informed that Ezemvelo does not require additional documentation with regards to this project, except when additional biodiversity information becomes available and/or additional biodiversity impacts are identified which are not presented in the abovementioned report. In this regard, it is respectfully requested that the new biodiversity information is highlighted in the cover letter for any further reports.</p> <p>We trust that all the appropriate measures to safeguard the ecological integrity of the receiving environment</p>	Noted, thank you.

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	<p>will be implemented in accordance with the sustainable development principles of the National Environmental Management Act 107 of 1998.</p> <p>Should any biodiversity issues arise, please do not hesitate to contact this office.</p>	
<p>Helga Barnard, on behalf of the Woodhouse Road residents, via email on the 28th November 2023.</p>	<p>Note: The following is stated under the need and desirability for the proposed extension to the existing centre, Page 13: "To accommodate the increased population growth of the area". There is no real population growth in Scottsville since it is a developed residential area. In the Traffic Impact Assessment, on Page 22, it is stated that "the area in the vicinity of the proposed development is considered to be a low growth area". Therefore, the extension will not accommodate the increased population growth of the area, but rather bring in more traffic from other areas.</p>	<p>Response as per the Traffic Engineer:</p> <p>"The area in the vicinity of the proposed development is considered to be a low growth area", ...this statement is made purely from a traffic perspective. It purely means that the traffic volumes will increase marginally due to increased car ownership in this area and in the greater Pietermaritzburg area as well. Traffic volumes will also increase marginally in the study area due to new attractions i.e. new businesses, more scholars, etc. Nevertheless, even if the number of households remains the same, family sizes will increase as people have more children.</p>
	<p>1. There is already heavy traffic and traffic noise in Woodhouse Road. Residents bordering onto Woodburn stadium will now also have to endure increased traffic noise and air pollution from traffic behind their properties. What noise reduction measures will be put in place and what about air</p>	<p>The residents' concerns regarding the potential increase in noise pollution as a result of the proposed extension project are valid and noted. In general, the ambient noise level of the area is relatively high due to the residential/commercial nature of the</p>

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	<p>pollution caused by shoppers looking for parking?</p> <p><u>NOT ADDRESSED IN THE AMENDMENT REPORT:</u> The report states that, due to the fact that the proposed development is an extension of an existing activity of the same nature, noise levels are not anticipated to exceed current noise levels. THIS IS FACTUALLY INCORRECT AND NEEDS TO BE DELETED FROM THE REPORT. THE RUGBY STADIUM IS USED ONCE OR TWICE PER MONTH DURING THE RUGBY SEASON AND NEVER OUTSIDE THE RUGBY SEASON. OCCASSIONALLY FESTIVALS ARE HELD ON THE PRACTICING FIELDS. THIS CAN ABSOLUTELY NOT BE COMPARED TO A 3.5 HECTARES SHOPPING CENTRE WITH 375 PARKING BAYS, WHICH OPERATES 365 DAYS OF THE YEAR. Addressed in Amendment Report: The appropriate landscaping within the proposed development and along the property boundary adjacent to neighbouring properties would aid in reducing noise levels. A security wall will be constructed along the boundary of the property.</p>	<p>area, as well as the fact that the site in question is surrounded by a busy road network. Additionally, the proposed land use aligns with the current shopping centre. Therefore, for clarity, it is not anticipated that the nature of noise pollution will change, however there may be an increase in ambient noise volumes as a result of vehicles accessing the site during the operational phase of the project, however this is not anticipated to be a significant increase to unacceptable levels, particularly if the mitigation measures provided are implemented. The description as well as the impact scores have been amended in the report (pg. 44).</p> <p>Very few studies exist on the noise impact of shopping centres on neighbouring properties, however, some studies have shown that the source of the most significant noise impacts associated with shopping centres stem from HVAC systems and the movement of delivery trucks and associated offloading of goods. The Developer has attempted to mitigate this by ensuring that the proposed site layout results in delivery vehicles having their own entrance off</p>

