

8 Old New Germany Road
Westville, 3629

21 January 2009

Attention: Mr Theo Hansford

NMA Effective Social Strategists (Pty) Ltd
Braamfontein

Per Email.

Dear Sir

OBJECTION AND COMMENT: PROPOSED N2 WILD COAST HIGHWAY

On 24 January 2004 and on 1 September 2005 I forwarded submissions in which I stated that I could not agree to the preferred location, as proposed by the South African National Roads Agency Ltd, of this highway between Port Edward and inland of Port St Johns. I suggested that it should be located further inland, giving reasons. In my second submission I also objected to the toll plazas at Isipingo and Park Rynie.

I have studied the latest Draft Impact Report for the proposed road and alternative routes. I note that the preferred location of this road remains, with some possible short alternative routes in some areas. My objections, as stated previously, still stand for the following reasons:

1. I am very knowledgeable of this coast line, having hiked it three times in the 1960's, finally from East London to Port Edward. On two subsequent occasions we based at Mbotyi and hiked between Port St Johns and Luputana.
2. The Wild Coast, as its name implies, must be the most unspoilt, in terms of development, pristine coast line remaining in South Africa. It is remote, scenically beautiful and ecologically significant, comparable to the well managed undeveloped Drakensberg Mountain Conservation area.
3. A high quality highway, too close to the coast could enable ruthless developers to replicate the high density tourist situation along the KwaZulu-Natal coast.
4. The Wild Coast lends itself to low density eco-tourism development at selected nodes such as Msikaba, Mbotyi and the existing acceptable Umgazi development and with Port St Johns as a service centre. The local community should benefit from the eco-tourism potential of the area. The remaining coast should be left untouched and available for hiking and horse riding, as in the Drakensberg.

It is pleasing to note, in the latest Draft Impact Report, that the South African National Parks and Department of Environment and Tourism announced, on 31 August 2005, the creation of a 50 000 ha Reservation from the Mzimvubu River to the Mzamba River, extending inland to the preferred N2 route and beyond in some instances and including the existing Mkambati Nature Reserve. This is presumably what is referred to in

the report as the proposed Pondoland Biosphere Reserve. The area has a rich botanical diversity, so this is good news indeed. I have not been aware of the proposal. The suggestions are in keeping with my paragraph 4 above.

Location of the proposed Wild Coast section of the N2 highway

Once again, I object strenuously to the preferred route of the proposed N2 Wild Coast highway. It should be located further inland, ideally along, what the report refers to as the Gallagher route, on a new road from Magcakeni on the R61 North East of Mthatha, to Flagstaff, then along an improved R61 to Bizana and Redoubt and then on a new road to Izingolweni on the N2 west of Port Shepstone. This route is located away from the proposed National Park and less likely to be an incentive for high density tourist development. The Greenfields section of the preferred route is too close to the proposed National Reserve, and in some places, passes through it.

If the preferred route is selected, I am totally opposed to this being located close to the coast towards Mzamba and Port Edward.

Toll Plazas

I objected, in my second submission, to the location of toll plazas at Isipingo and Park Rynie where an existing freeway exists. It is unfair and unethical for these motorists to provide funding for the new highway beyond Southbroom. My objection remains, particularly as the alternative R102 road is totally inadequate to take any higher traffic densities which will result in greater congestion on this road and its feeder roads, especially in the industrialised Isipingo area.

Xolobeni Mineral Sands Mining Concession

In my first submission I mentioned that the preferred route of the highway would enhance the proposed mining concession at Xolobeni. It is regrettable that this concession was granted on 29 July 2008. It should never have been granted, in the same way that the proposed mining at St Lucia was not granted.

I hope that the decision taken on the location of the Wild Coast section of the N2 highway will not be influenced by the need to provide better road structures for this future mining operation.

Yours faithfully

Michael Cottrell.

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Please email receipt of this letter.

