

# **ANNEXURE 5**


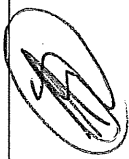



## **MINUTES OF MEETINGS HELD**










THE PROPOSED IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34 BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

MEETING WITH LANDOWNERS

1 AND 2 OF OCTOBER 2020

ATTENDANCE REGISTER

Name	Address	Tel Number	E-mail address	Signature
Mr Martin Boonstra	KBK Engineers (Pty) Ltd PO Box 74786 Lynnwood Ridge 0040	012 348-1822 0823328688	martinb@kbkengineers.co.za	
Dr Jenine Bothma	Chameleon Environmental P O Box 11788 Silver Lakes 0054	012 809-1704 0825716920	Ce.j@mwebbiz.co.za	
A. M Barnard	20 Van Oudshoorn	017 811 2757	adam@gowork.co.za	
Adam	Postnet Suit 1691 Private Bag x 9013 Ermele	072 698 4541	maxi@gowork.co.za	
A. E. M Barnard	20 Van Oudshoorn	017 811 2757	adam@gowork.co.za	
Adam	Postnet Suit 1691 Private Bag x 9013 Ermele	072 698 4541	maxi@gowork.co.za	

Name	Address	Tel Number	E-mail address	Signature
Koos vDMonse	Bus 605 Ermedo	0723443288	R16 vDMonse 5216 @ G.M. <G.M.> ria vdmonse 216 @ G.M. <G.M.>	
Johan Vemeulen	Bus 2764 Ermedo	Vandermeulen boedey@gmail.com	082 388 2130	
DADA DOETOR	37 Rietkle FARM Shepman	0716102194		
Bhekizwe Nkosi	299 Machobeni farm	0608635400 0677440266	bhekizwe@gmail.com	
Sam Hallett	Hallett's Haze Trust	Postnet Suite 495 P/S x9013 Ermedo x9013	hallett.sam@gmail.com 0824905804	
MELTON MUSA. NKOSI	Bambanani Sakhisizwe	0768691266		
VELI MBANA	Bambanani Sakhisizwe	0724901447		
NIDINISA INE/COME	BAMBANANI SAKHISIZWE	0763767632 0736403224	Mud in house	
MATHEWS NIDINISA	BAMBANANI Sakhisizwe	0793991129		

Name	Address	Tel Number	E-mail address	Signature
ISAAC	BAMBANI SAKHISIZWE	079199613		ISAKHISIZWE
MOSS	MATHALI	0768431142	PO Box 698 Emelo 2350	MOSS








**THE PROPOSED IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34 BETWEEN LEIDEN  
(KM 59.0) AND CAMDEN (KM 87.4)**

**MEETING WITH LANDOWNERS**

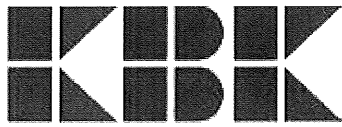
**13 OCTOBER 2020**

**ATTENDANCE REGISTER**

Name	Organisation	Address	Tel Number	E-mail address	Signature
Mr Martin Boonstra	KBK Engineers (Pty) Ltd	PO Box 74786 Lynnwood Ridge 0040	012 348- 1822 0823328688	martinb@kbkengineers.co.za	
Dr Jenine Bothma	Chameleon Environmental	P O Box 11788 Silver Lakes 0054	012 809- 1704 0825716920	Ce.j@mwebbiz.co.za	
Henry Ludene	Eskom	P.O BOX 223 maintenance Estem park Wittgat 1035	013 693 3764 072 4898886	ludeneTHe@eskom.co.za	
Mr Phindile Nhlapo	Mpsikang, CPA (071004/14)	17 Kraussel dres Liefde o Vrede 1 2190	0731004046	phindile.nhlapo@bb. email.com	
Khwezi Shithanyu	Transnet		0712885484	Khwezi.Shithanyu@ transnet.net	

Name	Organisation	Address	Tel Number	E-mail address	Signature

**KBK ENGINEERS (Pty) Ltd**



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**SANRAL**



## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Bambanani Sakasizwe Property Assosiation**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**PROJECT** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 2 October 2020 @ 09h00

**VENUE** : House of Mr Matthews NDinisa near Ermelo.

**AFFECTED PROP** : Portion 0 of the farm TWYFELAAR 298

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr Boonstra welcomed everyone and proceeded to introduce some of the roll players. MB 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 is in the process to appoint new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Boonstra 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 their representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on their 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 <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></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>Messrs. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u></p> <p>Dr Jenine Bothma</p> <p><u>Land Owner</u></p> <p>Isaac Ndinisa Hamilton Musa Nkosi Veli Manna Welcome Ndinisa Mattews Ndinisa</p>	<p>SANRAL</p> <p>KBK</p> <p>MB</p> <p>CEC</p> <p>JB</p> <p>LO</p> <p>ID</p> <p>HM</p> <p>VM</p> <p>WN</p> <p>MN</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager</p>	<p>HK</p>
1/2.	<b>MEETING KEY POINTS</b>	
1/2.1	<p>MB explained the wider project and the proposed access management plan for this section of the N2.</p> <p>MB 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</p>	

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 Layout Drawings (See **Annexure B**) of the project was utilized for this purpose. MB also displayed the preliminary plan compiled for Portion 0 of the farm TWYFELAAR 298, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on their property shown in more detail. A hard copy of the proposed plans was handed to Mr. Isaac Ndinisa.

1/2.2

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

- a) KBK complete the Draft Design of The Project and determine 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 principal. The land acquisition negotiations will also endeavour to compensate the owner in such a manner that they are at least in the same position as they were before.  
MB noted that in the case that agreement cannot be reached on a willing buyer and willing seller principal and all negotiations have been exhausted, SANRAL has the option to request the Minister of Transport to expropriate the property; and
- e) If agreement is reached, SANRAL's PSP will prepare the necessary documentation and agreements for signing.

1/2.3

Dr Bothma handed Owner a copy of the Background Information Document for the project and the attendance register for signature. JB 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. You are registered as an Interested party on the project and will be kept informed of the process as it progresses.

1/2.4

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

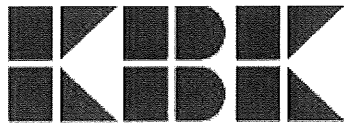
- a) Mr. Ndinisa indicated that approximately 8 homesteads with associated gardens and a bore hole are affected by the proposed acquisition;
- b) Mr. I Ndinisa requested that the proposed boundaries of the new road reserve and the land required be staked by SANRAL before they further engage with them. Staking will be required to properly communicate the required area;
- c) Mr. Boonstra noted that SANRAL will only acquire and pay for the portion of land required for the road infrastructure;

- d) Mr. Ndinisa enquired how the occupants affected by the road development will be compensated for their houses. Mr. Boonstra indicated that SANRAL prefer to engage with the Leaders of the Community to identify suitable land for the relocation of the affected homeowners. Once land has been identified SANRAL will most probably reconstruct replacement houses on these new stands. The houses to be constructed will relate to the quality and size of the houses that will be replaced. Another option is to compensate the owner financially to obtain his own replacement property and construct his own house. This is however not preferred by SANRAL due to various reasons;
- e) Mr. Boonstra indicated how the access to their farm will be amended to. Mr. Boonstra also explained the changes of access to the Mpsikazi Communal Association's property and how it will affect the access to their property. All parties present approved of the access proposal presented.
- f) Mr. Ndinisa had no objection the proposed changes, access proposal and land acquisition requirements;
- g) Mr. Ndinisa indicated that there are no graves, no land claims, no mining rights and no other improvements on the affected land.

1/2.5

Both Mr Boonstra and Dr Bothma thanked them for the meeting and indicated that they can contact him or her for any additional questions or issues regarding the project.

**KBK ENGINEERS (Pty) Ltd**



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**SANRAL**



SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD  
Reg. No. 1975/00694/00  
**BUILDING SOUTH AFRICA  
THROUGH BETTER ROADS**

## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Buena Vista Trading 69 Pty Ltd**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**DESCRIPTION** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 5 October 2021 at 10:00

**VENUE** : Virtual – MS Teams

**AFFECTED PROP** : Portion 6 of the farm Jan Hendriksfontein 263

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr. Steve Skhosana welcomed the owner/ representative and indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. SANRAL has appointed a Service Provider that will undertake the land acquisition process with all the relevant landowners for the project.</p> <p>Mr. Steve Skhosana indicated that the reason for the meeting is 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.</p> <p>The attendance register for the meeting is attached in <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></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> Not Present</p> <p><u>Land Owner/ Representative</u> Mr. Andries Engelbrecht</p>	<p>SANRAL</p> <p>KBK SS</p> <p>CEC</p> <p>LO AE</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager Mr. Martin Boonstra – KBK Project Engineer Dr. Jenine Bothma – Environmentalist</p>	<p>HK MB JB</p>
1/2.	<b>MEETING KEY POINTS</b>	
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, namely, 2-lanes per direction, with an 8.6m median, with restricted access to improve mobility. SS then displayed a typical cross-section to further depict the 4 lane divided dual carriageway with grass median, to be constructed.</p>	



The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes that 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 which are highlighted in yellow on the larger drawing. Land will also be required to implement some of the new supporting road network alignments.

