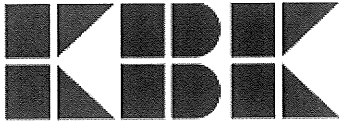


ANNEXURE 5

MINUTES OF MEETINGS HELD

KBK ENGINEERS (Pty) Ltd



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0040

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SANRAL

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD



REG. IN REPUBLIC OF SOUTH AFRICA
**BUILDING SOUTH AFRICA
THROUGH BETTER ROADS**

NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – HANS GERKEN TRUST

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34
FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 7 December 2021

VENUE : VIRTUAL (MS TEAMS)

AFFECTED PROP : PORTION 0 OF THE FARM ERNSTDRAAI 536
PORTION 0 OF THE FARM BASEL 313

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Mr Skhosana welcomed everyone and proceeded to introduce some of the role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Mr. Steve Skhosana</p> <p><u>Chameleon Environmental Consultants</u> Dr. Jenine Bothma – Chameleon Environmental Consultants</p> <p><u>Land Owner</u> Mr. Hans Gerken</p>	<p>SANRAL</p> <p>KBK SS</p> <p>CEC JB</p> <p>LO HG</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager Mr. Martin Boonstra – Engineer</p>	<p>BM MB</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p> <p>SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.

To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.

A Layout Drawing of the project was utilized for discussion purposes. SS also displayed the preliminary plan (See **Annexure B**) compiled for Portion 0 of the farm Ernstdraai 536 and Portion 0 of the farm Basel 313, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on the properties shown in more detail. Soft copies of the proposed property plans were emailed to the owner representative(s).

1/2.2 With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:

- a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);
- b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP);
- c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;
- d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle.
- e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before.
- f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract

1/2.3 Dr. Jenine Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed. Pertinent documentation will later be sent to the land owner. Dr. Jenine Bothma then left the meeting early to attend to another meeting.

1/2.4 The following items were discussed in more detail and commented on by the parties:

Portion 0 of the farm Ernstdraai 536:

- a) HG stated that he has no objection to the acquisition and access plan.
- b) HG further stated that this property is divided into two portions by the river.

- c) HG elaborated that there used to be a bridge between the two portions which became inadequate when the Department of Water Affairs increased the river flow. At that time the department promised to construct another bridge but that never materialized.
- d) SS explained that access will be provided to the smaller portion by means of a farm intersection and further explained the advantages of the auxiliary turning lanes of the intersection.
- e) HG stated that he is very happy to see that access will be provided to the smaller portion.
- f) SS explained that access to the larger portion will be provided through a right of way from the western intersection and will follow the alignment that is very close to the alignment of the current access road through which Mr Gerken accesses this larger property portion.
- g) HG agreed to the access proposal and thanked SS.
- h) HG then provided the information required to populate the property report to SS and confirmed that there are no graves in the land to be acquired.

Portion 0 of the farm Basel 313:

- i) HG confirmed that this property does not belong to the Department of Transport but belongs to his father who is also named Hans Gerken.
- j) HG stated that he has no objection to the acquisition and access plan.
- k) HG requested that the Amsterdam Road (at Panbult) be repaired further than the limit of this contract, if at all possible, because it is in a very bad state while it is also an important road to local farmers. Effort from local farmers to maintain the road are not adequate.
- l) SS stated that because it is not a SANRAL road it is not likely that SANRAL will agree to add it to the scope. SS suggested that local farmers request the main contractor during construction to work on improving it in good faith.
- m) HG then provided the information required to populate the property report to SS and confirmed that there are no graves in the land to be acquired.
- n) HG finally stated that as a secretary of the Iswepe Farmers' Association, he will send a separate letter which contains the concerns of the local farmers.

1/2.5

Mr Skhosana thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.

**ANNEXURE A
ATTENDANCE REGISTER**

CONTRACT NO: N.002-340-2016/1

THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

Hans Gerken Trust




Portion 0 of the farm Ermstraal 536

Portion 0 of the farm Basel 313



ATTENDANCE REGISTER FOR LANDOWNER MEETING

Meeting Date: - 7 December 2021

REPRESENTATIVE NAME	COMPANY NAME	ADDRESS	E-MAIL ADDRESS	CONTACT NUMBER	SIGNATURE
1. Mr MP Boonstra (Martin)	 KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	martinb@kbkengineers.co.za	082 322 8688	Apology
2. Mr S Skhosana (Steve)	 KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	steves@kbkengineers.co.za	083 276 2397	Virtual MS Teams
3. Dr Jenine Bothma	 Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	cei@mwwebbiz.co.za	082 571 6920	virtual MS Teams
4. Hans Gerken	Hans Gerken Trust	P Bag X5022/63 Piet Retief 2380	hans@gerken.co.za	071 608 8187	virtual MS Teams
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KBK ENGINEERS (Pty) Ltd



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SANRAL

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD



Fig. 14. 10/02/2005:4/00
**BUILDING SOUTH AFRICA
THROUGH BETTER ROADS**

NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – Norman Creydt Trust

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34
FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 17 November 2021

VENUE : NTE Club house, Iswepe

AFFECTED PROP : Portion 0 of the farm Springbokkraal 434

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Mr Skhosana welcomed everyone and proceeded to introduce some of the role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Mr. Steve Skhosana Mr. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u> Dr. Jenine Bothma – Chameleon Environmental Consultants</p> <p><u>Land Owner</u> Mr. Carl Creydt who is Mr. Norman Creydt's father</p>	<p>SANRAL</p> <p>KBK SS MB</p> <p>CEC JB</p> <p>LO CC</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager</p>	<p>BM</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p> <p>SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.

To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.

A Layout Drawing of the project was utilized for discussion purposes. SS also displayed the preliminary plan (See **Annexure B**) compiled for Portion 0 of the farm Springbokkraal 434, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on the properties shown in more detail. A hard copy of the proposed plan was provided to the owner representative(s).

1/2.2

With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:

- a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);
- b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP);
- c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;
- d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle.
- e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before.
- f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract

1/2.3

Dr. Jenine Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed. Dr. Jenine Bothma then provided a hard copy of an information pack to the land owner.

1/2.4

The following items were discussed in more detail and commented on by the parties:

Portion 0 of the farm Springbokkraal 434:

- a) CC stated that he has no objection to the acquisition and access plan.
- b) CC stated that he is concerned that the residents of the nearby RDP settlement located north west of his property will start accessing the N2 through the farm intersection proposed to provide access to his property.

- c) CC therefore enquired whether SANRAL can acquire land and formalize access on paper but not construct the intersection. CC further stated that he can utilize the back routes to access the N2.
- d) SS stated that it is not possible to provide an alternative access to the northern portion of the property through a right of way which extends to the next intersection located west of his property because of the existence of a railway servitude which would have to be crossed.
- e) MB and SS promised to enquire from SANRAL about the possibility of granting CC's wishes to not construct the intersection.
- f) **NB: Feedback:** *In a later meeting of 2 December 2021 with SANRAL and SANRAL's Land Acquisition Service provider, SANRAL confirmed that once land has been acquired (for splays) SANRAL has an obligation to construct such an intersection if they are to have a clean audit. SANRAL suggested that the land owner lock the gate to his property at the intersection to preclude use by others; this is justifiable because this intersection is purposed to provide access to CC's property only. Therefore both the northern and southern parts of the property will be accessed through the intersection.*
- g) CC also stated that he is concerned that the K53 rules of the road dictate that tractors are not allowed on the highway, while local farmers rely on tractors to conduct business. Tractors are used to collect timber directly from the plantation to the rail loading zone (railway siding) to avoid a double handling that comes with the use of trucks which cannot collect directly from the field. Tractors thus travel on and across the N2 in this area.
- h) MB explained that it is generally understood that this is a farming area but a formal enquiry will be made to SANRAL for a formal response to concerned farmers.
- i) MB also stated that the N2 upgrade design makes provision for a 2.5m surfaced shoulder which can be utilized by slow moving vehicles.
- j) CC also stated that he has other properties alongside the N2, further east.
- k) SS stated that those properties will be dealt with in the next project section (Section C); discussions will be initiated with CC when that project starts.
- l) CC then provided the information required to populate the property report to SS and confirmed that there are no graves in the land to be acquired.

1/2.5

Mr Skhosana, Mr Boonstra and Dr Bothma thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.

**ANNEXURE A
ATTENDANCE REGISTER**

CONTRACT NO: N.002-340-2016/1

THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

Norman Creydt Trust

Portion 0 of the farm Springbokkraal 434



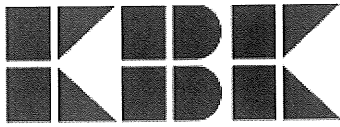
BUILDING SOUTH AFRICA
THROUGH BETTER ROADS

ATTENDANCE REGISTER FOR LANDOWNER MEETING

Meeting Date: - 17 Nov 2021

REPRESENTATIVE NAME	COMPANY NAME	ADDRESS	E-MAIL ADDRESS	CONTACT NUMBER	SIGNATURE
1. Mr MP Boonstra (Martin)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	martinb@kbkengeers.co.za	082 322 8688	
2. Mr S Skhosana (Steve)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	steves@kbkengeers.co.za	083 276 2397	
3. Dr Jerine Bothma	Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	cec.j@mwebbiz.co.za	082 571 6920	
4. Carl Creydt	Creydt Timbers	Boon 1064 Pat N-eg 2380	chcreydt@lanitic.net	082 774 6335 082 774 6235 (cell)	
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KBK ENGINEERS (Pty) Ltd



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SANRAL

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD



REG. NO. 1952/0059420
**BUILDING SOUTH AFRICA
THROUGH BETTER ROADS**

NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – R & V Beleggings Pty Ltd

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34
FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 17 November 2021

VENUE : NTE Club house, Iswepe

AFFECTED PROP : Portion 1 of the farm Springbokkraal 434

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Mr Skhosana welcomed everyone and proceeded to introduce some of the role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Mr. Steve Skhosana Mr. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u> Dr. Jenine Bothma – Chameleon Environmental Consultants</p> <p><u>Land Owner</u> Mr. Ralf Paul</p>	<p>SANRAL</p> <p>KBK SS MB</p> <p>CEC JB</p> <p>LO RP</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager</p>	<p>BM</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p> <p>SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.

To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.

A Layout Drawing of the project was utilized for discussion purposes. SS also displayed the preliminary plan (See **Annexure B**) compiled for Portion 1 of the farm Springbokkraal 434, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on the properties shown in more detail. A hard copy of the proposed plan was provided to the owner representative(s).

1/2.2

With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:

- a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);
- b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP);
- c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;
- d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle.
- e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before.
- f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract

1/2.3

Dr Jenine Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed. Dr Jenine Bothma then provided a hard copy of an information pack to the land owner.

1/2.4

The following items were discussed in more detail and commented on by the parties:

Portion 1 of the farm Springbokkraal 434:

- a) RP stated that he has no objection to the acquisition and access plan.
- b) RP stated that he has a building and land inside Portion 10 of the farm Springbokkraal 434, next to Iswepe Timber Factory, which can possibly be used by the contractor during construction. This facility was previously used by a construction contractor, Steffanuti Stocks, in another project.