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		<p>Boshoff Street, and forcing them to use the existing road located along the Foxhillspruit boundary, as far away as possible from Woodhouse Road residents. Additionally, noise equipment associated with the daily operations of the shopping centre will be located in the basement of the building and not on the roof as is the case with many shopping centres. Further, as indicated in the Draft Comments & Responses Report, appropriate landscaping within the proposed development and along the property boundary adjacent to neighbouring properties will be established. The intention is that these measures will aid in reducing noise levels associated with the operation of the proposed shopping centre extension.</p>
	<p>2. Delivery vehicles to the proposed complex will use the access road along the river. It is not 100% clear, however, if delivery vehicles to the existing centre will also use that road, or if they will use the road planned directly behind our properties? If this is the case, there will be an even more serious noise and air pollution issue.</p> <p><u>Addressed in the Amendment Report:</u> Two new access points will be constructed on Boshoff Street. The first will be constructed immediately west of</p>	<p>No further response required.</p>

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	<p>the Boshoff Street/Woodhouse Road intersection which will be a full directional access that leads to the parking area. The second will be further west along Boshoff Street and will be restricted to left-in and left-out movements only. This access point will primarily provide access to the shopping centre for delivery vehicles.</p>	
	<p>3. Due to increased activity, there is an increased security risk for residents bordering onto Woodburn stadium. What security measures will be put in place? In this regard we propose a 2m high solid wall along the boundary line to reduce impacts.</p> <p><u>Addressed in the Amendment Report:</u> The Developer will establish manned boom accesses at the proposed new entrance off Boshoff Street and ensure that enough security personnel are stationed at the shopping centre to control patron behaviour as much as practical. A security wall will be constructed along the boundary of the property.</p>	No further response required.
	<p>4. Residents bordering onto Woodburn stadium will lose their privacy. What type of visual barrier is planned between our homes and the centre to reduce the impact? Again, in this regard we propose a 2m high solid wall along the boundary line, as well as trees.</p>	No further response required.

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	<p><u>Addressed in the Amendment Report:</u> A security wall will be constructed along the boundary of the property. The Developer is willing to work with residents to ensure that appropriate landscaping is undertaken to soften their view and provide shaded areas.</p>	
	<p>5. What measures will be put in place to deal with the heat that the tarred/concrete roads and parking area will generate? Currently residents have tree cover and greenery that reduce heat.</p> <p><u>Addressed in the Amendment Report:</u> The Developer is willing to work with residents to ensure that appropriate landscaping is undertaken to soften their view and provide shaded areas.</p>	No further response required.
	<p>6. Residents are already exposed to loud music and hooting from the existing centre and immediate surrounds. How will this be addressed?</p> <p><u>Addressed in the Amendment Report:</u> The Developer will ensure that enough security personnel are stationed at the shopping centre to control patron behaviour as much as practical.</p>	No further response required.
	<p>7. Residents are already exposed to noise from the extractor fans and generators at the existing centre. How will this be addressed?</p>	No further response required.

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	<p><u>Addressed in the Amendment Report:</u> Generators and any other high noise emitting equipment are to be maintained in the basement of the shopping centre to avoid disruption to surrounding residents.</p>	
	<p>8. There is already an issue with informal traders outside the existing centre, with associated litter. More informal traders will set up if this extension proceeds. What measures will be taken to address this problem?</p> <p><u>Not addressed.</u></p>	<p>As indicated in the Draft Comments & Responses Report, the shopping centre extension will bring about a higher level of security and management to control nuisance/behavioural impacts.</p>
	<p>9. Due to the heavy traffic at the intersection to the existing centre, there are huge potholes, none of which have been fixed. How will the deterioration of our roads be addressed?</p> <p><u>Addressed in the Amendment Report:</u> It is anticipated that as a result of the two new proposed access points, some of the existing traffic will redistribute to the new access points, particularly vehicles entering the study area from Boshoff Street and Surrey Road.</p>	<p>As per the Draft Comments & Responses Report, the repair of potholes and road deterioration is a Municipal function, and is not the responsibility of shopping centre management or the Developer.</p>
	<p>10. The current access/egress off Woodhouse Road is a nightmare. A traffic impact assessment is essential especially with 2 proposed access/egress points off the busy Boshoff Street.</p>	<p>No further response required.</p>