A Google Earth Layout and Project Locality Plan of the project were utilized for visual depiction and explanation. SS also displayed the property diagram compiled for Portion 6 of the farm Jan Hendriksfontein 263, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on the property shown in more detail.

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 determine 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

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

- a) Mr. Engelbrecht stated that:
  - The property belongs to Buena Vista Trading 69 Pty Ltd which is a property holding company of Vunene Mine.
  - It is used to mine coal for Eskom.
  - The coal is transported to the Eskom Power Station located in the southern side through part of the N2 and Camden road.
  - Access to Camden road is therefore imperative for these operations which are expected to last for the next 20 years.
  - If the current road is upgraded to a high speed double carriageway it will be difficult for trucks to safely manoeuvre while transporting coal through the N2 and then Camden road.

- Approximately 200 30-ton trucks transport coal through part of the N2 and Camden road on a daily basis.
  - In 2014 SANRAL insisted that Vunene Mine upgrade the Camden Road Intersection to provide a higher grade access to the mine. The project cost the mine approximately R15 Million. Shortly after the construction of the intersection SANRAL however declared that the access point was no longer suitable. SANRAL should therefore refund the mine the cost of construction of the intersection.
  - The area to be acquired for road reserve was mined (both LHS and RHS) and is not stable. A geotechnical investigation will be required to ascertain the stability of this area.
  - In principle there is no objection to the acquisition of the area for road reserve.
- b) SS stated that the project ends before the Camden Road turn off and so does the double carriageway cross section. The coal supply trucks will not have to cross over a double carriageway while transporting coal.
- c) At SS's prompt, Mr. Engelbrecht furnished the information required for the property report as follows:
- There are no graves in the area to be acquired.
  - The property's zoning is agricultural.
  - There are mining rights by Vunene Mine.
  - There are no occupants.
  - No other improvements exist in the area to be acquired.
- d) SS requested Mr. Engelbrecht to fill in and sign a consent and indicated that the consent form only indicates willingness to enter into negotiations but does not bind the owner to any sort of contract.

1/2.4

Mr Skhosana thanked the land owner for attending the meeting and indicated that he can contact him for any additional questions or issues regarding the project.

<p><b>KBK ENGINEERS (Pty) Ltd</b></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><b>SANRAL</b> SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED</p> <p>DRIVING SOUTH AFRICA THROUGH BETTER ROADS</p>
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## NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Department of Agriculture, Land Reform and Rural Development

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34 BETWEEN LEIDEN (KM 59.0)  
AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 8 July 2021 at 10:00

**VENUE** : Virtual – Microsoft Teams

**AFFECTED PROP** : Portion 0 of the farm RIETVLEI 310  
Portion 0/1 of the farm RIETVLEI 299  
Portion 7 of the farm WITPUNT 267 IT  
Portion 5 of the farm WITPUNT 267 IT  
Portion 0/14 of the farm RIETVLEI 299 (Machobeni Communal Association)  
Portion 0 of the farm TWYFELAAR 298 (Bambanani Sakhisizwe Com Ass.)  
Portion 0/12 of the farm WELTEVREDEN 289 (Thandanani Khululekani)  
Portion 0/5 of the farm MAVIERIESTAD 321 (Mpisikazi Communal Assoc.)  
Portion 7 of the farm MAVIERIESTAD 321 (Mpisikazi Communal Assoc.)  
Portion 0/2 of the farm MAVIERIESTAD 321 (Mpisikazi Communal Assoc.)  
Portion 11 of the farm MAVIERIESTAD 321 (Mpisikazi Communal Assoc.)  
Portion 8 of the farm MAVIERIESTAD 321 (Mpisikazi Communal Assoc.)  
Portion 0/4 of the farm MAVIERIESTAD 321 (Mpisikazi Communal Assoc.)  
Portion 33 of the farm WITPUNT 267

Portion 0/10 of the farm WITPUNT 267

Portion 2 of the farm BUHRMANSVALLEI 297

Portion 0/7 of the farm WELTEVREDEN 289

Portion 2 of the farm CAMDEN POWER STATION 329 IT

Portion RE/6 of the farm JAN HENDRIKSFONTEIN 263 IT

Portion 3 of the farm WITKOPPIES 15

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr. Ndowe of the Department of Agriculture, Land Reform and Rural Development chaired the meeting. He welcomed everyone, introduced his colleagues and then handed over to Mr. Skhosana to present the gist of the meeting.</p> <p>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 just appointed new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project.</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.</p> <p>The attendance register for the meeting is attached in <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Messrs. Martin Boonstra Steve Skhosana</p> <p><u>Chameleon Environmental Consultants</u> Not Present</p> <p><u>Land Owner: Department of Agriculture, Land Reform and Rural Development</u> Mr. Terries Ndowe (<i>Deputy Director General: Land Redistribution and Tenure Reform</i>) Mr. Skhalele Njoni (<i>Acting Chief Director: Mpumalanga Provincial Shared Services Centre</i>) Mr. Lindelani Shezi Mr. Rammutla Magana</p>	<p>SANRAL</p> <p>KBK MB SS</p> <p>CEC</p> <p>TN SN LS RM</p>
1/1.3	<p><b>Apologies</b></p> <p>Hennie Kotze – SANRAL Project Manager Dr. Jenine Bothma – Environmentalist</p>	<p>HK JB</p>

1/2.	MEETING KEY POINTS	
1/2.1	<p>Mr. Skhosana explained the wider project and the proposed access management plan for this section of the N2. He indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes, namely, 2-lanes per direction, with an 8.6m median, with restricted access to improve mobility. SS then displayed a typical cross-section to further depict the 4 lane divided dual carriageway with grass median, to be constructed.</p> <p>The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes that 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 38m to 60m. Widening of the road reserve, for the most part will be done to one side only in order minimize the number of affected properties. Additional road reserve may also be required at intersections, high fills, deep cuts and future interchange position which are highlighted in yellow on the larger drawing. Land will also be required to implement some of the new supporting road network alignments.</p> <p>A layout drawing of the project was displayed for clarification purposes. Mr. Skhosana pointed to:</p> <ul style="list-style-type: none"> <li>• Portion 0 of the farm RIETVLEI 310,</li> <li>• Portion 0/1 of the farm RIETVLEI 299,</li> <li>• Portion 7 of the farm WITPUNT 267 IT,</li> <li>• Portion 5 of the farm WITPUNT 267 IT,</li> <li>• Portion 0/14 of the farm RIETVLEI 299 (Machobeni Communal Association),</li> <li>• Portion 0 of the farm TWYFELAAR 298 (Bambanani Sakhisizwe Communal Association),</li> <li>• Portion 0/12 of the farm WELTEVREDEN 289 (Thandanani Khululekani Communal Assoc),</li> <li>• Portion 0/5 of the farm MAVIERIESTAD 321 (Mpsikazi Communal Association),</li> <li>• Portion 7 of the farm MAVIERIESTAD 321 (Mpsikazi Communal Association)</li> <li>• Portion 0/2 of the farm MAVIERIESTAD 321 (Mpsikazi Communal Association),</li> <li>• Portion 11 of the farm MAVIERIESTAD 321 (Mpsikazi Communal Association),</li> <li>• Portion 8 of the farm MAVIERIESTAD 321 (Mpsikazi Communal Association),</li> <li>• Portion 0/4 of the farm MAVIERIESTAD 321 (Mpsikazi Communal Association),</li> <li>• Portion 33 of the farm WITPUNT 267,</li> <li>• Portion 0/10 of the farm WITPUNT 267,</li> <li>• Portion 2 of the farm BUHRMANSVALLEI 297,</li> <li>• Portion 0/7 of the farm WELTEVREDEN 289,</li> <li>• Portion 2 of the farm CAMDEN POWER STATION 329 IT,</li> <li>• Portion RE/6 of the farm JAN HENDRIKSFONTEIN 263 IT, and</li> <li>• Portion 3 of the farm WITKOPPIES 15,</li> </ul> <p>and explained the impact in terms of road reserve requirements.</p>	
1/2.2	<p>Mr. Boonstra stated that SANRAL is the responsible roads authority and then explained the current SANRAL land acquisition process and the relevant steps going forward:</p> <p>a) KBK complete the Draft Design of The Project and determines the land requirements (process completed);</p>	

	<ul style="list-style-type: none"> <li>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);</li> <li>c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	
1/2.3	<p>Mr. Boonstra explained that Dr Bothma is usually part of these meetings to administer the environmental process with land owners. As she was not able to attend this meeting she will later contact each land owner to take them through the environmental process.</p>	
1/2.4	<p>The following items were discussed in more detail and commented on by the parties:</p> <ul style="list-style-type: none"> <li>a) Mr. Skhosana stated that KBK would like the Department of Agriculture, Land Reform and Rural Development, to assist by: <ul style="list-style-type: none"> <li>• Confirming ownership of the land,</li> <li>• Provide the contact details of the rightful representative to sign on decisions made regarding each property,</li> <li>• Provide, where necessary, input or comments on the design of access management plan.</li> </ul> </li> <li>b) Mr. Ndowe explained that sometimes the land is leased to a lessee who therefore enjoys the use of the land but has no right to sign on land acquisition matters. The department remains the rightful owner of the land and will make land acquisition decisions while courteously informing the lessee of such decisions.</li> <li>c) Mr. Ndowe explained that a land acquisition transaction will be between the state (DALRRD) and an organ of state (SANRAL).</li> <li>d) Mr. Magana explained that KBK must send a letter to the provincial office of Mr. Njoni, highlighting all affected properties. SS agreed to send such a letter.</li> <li>e) Mr. Magana explained that in a previous meeting with SANRAL (at Menlyn) it was identified that there exists a discrepancy between SANRAL's and DALRRD's land acquisition processes in that DALRRD requires approved SG diagrams before construction commences while SANRAL commences with construction even before approved SG diagrams are available.</li> <li>f) Mr. Boonstra explained that because of the length of time it takes to complete the land acquisition process sometimes there is an arrangement by SANRAL and the land owner to commence with construction even before approved SG diagrams are available in order to avoid delaying critical construction projects.</li> <li>g) Mr. Njoni enquired whether KBK is involved in the land acquisition process.</li> </ul>	