1/2.5	<p>c) MB agreed to note the information for consideration by the implementation contractor.</p> <p>d) RP then provided the information required to populate the property report to SS and confirmed that there are no graves in the land to be acquired.</p> <p>Mr Skhosana, Mr Boonstra and Dr Bothma thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.</p>	
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**ANNEXURE A
ATTENDANCE REGISTER**

CONTRACT NO: N.002-340-2016/1

THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

R & V Beleggings Pty Ltd

Portion 1 of the farm Springbokkraal 434

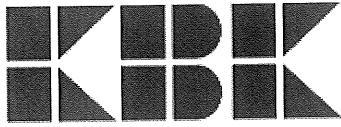


Meeting Date: -

ATTENDANCE REGISTER FOR LANDOWNER MEETING

REPRESENTATIVE NAME	COMPANY NAME	ADDRESS	E-MAIL ADDRESS	CONTACT NUMBER	SIGNATURE
1. Mr MP Boonstra (Martin)	KBK ENGINEERS (PTY) LTD	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	martinb@kbkengineers.co.za	082 322 8688	
2. Mr S Skhosana (Steve)	KBK ENGINEERS (PTY) LTD	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	steves@kbkengineers.co.za	083 276 2397	
3. Dr Jerine Bothma	Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	ce.j@mwebbiz.co.za	082 571 6920	
4. Ralf Paul	R+V Beleggings	P.O. Box 2, Isivule 3352 Friedate	ralf@itimb.co.za	082310727	
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KBK ENGINEERS (Pty) Ltd



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LYNNWOODRIF, PRETORIA
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Fax : (012) 348-1823
e-mail : martinb@kbkengineers.co.za

SANRAL

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD



REG. NO. 1995/00584/00
**BUILDING SOUTH AFRICA
THROUGH BETTER ROADS**

NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – PANBULT DENNE SAAGMEULE

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM
VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 17 November 2021

VENUE : NTE Club House, Iswepe

AFFECTED PROP : Portion 0 of the farm Valschvlei 352

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Mr Skhosana welcomed everyone and proceeded to introduce some of the role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Dr Bothma of Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Mr. Steve Skhosana – Engineer Martin Boonstra – Engineer</p> <p><u>Chameleon Environmental Consultants</u> Dr Jenine Bothma</p> <p><u>Land Owner</u> Mr. Hans Filter Mr. Johan Filter (son)</p>	<p>SANRAL</p> <p>KBK SS MB</p> <p>CEC JB</p> <p>LO HF JF</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager</p>	<p>BM MB</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p> <p>SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.

To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.

A Layout Drawing of the project was utilized for discussion purposes. SS also displayed the preliminary plan compiled for Portion 0 of the farm Valschvlei 352, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on his property(s) shown in more detail. A hard copy of the proposed plan was provided to the owner representative(s).

1/2.2

With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:

- a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);
- b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP);
- c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;
- d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle.
- e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before.
- f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract.

1/2.3

Dr Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed. Dr Bothma also provided a hard copy of environmental information pack to the land owner.

1/2.4

The following items were discussed in more detail and commented on by the parties:

- a) HF stated that he does not object to the proposed land acquisition and access plan.
- b) HF requested that he be informed 6 months before construction commences so that he can adjust his planting activities on the area to be acquired.

- c) HF stated that he is concerned that tractors are not allowed on the highway according to the K53 rules of the road. Farmers in the area rely on tractors to collect timber directly from plantations (fields) to the destination where it is loaded on the train at a local railway siding. By using tractors for transportation a double handling operation is avoided because tractors, unlike trucks, can directly access the plantation fields. Thus local tractors usually travel on and across the N2.
- d) MB stated that it is generally accepted that the area in question is a farm area. However this concern will be escalated to SANRAL for a response to all concerned farmers.
- e) SS stated that the N2 upgrade also makes provision for a 2.5m paved shoulder in each direction for use by slow moving vehicles; this will help the course of local farming activities.
- f) HF commented that he alone yields about 200 tractor loads of timber per month that end up at the Iswepe railway siding. These use and cross the N2 at Iswepe. Thus the total combined daily and monthly tractor traffic caused by all farmers is significant. This traffic will make use of the proposed split butterfly intersections adjacent to Iswepe railway siding.
- g) HF and JF requested that a 450m gravel road be provided from the existing gravel road on the RHS of the new N2 at KM 42,820 (this is a position where HF and others currently cross the N2 to access the opposite side i.e. northern side) to the position of the new N2 intersection at km 42,300 which provides access to the TWK Silos. This will ensure that the slow moving fire-fighting machines and other local farming traffic is kept away from the N2 for this stretch of the N2.
- h) MB agreed to present this request to SANRAL for approval/ decision. This request does not impact on the land acquisition matters. If granted, a gravel road without any right of way will be constructed by the contractor during construction.
- i) At SS's prompt HF provided the information required to populate the property report and confirmed that there are no graves in the area to be acquired.

1/2.5

Mr Skhosana, Mr Boonstra and Dr Bothma thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.

**ANNEXURE A
ATTENDANCE REGISTER**

CONTRACT NO: N.002-340-2016/1

THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

Panbult Denne Saagmeule

Portion 0 of the farm Valschvlei 352



Meeting Date: - 17 Nov 21

ATTENDANCE REGISTER FOR LANDOWNER MEETING

REPRESENTATIVE NAME	COMPANY NAME	ADDRESS	E-MAIL ADDRESS	CONTACT NUMBER	SIGNATURE
1. Mr MP Boonstra (Martin)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	martinb@kbkenengineers.co.za	082 322 8688	
2. Mr S Skhosana (Steve)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	steves@kbkenengineers.co.za	083 276 2397	
3. Dr Jenine Bothma	Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	ce.i@mwebbiz.co.za	082 571 6920	
4. HANS FULDER	PRIVAAT	Postnet Suite 175 P18061-5022 PIET KETNER 2380	gj@fiberandsons@gmail.com	082 900 5916	
5. JERHAN FULDER	PRIVAAT	Postnet Suite 175 P18061-5022 PIET KETNER 2380	gj@fiberandsons@gmail.com	079 5191231	
6.					
7.					
8.					
9.					

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SANRAL

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC. LTD



Reg. No. 1957/0055/24/00
**BUILDING SOUTH AFRICA
THROUGH BETTER ROADS**

NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – HEINZ & SIGRID TRUST

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM
VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 17 November 2021

VENUE : NTE Club House, Iswepe

AFFECTED PROP : Portion 0 of the farm Springbokfontein 317

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Mr Skhosana welcomed everyone and proceeded to introduce some of the role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Dr Bothma of Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Mr. Steve Skhosana – Engineer Martin Boonstra – Engineer</p> <p><u>Chameleon Environmental Consultants</u> Dr Jenine Bothma</p> <p><u>Land Owner</u> Mr. Heinz Johannes Mr. Hwo Johannes (son)</p>	<p>SANRAL</p> <p>KBK SS MB</p> <p>CEC JB</p> <p>LO HzJ HJ</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager</p>	<p>BM MB</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p> <p>SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.

To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.

A Layout Drawing of the project was utilized for discussion purposes. SS also displayed the preliminary plan (**Annexure B**) compiled for Portion 0 of the farm Springbokfontein 317, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on his property(s) shown in more detail. A hard copy of the proposed plan was provided to the owner representative(s).

1/2.2

With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:

- a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);
- b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP);
- c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;
- d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle.
- e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before.
- f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract.

1/2.3

Dr Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed. Dr Bothma also provided a hard copy of environmental information pack to the land owner.

1/2.4

The following items were discussed in more detail and commented on by the parties:

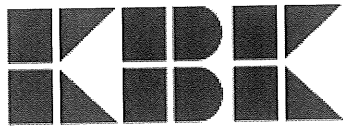
- a) HzJ stated that he does not object to the proposed land acquisition and access plan.
- b) HzJ that some farmers have cattles and asked if SANRAL is willing to provide underpasses for cattles. SS stated that on occasions SANRAL has provided underpasses where warranted and where possible and safe in terms of the road vertical alignment.

- c) HzJ stated that he is concerned that tractors are not allowed on the highway according to the K53 rules of the road. Farmers in the area rely on tractors to collect timber directly from plantations (fields) to the destination where it is loaded on the train at a local railway siding. By using tractors for transportation a double handling operation is avoided because tractors, unlike trucks, can directly access the plantation fields. Thus local tractors usually travel on and across the N2.
- d) SS and JB stated that it is generally accepted that the area in question is a farm area. However this concern will be escalated to SANRAL for a response to all concerned farmers.
- e) SS stated that the N2 upgrade also makes provision for a 2.5m paved shoulder in each direction for use by slow moving vehicles; this will help the course of local farming activities.
- f) SS stated that the area hatched in green means that access road will be constructed without acquiring land.
- g) At SS's prompt HzJ provided the information required to populate the property report and confirmed that there are no graves in the area to be acquired.

1/2.5

Mr Skhosana, Mr Boonstra and Dr Bothma thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.

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SANRAL

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD



REG. NO. 189505065/200

**BUILDING SOUTH AFRICA
THROUGH BETTER ROADS**

NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – SPRINGBOKFONTEIN BOERDERY PTY LTD

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM
VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 17 November 2021

VENUE : NTE Club House, Iswepe

AFFECTED PROP : Portion 1 of the farm Kiel 315

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Mr Skhosana welcomed everyone and proceeded to introduce some of the role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Dr Bothma of Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Mr. Steve Skhosana – Engineer Martin Boonstra – Engineer</p> <p><u>Chameleon Environmental Consultants</u> Dr Jenine Bothma</p> <p><u>Land Owner</u> Mr. Heinz Johannes Mr. Hwo Johannes (son)</p>	<p>SANRAL</p> <p>KBK SS MB</p> <p>CEC JB</p> <p>LO HzJ HJ</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager</p>	<p>BM MB</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p> <p>SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.

To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.

A Layout Drawing of the project was utilized for discussion purposes. SS also displayed the preliminary plan (**Annexure B**) compiled for Portion 1 of the farm Kiel 315, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on his property(s) shown in more detail. A hard copy of the proposed plan was provided to the owner representative(s).

1/2.2

With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:

- a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);
- b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP);
- c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;
- d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle.
- e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before.
- f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract.

1/2.3

Dr Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed. Dr Bothma also provided a hard copy of environmental information pack to the land owner.

1/2.4

The following items were discussed in more detail and commented on by the parties:

- a) HJ stated that he does not object to the proposed land acquisition and access plan.
- b) HJ also expressed a concern about tractors not being allowed on the highway according to the K53 rules of the road.

1/2.5	<p>c) SS and JB stated that it is generally accepted that the area in question is a farm area. However this concern will be escalated to SANRAL for a response to all concerned farmers.</p> <p>d) SS stated that the N2 upgrade also makes provision for a 2.5m paved shoulder in each direction for use by slow moving vehicles; this will help the course of local farming activities.</p> <p>e) SS stated that the area hatched in green means that access road will be constructed without acquiring land.</p> <p>f) At SS's prompt HJ provided the information required to populate the property report and confirmed that there are no graves in the area to be acquired.</p> <p>Mr Skhosana, Mr Boonstra and Dr Bothma thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.</p>	
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**ANNEXURE A
ATTENDANCE REGISTER**

CONTRACT NO: N.002-340-2016/1

THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

Heinz & Sigrid Trust

Portion 0 of the farm Springbokfontein 317 and

Portion 1 of the farm Kiel 315

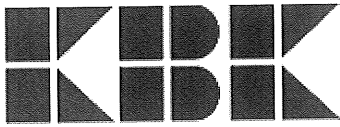


Meeting Date: - 17 Nov 21

ATTENDANCE REGISTER FOR LANDOWNER MEETING

REPRESENTATIVE NAME	COMPANY NAME	ADDRESS	E-MAIL ADDRESS	CONTACT NUMBER	SIGNATURE
1. Mr MP Boonstra (Martin)	KBK ENGINEERS (PTY) LTD.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	martinb@kbkengineers.co.za	082 322 8688	
2. Mr S Skhosana (Steve)	KBK ENGINEERS (PTY) LTD.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	steves@kbkengineers.co.za	083 276 2397	
3. Dr Jenine Bothma	Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	ce.i@mwwebbiz.co.za	082 571 6920	
4. Hwo Johannes	Hwo Johannes	Postnet Suite 233 Pr Nek 45027 PR	hwo.johannes@ymail.com	012 555 8191	
5. Hwo Johannes	Springbokfontein Bdy		heinoj@yoh.co.za	076 812 7567	
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KBK ENGINEERS (Pty) Ltd

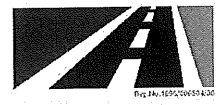


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SANRAL

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC. LTD.