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	<p><u>Addressed in the Amendment Report:</u> Traffic Impact Study done.</p>	
	<p>11. The heavy traffic in Woodhouse Road is made worse by minibus taxis using it as their route to drop workers at the entrance to the existing centre. If the new development goes ahead, is there a possibility of a dedicated taxi stop for staff at the Boshoff Street entrance to reduce constant hooting, traffic noise and litter in Woodhouse Road and New England Road?</p> <p><u>Addressed in the Amendment Report:</u> Two new public transport laybys will be constructed on Boshoff Street outside the new access intersection, and new sidewalks will be constructed that will link the new public transport laybys to the new section of the shopping centre.</p>	<p>No further response required.</p>
	<p>12. Delivery bikes, metered taxis, Bolt and Uber drivers park close to the centre to wait for passengers and fast food collections. This all contributes to noise disturbance.</p>	<p>The proposed development will entail the construction of two new public transport laybys along Boshoff Street, which will allow taxis, buses, Uber/Bolt drivers to collect and drop off customers away from Woodhouse Road. By increasing the size of the shopping centre, there is increased opportunity to establish control mechanisms on site for metered taxis.</p>
	<p>13. Litter is already a huge problem in Woodhouse</p>	<p>No further response required.</p>

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	<p>Road and New England Road. Most residents have been contributing to efforts to have the streets cleaned twice a week, up to Boshoff Street. Shoppers from the centre park under the trees in Woodhouse Road and New England Road to eat takeaways from the centre, and then throw empty packets and bottles in the street. Likewise, litter is thrown from car windows. The big contributors are Checkers Bakery, Checkers ready meals, Pedro's and Chicken Licken. How will this ongoing problem be addressed taking into account that a Food Court is planned?</p> <p><u>Addressed in the Amendment Report:</u> An appropriate number of waste bins must be provided in regular and frequent intervals within the shopping centre This is most pertinent for the operation of the food court and new drive-thru restaurant. The Developer is willing to assist residents with communal clean ups in the area to address issues associated with littering.</p>	
	<p>14. In addition to the litter mentioned in No. 13 above, there is the added danger and inconvenience caused by shoppers stopping under the trees going up New England Road, close to the intersection, where there is only one lane going up to the circle. What safety measures will be taken in this regard?</p>	<p>As indicated in the Draft Comments & Responses Report, the Developer has no jurisdiction of New England Road – the management of which, particularly with regards to traffic management, is a Municipal function.</p>

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	<u>Not addressed.</u>	
	<p>15. Big trucks and buses park on the pavements outside our homes to visit the existing centre, causing traffic congestion and considerable damage to the pavement. What measures will be taken to address this ongoing problem?</p> <p><u>Not addressed.</u></p>	<p>As indicated in the Draft Comments & Responses Report, the Developer is willing to assist affected parties if the affected parties are successful in obtaining Municipal approval by installing bollards on their pavements. However, the proposed addition of two public transport laybys on Boshoff Street should encourage buses and taxis to wait for customers in the appropriate areas and not on residents' pavements.</p>
	<p>16. Should this extension go ahead, it is important that boards be placed at e.g., the New England Road circle, Surrey Road and Boshoff Street to indicate the Boshoff Street entrance to the new section, to avoid even more traffic in Woodhouse Road.</p> <p><u>Not addressed.</u></p>	<p>As indicated in the Draft Comments & Responses Report, the Developer will be erecting appropriate signage as a component of the proposed project.</p>
	<p>17. Should this extension go ahead, it is suggested that the verge from the Boshoff Street/Woodhouse Road traffic lights to the entrance of the new section, be paved to reduce additional pedestrian traffic in Woodhouse Road.</p> <p><u>Not addressed.</u></p>	<p>As indicated in the Draft Comments & Responses Report, the Developer has agreed to this suggestion, and will be paving a pedestrian walkway, which will require Municipal consent. All costs will be borne by the Developer.</p>
	<p>18. Residents bordering onto Woodburn stadium have a view of the well-kept sports fields. If this</p>	<p>No further response required.</p>

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	<p>development goes ahead, the view will be replaced by buildings and tarred/paved parking areas. How will the area be beautified?</p> <p><u>Addressed in the Amendment Report:</u> Shrub, tree and creeper planting may be utilised to screen and soften the visual impact of the development. A landscape architect should assist with the selection and placement of vegetation. Outdoor lighting should be as unobtrusive as possible. Low level bollard and bulkhead type lighting should be considered for parking areas, paths and steps.</p>	
	<p>19. We propose that the plans be revisited and the parking bays along our back fence-lines, reconsidered. Is it really necessary, and fair, to make parking bays so close to our properties?</p> <p><u>Not addressed.</u></p>	<p>The proposed site layout was deemed most feasible as it would have the least impact from a visual and nuisance perspective on the neighbouring residents in Woodhouse Road, whilst ensuring fluidity with the current shopping centre. The extension of the building needs to run in line with the current shopping centre to ensure fluidity and good traffic flow. By following the layout of the existing shopping centre, the Developer is able to construct the bulk of the parking under the building, as per the current centre.</p> <p>If the layout were to be flipped so that the parking lot would be located closer to the Foxhillspruit Canal, the delivery truck</p>