- h) Mr. Boonstra explained that KBK's role is that of design, initial presentation to owners, collection of comments, concerns or input from owners and collection of particulars of each property, all of which is presented to SANRAL's appointed land acquisition service provider (land valuers) who will take the process further and actually perform the land acquisition.
- i) Mr. Njoni enquired about whether there are instances where the whole farm/ property needs to be acquired.
- j) Mr. Skhosana explained that only strips of land are acquired; there are no instances where the whole farm/ property needs to be acquired.
- k) Mr. Skhosana enquired if KBK can have meetings with the tenants (land users) of the department after their contact details are made available by the department. Mr. Njoni stated that the department must organize such meetings with its tenants and be the one informing them of the N2 development.
- l) Mr. Ndowe further explained that such meetings with KBK might be detrimental as some of the tenants might attempt to take advantage of the situation in some way; the department will therefore lead such initiation meetings; KBK will be invited.
- m) Mr. Shezi enquired about whether or not losses such as the tenant's crops will be compensated for.
- n) Mr. Skhosana explained that the compensation process includes all such losses as crops, electric fence, and anything of value. The information to be collected by KBK includes the declaration of all losses; on receipt of KBK's compilation SANRAL's experienced land valuers will follow the process to compensate for all losses.
- o) Mr. Skhosana stated that the land acquisition process will take approximately seven months commencing from the time of KBK's submission of the property report to SANRAL. KBK has a deadline of 30 July 2021 to submit the property report. Mr. Skhosana therefore appealed to the department to maintain a sense of urgency in helping KBK with required information in order meet deadlines and expedite the process towards commencement of construction. This will ensure that the N2 between Ermelo and Piet Retief does not remain in the current deteriorated state for longer than necessary.
- p) Mr. Ndowe agreed to move with considerable speed and stated that as representatives of the department they have a responsibility to develop the country. Mr. Ndowe also stated that he personally travelled on the section of the road in question and can attest to its deteriorated state.
- q) Mr. Ndowe assured KBK of the department's full support and then closed the meeting.

1/2.5

Mr. Skhosana thanked the department for granting KBK the opportunity to meet.



**CONTRACT NO: NRA N.002-340-2015/2**

**THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34 BETWEEN LEIDEN (KM 60,0) AND CAMDEN (KM 87,4)**

**Machobeni Communal Prop Assoc & RSA**

Portion 0/14 of the farm RIETVALLEI 299

Portion 0 of the farm TWYFELLAAR 298

Portion 0/12 of the farm WELTEVREDEN 289

Portion 0/5, 7, 2, 11, 8, 4 of the farm MAVIERIESTAD 321

Portion 33, 0/10 of the farm WITPUNT 267

Portion 0 of the farm RIETVLEI 310

Portion 0/1 of the farm RIETVALLEI 299

Portion 7 of the farm WITPUNT 267

Portion 5 of the farm WITPUNT 267

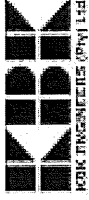
Portion 2 of the farm CAMDEN POWER STATION 329

Portion 3 of the farm WITKOPPIES 15

Portion 2 of the farm BUHRMANSVALLEI 297

Portion 0/7 of the farm WELTEVREDEN 289

Portion RE/6 of the farm JAN HENDRIKSFONTEIN 263 IT



SAFELY SOUTH AFRICA  
THROUGH BETTER ROADS

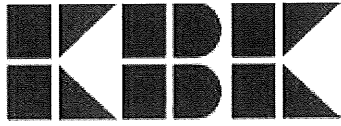
**ATTENDANCE REGISTER FOR LANDOWNER MEETING: DALRRD**

DATE: 8 July 2021, 10:00

~~Monday 1 October 2020 - 14:00~~

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	Present - virtual meeting
2. Dr Jenine Bothma	Chameleon Environmental	Chameleon Environmental Consultants P O Box 11788 Silver Lakes 0054	ce.l@mwebbiz.co.za	082 571 6920	Apology
3. Mr. Steve Skhosana	KBK	KBK Engineers 314 Glenwood Rd Pretoria			Present - virtual meeting
4. Mr. Terries Ndowe	DALRRD				Present - virtual meeting
5. Mr. Skhatelele Njoni	DALRRD				Present - virtual meeting
6. Mr. Lindelani Shezi	DALRRD				Present - virtual meeting
7. Mr. Rammutia Magana	DALRRD				Present - virtual meeting
8.					

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## NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Ermelo Gemeenskaps Boerderye

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**DESCRIPTION** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 5 October 2021 at 14:00

**VENUE** : Virtual – MS Teams

**AFFECTED PROP** : Portion 0/7 of the farm WELTEVREDEN 289  
Portion 2 of the farm BUHRMANSVALLEI 297

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr. Steve Skhosana welcomed the owner/ representative and indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. SANRAL has appointed a Service Provider that will undertake the land acquisition process with all the relevant landowners for the project.</p> <p>Mr. Steve Skhosana indicated that the reason for the meeting is 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.</p> <p>The attendance register for the meeting is attached in <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></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> Not Present</p> <p><u>Land Owner/ Representative</u> Mr. Johan Ferreira</p>	<p>SANRAL</p> <p>KBK SS</p> <p>CEC</p> <p>LO JF</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager Mr. Martin Boonstra – KBK Project Engineer Dr. Jenine Bothma – Environmentalist</p>	<p>HK MB JB</p>
1/2.	<b>MEETING KEY POINTS</b>	
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, namely, 2-lanes per direction, with an 8.6m median, with restricted access to improve mobility. SS then displayed a typical cross-section to further depict the 4 lane divided dual carriageway with grass median, to be constructed.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes that 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 which are highlighted in yellow on the larger drawing. Land will also be required to implement some of the new supporting road network alignments.

A Google Earth Layout and Project Locality Plan of the project were utilized for visual depiction and explanation. SS also displayed the property diagram compiled for Portion 0/7 of the farm WELTEVREDEN 289 and Portion 2 of the farm BUHRMANSVALLEI 297, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on the property shown in more detail.

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 determine 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.

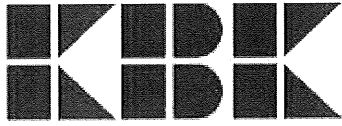
1/2.3

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

- a) Mr. Ferreira stated that:
  - In principle there is no objection to the acquisition of the area for road reserve and the manner in which access is provided to both properties.
  - The cell phone mast (tower) of ATC South Africa will be affected by the road reserve acquisition on the northern side of the N2 inside Portion 2 of the farm BUHRMANSVALLEI 297.
  - There is an existing contract between the land owner and ATC South Africa to rent the cell phone tower area.
  - Apart from land and the cellphone tower there are no other known losses.

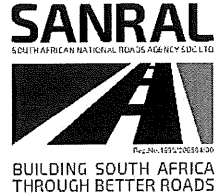
1/2.4	<p>b) SS stated that the new road reserve boundary will be adjusted to miss the cell phone tower such that no tower relocation is required.</p> <p>c) At SS's prompt, Mr. Ferreira furnished the information required for the property report as follows:</p> <ul style="list-style-type: none"><li>• There are no known graves within the area to be acquired.</li><li>• The property's zoning is likely agricultural although this can't be stated for a certainty.</li><li>• There are suspected mining rights although this can't be stated for a certainty.</li><li>• There are no known land claims.</li><li>• There are no occupants.</li></ul> <p>d) SS requested Mr. Ferreira to fill in and sign a consent and indicated that the consent form only indicates willingness to enter into negotiations but does not bind the owner to any sort of contract.</p>	
	<p>Mr Skhosana thanked the land owner for attending the meeting and indicated that he can contact him for any additional questions or issues regarding the project.</p>	

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## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Machobeni Communal Prop Assoc**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**PROJECT** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 1 October 2020 @ 14h00

**VENUE** : DeJaVu Restaurant, Engen Centrum, Cnr. of Church and  
Voortrekker Street in Ermelo

**AFFECTED PROP** : Portion 0/14 of the farm RIETVALLEI 299

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr Boonstra welcomed everyone and proceeded to introduce some of the roll players. MB 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 is in the process to appoint new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Boonstra 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 their representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on their 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 <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></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>Messrs. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u></p> <p>Dr Jenine Bothma</p> <p><u>Land Owner</u></p> <p>Doctor Dladla Bhekizwe Nkosi</p>	<p>SANRAL</p> <p>KBK</p> <p>MB</p> <p>CEC</p> <p>JB</p> <p>LO</p> <p>DD</p> <p>BN</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager</p>	<p>HK</p>
1/2.	<b>MEETING KEY POINTS</b>	
1/2.1	<p>MB explained the wider project and the proposed access management plan for this section of the N2.</p> <p>MB 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</p>	

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 Layout Drawings (See **Annexure B**) of the project was utilized for this purpose. MB also displayed the preliminary plan compiled for Portion 0/14 of the farm RIETVALLEI 299, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on their property(s) shown in more detail. A hard copy of the proposed plans was handed to Mr. D. Dladla & Mr. B. Nkosi.