REG. NO. 1952/0059/230
BUILDING SOUTH AFRICA
THROUGH BETTER ROADS

NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – BARUCH BOERDERY PTY LTD

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM
VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 17 November 2021

VENUE : NTE Club House, Iswepe

AFFECTED PROP : Portion 0 of the farm 766
Portion 7 of the farm Alkmaar 320
Portion 6 of the farm Alkmaar 320

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Mr Skhosana welcomed everyone and proceeded to introduce some of the role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Dr Bothma of Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Mr. Steve Skhosana – Engineer Martin Boonstra – Engineer</p> <p><u>Chameleon Environmental Consultants</u> Dr Jenine Bothma</p> <p><u>Land Owner</u> Mr. Johannes Stapelberg</p>	<p>SANRAL</p> <p>KBK SS MB</p> <p>CEC JB</p> <p>LO JS</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager</p>	<p>BM</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p> <p>SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.

To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.

A Layout Drawing of the project was utilized for discussion purposes. SS also displayed the preliminary plan (**Annexure B**) compiled for Portion 0 of the farm 766, Portion 7 of the farm Alkmaar 320 and Portion 6 of the farm Alkmaar 320, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on his property(s) shown in more detail. Hard copies of the proposed plans were provided to the owner representative(s).

1/2.2

With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:

- a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);
- b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP);
- c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;
- d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle.
- e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before.
- f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract.

1/2.3

Dr Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed. Dr Bothma also provided a hard copy of environmental information pack to the land owner.

1/2.4

The following items were discussed in more detail and commented on by the parties:

Portion 0 of the farm 766:

- a) JS stated that he does not object to the proposed land acquisition and access plan for this property.

- b) JS requested that a right of way be registered and access road be provide within this property to provide access to his adjacent, property, Portion 7 of the farm Alkmaar 320. MB agreed to investigate the possibility of granting this request.
- c) JS stated that he has a double storey house very close to the road reserve at the north-western corner of this property.
- d) JS requested that an electrified 1.8m high game fence in front of the property be restored.
- e) MB stated that SANRAL has a 60m building line restriction (from the centre of a national road).
- f) At SS's prompt JS provided the information required to populate the property report and confirmed that there are no graves in the area to be acquired.

Portion 7 of the farm Alkmaar 320:

- g) JS stated that he does not object to the proposed land acquisition in this property but does not like the position where access is provided of access through an intersection; the area has steep slopes that will make the use of the access impossible.
- h) JS requested that access be provided through Portion 0 of the farm 766 as stated in b) above. MB agreed to investigate the possibility of granting this request.
- i) JS requested that an electrified 1.8m high game fence in front of the property be restored.
- j) At SS's prompt JS provided the information required to populate the property report and confirmed that there are no graves in the area to be acquired.

Portion 6 of the farm Alkmaar 320:

- k) JS stated that he does not object to the proposed land acquisition and access plan for this property.
- l) JS stated that there is a community (Snyakaza Communal Property Association) which resides in the south of his property that uses the existing road (which parts this property into two) to access the N2. JS requested for the current access enjoyed by this community (including JJ Timber) to be maintained and not taken away. He mentioned that he is willing to allow a right of way right through his property to make this request a reality. School busses also use this access road.
- m) JS stated that another portion of this community resides in the west of his property and has direct access to the N2.
- n) JS stated that he has a gentlemen's agreement with the western community that they will make use of a portion of his farm while he makes use of a portion of their farm (portions are of similar sizes).
- o) MB agreed to have a right of way registered to provide access to both the southern and western parts of the Snyakaza community through the farm intersection which provides access to this property.
- p) JS requested that an electrified 1.8m high game fence in front of the property be restored.
- q) At SS's prompt JS provided the information required to populate the property report and confirmed that there are no graves in the area to be acquired.

1/2.5

Mr Skhosana, Mr Boonstra and Dr Bothma thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.

**ANNEXURE A
ATTENDANCE REGISTER**

CONTRACT NO: N.002-340-2016/1

THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

Baruch Boerdery Pty Ltd

Portion 0 of the farm 766

Portion 7 of the farm Alkmaar 320

Portion 6 of the farm Alkmaar 320



ATTENDANCE REGISTER FOR LANDOWNER MEETING

Meeting Date: - 17 Nov 21.

REPRESENTATIVE NAME	COMPANY NAME	ADDRESS	E-MAIL ADDRESS	CONTACT NUMBER	SIGNATURE
1. Mr MP Boonstra (Martin)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	martinb@kbkenengineers.co.za	082 322 8688	
2. Mr S Skhosana (Steve)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	steves@kbkenengineers.co.za	083 276 2397	
3. Dr Jenine Bothma	Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	ce.j@mwwebbiz.co.za	082 571 6920	
4. James Steynberg	Steynberg Bros	Box 370 Pretoria	admin@stbrs.co.za	082 388 2079	
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9.					

KBK ENGINEERS (Pty) Ltd



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LYNNWOODRIF, PRETORIA
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Fax : (012) 348-1823
e-mail : martinb@kbkengineers.co.za

SANRAL

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD



REG. NO. 1957/0055/000
**BUILDING SOUTH AFRICA
THROUGH BETTER ROADS**

NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – SNYAKAZA COMMUNAL PROP ASS

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM
VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 17 November 2021

VENUE : HOME OF FLORENCE ZWANE, LEIDEN FARM

AFFECTED PROP : Portion 1 of the farm Alkmaar 320

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Mr Skhosana welcomed everyone and proceeded to introduce some of the role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Dr Bothma of Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Mr. Steve Skhosana – Engineer Martin Boonstra – Engineer</p> <p><u>Chameleon Environmental Consultants</u> Dr Jenine Bothma</p> <p><u>Land Owner Representative</u> Ms Florence Zwane (Chairperson of CPA) Ms Thandazile Nqotheni (Daughter)</p>	<p>SANRAL</p> <p>KBK SS MB</p> <p>CEC JB</p> <p>LO FZ TN</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager</p>	<p>BM</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p> <p>SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.

To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.

A Layout Drawing of the project was utilized for discussion purposes. SS also displayed the preliminary plan (**Annexure B**) compiled for Portion 1 of the farm Alkmaar 320, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on his property(s) shown in more detail. Hard copies of the proposed plans were provided to the owner representative(s).

1/2.2

With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:

- a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);
- b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP);
- c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;
- d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle.
- e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before.
- f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract.

1/2.3

Dr Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed. Dr Bothma also provided a hard copy of environmental information pack to the land owner.

1/2.4

The following items were discussed in more detail and commented on by the parties:

- a) FZ stated that she does not object to the land acquisition but it is important for SANRAL to arrange a briefing meeting with the CPA and all members so that they can all be briefed and have their questions answered.
- b) FZ stated that she cannot solely make a definite decision for the CPA without consultation.

- c) SS stated that FZ's concerns will be noted.
- d) SS also stated that the Department of Agriculture, Land Reform and Rural Development does not favour a situation where the representatives of SANRAL hold meetings with the CPA in its absence. They prefer to be the ones arranging those meetings and inviting the representatives of SANRAL. SS stated that the department will be informed.
- e) SS explained that the area to be acquired will be used to widen the N2 road reserve.
- f) SS also explained that access to the Snyakaza community will be provided through a right of way running through the eastern neighbouring farm (Portion 6 of the farm Alkmaar 320) which belongs to Mr. Johannes Stapelberg, to the intersection with the N2.
- g) SS promised to send through by watsap to TN (NZ's daughter) the final adjusted diagram which shows how access will be provided.
- h) FZ provided the hard copies of the CPA registration documents for verification.
- i) At SS's prompt FZ provided the information required to populate the property report and confirmed that there are no graves in the area to be acquired.

1/2.5

Mr Skhosana, Mr Boonstra and Dr Bothma thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.

**ANNEXURE A
ATTENDANCE REGISTER**

CONTRACT NO: N.002-340-2016/1

THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

Snyakaza Communal Prop Ass
 Portion 1 of the farm Alkmaar 320

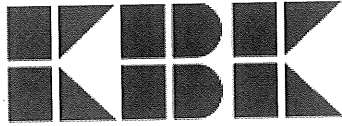


Meeting Date: -

ATTENDANCE REGISTER FOR LANDOWNER MEETING

REPRESENTATIVE NAME	COMPANY NAME	ADDRESS	E-MAIL ADDRESS	CONTACT NUMBER	SIGNATURE
1. Mr MP Boonstra (Martin)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	martinb@kbkengeers.co.za	082 322 8688	
2. Mr S Skhosana (Steve)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	steves@kbkengeers.co.za	083 276 2397	
3. Dr Jenine Bothma	Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	ce.j@mwwebbiz.co.za	082 571 6920	
4. THANDAZILE NGOOTHENI	SINJAKAZA	LEIDEN FARM		0796362690	
5. FLORENCE ZWANE	SINJAKAZA	LEIDEN FARM		0728607381	F Zwane
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KBK ENGINEERS (Pty) Ltd

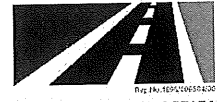


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SANRAL

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD



Reg. No. 1952/0055200
BUILDING SOUTH AFRICA
THROUGH BETTER ROADS

NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – MONDI SOUTH AFRICA (PTY) LTD

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34
FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 05 November 2021 @ 12h00

VENUE : VIRTUAL - MS TEAMS

AFFECTED PROP : Portion 0 of the farm Driepan 432
Portion 1 of the farm Driepan 432
Portion 0 of the farm Zoar 356
Portion 0 of the farm Sluis 354

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Mr Skhosana welcomed everyone and proceeded to introduce some of the role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Mr. Steve Skhosana Mr. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u> Mr. Paul Bothma</p> <p><u>Land Owner</u> Mr. Joe Coetzer</p>	<p>SANRAL</p> <p>KBK SS MB</p> <p>CEC PB</p> <p>LO JC</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager Dr. Jenine Bothma – Chameleon Environmental Consultants Ms. Sharon van der Merwe – Mondi SA Pty Ltd</p>	<p>BM JB SV</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p> <p>SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.

To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.

A Locality Plan and a Layout Drawing of the project (See **Annexure B**) were utilized for discussion purposes. SS also displayed the preliminary plan compiled for Portion 0 of the farm Driepan 432, Portion 1 of the farm Driepan 432, Portion 0 of the farm Zoar 356 and Portion 0 of the farm Sluis 354, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on the properties shown in more detail. A copy of the proposed plan to be emailed to the owner representative(s).

1/2.2

With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:

- a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);
- b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP);
- c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;
- d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle.
- e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before.
- f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract.

1/2.3

Mr. Paul Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed.