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		<p>receiving bays would be located along the Woodhouse Road boundary, thus posing a greater noise and emissions nuisance. Additionally, if the bulk of the parking was not integrated under the building as is proposed, to comply with building guidelines, the Developer would need to construct a double-storey parkade, thus resulting in a more intrusive view for residents.</p> <p>Due to the reasons outlined above, the project team deemed the current proposed layout to be most feasible and practical.</p>
	<p>20. There is prolific birdlife and small wildlife in the stadium and in our gardens e.g., plovers have nested in the stadium for years. We also have Burchell's coucal, Hoopoe, Black-collared barbet, to name a few. Would it be possible to retain or create more green space, and the beautiful trees along the bank next to the existing rugby field?</p> <p><u>Addressed in the Amendment Report:</u> A landscape architect must be appointed to plant and maintain indigenous vegetation within the proposed development. Existing trees located within the property boundary should be kept as part of the landscaping of the development as far as practical.</p>	<p>No further response required.</p>

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	<p>Follow up assessment by an ECO, for six months post-construction should be undertaken to determine the success of re-vegetation. The installation of owl and/or bat boxes is encouraged.</p>	
	<p>21. With regards to flood lines off the Foxhillspruit, would berms be constructed to divert flow? This does have cumulative impacts further downstream.</p>	<p>As per the Stormwater Management Plan, cut-off drains will as per the design recommendations will be installed to facilitate the control of water runoff velocities from roads.</p>
	<p>22. <u>Add</u>: Health and hygiene during construction: The Amended Report states that chemical toilets will be provided for construction staff during the construction stage. It states that these toilets must be placed at least 50m away from the Foxhillspruit canal, however, it does not state how far away from neighbouring properties they need to be placed.</p>	<p>The Developer is willing to install flush toilets for the duration of the construction phase for construction staff, and proposes to place them on top of the current sewer line that runs parallel with the stream and under the stadium. This will ensure that there are no hygiene impacts arising from ablution facilities that may negatively affect residents.</p>
	<p>23. <u>Add</u>: Hours of operation. Residents are aware of the current hours of operation (7am-10pm). Can operational hours please be confirmed for when the extension opens? This includes delivery hours.</p>	<p>The operational hours of the proposed extension will follow those of the existing shopping centre i.e. 7am-10pm. It is difficult to confirm delivery hours, however it is anticipated that they will mostly be during the early morning hours. It is not anticipated that the movement of delivery vehicles will significantly impact residents, due to the proposed new entrance and designated road located along the Foxhillspruit Canal</p>

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	<p>Residents are not against development in the area. We do, however, need to take care of our investments and find ways to ensure that our properties maintain their value.</p> <p>These comments, concerns and questions are submitted on behalf of all persons who registered as Interested and Affected Parties.</p>	<p>boundary (located furthest away from Woodhouse Road).</p> <p>No response required.</p>
<p>Melusi Maphumulo, Msunduzi Municipality, via email, on the 30th November 2023.</p>	<p>With reference to the Draft Amendment Report for the proposed extension of the Woodburn Shopping Centre, located in Scottsville received on the 31st of October 2023,</p> <p>I have read through the draft amendment report and the following comments are provided for your information and attention.</p> <p>The site has been assessed in terms of the Municipal Environmental Management Framework (EMF), Draft Msunduzi Ecosystem Services Plan (ESP), Draft Msunduzi Conservation Plan (C-Plan) and Msunduzi Spatial Development Framework (SDF).</p> <p>The Msunduzi Conservation Plan (C-Plan), Msunduzi Ecosystems Services Plan (ESP) and the Msunduzi SDF has identified key areas that are totally irreplaceable on</p>	<p>The wetland feature identified by the various Municipal plans and frameworks is the Foxhillspruit Canal which runs along the western boundary of the property. The Foxhillspruit Canal subsequently drains into the Msunduzi River downstream. The proposed development is located outside of these riparian areas. A General Authorisation is currently being applied for with the Department of Water & Sanitation as a result of the proximity of the site's location to these riparian areas. The conditions stipulated within the General Authorisation, as well as the amended Environmental Authorisation (if granted), will be strictly adhered to.</p>