1/2.2

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

- a) KBK complete the Draft Design of The Project and determine 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 principal. The land acquisition negotiations will also endeavour to compensate the owner in such a manner that they are at least in the same position as they were before.  
MB noted that in the case that agreement cannot be reached on a willing buyer and willing seller principal and all negotiations have been exhausted, SANRAL has the option to request the Minister of Transport to expropriate the property; and
- e) If agreement is reached, SANRAL's PSP will prepare the necessary documentation and agreements for signing.

1/2.3

Dr Bothma handed Owner a copy of the Background Information Document for the project and the attendance register for signature. JB 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. You are registered as an Interested party on the project and will be kept informed of the process as it progresses.

1/2.4

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

- a) Mr. Boonstra indicated that the access to the property will be relocated to the Amersfoort Intersection. Both Mr. D. Dladla & Mr. B. Nkosi approved of the relocation proposal;
- b) Mr. D. Dladla indicated that the proposed acquisition will affect approximately 9 houses located in close proximity of the existing road reserve. Small vegetable gardens may also be affected by the land acquisition process. These structures of the houses consist of either Zink, Mud or Brick. Both Mr. D. Dladla & Mr. B. Nkosi, indicated that Mr. Dladla represent the occupants of these houses;
- c) There are many houses located on this property spread out over the



area. With the relocation of the access, internal roads must be provided/re-instated to take all access of these houses to the new consolidated access point on the N2. Mr. Boonstra took note of this request and will look into the planning of such roads;

- d) Mr. D. Dladla also requested that preference should be given to the employment of local people during the construction phase of the project. Mr. Boonstra indicated that a Project Liaison Committee (PLC), consisting of leaders of the local community, will be established to facilitate the employment of local people during construction;
- e) Mr. Dladla had no objection the proposed changes, access proposal and land acquisition requirements;
- f) Mr. Dladla also enquired if the route will be tolled. Mr. Boonstra indicated that currently it is not anticipated that the road will be tolled.
- g) Mr. Dladla indicated that there are no graves, no land claims, no mining rights and no other improvements on the affected land.

1/2.5

Both Mr Boonstra and Dr Bothma thanked them for the meeting and indicated that they can contact him or her for any additional questions or issues regarding the project.

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**SANRAL**

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD



Reg. No. 1992/00554/09  
**BUILDING SOUTH AFRICA  
THROUGH BETTER ROADS**

## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Maluzwane Jotham Nkosi**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**DESCRIPTION** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 1 October 2021 at 16:00

**VENUE** : Virtual – Video Call

**AFFECTED PROP** : Portion 33 of the farm WITPUNT 267  
Portion 0/10 of the farm WITPUNT 267

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr. Steve Skhosana welcomed the owner/ representative and indicated that KBK Engineers was appointed by the South African National Roads Agency Soc Limited to undertake the Detail Design for the project. SANRAL has appointed a Service Provider that will undertake the land acquisition process with all the relevant landowners for the project.</p> <p>Mr. Steve Skhosana indicated that the reason for the meeting is 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.</p> <p>The attendance register for the meeting is attached in <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></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> Not Present</p> <p><u>Land Owner/ Representative</u> Mr. Maluzwane Jotham Nkosi (Owner) Mr. Mqondisi Nkosi (Owner's son)</p>	<p>SANRAL</p> <p>KBK SS</p> <p>CEC</p> <p>LO MN MQ</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager Mr. Martin Boonstra – KBK Project Engineer Dr. Jenine Bothma – Environmentalist</p>	<p>HK MB JB</p>
1/2.	<b>MEETING KEY POINTS</b>	
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, namely, 2-lanes per direction, with an 8.6m median, with restricted access to improve mobility. SS then displayed a typical cross-section to further depict the 4 lane divided dual carriageway with grass median, to be constructed.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes that 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 which are highlighted in yellow on the larger drawing. Land will also be required to implement some of the new supporting road network alignments.

A Google Earth Layout and Project Locality Plan of the project were utilized for visual depiction and explanation. SS also displayed the property diagram compiled for Portion 33 of the farm WITPUNT 267 and Portion 0/10 of the farm WITPUNT 267, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on the property shown in more detail.

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 determine 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

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

- a) Mr. Nkosi stated that:
  - A 7 bed room house under construction (at roof level) positioned on the north eastern side of the N2 inside property 33/267 is affected by the road reserve acquisition.
  - There is a family occupying property 10/267 as tenants.
  - There are graves on the south western side of the N2 but they are not affected by the land acquisition.
  - In principle there is no objection to the acquisition of the area for road reserve and access road right of way.
  - There is also no objection to the manner in which access is provided to both properties.

1/2.4	<p>b) At SS's prompt, Mr. Nkosi furnished the information required for the property report as follows:</p> <ul style="list-style-type: none"><li>• The property's zoning is agricultural.</li><li>• There are no known mining rights.</li><li>• Compensation is required for the land, house, fencing and whatever items of value that may have been omitted.</li></ul> <p>c) SS requested Mr. Nkosi to fill in and sign a consent and indicated that the consent form only indicates willingness to enter into negotiations but does not bind the owner to any sort of contract.</p> <p>d) SS promised to send diagrams, minutes and a consent form by email to MQ.</p> <p>Mr Skhosana thanked the land owner and his son for attending the meeting and indicated that he can contact him for any additional questions or issues regarding the project.</p>	
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<p><b>KBK ENGINEERS (Pty) Ltd</b></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><b>SANRAL</b> SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD</p> <p><b>BUILDING SOUTH AFRICA THROUGH BETTER ROADS</b></p>
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## NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Indawo Estate Pty LTD

**CLIENT :** SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG. :** KBK ENGINEERS (PTY) LTD

**THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34 BETWEEN LEIDEN (KM 59.0)  
AND CAMDEN (KM 87.4)**

**CONTRACT NO. :** NRA N.002-340-2015/2

**REFERENCE :** 3000

**DATE OF MEETING :** 21 May 2021 at 11:00

**VENUE :** Virtual - Zoom

**AFFECTED PROP :** Portion 34 of the farm WITPUNT 267  
Portion 22 of the farm WITPUNT 267

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr Boonstra welcomed everyone and proceeded to introduce some of the role players. MB 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 just appointed new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project.</p> <p>Mr Boonstra 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.</p> <p>The attendance register for the meeting is attached in <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></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>Messrs. Martin Boonstra Steve Skhosana</p> <p><u>Chameleon Environmental Consultants</u></p> <p>Not Present</p> <p><u>Land Owner</u></p> <p>Mr. Frikkie Du Plooy</p>	<p>SANRAL</p> <p>KBK</p> <p>MB SS</p> <p>CEC</p> <p>LO FD</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Layton Leseane – SANRAL Project Manager</p> <p>Dr. Jenine Bothma – Environmentalist</p>	<p>LL</p> <p>JB</p>
1/2.	<b>MEETING KEY POINTS</b>	
1/2.1	<p>MB explained the wider project and the proposed access management plan for this section of the N2.</p> <p>MB indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes, namely, 2-lanes per direction, with an 8.6m median, with restricted access to improve mobility. MB then displayed a typical cross-section to further depict the 4 lane divided dual carriageway with grass median, to be constructed.</p>	

	<p>The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes that 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 which are highlighted in yellow on the larger drawing. Land will also be required to implement some of the new supporting road network alignments.</p> <p>A Locality Plan and Layout Drawings (See <b>Annexure B</b>) of the project was utilized for this purpose. MB also displayed the preliminary plan compiled for Portion 34 of the farm WITPUNT 267 and Portion 22 of the farm WITPUNT 267, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on his property shown in more detail.</p>	
1/2.2	<p>With SANRAL being the responsible roads authority, MB explained the current SANRAL land acquisition process and the relevant steps going forward:</p> <ol style="list-style-type: none"> <li>a) KBK complete the Draft Design of The Project and determine the land requirements (process completed);</li> <li>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);</li> <li>c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>	
1/2.3	<p>MB explained that Dr Bothma is usually part of these meetings to administer the environmental process with land owners. As she was not able to attend this meeting she will later contact each land owner to take them through the environmental process.</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"> <li>a) Mr. Du Plooy stated that he has permission for township development on the properties, Portion 34 and Portion 22 of the farm WITPUNT 267.</li> <li>b) MB asked if permission was obtained from SANRAL to which Mr. Du Plooy responded affirmatively.</li> <li>c) MB stated that the entrance to property 34/267 was shifted to the east slightly to avoid unnecessarily impacting on property 15/267 (Mr. Norman Worst's).</li> <li>d) MB stated that the gate and associated financial losses will be compensated for. Mr. Du Plooy congenially stated that he does not object to the entrance relocation as long as an entrance of the same standard (or better) is provided at the new easterly location.</li> </ol>	