1/2.4

The following items were discussed in more detail and commented on by the parties:

Portion 0 of the farm Sluis 354:

- a) SS stated that this is the most impacted Mondi SA property.
- b) MB explained that access will be provided through a major staged intersection, as shown in the displayed layout, which can accommodate a truck with a length of up to 25m in the median; this will make right turns easier and safer.

- c) JC concurred with the layout and mentioned that safe access is a priority to the business of Mondi SA.
- d) MB stated that the area for future interchange development will be acquired by SANRAL now but Mondi SA can pursue leasing arrangement with SANRAL while the area is not yet developed.
- e) JC asked why the road reserve is not widened to the eastern side. MB stated that the railway on the eastern side is a restraining belt against the eastern widening. MB also stated that the widening is strategically kept to one side as far as possible because switching sides will complicate the accommodation of traffic for the contractor during construction.
- f) JC confirmed that:
 - This property contains Sluis village with many occupants.
 - There are no affected graves and if there were they would be picked up in the Mondi GIS system used to mark graves, boreholes, etc.
 - Other property information will be included in the forms that SS will provide.

Portion 0 of the farm Zoar 356:

- g) SS explained that access to this property will be provided through a right of way connected to the major staged intersection which falls under Portion 0 of the farm Driepan 432.

Portion 1 of the farm Driepan 432:

- h) MB explained that access will be provided through a farm intersection as shown.
- i) MB stated that when trees are cleared to provide access roads these will be compensated for.

Portion 0 of the farm Driepan 432:

- j) MB explained that access will be provided through a safe Split butterfly intersection which is of an order higher than a farm T-junction in that it provides a safe painted island separation for right turning fleet for safe speed reduction and safe speed acquisition.
- k) MB stated that the existing access north of the new formalized access will be closed. Mondi should keep in mind the effect that will have on the operational side of the business.
- l) JC stated that the northern access was used as an entrance while the southern one as an exit for trucks so that they do not have to make a U-turn.
- m) MB stated that there is another farm intersection adjacent to Portion 1 of the farm Driepan 432. Mondi can possibly utilize this as an entrance and then use the Split butterfly intersection adjacent to Portion 0 of the farm Driepan 432 as the exit.

- n) PB requested PC to inform Chameleon of any specific environmental issues in the area. Informal settlements can become a problem when omitted in the public participation process.

1/2.5

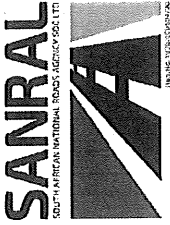
Mr Skhosana, Mr Boonstra and Mr Bothma thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.

**ANNEXURE A
ATTENDANCE REGISTER**

CONTRACT NO: N.002-340-2016/1

THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)




Mondi South Africa (Pty) Ltd
 Portion 0 of the farm Driepan 432
 Portion 1 of the farm Driepan 432
 Portion 0 of the farm Zoar 356
 Portion 0 of the farm Sluis 354



ATTENDANCE REGISTER FOR LANDOWNER MEETING

Meeting Date: - 5 November 2021 @ 12:00

REPRESENTATIVE NAME	COMPANY NAME	ADDRESS	E-MAIL ADDRESS	CONTACT NUMBER	SIGNATURE
1. Mr MP Boonstra (Martin)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	martinb@kbkengineers.co.za	082 322 8688	VIRTUAL MS TEAMS
2. Mr S Skhosana (Steve)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	steves@kbkengineers.co.za	083 276 2397	
3. Dr Jenine Bothma	Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	je1@mwebbiz.co.za	082 571 6920	Apology
4. Mr. Paul Bothma	Chameleon	"			VIRTUAL CONNECT MS. TEAMS
5. Mr. Joe Coetzer	MONDI LTD	P.O. Box 39 Pietmaritzburg 3200	Joe.Coetzer@mondigroup.com	082 787 4121	VIRTUAL CONNECT M.S. TEAMS
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<p>KBK ENGINEERS (Pty) Ltd</p> 	<p>PO BOX 74786 LYNNWOODRIF, PRETORIA 0040</p> <p>Tel : (012) 348-1822 Fax : (012) 348-1823 e-mail : martinb@kbkengineers.co.za</p>	 <p>SANRAL SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD</p>  <p>BUILDING SOUTH AFRICA THROUGH BETTER ROADS</p>
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NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – NTE CO LTD

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM
VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 04 November 2021 @ 14h00

VENUE : VIRTUAL - MS TEAMS

AFFECTED PROP : Portion 16 of the farm Driepan 432

KBK ENGINEERS (Pty) Ltd



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SANRAL

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC. LTD



REG. NO. 1975/0056200
BUILDING SOUTH AFRICA
THROUGH BETTER ROADS

NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – NTE CO LTD

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM
VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 04 November 2021 @ 14h00

VENUE : VIRTUAL - MS TEAMS

AFFECTED PROP : Portion 16 of the farm Drieipan 432

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Mr Skhosana welcomed everyone and proceeded to introduce some of the role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Dr Bothma of Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Mr. Steve Skhosana</p> <p><u>Chameleon Environmental Consultants</u> Dr Jenine Bothma</p> <p><u>Land Owner</u> Mr. William Aherin Mr. Peter Willson</p>	<p>SANRAL</p> <p>KBK SS</p> <p>CEC JB</p> <p>LO WA PW</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager Martin Boonstra – Engineer</p>	<p>BM MB</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p> <p>SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.

To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.

A Locality Plan and a Layout Drawing of the project (See **Annexure B**) were utilized for discussion purposes. SS also displayed the preliminary plan compiled for Portion 16 of the farm Driepan 432, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on his property(s) shown in more detail. A copy of the proposed plan was emailed to the owner representative(s).

1/2.2

With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:

- a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);
- b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP);
- c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;
- d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle.
- e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before.
- f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract.

1/2.3

Dr Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed.

1/2.4

The following items were discussed in more detail and commented on by the parties:

- a) SS stated that only a small portion of the NTE property will be acquired for future interchange development. Access is not affected and will remain as is.
- b) PW stated that there is no objection to the acquisition and indicated that he will be retiring in December 2021 and WA (Industrial Manager) will be the responsible representative.

- c) PW stated that a NTE owned 150mm water pipeline runs inside the SANRAL N2 road reserve (underground) for about 9km on the eastern side of the existing N2.
- d) SS displayed a layout drawing and ascertained that the pipeline runs from km 30.0 to km 31.04 of Project B while the rest of it falls under Project C.
- e) WA stated that there are drawings and a wayleave (obtained by NTE from the relevant authority) that can be made available to SS.
- f) SS requested WA to email the drawings, with co-ordinates, and a wayleave, so that the pipeline can be included in the services drawings and be preserved during construction.
- g) JB stated that fortunately the road widening is on the opposite side of the pipeline.
- h) PW stated that the pipeline has air valves and markers along its route; the markers will be upgraded soon.
- i) At SS's prompt, PW confirmed the following:
 - The property is zoned as residential,
 - There are no graves affected,
 - A small portion of a clear Vu fence is affected,
 - There are 27 houses with families residing in the property.

1/2.5

Both Mr Skhosana and Dr Bothma thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.

**ANNEXURE A
ATTENDANCE REGISTER**

CONTRACT NO: N.002-340-2016/1

THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KIM 30) TO LEIDEN (KIM 60) (30 KIM)

NTE CO LTD

Portion 16 of the farm Drieaan 432

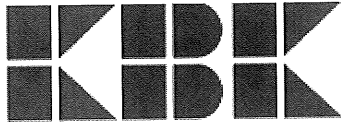


Meeting Date: - 04/11/2021 11:00

ATTENDANCE REGISTER FOR LANDOWNER MEETING

REPRESENTATIVE NAME	COMPANY NAME	ADDRESS	E-MAIL ADDRESS	CONTACT NUMBER	SIGNATURE
1. Mr MP Boonstra (Martin)	KBK ENGINEERS (PTY) LTD.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	martinb@kbkengeiners.co.za	082 322 8688	Apology
2. Mr S Skhosana (Steve)	KBK ENGINEERS (PTY) LTD.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	steves@kbkengeiners.co.za	083 276 2397	
3. Dr Jenine Bothma	Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	ce.j@mwabbiz.co.za	082 571 8920	VIRTUAL MS TEAMS
4. Mr Peter Wilson	NTE PTY LTD	1 George MacFarlane Town Hill, Pietermaritzburg 3201	P.Wilson@nte.co.za	082 804 8276	"
5. Mr William Aherm	NTE PTY LTD	U	WAherin@nte.co.za		"
6.					
7.					
8.					
9.					

KBK ENGINEERS (Pty) Ltd



PO BOX 74786
LYNNWOODRIF, PRETORIA
0040

Tel : (012) 348-1822
Fax : (012) 348-1823
e-mail : martinb@kbkengineers.co.za

SANRAL

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD



REG. NO. 19774/00024/00
BUILDING SOUTH AFRICA
THROUGH BETTER ROADS

NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – TRANSNET

CLIENT : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONSULTING ENG. : KBK ENGINEERS (PTY) LTD

PROJECT : CONTRACT DESCRIPTION: N.002-340-2016/1: THE
IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM
VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

CONTRACT NO. : NRA N.002-340-2016/1

REFERENCE : 3000

DATE OF MEETING : 31 January 2022 at 10:00

VENUE : VIRTUAL - MS TEAMS

AFFECTED PROP : Portion 1 of the farm Sluis 354
Portion 7 of the farm Valschvlei 352
Portion 3 of the farm Basel 313
Portion 5 of the farm Springbokfontein 317
Portion 1 of the farm Ernstdraai 316
Portion 4 of the farm Ernstdraai 316
Portion 3 of the farm Ernstdraai 316
Portion 9 of the farm Alkmaar 320

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Mr Skhosana welcomed everyone and proceeded to introduce some of the role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Dr Bothma of Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date. Mr. Mdingi introduced himself (National Disposals Manager) and his colleague, Mr Kwezi Sitlhangu (Acting Regional Disposals Manager).</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u></p> <p>Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u></p> <p>Mr. Steve Skhosana Ms. Linda du Preez</p> <p><u>Chameleon Environmental Consultants</u></p> <p>Dr Jenine Bothma</p> <p><u>Land Owner</u></p> <p>Mr Zuko Mdingi - National Disposals Manager Mr Kwezi Sitlhangu - Acting Regional Disposals Manager</p>	<p>SANRAL</p> <p>KBK SS LD</p> <p>CEC JB</p> <p>LO ZM KS</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager Martin Boonstra – Engineer</p>	<p>BM MB</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p>	

SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility. The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.

To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.

A Layout Drawing of the project was utilized for discussion purposes. SS pointed to the proposed acquisition for Portion 1 of the farm Sluis 354, Portion 7 of the farm Valschvlei 352, Portion 3 of the farm Basel 313, Portion 5 of the farm Springbokfontein 317, Portion 1 of the farm Ernstdraai 316, Portion 4 of the farm Ernstdraai 316, Portion 3 of the farm Ernstdraai 316 and Portion 9 of the farm Alkmaar 320, and highlighted the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on the owner's property(s).

1/2.2

With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:

- a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);
- b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP);
- c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;
- d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle.
- e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before.
- f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract.

1/2.3

Dr Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed.

1/2.4

The following items were discussed in more detail and commented on by the parties:

- a) Dr. Bothma asked who the Transnet contact person for environmental matters will be.