COMMENTOR	COMMENTS	PROJECT TEAM RESPONSE
	<p>the application site.</p> <p>The Municipal Environmental Framework (EMF) does identify the proposed site to have:</p> <ul style="list-style-type: none"> - High Wetland Development Constraint: a wetland feature has been confirmed on site and there should be no development within 32m from the edge of a watercourse and no development should occur within the 500m from the outer boundary of a wetland without the necessary environmental authorization. Wetland areas are to be demarcated and avoided (marked as no go area) during any construction activities on the application site and appropriate buffer recommended by specialist be reserved. <p>This unit has NO objection to the proposed application subject to:</p> <ol style="list-style-type: none"> 1. Full compliance with the Environmental Authorisation. 2. Full compliance with the EMPr. 3. Full compliance with any other approved plans/agreements. <p>Please contact this unit should you require clarity or further information.</p>	

COMMENTOR	COMMENTS	PROJECT TEAM RESPONSE
Nhlakanipho Nzama, Department of Economic Development, Tourism & Environmental Affairs, via email, on the 5 th December 2023.	<ol style="list-style-type: none"> 1. The Draft Amendment Report (DBAR) compiled by Green Choice Consulting (October 2023) for the above-mentioned activity, submitted in terms of the requirements of Regulation 29(a) in terms of the Environmental Impact Assessment Regulations, 2014 (as amended) was received by the Department of Economic Development, Tourism & Environmental Affairs (herein referred to as "this Department) on the 27th October 2023, refers. 2. This Department has reviewed the Draft Amendment Report and requires that the following be addressed in the final Amendment Report (fBAR) which is due on: 	No response required.
	<ol style="list-style-type: none"> 2.1 The layout plans should be signed by an engineer and attached to the final amendment report. 	Noted, the layout plans will be signed by an engineer and attached to the Final Amendment Report.
	<ol style="list-style-type: none"> 2.2 Site notices and newspaper advertisement were all done in English. The applicant should ensure that the language used by the RI&APs is considered when serving a notice and when selecting a newspaper to ensure an inclusive public participation process. 	Advertising in English was determined to be feasible and fitting for the project area.
	<ol style="list-style-type: none"> 2.3 Executive summaries in the other two languages should be made available, on request. Where environmental reporting is done in one of the 3 regional languages. 	Noted, executive summaries will be translated in two other languages if requested, although it should be noted that

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		no requests for documentation to be translated have been received to date.
	2.4 An EAPASA certificate must be attached and should be updated for the current year.	Noted, the EAP's certification will be attached as Appendix H of the Final Amendment Report.
	3. The final amendment report must meet the requirements of regulations 32(a) of the EIA regulations, 2014 (as amended) and all specialist studies must meet the requirements of appendix 6 of the EIA Regulations, 2014 (as amended).	Noted.
	4. Pre-application minutes must be included in the final report.	The pre-application minutes are attached as Appendix B of the Amendment Report.
	5. Kindly include a summary of the issues raised by interested and affected parties, and address and incorporate in the final report, when responding to comments please make sure the responses are detailed in order to avoid appeals even if they are duplicate responses.	A summary of the issues raised by interested and affected parties as well as the project team's responses has been included in the Public Participation section of the Amendment Report.
	6. Please ensure that alternatives viz. layouts, site, technology have been explored and reasons why the preferred alternative is ideal; as required by NEMA in appendix 1(h).	The consideration of alternatives and the reasons why the preferred alternative is ideal has been included as Section 3 of the Amendment Report.
	7. Please note that the activities applied for must not commence (including site preparation and other action/s on the site) prior to an Environmental Authorisation being granted by the relevant competent authority.	Noted. The activity will commence following receipt of Environmental Authorisation from EDTEA and the General Authorisation from DWS.
	8. Enquiries regarding this correspondence may be	Noted.

COMMENTOR	COMMENTS	PROJECT TEAM RESPONSE
	directed to Mr. Nhlakanipho Nzama and Nombasa Kama at the uMgungundlovu District Office: Tel No: 033 347 1820.	