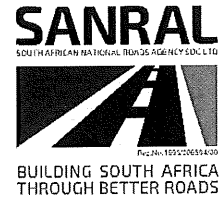
<p>1/2.5</p>	<ul style="list-style-type: none"> <li>e) MB stated that in order to comply with the survey general requirements, the right of way must be registered inside property 34/267 to provide access to property 22/267.</li> <li>f) Mr. Du Plooy asked about the impact the road development will have on his eco-estate located some 500m away from the N2. MB stated that from the engineering perspective the improved mobility on the N2 will attract more traffic and likely make the eco estate more attractive.</li> <li>g) MB also stated that Dr. Jenine Bothma who is an appointed environmental specialist will later have environment impact discussions with Mr. Du Plooy and will better explain the environmental effect of the N2 development on the eco estate.</li> <li>h) SS asked if there are graves in Mr. Du Plooy's properties. Mr. Du Plooy confirmed that there are no graves in the properties.</li> <li>i) Mr. Du Plooy stated that compensation will be sought for the gate, guard house, paving, canopy and power supply, as a result of the relocation of the entrance. Mr. Du Plooy agreed to enter into negotiations with SANRAL's Property Service Providers and agreed to sign the consent form to be sent to him by SS and email it back.</li> <li>j) MB indicated that the consent form only indicates willingness to enter into negotiations but does not bind the owner to any sort of contract.</li> <li>k) Mr. Du Plooy furnished the information required for the property report.</li> </ul> <p>Both Mr Boonstra and Mr Skhosana thanked the land owner for attending the meeting and indicated that he can contact them for any additional questions or issues regarding the project.</p>	
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**KBK ENGINEERS (Pty) Ltd**



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## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Department of Public Works and Infrastructure**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**PROJECT** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 09 September 2021 at 09:00

**VENUE** : Virtual – MS Teams

**AFFECTED PROP** : Portion 2 of the farm CAMDEN POWER STATION 329 IT

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr. Steve Skhosana welcomed everyone and proceeded to introduce some of the role players. SS 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 also appointed new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project.</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's 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.</p> <p>The attendance register for the meeting is attached in <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Messrs. Martin Boonstra Steve Skhosana</p> <p><u>Chameleon Environmental Consultants</u> Not Present</p> <p><u>Land Owner</u> Mr. Gilbert Masuku</p>	<p>SANRAL</p> <p>KBK MB SS</p> <p>CEC</p> <p>GM</p>
1/1.3	<p><b>Apologies</b></p> <p>Hennie Kotze – SANRAL Project Manager Dr. Jenine Bothma – Environmentalist</p>	<p>HK JB</p>
1/2.	<b>MEETING KEY POINTS</b>	
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, namely, 2-lanes per direction, with an 8.6m median, with restricted access to improve mobility. SS then displayed a typical cross-section to further depict the 4 lane divided dual carriageway with grass median, to be constructed.</p>	

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes that 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 38m to 60m. 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 which are highlighted in yellow on the larger drawing. Land will also be required to implement some of the new supporting road network alignments.

A Layout Drawing of the project was utilized for this purpose. SS pointed to Portion 2 of the farm CAMDEN POWER STATION 329 IT and explained the access road requirements, proposed access and impact in terms of road reserve requirements.

1/2.2

With SANRAL being the responsible roads authority, MB 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

SS explained that Dr Bothma is usually part of these meetings to administer the environmental process with land owners. As she was not able to attend this meeting she will later contact each land owner to take them through the environmental process.

1/2.4

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

- a) GM enquired about why this section of the N2 is called 34. MB explained that SANRAL names sections of national roads in accordance with uniformity starting from section 1 and onwards.
- b) GM indicated that the property is being used as a military base for SANDF.
- c) GM also indicated that 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.
- d) GM indicated that the existing access is also being used for fire breaks maintenance.

- e) GM indicated that it is important for this family to be granted continued access to the N2.
- f) MB enquired whether access can be granted through the western side of the southern portion of the property.
- g) GM 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.
- h) SS stated that the eastern access will be considered.
- i) GM indicated that there are currently no good relations between the department and the eastern neighbour which may make traversing through his property difficult.
- j) MB 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.
- k) SS obtained from GM all property information required for the compilation of a property report such as land type, zoning, improvements, right, etc. and confirmed that the area to be acquired from the property will be used for the widening of the road reserve.
- l) SS stated that a consent form to be completed and signed by GM will be emailed to him shortly.
- m) SS explained that the signing of a consent form only indicates willingness to enter into negotiations but does not bind the owner to any sort of contract. Fair negotiations will be championed by SANRAL SPS.

1/2.5

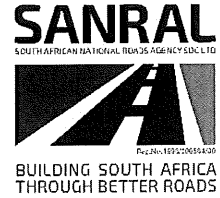
Both Mr. Boonstra and Mr. Skhosana thanked the land owner for attending the meeting and indicated that he can contact them for any additional questions or issues regarding the project.

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## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Eglin Inv No 44 Pty LTD**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**PROJECT** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 6 July 2021 at 16:30

**VENUE** : Virtual - Zoom

**AFFECTED PROP** : Portion 14 of the farm WELTEVREDEN 289  
Portion 10 of the farm MOOIPLAATS 290  
Portion 11 of the farm MOOIPLAATS 290

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr. Steve Skhosana welcomed everyone and proceeded to introduce some of the role players. SS 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 just appointed new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project.</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.</p> <p>The attendance register for the meeting is attached in <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Messrs. Martin Boonstra Steve Skhosana</p> <p><u>Chameleon Environmental Consultants</u> Not Present</p> <p><u>Land Owner</u> Mrs Sipiwe Mabuza Mr. Mandla Mlangeni Mr. Johannes Klopper Mr. Sakhiwo Mabuza</p>	<p>SANRAL</p> <p>KBK MB SS</p> <p>CEC</p> <p>SiM MM JK SaM</p>
1/1.3	<p><b>Apologies</b></p> <p>Hennie Kotze – SANRAL Project Manager Dr. Jenine Bothma – Environmentalist</p>	<p>HK JB</p>
1/2.	<b>MEETING KEY POINTS</b>	
1/2.1	SS explained the wider project and the proposed access management plan for this section of the N2.	

SS indicated that the N2 is a strategic important route that will be upgraded from the current 2-lanes to 4-lanes, namely, 2-lanes per direction, with an 8.6m median, with restricted access to improve mobility. SS then displayed a typical cross-section to further depict the 4 lane divided dual carriageway with grass median, to be constructed.

The upgrade will impact on the safe access to the route due to higher operating speeds and more traffic lanes that 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 38m to 60m. 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 which are highlighted in yellow on the larger drawing. Land will also be required to implement some of the new supporting road network alignments.

A Layout Drawing of the project was utilized for this purpose. SS pointed to Portion 14 of the farm WELTEVREDEN 289, Portion 10 of the farm MOOIPLAATS 290 and Portion 11 of the farm MOOIPLAATS 290 and explained the access road requirements, proposed access and impact in terms of road reserve requirements.

1/2.2 With SANRAL being the responsible roads authority, MB 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 MB explained that Dr Bothma is usually part of these meetings to administer the environmental process with land owners. As she was not able to attend this meeting she will later contact each land owner to take them through the environmental process.

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

- a) JK stated that it important for a cattle creep or means to cross under the N2 to be provided for purposes of livestock near property 11/290 (Mooiplaats).



- b) MB stated that the bridge to be constructed over the nearby river will long enough to make livestock crossing possible under it, at least for the most part of the year. A flat area for cattle to cross can be provided under the bridge.
- c) MB explained that access to the N2 through the Roodewal Road just north of property 10/290 (Mooiplaats) will be closed.
- d) SS explained that access to Portion 11 of Mooiplaats 290 will be provided through a farm intersection for both the southern and northern parts of the property.
- e) JK stated that the northern part of the property, Portion 11 of Mooiplaats 290 does not belong to the Mabuza family, according to his knowledge.
- f) SS explained that access to Portion 14 of Weltevreden 289 will be provided through a major staged intersection located in the north eastern side of the property on the Over Vaal Road crossing.
- g) JK stated that the current Mabuza residence is located in Portion 14 of Weltevreden 289 and gains access to the N2 through an access road which cuts through the adjacent northern farm, RE Portion 4, Weltevreden 289. MB stated that this access must be changed.
- h) MM, JK and SiM agreed that access from the Over Vaal Road would be safer and the family had been planning such access already.
- i) JK commented that SANRAL can be requested to construct a good quality access road to the Mabuza residence in exchange for a piece of land to be acquired for road reserve purposes.
- j) MM stated that the access road likely will be required much sooner than the time of establishment of SANRAL's contractor on site; this option can further be discussed internally by the Mabuza family.
- k) MB stated that SANRAL does not prefer transactions of this kind. They prefer monetary transactions for the land and will not construct the access road at a loss.
- l) MB explained that access to Portion 10 of Mooiplaats 290 has not been finalized; the land owner should indicate his/ her access preferences, whether through a registered right off way which cuts through Portion 11 of Mooiplaats 290 or through a registered right off way which cuts through Portion 14 of Weltevreden 289.
- m) MB explained that each farm must be provided with one access point to satisfy the survey general requirements.
- n) JK and MM stated that a right off way which cuts through Portion 14 of Weltevreden 289 to access Portion 10 of Mooiplaats 290 from the south is preferred. JK stated that the right of way and access road should preferably follow the electrical (Eskom) line that cuts through property, Portion 14 of Weltevreden 289.
- o) MM stated that access to the new Mabuza house which is still under construction is located at the position planned for a future interchange located north of Portion 11 of Mooiplaats 290.
- p) JK assisted KBK with contact details of some land owners.
- q) It was agreed that SS will liaise with MM to obtain the information required to compile property reports and to have a consent form completed and signed.
- r) SS explained that the signing of a consent form only indicates willingness to enter into negotiations but does not bind the owner to any sort of contract. Fair negotiations will be championed by SANRAL SPS