- a) Mr. Mdingi confirmed that he will be the contact person for all correspondence related to this project. He will involve relevant persons in his department as the need arises.
- b) SS enquired about the process to be followed for SANRAL to acquire the required road reserve and access area from Transnet. SS also enquired about whether the process for acquiring from "Transnet Core Business Properties" differs from that of acquiring from "Transnet Non-Core Business Properties".
- c) Mr. Mdingi stated that the layout and its effects on Transnet properties was explained clearly. Mr. Mdingi further explained that:
 - SANRAL or his agent should apply for acquisition of the required area whether from core or non-core business properties.
 - If SANRAL's agent (KBK or PropSol) submits the application it should be accompanied by a power of attorney from SANRAL to certify that SANRAL gives consent.
 - The application should be addressed to the CEO of Transnet and sent or emailed to Mr Mdingi.
 - The road design layout should be included in the application.
 - Transnet will undertake the internal time consuming consultation process to ascertain the impact before granting approval.
 - If Transnet Freight Rail (TFR) is affected, the consultation process may take longer. TFR manages the rail activity.
 - It may take approximately 6 months to acquire from non-core properties; this may however be delayed by the consultation process.
 - It may take approximately 12 months to acquire from core properties.
 - The re-zoning and environmental processes may add another approximately 8 to 12 months resulting in a process as long as 18 to 24 months.
 - It is important that the application is made as early as possible because of these very likely delays.
 - Transnet is not likely to grant early occupation to SANRAL for fear that the application may be rejected. There is a likelihood of rejection because Transnet uses these properties for strategic expansion of the business.
 - At certain areas where the contractor needs to encroach into Transnet property during construction, the relevant property manager can be contacted to arrange a temporary occupation permission.
- d) Mr. Mdingi stated that he cannot confirm which of the affected Transnet properties are core and which are non-core.
- e) It was finally agreed that SS would send to Mr Mdingi the list of affected Transnet properties to obtain confirmation on whether they really belong to Transnet and whether they are core or non-core, before a formal application is sent.

1/2.5

Both Mr Skhosana and Dr Bothma thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.

**ANNEXURE A
ATTENDANCE REGISTER**

CONTRACT NO: N.002-340-2016/1**THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)****Transnet**

Portion 1 of the farm Sluis 354

Portion 7 of the farm Valschvlei 352

Portion 3 of the farm Basel 313

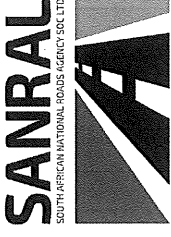
Portion 5 of the farm Springbokfontein 317

Portion 1 of the farm Ernstdraai 316

Portion 4 of the farm Ernstdraai 316

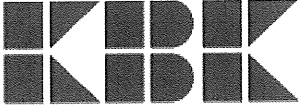

Portion 3 of the farm Ernstdraai 316

Portion 9 of the farm Alkmaar 320


**BUILDING SOUTH AFRICA
THROUGH BETTER ROADS**
ATTENDANCE REGISTER FOR LANDOWNER MEETING

Meeting Date: -

REPRESENTATIVE NAME	COMPANY NAME	ADDRESS	E-MAIL ADDRESS	CONTACT NUMBER	SIGNATURE
1. Mr MP Boonstra (Martin)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	martinb@kbkengineers.co.za	082 322 8688	APOLOGY
2. Mr S Skhosana (Steve)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	steves@kbkengineers.co.za	083 276 2397	PRESENT
3. Dr Jenine Bothma	Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	ce.i@mwebbiz.co.za	082 571 6920	PRESENT
4. Ms Linda du Preez	KBK Engineers	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040		012 348 1822	PRESENT
5. Mr. Zuko Mdingi	Transnet	PO Box 4245 CAPE TOWN 8000		021 308 1056 060 571 7629	PRESENT
6. Mr Kwezi Sithangu	Transnet	PO Box 4245 CAPE TOWN 8000			PRESENT
7.					
8.					
9.					

<p>KBK ENGINEERS (Pty) Ltd</p> 	<p>PO BOX 74786 LYNNWOODRIF, PRETORIA 0040</p> <p>Tel : (012) 348-1822 Fax : (012) 348-1823 e-mail : martinb@kbkengineers.co.za</p>	 <p>SANRAL SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD</p> <p>BUILDING SOUTH AFRICA THROUGH BETTER ROADS</p>
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NRA N.002-340-2016/1 PROPERTY OWNER MEETING MINUTES – EXXARO COAL PTY LTD

CLIENT	:	SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED
CONSULTING ENG.	:	KBK ENGINEERS (PTY) LTD
PROJECT	:	CONTRACT DESCRIPTION: N.002-340-2016/1: THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)
CONTRACT NO.	:	NRA N.002-340-2016/1
REFERENCE	:	3000
DATE OF MEETING	:	18 January 2022 at 11:00
VENUE	:	VIRTUAL (MS TEAMS)
AFFECTED PROP	:	Portion 2 of the farm Rietvlei 310

1/1	INTRODUCTION AND ATTENDANCE	
1/1.1	<p>Welcome and Introduction</p> <p>Ms. Igna Dougal welcomed everyone and introduced the representatives from Exxaro. Mr Skhosana proceeded to introduce the project role players. Mr Skhosana indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. Chameleon Environmental was appointed to undertake the environmental studies for the project. SANRAL has appointed Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Skhosana indicated that the reason for the meeting is to introduce the team associated with the project, to discuss land acquisition and access matters with the land owner and/or his representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on his property, and to obtain comments and input from the land owner as part of a Public Participation process for the Project.</p> <p>The attendance register for the meeting is attached in Annexure A.</p>	
1/1.2	<p>Attendance: Present</p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Mr. Steve Skhosana Mr. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u> Dr. Jenine Bothma – Chameleon Environmental Consultants</p> <p><u>Land Owner</u> Ms Igna Dougal Ms Karen Mare Ms Joyce Roelofse</p>	<p>SANRAL</p> <p>KBK SS MB</p> <p>CEC JB</p> <p>LO ID KM JR</p>
1/1.3	<p>Apologies</p> <p>Mr. Brian Mdziniso – SANRAL Project Manager</p>	<p>BM</p>
1/2.	MEETING KEY POINTS	
1/2.1	<p>SS explained the wider project and the proposed access management plan for this section of the N2.</p> <p>SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes (2-lanes per direction) with restricted access to improve mobility.</p>	

	<p>The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes than need to be negotiated when accessing the N2. Access management and access consolidation is therefore very important to improve safety and to ensure safe access points for adjacent land owners.</p> <p>To facilitate the upgrade of the road the current road reserve will be widened from approximately 30m to 62m. Widening of the road reserve, for the most part will be done to one side only. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position. Land will also be required to implement some of the new supporting road network alignments.</p> <p>A Layout Drawing of the project was utilized for discussion purposes. SS also displayed the preliminary plan (See Annexure B) compiled for Portion 2 of the farm Rietvlei 310, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on the properties shown in more detail. Soft copies of the proposed property plans were emailed to the owner representative(s) prior to the meeting.</p>	
1/2.2	<p>With SANRAL being the responsible roads authority, SS explained the current SANRAL land acquisition process and the relevant steps going forward:</p> <ol style="list-style-type: none"> a) KBK complete the Draft Design of The Project and determines the land requirements (process completed); b) KBK to meet with affected owners and compile the necessary Property Report (purpose of the meeting) and submit the report to SANRAL's Property Service Provider (PSP); c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams; d) A professional Property Valuer, from SANRAL's PSP will then meet with the affected Land Owner to enter into negotiations for the acquisition of the portion of the property required on a willing buyer and willing seller principle. e) The land acquisition negotiations will also endeavour to compensate the owner in such a manner that he is at least in the same position as he was before. f) The appointed PSP's are experienced professionals with wide knowledge of fair compensation on various sectors and aspects including timber. They did this work for SANRAL in the previous contract 	
1/2.3	<p>Dr. Jenine Bothma also explained that Chameleon Environmental was appointed to undertake the Environmental process for the proposed widening of the road. A Basic Assessment will be undertaken for the proposed development for submission to the National Department of Environment, Forestry and Fisheries for authorisation. Each affected owner is registered as an interested party on the project and will be kept informed of the process as it progresses. A public participation process will be followed. Pertinent documentation will later be sent to the land owner. Ms. Dougal confirmed that she will be Exxaro's single point of contact for correspondence.</p>	
1/2.4	<p>The following items were discussed in more detail and commented on by the parties:</p> <ol style="list-style-type: none"> a) ID stated that Exxaro acquired this property recently and has not yet mined in it. The property is located to the east of Sheepmoore village. b) SS state that the area required will be used for road reserve widening. c) KM asked whether fencing will be restored after the acquisition of the required area and whether alternative access to the N2 will be provided. 	

1/2.5	<ul style="list-style-type: none"> d) SS confirmed that the property will be fenced off with a fence of the same type and standard or better. SS stated that access will also be provided. e) ID expressed a concern that the three families that stay in this property will suffer as a result of their current direct access to the N2 being closed. ID shared a screen and pointed to the wetland that creates access difficulties for these families. f) MB stated that access to the property will be provided through the Sheepmoore major intersection, located just west of the property, and back routes. Direct access to the N2 will not be allowed or provided since the N2 will be a high mobility road (speed of 120km/h). g) ID stated that there are mining rights on the property; access agreements will have to be signed before access is granted for public participation and other purposes. h) SS requested Exxaro to sign a consent form and email it to KBK Engineers. SS explained that a consent form is not a contract but a confirmation that the layout and impact were explained to the property owner or representative and an opportunity was granted for him or her to express their concerns which should be documented on the form. i) KM agreed to have the consent form signed by a suitably delegated person in the company and sent back to KBK. j) ID conformed that there are no graves in the area to be acquired. k) ID confirmed that the property's type and zoning are 'agricultural'. l) ID stated that Eskom intends to construct a power line in the vicinity and promised to make the layout information to SS so that it is verified that this work does not impact on the N2 improvements. <p>Mr Skhosana, Mr Boonstra and Dr Bothma thanked the owner representative(s) for the meeting and indicated that they can be contacted for any additional questions or issues regarding the project.</p>	
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**ANNEXURE A
ATTENDANCE REGISTER**

CONTRACT NO: N.002-340-2016/1

THE IMPROVEMENT ON NATIONAL ROUTE N2 SECTION 34 FROM VERZAMELING (KM 30) TO LEIDEN (KM 60) (30 KM)

Exxaro Coal Pty Ltd

Portion 2 of the farm Rietvlei 310



**BUILDING SOUTH AFRICA
THROUGH BETTER ROADS**

ATTENDANCE REGISTER FOR LANDOWNER MEETING Meeting Date: -

REPRESENTATIVE NAME	COMPANY NAME	ADDRESS	E-MAIL ADDRESS	CONTACT NUMBER	SIGNATURE
1. Mr MP Boonstra (Martin)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	martinb@kbkengineers.co.za	082 322 8688	VIRTUAL MEETING
2. Mr S Skhosana (Steve)	KBK ENGINEERS (Pty) Ltd.	KBK Consulting Engineers PO Box 74786 LYNNWOOD RIDGE 0040	steves@kbkengineers.co.za	083 276 2397	VIRTUAL MEETING
3. Dr Jenine Bothma	Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	ce.j@mwebbiz.co.za	082 571 6920	VIRTUAL MEETING
4. Ms. Igna Dougal	Exxaro	Roger Dyason Rd, Gauteng West, Gauteng, 0183	Igna.Dougal@exxaro.com	083 259 5822	VIRTUAL MEETING
5. Ms. Karen Mare	Exxaro	Roger Dyason Rd, Gauteng West, Gauteng, 0183			VIRTUAL MEETING
6. Ms. Joyce Roelofse	Exxaro	Time for here Roger Dyason Rd, Gauteng West, Gauteng, 0183			VIRTUAL MEETING
7.					
8.					
9.					