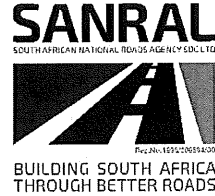
1/2.5	<p>s) MB kindly requested that a sense of urgency be maintained in this matter to help meet the land acquisition deadline at the end of July 2021. MM agreed but requested that KBK be patient with the family in the light of a recent passing of the family head.</p> <p>Both Mr. Boonstra and Mr. Skhosana thanked the land owner for attending the meeting and indicated that he can contact them for any additional questions or issues regarding the project.</p>	
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## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – E & M Barnard Familie Trust & A & M Barnard Familie Trust**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**PROJECT** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 1 October 2020 @ 10h00

**VENUE** : DeJaVu Restaurant, Engen Centrum, Cnr. of Church and  
Voortrekker Street in Ermelo

**AFFECTED PROP** : Portion 31 of the farm Witpunt 267 & Portion 12 of the farm  
Witpunt 267

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr Boonstra welcomed everyone and proceeded to introduce some of the roll players. MB 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 is in the process to appoint new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Boonstra 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 <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></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>Messrs. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u></p> <p>Dr Jenine Bothma</p> <p><u>Land Owner</u></p> <p>Adam Barnard</p>	<p>SANRAL</p> <p>KBK</p> <p>MB</p> <p>CEC</p> <p>JB</p> <p>LO</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager</p>	<p>HK</p>
1/2.	<b>MEETING KEY POINTS</b>	
1/2.1	<p>MB explained the wider project and the proposed access management plan for this section of the N2.</p> <p>MB 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</p>	

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 Layout Drawings (See **Annexure B**) of the project was utilized for this purpose. MB also displayed the preliminary plan compiled for Portion 31 of the farm WITPUNT 267 and Portion 12 of the farm WITPUNT 267, 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 plans was handed to Mr. Barnard.

1/2.2

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

- a) KBK complete the Draft Design of The Project and determine 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 principal. 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.

MB noted that in the case that agreement cannot be reached on a willing buyer and willing seller principal and all negotiations have been exhausted, SANRAL has the option to request the Minister of Transport to expropriate the property; and

- e) If agreement is reached, SANRAL's PSP will prepare the necessary documentation and agreements for signing.

1/2.3

Dr Bothma handed Owner a copy of the Background Information Document for the project and the attendance register for signature. JB 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. You are registered as an Interested party on the project and will be kept informed of the process as it progresses.

1/2.4

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

- a) Mr. Barnard indicated that the farm property is divided by the N2 and cattle need to be taken over the N2 from one side to the other on a regular basis. Approximately 150 head of cattle and fodder to feeding pens need to be taken across. Mr. Barnard requested a cattle creep or overpass to address the issue. Mr Boonstra indicated that they will discuss this with SANRAL and determine if it is technical viable to provide such a crossing;
- b) Mr. Barnard enquired how his access will be affected to his farms. Mr. Boonstra indicated that the access to the Farms will move about 500m to the East with a Farm Access layout being provided. He will retain access

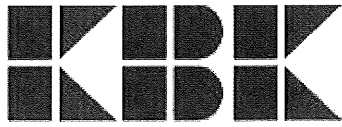
via gravel roads constructed in servitudes.

- c) Mr. Barnard enquired as to the responsibility to construct and maintain the access road. Mr. Boonstra indicated that the road will be a gravel road and that maintenance of the road will revert to the Local or District Municipality. A so called SPLUMA agreement will be drafted between SANRAL and the relevant Municipality to transfer the Maintenance responsibility to the Municipality.
- d) Mr Barnard enquired how he would be able to take farm equipment across the road. Mr. Boonstra indicated that the access position is a lower order access with stagged crossing for vehicles up to 10m long. Protected right turn lanes and left-turn tapers will also be provided. Tractors without trailers and normal passenger vehicles will be able to do a stagged crossing. Longer vehicles will however still need to take care when crossing the road as staged crossing will still not be possible.
- e) Mr. Barnard noted that the road reserve widening will now be approximately 30m closer to the Farm House. Mr Boonstra noted that the new road reserve boundary will not affect the fenced Farm House area;
- f) Mr. Barnard enquired about the status of the small piece of severed land on Portion 12 to the South of the N2. Mr. Boonstra indicated that the Piece of Severed land will be added as an area to be acquired by SANRAL. SANRAL will then most probably remunerate Mr. Barnard for the small piece of land.
- g) Mr. Barnard had no objection the proposed changes, access proposal and land acquisition requirements;
- h) Mr. Barnard indicated that there are no graves, no land claims, no mining rights and no improvements on the affected land. He also acknowledged that the relocation of the access will improve safety and reduce theft at his property.
- i) Mr. Boonstra noted that SANRAL will be responsible to provide fencing for the relocated road reserve boundary. A 9-strand fence will be provided.

1/2.5

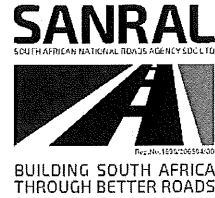
Both Mr Boonstra and Dr Bothma thanked him for the meeting and indicated that he can contact him or her for any additional questions or issues regarding the project.

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## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Van Der Merwe Broers Trust**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**PROJECT** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 1 October 2020 @ 11h00

**VENUE** : DeJaVu Restaurant, Engen Centrum, Cnr. of Church and  
Voortrekker Street in Ermelo

**AFFECTED PROP** : Portion 0/4 of the farm WELTEVREDEN 289, Portion 3 of the  
farm WELTEVREDEN 289

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr Boonstra welcomed everyone and proceeded to introduce some of the roll players. MB 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 is in the process to appoint new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Boonstra 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 their representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on their 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 <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Messrs. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u> Dr Jenine Bothma</p> <p><u>Land Owner</u> J.J. (Koos) van der Merwe</p>	<p>SANRAL</p> <p>KBK MB</p> <p>CEC JB</p> <p>LO KVDM</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager</p>	<p>HK</p>
1/2.	<b>MEETING KEY POINTS</b>	
1/2.1	<p>MB explained the wider project and the proposed access management plan for this section of the N2.</p> <p>MB 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.</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.

A Locality Plan and Layout Drawings (See **Annexure B**) of the project was utilized for this purpose. MB also displayed the preliminary plan compiled for Portion 0/4 of the farm WELTEVREDEN 289, Portion 3 of the farm WELTEVREDEN 289, 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 plans was handed to Mr. Koos van der Merwe.

1/2.2

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

- a) KBK complete the Draft Design of The Project and determine 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 principal. The land acquisition negotiations will also endeavour to compensate the owner in such a manner that they is at least in the same position as they were before.  
MB noted that in the case that agreement cannot be reached on a willing buyer and willing seller principal and all negotiations have been exhausted, SANRAL has the option to request the Minister of Transport to expropriate the property; and
- e) If agreement is reached, SANRAL's PSP will prepare the necessary documentation and agreements for signing.

1/2.3

Dr Bothma handed Owner a copy of the Background Information Document for the project and the attendance register for signature. JB 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. You are registered as an Interested party on the project and will be kept informed of the process as it progresses.

1/2.4

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

- a) Mr. Boonstra indicated that the Roodewal Road will be closed and relocated to a safer location. Mr. vd Merwe noted that they utilize large trucks to transport maize to the Overvaal Silos. Mr. Boonstra explained that with the changes proposed the Overvaal and Roodewal T-junctions will be aligned into one intersection, with staged crossing for trucks, at a safer location. Mr. vd Merwe acknowledged that the current access is dangerous with many accidents and indicated that the new proposal would it seem improve safety.
- b) Mr. vd Merwe enquired about the realignment of the Roodewal Road and the impact it would have on his property. Mr.Boonstra indicated that the Roodewal Road is a lower order road and it would be possible to align

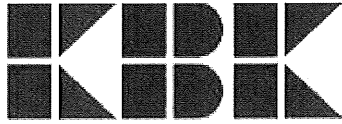
gates on both sides of the road to facilitate cattle and plant movement between the property sections. Mr. vd Merwe can communicate with the Contractor for the preferred location of the gates.

- c) Mr. vd Merwe indicated that there are no graves, no land claims, no mining rights and no improvements on the affected land.
- d) Mr. vd Merwe had no objection the proposed changes, access proposal and land acquisition requirements;
- e) Further communication by email will follow from KBK to Mr. vd Mewe to obtain further personnel information.

1/2.5

Both Mr Boonstra and Dr Bothma thanked them for the meeting and indicated that they can contact him or her for any additional questions or issues regarding the project.