ANNEXURE 6

COMMENTS AND RESPONSE REPORT

COMMENTS AND RESPONSE REPORT:

THE PROPOSED UPGRADE OF NATIONAL ROUTE 2 SECTION 34 BETWEEN VERZAMELING (KM30.0) AND LEIDEN (KM 60.0)

Date of comment, format of comment name of organisation/I&AP	Issues raised	Response from EAP/Applicant/Specialist
BACKGROUND INFORMATION DOCUMENT PHASE		
<p>24 May 2022 By phone Mrs Paula Meyer</p>	<p>What was the documents that you sent to me?</p>	<p>The documents that I sent was a notification letter about the Basic Assessment that we are undertaken for the project. We need to inform I&APs about the project in terms of the EIA Regulations, 2014, as amended.</p>
<p>24 May 2022 Councillor Sibusiso Patrick Khalishwayo Ward 11 Msukaligwa Municipality By phone</p>	<p>What was the documents that you sent to me?</p>	<p>The documents that I sent was a notification letter about the Basic Assessment that we are undertaken for the project. We need to inform I&APs about the project in terms of the EIA Regulations, 2014, as amended.</p>
<p>7 December 2021 Focus Group Meeting Mr Hans Gerkin Landowner Portion 0 of the farm Ernstdraai 536 and Portion 0 of the farm Basel 313</p>	<p>a) Mr Gerken stated that he does not object to the proposed land acquisition and access plan. b) Bridge between two portions of the farm became inadequate after Department of Water Affairs increased the river flow. Construction of a new bridge was promised but never implemented. c) The Amsterdam Road(at Panbult) is in a bad state, but important to local farmers. Attempts to maintain the road by the farmers are inadequate.</p>	<p>a) Access to the smaller portion will be provided by means of a farm intersection. The advantages of the auxiliary turning lanes in the intersection were explained further. b) It is not a SANRAL road, so they will most likely not agree to extending the contract to that road. Local farmers should request the main contractor during construction to work on improving it in good faith.</p>

Date of comment, format of comment name of organisation/I&AP	Issues raised	Response from EAP/Applicant/Specialist
<p>17 November 2021 Focus Group Meeting Mr Carl Creydt Landowner Portion 0 of the farm Springbokkraal 434</p>	<p>a) Mr Creydt stated that he does not object to the proposed land acquisition and access plan. b) Mr Creydt expressed concern that residents of the nearby RDP town may start accessing the property through the farm intersection proposed to provide access to said property. It was enquired if SANRAL can formalize access on paper but not construct the intersection. c) Concerns were raised about the K53 ruled prohibiting the use of tractors on the highway, as tractors are important for farmers in conducting business, such as collecting timber directly from the plantation to the rail loading zone, as trucks cannot collect from the field. d) Mr Creydt stated he has other properties alongside the N2, further east.</p>	<p>a) It is not possible to provide an alternative access to the northern portion of the property through a right of way which extends to the next intersection located west of his property because of the existence of a railway servitude which would have to be crossed. It was promised to enquire from SANRAL the possibility of granting the landowner's wishes to not construct the intersection. b) A formal enquiry will be made to SANRAL for a formal response to concerned farmers, but it is generally understood that this is a farming area. It is also stated that the N2 upgrade makes provision for a 2.5m shoulder which can be utilized by slow-moving vehicles. c) Those properties will be addressed in later sections of the project.</p>
<p>17 November 2021 Focus Group Meeting Mr. Ralf Paul Landowner Portion 1 of the farm Springbokkraal 434</p>	<p>a) Mr Paul Stated that he does not object to the proposed land acquisition and access plan. b) Mr Paul stated that he has a building and land inside Portion 10 of the farm Springbokkraal 434, next to Iswepe Timber Factory, which can be used by the contractor during construction. It has been used by a previous contractor working on a different project.</p>	<p>a) Mr Boonstra agreed to note the information for consideration by the implementation contractor.</p>
<p>18 January 2022 Focus Group Meeting Ms Igna Dougal Ms Karen Mare Ms Joyse Roelofse Exxaro</p>	<p>a) Ms Dougal stated that Exxaro acquired the property recently and has not yet mined in it. The property is located to the east of Sheepmore village. b) Ms Mare asked whether fencing will be restored after the acquisition of the</p>	<p>a) Mr Skhosana stated that the area required will be used for road reserve widening. b) Mr Skhosana confirmed that the property will be fenced off with a fence of the same type and standard or better. He</p>

Date of comment, format of comment name of organisation/I&AP	Issues raised	Response from EAP/Applicant/Specialist
<p>Landowner Portion 2 of the farm Rietvlei 310</p>	<p>required area and whether alternative access to the N2 will be provided.</p> <p>c) Ms Dougal expressed a concern that the three families that stay on the property will suffer as a result of their direct access to the N2 being closed, and shared a screen to highlight the wetland that is creating those access difficulties.</p> <p>d) Ms Dougal stated that there are mining rights on the property; access agreements will have to be signed before access is granted for public participation and other purposes.</p> <p>e) Ms Mare agreed to have the consent form signed by a suitably delegated person in the company and sent back to KBK.</p> <p>f) Ms Dougal confirmed that there are no graves in the area to be acquired.</p> <p>g) Ms Dougal confirmed that the property's type and zoning are 'agricultural'.</p> <p>h) Ms Dougal stated that Eskom intends to construct a power line in the vicinity and promised to make the layout information to Mr Skhosana so that it is verified that this work does not impact on the N2 improvements.</p>	<p>also stated that access will also be provided.</p> <p>c) Mr Boonstra stated that access to the property will be provided through the Sheepmore major intersection, located just west of the property, and back routes. Direct access to the N2 will not be allowed or provided since the N2 will be a high mobility road (speed of 120km/h).</p> <p>d) Mr Skhosana requested Exxaro to sign a consent form and email it to KBK Engineers. He explained that a consent form is not a contract but a confirmation that the layout and impact were explained to the property owner or representative and an opportunity was granted for them to express their concerns which should be documented on the form.</p>
<p>17 November 2021 Focus Group Meeting Mr. Hans Filter Landowner Portion 0 of the farm Valschvlei 352</p>	<p>a) Mr Filter stated that he does not object to the proposed land acquisition and access plan.</p> <p>b) He requested that he be informed 6 months before construction commences so that he can adjust his planting activities on the area to be acquired.</p>	<p>a) Mr Boonstra stated that it is generally accepted that the area in question is a farm area, however the concern will be escalated to SANRAL for a response to all concerned farmers.</p> <p>b) Mr Skhosana stated that the N2 upgrade also makes provision for a 2.5m paved shoulder in each direction for use by</p>

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<p>9 December 2021 PWG Attorneys on behalf of Mr. Hans Filter Landowner</p>	<p>IMPROVEMENT OF NATIONAL ROUTE 2</p> <p>We refer to the above-mentioned matter where we act on behalf of several farm associations whom is currently farming next to the N2.</p> <p>We hereby wish to record the following:</p> <ol style="list-style-type: none"> 1. The N2 is used on a regular basis by farmers to transport their products from the farm to Silo's. 2. The N2 is also used by Timber Farmers to transport their timber by tractor and trailer to different outlets along the route. 3. Some of the farmers' farms are located on both sides of the N2 and therefore, tractors, implements and other farming equipment needs to cross the N2. <p>We confirm that our clients take note of the improvements of the route but wish to record that the N2 must be open for use by farmers to transport their products with tractors and trailers to Silo outlets and between farms.</p> <p>The N2 must be improved in such a way that farmers can cross from one side to the other on the N2.</p>	<p>We forwarded your letter of concerns to SANRAL.</p> <p>The N2 is classified as a "highway" and not a freeway. And in addition, the N2 upgrade will allow farmers to transport their products using tractors and trailers to silo outlets and between farms.</p>
<p>17 November 2021 Focus Group Meeting Mr. Heinz Johannes Mr. HWO Johannes(son)</p>	<ol style="list-style-type: none"> a) Mr Heinz Johannes stated that he does not object to the proposed land acquisition and access plan. b) He stated that some farmers have cattle 	<ol style="list-style-type: none"> a) Mr Skhosana stated that on occasion SANRAL has provided underpasses where warranted and where possible and safe in terms of the road vertical

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<p>Landowner Portion 0 of the farm Springbokfontein 317 Portion 1 of the farm Kiel 315</p>	<p>and asked if SANRAL is willing to provide underpasses for cattle</p> <p>c) Mr Johannes raised concerns that tractors are not allowed on the highway according to the K53 rules of the road. Tractors are used to collect timber directly from the plantation to the railway siding, and using tractors for transport avoids a double handling operation as trucks cannot access the plantation fields.</p>	<p>alignment.</p> <p>b) Mr Skhosana and Dr Bothma stated that it is generally accepted that the area in question is a farm area, however this concern will be escalated to SANRAL for a response to all concerned farmers.</p> <p>c) Mr Skhosana stated that the N2 upgrade also makes provision for a 2.5m paved shoulder in each direction for the use of slow-moving vehicles; this will help the course of local farming activities.</p> <p>d) Mr Skhosana stated that the area hatched in green means that access road will be constructed without acquiring land.</p> <p>e) Mr Skhosana prompted Mr Johannes to provide the information required to populate the property report and confirmed that there are no graves in the area to be acquired.</p>
<p>17 November 2021 Focus Group Meeting Mr. Johannes Stapelberg Landowner Portion 0 of the farm 766 Portion 7 of the farm Alkmaar 320 Portion 6 of the farm Alkmaar 320</p>	<p>a) Mr Stapelberg stated that he does not object to the proposed land acquisition and access plan for the three properties apart from portion 7 of the farm Alkmaar as he does not like the position where access is provided of access through an intersection; the area has steep slopes that will make the use of the access impossible.</p> <p>b) Mr Stapelberg requested that a right of way be registered, and access road be provided within portion 0 of the farm 766 to provide access to the adjacent portion 7 of the farm Alkmaar.</p>	<p>a) Mr Boonstra agreed to investigate the possibility of granting this request(b).</p> <p>b) Mr Boonstra stated that SANRAL has a 60m building line restriction (from the centre of a national road)(c).</p> <p>c) Mr Boonstra agreed to have a right of way registered to provide access to both the southern and western parts of the Snyakaza community through the farm intersection which provides access to this property(e).</p> <p>d) Mr Skhosana prompted Mr Stapelberg to provide the information required to populate the property reports and</p>

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	<p>c) Mr Stapelberg stated that he has a double story house very close to the road reserve at the north-western corner of this property.</p> <p>d) Mr Stapelberg requested that an electrified 1.8m high game fence in front of the three properties be restored.</p> <p>e) Mr Stapelberg stated that there is a community (Snyakaza Communal Property Association) which resides in the south of the property portion 6 of the farm Alkmaar 320 that uses the existing road (which parts this property in two) to access the N2. He requested for the current access enjoyed by this community (including JJ Timber) to be maintained and not taken away. He mentioned that he is willing to allow a right of way right through his property to make this request a reality. School buses also use this access road.</p> <p>f) He stated that another portion of this community resides in the west of his property and has direct access to the N2.</p> <p>g) He stated that he has a gentlemen's agreement with the western community that they will make use of a portion of his farm while he makes use of a portion of their farm (portions are of similar sizes).</p>	<p>confirmed that there are no graves in the areas to be acquired.</p>
<p>17 November 2021 Focus Group Meeting Snyakaza Ms Florence Zwane (Chairperson of CPA) Ms Thandazile Ngotheni (Daughter)</p>	<p>a) Ms Zwane stated that she does not object to the land acquisition but it is important for SANRAL to arrange a briefing meeting with the CPA and all</p>	<p>a) Mr Skhosana stated that Ms Zwane's concerns will be noted. b) Mr Skhosana also stated that the Department of Agriculture, Land Reform and Rural Development does not favour</p>