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**SANRAL**



REG. NO. 153220554/00  
**BUILDING SOUTH AFRICA  
THROUGH BETTER ROADS**

## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Hallatt's Hope Trust**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**PROJECT** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 1 October 2020 @ 15h00

**VENUE** : DeJaVu Restaurant, Engen Centrum, Cnr. of Church and  
Voortrekker Street in Ermelo

**AFFECTED PROP** : Portion 40 of the farm WITPUNT 267

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr Boonstra welcomed everyone and proceeded to introduce some of the roll players. MB 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 is in the process to appoint new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Boonstra 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 their representative, to complete the necessary documentation and to explain the larger project to the land owner, the impact that the project would have on their 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 <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Messrs. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u> Dr Jenine Bothma</p> <p><u>Land Owner</u> Sam Hallatt</p>	<p>SANRAL</p> <p>KBK MB</p> <p>CEC JB</p> <p>LO SH</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager</p>	<p>HK</p>
1/2.	<b>MEETING KEY POINTS</b>	
1/2.1	<p>MB explained the wider project and the proposed access management plan for this section of the N2.</p> <p>MB 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.</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.

A Locality Plan and Layout Drawings (See **Annexure B**) of the project was utilized for this purpose. MB also displayed the preliminary plan compiled for Portion 40 of the farm WITPUNT 267 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 plans was handed to Mr. S Hallatt.

1/2.2

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

- a) KBK complete the Draft Design of The Project and determine 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 principal. The land acquisition negotiations will also endeavour to compensate the owner in such a manner that they are at least in the same position as they were before.

MB noted that in the case that agreement cannot be reached on a willing buyer and willing seller principal and all negotiations have been exhausted, SANRAL has the option to request the Minister of Transport to expropriate the property; and

- e) If agreement is reached, SANRAL's PSP will prepare the necessary documentation and agreements for signing.

1/2.3

Dr Bothma handed Owner a copy of the Background Information Document for the project and the attendance register for signature. JB 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. You are registered as an Interested party on the project and will be kept informed of the process as it progresses.

1/2.4

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

- a) Mr. Hallett stated that the traffic on the route, according to his observation, substantially increased over the last number of years. Access to his property and many others must be improved as the current status is very unsafe. Mr. Hallett also noted that between 8 and 12 accidents per annum occur along his property boundary, in many cases damaging his fence. Mr. Boonstra indicated that the purpose of the project is to address these concerns;
- b) Mr. Hallett indicated that there is a quarry on his farm and indicated its approximate position on the layout plan. Mr. Boonstra noted that material from the quarry may not be suitable for road building purposes;
- c) Mr. Hallett enquired how he will be able to take cattle across from his property (South of the N2) to his other farms not adjacent to the N2 but

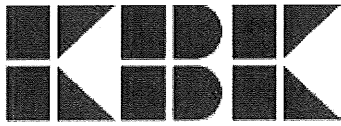
further to the North thereof. Mr. Boonstra indicated that Mr. Barnard also raised this issue and it will be reviewed by SANRAL for possible implementation of an underpass. Topography will also play a role in terms of the viability of such an option. Mr. Hallett indicated that there is currently a large culvert in the vicinity that can be utilized for this purpose. Mr. Boonstra noted that the culvert option will be investigated;

- d) Mr. Hallett also enquired about the access to his farms to the North of the N2 that are not adjacent to the N2. Mr. Boonstra indicated that access will be gained via the consolidated access and proposed service roads which serves the adjacent properties. Mr. Boonstra indicated that it is SANRAL policy to provide only one access to adjacent properties and noted that the properties referred to by Mr. It is not SANRAL's responsibility to formalize access to other properties that are not adjacent to their National Road network. The properties referred to by Mr. Hallett do not have/show any access to the N2. Mr. Boonstra noted that these properties probably have other access indicated on other adjacent land owners Deeds. Mr. Hallett however insisted that he established a right to access by virtue of him using adjacent properties for access over many years;
- e) Mr. Boonstra informed Mr. Hallett that his current access gate will be relocated to the new access position. His access road will be reinstated. Mr. Hallett requested that gates replaced must be between 8 to 10m wide to accommodate his farm equipment;
- f) Mr. Hallett enquired about the Traffic Accommodation measures that will be implemented during construction. Mr. Boonstra noted that two-way traffic will be maintained during construction;
- g) Mr. Boonstra enquired as to the losses that Mr. Hallett foresee. Mr. Hallett replied the following, blue gum trees, motor gate and cattle grid, grazing fields and bore hole;
- h) Mr. Hallett had no objection the proposed changes, access proposal and land acquisition requirements;
- i) Mr. Hallett indicated that there are no graves, no land claims, no mining rights and no other improvements on the affected land;
- j) Mrs Bothma thanked Mr. Hallett for his assistance in obtaining the contact information of other land owners.

1/2.5

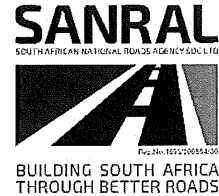
Both Mr Boonstra and Dr Bothma thanked him for the meeting and indicated that he can contact him or her for any additional questions or issues regarding the project.

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## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Ekhaya Town Butchery Trust**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**PROJECT** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 20 October 2020 @ 10h00

**VENUE** : KBK offices, Block A, 314 Glenwood Road, Lynnwood Park,  
Pretoria (Virtual – Zoom Meeting)

**AFFECTED PROP** : Portion 0 of the farm BUHRMANSVALLEI 297

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr Boonstra welcomed everyone and proceeded to introduce some of the roll players. MB 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 is in the process to appoint new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Boonstra 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 <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></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>Messrs. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u></p> <p>Dr Jenine Bothma</p> <p><u>Land Owner</u></p> <p>Bongani Zwane</p>	<p>SANRAL</p> <p>KBK</p> <p>MB</p> <p>CEC</p> <p>JB</p> <p>LO</p> <p>BZ</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager</p>	<p>HK</p>
1/2.	<b>MEETING KEY POINTS</b>	
1/2.1	<p>MB explained the wider project and the proposed access management plan for this section of the N2.</p> <p>MB 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</p>	



	<p>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 Locality Plan and Layout Drawings (See <b>Annexure B</b>) of the project was utilized for this purpose. MB also displayed the preliminary plan compiled for Portion 0 of the farm BUHRMANSVALLEI 297, 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. An electronic copy of the proposed plan(s) was shown to Mr. Bongani Zwani.</p>
1/2.2	<p>With SANRAL being the responsible roads authority, MB explained the current SANRAL land acquisition process and the relevant steps going forward:</p> <ol style="list-style-type: none"> <li>a) KBK complete the Draft Design of The Project and determine the land requirements (process completed);</li> <li>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);</li> <li>c) SANRAL's PSP, will confirm the content of the report and compile the necessary land acquisition diagrams;</li> <li>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 principal. 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.</li> </ol> <p>MB noted that in the case that agreement cannot be reached on a willing buyer and willing seller principal and all negotiations have been exhausted, SANRAL has the option to request the Minister of Transport to expropriate the property; and</p> <ol style="list-style-type: none"> <li>e) If agreement is reached, SANRAL's PSP will prepare the necessary documentation and agreements for signing.</li> </ol>
1/2.3	<p>Dr Bothma handed Owner a copy of the Background Information Document for the project and the attendance register for signature. JB 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. You are registered as an interested party on the project and will be kept informed of the process as it progresses.</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"> <li>a) Mr Zwane requested that all the diagrams and forms be emailed to him. Mr. Zwane will then share the information with the other Trust Members. Mr. Zwane will ensure that the signed form will be returned to Mr. Boonstra for his records;</li> <li>b) The property is currently utilized for grazing.</li> <li>c) Mr. Zwane indicated that there are no graves, houses, dams, bore holes, land claims, or other improvements on the affected land;</li> <li>d) Mr. Zwane noted that a mining company approached his deceased father to prospect for coal. He is uncertain if anything transpired from the investigation. He will discuss with the other Trust Members that may</li> </ol>

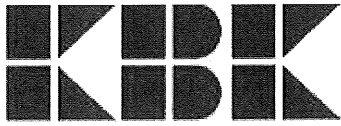
have information on this;

- e) Mr. Zwane enquired about the legislation utilised for the land acquisition process. Mr. Boonstra indicated that the SANRAL act will be utilized for this purpose;
- f) Mr. Zwane enquired as to the layout of the access proposed as he wishes to maybe in future develop a filling station and shops at the access location. Mr. Boonstra indicated that it will be a staged intersection and that grade separated intersection will only be developed in future. Mr. Boonstra will provide a layout plan of the proposed intersection.
- g) Mr. Boonstra explained that a portion remaining to the North of the N2 will be acquired as severed land by SANRAL. Mr. Zwane noted that if compensation is adequate, he will sell it as severed land. If compensation is not adequate, he may opt to retain the severed land.

1/2.5

Both Mr Boonstra and Dr Bothma thanked him for the meeting and indicated that he can contact him or her for any additional questions or issues regarding the project.

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## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Thandanani Khululekani Vereniging vir Gemeenskaplike Eiendom**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**PROJECT** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 2 October 2020 @ 11h00

**VENUE** : House of Mr Moss Mtshali near Ermelo

**AFFECTED PROP** : Portion 0/12 of the farm WELTEVREDEN 289

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr Boonstra welcomed everyone and proceeded to introduce some of the roll players. MB 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 is in the process to appoint new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Boonstra 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 <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Messrs. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u> Dr Jenine Bothma</p> <p><u>Land Owner</u> Moss Mtshali</p>	<p>SANRAL</p> <p>KBK MB</p> <p>CEC JB</p> <p>LO MM</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager</p>	<p>HK</p>
1/2.	<b>MEETING KEY POINTS</b>	
1/2.1	<p>MB explained the wider project and the proposed access management plan for this section of the N2.</p> <p>MB 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.</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.