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	<p>members so that they can all be briefed and have their questions answered.</p> <p>b) Ms Zwane stated that she cannot solely make a definite decision for the CPA without consultation.</p> <p>c) Ms Zwane provided the hard copies of the CPA registration documents for verification.</p>	<p>a situation where the representatives of SANRAL hold meetings with the CPA in its absence. They prefer to be the ones arranging those meetings and inviting the representatives of SANRAL. He stated that the department will be informed.</p> <p>c) Mr Skhosana explained that the area to be acquired will be used to widen the N2 road reserve.</p> <p>d) Mr Skhosana also explained that access to the Snyakaza community will be provided through a right of way running through the eastern neighbouring farm (Portion 6 of the farm Alkmaar 320) which belongs to Mr. Johannes Stapelberg, to the intersection with the N2.</p> <p>e) Mr Skhosana promised to send through by WhatsApp to Ms Ngotheni the final adjusted diagram which shows how access will be provided.</p> <p>f) Mr Skhosana prompted Ms Zwane to provide the information required to populate the property report and confirmed that there are no graves in the area to be acquired.</p>
<p>5 November 2021 Focus Group Meeting Mr. Joe Coetzer Landowner Portion 0 of the farm Driepan 432 Portion 1 of the farm Driepan 432 Portion 0 of the farm Zoar 356 Portion 0 of the farm Sluis 354</p>	<p>a) Mr Coetzer concurred with the layout and mentioned that safe access is a priority to the business of Mondl SA(b).</p> <p>b) Mr Coetzer asked why the road reserve is not widened to the eastern side.</p>	<p>a) Mr Skhosana stated that Portion 0 of the farm Sluis 354 is the most impacted Mondl SA property.</p> <p>b) Mr Boonstra explained that access will be provided through a major staged intersection, as shown in the displayed layout, which can accommodate a truck with a length</p>

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	<p>c) Mr Coetzer confirmed that this property contains Sluis village with many occupants, that there are no affected graves and if there were they would be picked up in the Mondi GIS system used to mark graves, borehole, etc, and that other property information will be included in the forms that Mr Skhosana will provide.</p> <p>d) Mr Coetzer stated that the northern access was used as an entrance while the southern one an exit for trucks so that they do not have to make a U-turn.</p> <p>e) Mr Bothma requested Mr Coetzer to inform Chameleon Environmental of any specific environmental issues in the area. Informal settlements can become a problem when omitted in the public participation process.</p>	<p>of up to 25m in the median; this will make right turns easier and safer.</p> <p>c) Mr Boonstra stated that the area for future interchange development will be acquired by SANRAL now but Mondi SA can purchase leasing arrangement with SANRAL while the area is not yet developed.</p> <p>d) Mr Boonstra stated that the railway on the eastern side is strategically kept to one side as far as possible because switching sides will complicate the accommodation of traffic for the contractor during construction(b).</p> <p>e) Mr Skhosana explained that access to the property Portion 0 of the farm Zoar 356 will be provided through a right of way connection to the major staged intersection which falls under Portion 0 of the farm Driepean 432.</p> <p>f) Mr Boonstra explained that access to Portion 1 of the farm Driepean 432 will be provided through a farm intersection as shown.</p> <p>g) He also stated that when trees are cleared to provide access roads these will be compensated for.</p> <p>h) Mr Boonstra explained that access to Portion 0 of the farm Driepean 432 will be provided through a safe Split butterfly intersection which is of an order higher than a farm T-junction in that it provides a safe painted island separation for right turning fleet for</p>

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		<p>safe speed reduction and safe speed acquisition.</p> <p>i) Mr Boonstra stated that the existing access north of the new formalized access will be closed. Mondl should keep in mind the effect that will have on the operational side of the business.</p> <p>j) Mr Boonstra stated that there is another farm intersection adjacent to Portion 1 of the farm Driepan 432. Mondl can possibly utilize this as an entrance and then use the Split butterfly intersection adjacent to Portion 0 of the farm Driepan 432 as the exit.</p>
<p>4 November 2021 Focus Group Meeting Mr. William Aherin Mr. Peter Willson NTE Landowner Portion 16 of the farm Driepan 432</p>	<p>a) Mr Willson stated that there is no objection to the acquisition and indicated that he will be retiring in December 2021. Mr Aherin will be the responsible representative.</p> <p>b) Mr Willson stated that a NTE owned 150mm water pipeline runs inside the SANRAL N2 road reserve (underground) for about 9km on the eastern side of the existing N2.</p> <p>c) Mr Aherin stated that there are drawings and a wayleave (obtained by NTE from the relevant authority) that can be made available to Mr Skhosana.</p> <p>d) Mr Willson stated that the pipeline has air valves and markers along its route; the markers will be upgraded soon.</p>	<p>a) Mr Skhosana stated that only a small portion of the NTE property will be acquired for future interchange development and access will not be affected and will remain as is.</p> <p>b) Mr Skhosana displayed a layout drawing and ascertained that the pipeline runs from km 30.0 to km 31.04 of Project B while the rest of it falls under Project C.</p> <p>c) Mr Skhosana requested Mr Aherin to email the drawings, with, coordinates, and a wayleave, so that the pipeline can be included in the services drawings and be preserved during construction.</p>

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		<p>d) Dr Bothma stated that fortunately the road widening is on the opposite side of the pipeline.</p> <p>e) Mr Skhosana prompted Mr Willson to confirm that the property is zoned as residential, that there are no graves affected, that a small portion of a clear Vu fence is affected, and that there are 27 houses with families residing in the property.</p> <p>f) Mr Willson promised to have the consent form signed by the authorized person.</p>
<p>31 January 2021 Focus Group Meeting Transnet Mr. Zuko Mdingi (National Disposals Manager) Mr Kwezi Sithangu (Acting Regional Disposals Manager)</p> <p>Portion 1 of the farm Sluis 354 Portion 7 of the farm Valschvlei 352 Portion 3 of the farm Basel 313 Portion 5 of the farm Springbokfontein 317 Portion 1 of the farm Ernstdraai 316 Portion 4 of the farm Ernstdraai 316 Portion 3 of the farm Ernstdraai 316 Portion 9 of the farm Alkmaar 320</p>	<p>a) Dr Bothma asked who the Transnet contact person of environmental matters will be.</p> <p>b) Mr Skhosana enquired about the process to be followed for SANRAL to acquire the required road reserve and access area from Transnet. He also enquired about whether the process for acquiring from "Transnet Core Business Properties" differs from that of acquiring from "Transnet Non-Core Business Properties".</p> <p>c) Mr Mdingi stated that he cannot confirm which of the affected Transnet properties are core and which are non-core.</p>	<p>a) Mr Mdingi confirmed that he will be the contact person for all correspondence related to this project, and he will involve relevant persons in his department as the need arises.</p> <p>b) Mr Mdingi stated that the layout and its effects on Transnet properties was explained clearly. He further explained that SANRAL or his agent should apply for acquisition of the required area whether from core or non-core business properties, that if SANRAL's agent (KBK or PropSol) submits the application it should be accompanied by a power of attorney from SANRAL to certify that SANRAL gives consent. The application should be addressed to the CEO of Transnet and sent or emailed to Mr Mdingi. The road design layout should be included in</p>

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		<p>the application. Transnet will undertake the internal time consuming consultation process to ascertain the impact before granting approval. If Transnet Freight Rail (TFR) is affected, the consultation process may take longer as TFR manages the rail activity. It may take approx. 6 months to acquire from non-core properties; this may however be delayed by the consultation process. It may take approx. 12 months to acquire from core properties. The re-zoning and environmental processes may add another approx. 8 to 12 months resulting in a process as long as 18 to 24 months. It is important that the application is made as early as possible because of these likely delays. Transnet is not likely to grant early occupation to SANRAL for fear that the application may be rejected. There is a likelihood of rejection because Transnet uses these properties for strategic expansion of the business. At certain areas where the contractor needs to encroach into Transnet property during construction, the relevant property manager can be contacted to arrange a temporary occupation permission.</p> <p>c) It was agreed that Mr Skhosana would send to Mr Mdingi the list of</p>

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<p>30 July 2021 By phone Councillor BI Jiyane Ward 11 Msukaligwa Local Municipality</p>	<p>Cllr Jiyane verbally acknowledged the receipt of the written notice. By telephone he wanted to know how communication was conducted with communities.</p>	<p>affected Transnet properties to obtain confirmation on whether they really belong to Transnet and whether they are core or non-core, before a formal application is sent. It was explained to Cllr Jiyane that communication with the communities within his ward was to be done by Mpumalanga Shared Services Board.</p>
<p>30 July 2021 By e-mail Mr SI Malaza Acting Municipal Manager Msukaligwa Local Municipality</p>	<p>Mr Malaza's PA acknowledged receipt of the written notification. No comments submitted.</p>	<p>No response necessary</p>
<p>28 July 2021 By e-mail Ms. Makhana Senwana Director: Tenure Reform Implementation Mpumalanga Provincial Shared Services Centre Department of Agriculture, Land Reform & Rural Development</p>	<p>I am responsible for the CPAs in the Provincial office, however, your request has been sent to the District for assistance as they deal with the CPAs directly. Note that your request is getting attention, it takes time if the office has not yet met with the particular CPAs as we are having more than 400 CPAs with only 2 officials per District, they have to locate them as they are not established by our Directorate. I have copied the Deputy Director responsible in the District Mr Sebitso Thoka, you may communicate with him directly. Hope you find the above in order.</p>	<p>Thank you for the information provided.</p>

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<p>9 September 2021 Focus group meeting Mr. Gilbert Masuku Department of Public Works, Roads and Infrastructure Portion 2 of the farm Camden Power Station 329 IT</p>	<p>a) Mr Masuku enquired about why this section of the N2 is called 34. Mr Masuku indicated that the property is being used as a military base for SANDF. One family occupies the southern portion of the property and accesses the N2 through the access road which runs parallel to the Eskom conveyor belt which also runs through the property. The existing access is also being used for fire breaks maintenance. It is important for this family to be granted continued access to the N2. He indicated that the conveyor belt and wetlands on the western side of the family home act as boundaries and will make the western access impossible.</p> <p>c) Mr Masuku indicated that there are currently no good relations between the department and the eastern neighbour which may make traversing through his property difficult.</p>	<p>The answers are provided by Mr Martin Boonstra and Mr Steve Skhosana of KBK Engineers.</p> <p>a) Mr Boonstra explained that SANRAL names sections of national roads in accordance with uniformity starting from section 1 and onwards. b) Mr Skhosana stated that the eastern access will be considered. c) Mr Boonstra indicated that SANRAL and SANRAL's service providers will handle the matter as SANRAL has the option to expropriate in the case of non-compliant land owners.</p>
<p>7 May 2021 Focus Group Meeting Transnet Mr Japhtha Maboko Mr Josaiah Rikhotso Landowner Portion 9 of the farm Buhrmansvallei 298</p>	<p>a) Mr Maboko stated that KBK must do a deed search to obtain all the above-mentioned required information. Some parts of Transnet servitude may belong to TFR (Transnet Freight Rail). Mr Rikhotso will assist with further information. SANRAL must make an offer.</p>	<p>Information provided by Mr Martin Boonstra of KBK Engineers.</p> <p>Mr Skhosana explains how the widening of the road will affect Transnet property and they need assistance with formation as to an access road. Does it belong to Transnet still? Can Transnet give permission? Does Transnet still own a servitude containing this formation? If so SANRAL also needs to</p>

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	<p>b) Mr Maboko stated that KBK must perform ground work to find answers.</p>	<p>acquire from it a small portion for road reserve.</p> <p>a) Mr Boonstra stated that KBK has already done a deed search and obtained the surveyor general information but could not find the requested information. Mr Boonstra requested for Transnet to indicate whether or not the areas belong to Transnet; KBK will provide diagrams.</p> <p>b) Mr Skhosana agreed to take the process further with the assistance of Mr Rikhotso as suggested.</p>
<p>4 December 2020 8 February 2021 By e-mail Mr Hannes van Heerden Nick Bailey Department of Water and Sanitation</p>	<p>We have 3 pipe lines crossing the N2 in Section A. The crossing occurs at - 26.637114, 30.142032.</p> <p>I am forwarding this email to our Area Manager, Mr. M.M. Sethosa as well as Mr Vermaak, our Civil Technician, who can assist you with plans, protection specifications, dimensions, etc. for the relevant section.</p> <p>Please note however, that authorisation for works on or near the pipe lines need to be approved by our Head Office as the lines are of critical importance to the supply of electricity to the country.</p> <p>The majority of the drawings/information are only available for pipeline no. 4, please see the attachments. Attachments 60940 and 60986 are for pipeline no. 3. All of the pipelines should be encased in concrete,</p>	<p>Find hereby attached plans and letter for the request of existing services.</p> <p>At this stage we concentrate on the section N2-34 between Leiden (km 59.0) and Camden (km 87.4). This section is referred to as Section A.</p> <p>(From Mr Mias van der Merwe, KBK Engineers).</p>

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	<p>however this cannot be guaranteed, especially for pipeline no.'s 1 and 2. Note pipeline no. 4 is in a concrete culvert and is not encased. The encasement should be for the full width of the road reserve i.e. 49m. However, at the time of constructing pipeline no.'s 1 and 2 it is likely that the road reserve was narrower. Only drawing 82811 for pipeline no. 4 indicates pipe levels, there are no levels for pipeline no.'s 1 to 3. Regardless of what the drawings indicate, the road authority must use suitable ground penetrating radar to locate the pipelines.</p> <p>You can search for further drawings on the link below. You need to be connected to the server to search.</p>	
<p>25 July 2021 By e-mail Ms Portia Chawane Environmental Officer Vaal Catchement Management Agency</p>	<p>Reference is made to the attached Vaal Catchment Notification Upgrade of the N2 National Route and locality plan. The notification letter indicated that "the water uses (crossing streams/rivers or within 500m of a wetland) will be applied for at the Department of Water and Sanitation in accordance with the National Water Act, (Act No. 36 of 1998)(NWA)". You are kindly advise to apply for a water use authorisation online through e-wulaas for Section 21 of NWA water uses applicable to the proposed project.</p>	<p>The application will be made on the e-wulaas system.</p>
<p>30 July 2021 By e-mail Ms Khumbelo Malele Mr Johan Eksteen Mpumalanga Tourism and Parks Agency</p>	<p>Me Malele acknowledged receipt of the notification and requested that all documentation requiring response needed to</p>	<p>Hard copies of the documents will be sent.</p>

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<p>30 July 2021 By e-mail Me Cindy Mbuyane Mpumalanga Department of Economic Development, Environmental & Tourism Directorate: Environmental Impact Management</p>	<p>be sent via hard copy to Mr Eksteen and/or Me Mnisi Me Mbuyane confirmed receipt of the written notification. No issues or comments</p>	<p>No response necessary</p>
<p>22 July 2021 By e-mail Mr Skhalele Njoni Acting Chief Director Mpumalanga Province Shared Services Centre Mpumalanga Department of Agriculture, Land Reform and Rural</p>	<p>Mr Njoni acknowledged receipt of the written notice.</p>	<p>No response necessary</p>
<p>29 July 2021 By e-mail Ms Sharon van der Merwe Property Specialist Mondi (Pty) Ltd</p>	<p>Me van der Merwe placed on record the following items:</p> <ul style="list-style-type: none"> • Reducing or avoiding any loss of commercial timber • Reducing or avoiding any loss of conservation areas (e.g. HCVs, ASIs, NB species, NB ecosystems, ecological integrity, ecological connectivity) • Ensuring the project proponent implements Duty of Care around containing all project activities, as well as relevant requirements as per the CoA / EMP. <p>Mondi's preliminary comments are as follows:</p>	<ol style="list-style-type: none"> 1. You are registered as an I&AP on both the roads project and the Water Use License/General Authorisation applications. 2. The sourcing of water on the project is usually a requirement from the appointed contractor. The project will be subjected to an open tender by SANRAL in order to appoint a contractor on the project. The contractor will be required in terms of the contract documentation to source water for the project. The contractor will be required to comply with the Water Act in this regard and apply for a WUL/GA if required. 3. The management of storm water on a road is included in the design of the road

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	<ul style="list-style-type: none"> • It is noted that an Application for a Water Use Licence and/or General Authorisation will be applied for in terms of the National Water Act (Act 36 of 1998). Please register Mondi South Africa (Pty) Ltd as an Interested and Affected Party in this Application. • Please advise on where water required for construction activities will be sourced, as well as the anticipated quantity. • Mondi South Africa (Pty) Ltd. request the following detail to be included in the Draft Basic Assessment Report, as well as the associated Environmental Management Programme (EMPr) which is to be made available for public review, specific to the project: <ul style="list-style-type: none"> - Stormwater Management Plan; - Waste Management Plan, inclusive of general and hazardous waste management; - Spill Contingency Plan; - Fire Management Plan, including risk management, especially with regards to Mondi South Africa (Pty) Ltd.'s landholdings; - Alien Invasive Plant Monitoring Plan; - Traffic Management Plan; - Dust Management Plan; and - Emergency Response Procedure Plan. • Detail on the location and size of the construction site camp is required. • Detail on the anticipated duration of construction is required, as well as 	<p>and the bridges by the appointed consulting engineers to the project. Information regarding the management of storms water will be included in the BAR for the project.</p> <ol style="list-style-type: none"> 4. The possible pollution by waste will be assessed in the BAR and the management of waste for general and hazardous waste will be included in the EMPr for the project. 5. Possible spills will be assessed in the BAR and the contingency of spills will be included in the EMPr for the project. 6. Mitigation measures with regard to the prevention of fires at the construction camp site will be included in the EMPr for the project. 7. Mitigation measures with regard to the monitoring and management of alien vegetation on the project will be included in the EMPr for the project. 8. The consulting engineers to the project will compile a traffic management plan for the project that will be included in the BAR. 9. Mitigation measures with regard to dust control on the project will be included in the EMPr for the project. 10. An Emergency Response Procedure plan is usually required in terms of the safety conditions that the contractor on site must comply with. However, mitigation measures will be included in the EMPr for major emergencies

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	<p>estimated construction start timeframes, pending tender award.</p> <ul style="list-style-type: none"> • Detail on how access to Mondi South Africa (Pty) Ltd.'s landholdings will be controlled. • Under no circumstances are Mondi South Africa (Pty) Ltd.'s landholdings to be used as construction thoroughfare access routes. • Under no circumstances are Mondi South Africa (Pty) Ltd.'s plantations landholdings to be utilised as temporary materials or laydown areas during construction. • Under no circumstances is cement to be mixed on any permeable surface. This is a very specific issue and can be assessed when we receive the draft Basic Assessment report. • Detail on the number of ablations facilities that will be made available to construction staff and at what ratio is required. Further, reassurance is required that a reputable service provider will collect and dispose of ablation waste at a licensed facility. Waste management is covered under above list of plans required by us. These are very specific issues and can be assessed when we receive the draft Basic Assessment report. • During construction topsoil will require stripping. Please advise where the stripped topsoil will be stockpiled, as well as detail its end-use. 	<p>pertaining to the environment for instance major spills.</p> <ol style="list-style-type: none"> 11. Recommendations will be included in the BAR pertaining to possible locations for the construction site camp on disturbed land. However, once the contractor is appointed, he/she will be required to source the location for the construction camp and any area that is chosen will be subject to the approval of the relevant landowner. 12. The detail on the duration of construction will be included in the BAR. The possible commencement date is very difficult to provide as it will depend on the duration of the land acquisition process, environmental process and tender process for the project. 13. The appointed contractor will be responsible for the management of the staff on the project. This will include access to any land that is beyond SANRAL'S road reserve, including Mondi's land. However, the unlawful access to Mondi's land by any person that is not part of the staff is beyond the contractor's control. 14. Any access route that will be used by the appointed contractor will be subject to the approval by the landowner. If the landowner would need to make use of an access road that is on Mondi's land, approval will need to be obtained from Mondi before the access road can be used.

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	<ul style="list-style-type: none"> • An assurance that progressive rehabilitation will occur along the entire alignment is required. i.e. rehabilitation of affected areas will occur as soon as construction is complete in a specific area and not at the end of the project. • An acknowledgment from both the Applicant and Contractor of the Polluter-Pays Principle and Duty of Care in terms of the National Environmental Management Act (Act No. 107 of 1998). • Post-construction, please advise how the new road reserve will be managed by SANRAL. <p>We reserve the right to submit further comments once we have received and reviewed the Draft Basic Assessment Report.</p>	<p>15. Areas will be included in the BAR for possible use by the appointed contractor for temporary laydown areas on disturbed land during construction. Any land that the contractor will use will be subject to landowner's consent in any event.</p> <p>16. Mitigation measures for the mixing of cement will be included in the EMPr for the project.</p> <p>17. Detail on the management of sewage at the construction camp and at the road site will be included in the EMPr for the project. This will include the number of ablutions facilities that will be made available to construction staff and at what ratio is required and reputable service providers.</p> <p>18. Mitigation measures with regard to topsoil stripping and storage will be included in the EMPr for the project. The topsoil will be used for the rehabilitation of the road site following the construction phase. The topsoil will be spread onto the road reserve or any area that was disturbed and will be hydroseeded.</p> <p>19. The rehabilitation of the project will be in terms of the contract with the contractor which usually includes progressive rehabilitation.</p> <p>20. The appointed contractor will be obliged to comply with all the laws during construction including the NEMA Act. The Polluter-Pays and Duty of Care principles are included in NEMA. The appointed contractor will also appoint his own</p>

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		<p>environmental officer who will assist in this regard.</p> <p>21. The appointed contractor will be subject to a one year defects liability period on the project following the rehabilitation of the site. Thereafter, the SANRAL has routine road maintenance that is conducted by appointed contractors on all their roads on the entire national road network. There will also be contractors appointed to conduct routine road maintenance on these roads following the rehabilitation of the site.</p> <p>Please also be assured that there will be checks and balances in place during the construction phase in order to ensure that the contractor complies with the environmental authorisations, permits and approved EMPr for the project. Over and above the environmental officer that will be appointed by the contractor, an independent environmental auditor will be appointed on the site that will conduct audits that will be submitted to the National Department of Forestry, Fisheries and the Environment for approval.</p>
<p>13 July 2020 By e-mail Dark Africa Fibre Mr Charles Rohmann Mr Lourens Maritz</p>	<p>How will the N2 project affect the fibre?</p>	<p>Information on how it could possibly affect the fibre was forwarded to KBK Engineers. Plans of the project were forwarded by KBK Engineers.</p>