A Locality Plan and Layout Drawings (See **Annexure B**) of the project was utilized for this purpose. MB also displayed the preliminary plan compiled for Portion 0/12 of the farm WELTEVREDEN 289, with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on his property shown in more detail. A hard copy of the proposed plans was handed to Mr. M Mtshali.

1/2.2

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

- a) KBK complete the Draft Design of The Project and determine 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 principal. 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.

MB noted that in the case that agreement cannot be reached on a willing buyer and willing seller principal and all negotiations have been exhausted, SANRAL has the option to request the Minister of Transport to expropriate the property; and

- e) If agreement is reached, SANRAL's PSP will prepare the necessary documentation and agreements for signing.

1/2.3

Dr Bothma handed Owner a copy of the Background Information Document for the project and the attendance register for signature. JB 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. You are registered as an Interested party on the project and will be kept informed of the process as it progresses.

1/2.4

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

- a) Mr. Moss Mtshali indicated that he represents the community and not Mr. David Ngwenya;
- b) Mr. Boonstra indicated that the Roodewal Road will be closed and relocated to a safer location. Mr. Boonstra explained that with the changes proposed the Overvaal and Roodewal T-junctions will be aligned into one intersection, with staggered crossing for trucks, at a safer location. An additional Farm Access will also be provided on the Eastern side of the Farm. This access will also provide access to other adjacent properties. Mr. Moss Mtshali had no objection the proposed changes, access proposal and land acquisition requirements;
- c) Mr. Moss Mtshali requested that fencing be provided along the N2 and also for other access roads. Mr. Boonstra noted that this will be

- accommodated during construction;
- d) Mr Moss Mtshali also indicated that there is a Maize Field affected by the proposed widening to the road reserve. Mr. Boonstra indicated that losses associated with this should be compensated for during the acquisition process;
  - e) Mr. Moss Mtshali indicated that there are no graves, houses, dams, bore holes, land claims, mining rights or other improvements on the affected land;
  - f) Mr. Moss Mtshali indicated that he will communicate the details of the meeting to the rest of the Community.

1/2.5

Both Mr Boonstra and Dr Bothma thanked him for the meeting and indicated that he can contact him or her for any additional questions or issues regarding the project.

**KBK ENGINEERS (Pty) Ltd**



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**SANRAL**

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD



Reg. No. 193/2005/430  
**BUILDING SOUTH AFRICA  
THROUGH BETTER ROADS**

## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Transnet**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**PROJECT** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 7 May 2021 at 11:30

**VENUE** : Virtual MS Teams Meeting

**AFFECTED PROP** : Portion 9 of the farm BUHRMANSVALLEI 298

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr Boonstra welcomed everyone and proceeded to introduce some of the role players. MB 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 new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Boonstra 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 <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></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>Messrs. Martin Boonstra Steve Skhosana</p> <p><u>Chameleon Environmental Consultants</u></p> <p>Dr Jenine Bothma</p> <p><u>Land Owner</u></p> <p>Japhta Maboko Josaiah Rikhotso</p>	<p>SANRAL</p> <p>KBK MB SS</p> <p>CEC JB</p> <p>LO JM JR</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager</p>	<p>HK</p>
1/2.	<b>MEETING KEY POINTS</b>	
1/2.1	<p>MB explained the wider project and the proposed access management plan for this section of the N2.</p> <p>MB 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 of the project was utilized for this purpose. MB also displayed the preliminary plan compiled for Portion 9 of the farm BUHRMANSVALLEI 298 (See **Annexure B**), with the proposed access management plan, layouts, road reserve requirements, access road requirements, and their associated impact on his property shown in more detail.

1/2.2

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

- a) KBK complete the Draft Design of The Project and determine 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 principal. 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.  
MB noted that in the case that agreement cannot be reached on a willing buyer and willing seller principal and all negotiations have been exhausted, SANRAL has the option to request the Minister of Transport to expropriate the property; and
- e) If agreement is reached, SANRAL's PSP will prepare the necessary documentation and agreements for signing.

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. The land owners are registered as an interested party on the project and will be kept informed of the process as it progresses.

1/2.4

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

- a) SS stated that:
  - The existing N2 crosses the Transnet servitude for the Over-vaal Tunnel halfway between Camden and Leiden;
  - The widening of the N2 northward will therefore affect the Transnet servitude and a portion of land will be acquired to accommodate the road reserve;
  - A portion of land is also required on the southern side to register a right of way across the Transnet service road and servitude for purposes of providing access to local farm owners.

- The Transnet servitude north of the N2 is not properly shown on the deed information gathered by KBK; Transnet's assistance is hereby requested properly identify the borders of the servitude northward;
- There exists an old railway formation or railway pavement slightly north of the N2-Overvaal Tunnel intersection (on the right or east of the N2) which curves convexly to the N2. KBK would like to use this formation as 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 acquire from it a small portion for road reserve.

b) 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

c) 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.

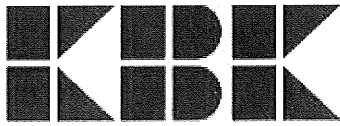
d) Mr Maboko refused to offer further assistance but stated that KBK must perform ground work to find answers.

e) SS agreed to take the process further with the assistance of Mr Rikhotso as suggested.

1/2.5

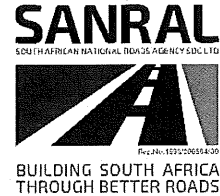
Mr Boonstra, Mr Skhosana and Dr Bothma thanked Transnet for attending the meeting.

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## **NRA N.002-340-2015/2 PROPERTY OWNER MEETING MINUTES – Van Der Meulen Trust**

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**CLIENT** : SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONSULTING ENG.** : KBK ENGINEERS (PTY) LTD

**PROJECT** : THE IMPROVEMENT OF NATIONAL ROUTE N2 SECTION 34  
BETWEEN LEIDEN (KM 59.0) AND CAMDEN (KM 87.4)

**CONTRACT NO.** : NRA N.002-340-2015/2

**REFERENCE** : 3000

**DATE OF MEETING** : 1 October 2020 @ 12h30

**VENUE** : DeJaVu Restaurant, Engen Centrum, Cnr. of Church and  
Voortrekker Street in Ermelo

**AFFECTED PROP** : Portion 5 of the farm BUHRMANSVALLEI 297

1/1	<b>INTRODUCTION AND ATTENDANCE</b>	
1/1.1	<p><b>Welcome and Introduction</b></p> <p>Mr Boonstra welcomed everyone and proceeded to introduce some of the roll players. MB 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 is in the process to appoint new Service Providers that will undertake the land acquisition process with all the relevant landowners for the project at a later date.</p> <p>Mr Boonstra 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 <b>Annexure A</b>.</p>	
1/1.2	<p><b>Attendance: Present</b></p> <p><u>South African National Roads Agency Soc Limited</u> Not Present</p> <p><u>KBK Engineers (Pty) Ltd</u> Messrs. Martin Boonstra</p> <p><u>Chameleon Environmental Consultants</u> Dr Jenine Bothma</p> <p><u>Land Owner</u> Mr. Johan van der Meulen</p>	<p>SANRAL</p> <p>KBK MB</p> <p>CEC JB</p> <p>LO JvdM</p>
1/1.3	<p><b>Apologies</b></p> <p>Mr. Hennie Kotze – SANRAL Project Manager</p>	<p>HK</p>
1/2.	<b>MEETING KEY POINTS</b>	
1/2.1	<p>MB explained the wider project and the proposed access management plan for this section of the N2.</p> <p>MB 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.</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.

A Locality Plan and Layout Drawings (See **Annexure B**) of the project was utilized for this purpose. MB also displayed the preliminary plan compiled for Portion 5 of the farm BUHRMANSVALLEI 297, 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 handed to Mr Johan van der Meulen.

1/2.2

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

- a) KBK complete the Draft Design of The Project and determine 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 principal. 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.  
MB noted that in the case that agreement cannot be reached on a willing buyer and willing seller principal and all negotiations have been exhausted, SANRAL has the option to request the Minister of Transport to expropriate the property; and
- e) If agreement is reached, SANRAL's PSP will prepare the necessary documentation and agreements for signing.

1/2.3

Dr Bothma handed Owner a copy of the Background Information Document for the project and the attendance register for signature. JB 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. You are registered as an Interested party on the project and will be kept informed of the process as it progresses.

1/2.4

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

- a) Mr. Boonstra indicated that the Roodewal Road will be closed and realigned with the Overvaal road at a safer location. Mr. vd Meulen noted that large trucks make use of the Roodewal and Overvaal intersections to transport maize to the Overvaal Silos. According to Mr. van der Meulen many accidents occur at these intersections. Mr. Boonstra explained that with the changes proposed the Overvaal and Roodewal T-junctions will be aligned into one intersection, with staged crossing for trucks, at a safer location. Mr. vd Meulen acknowledged that the proposal would greatly enhance safety at these intersections.
- b) Mr. vd Meulen indicated that there are no graves, no land claims, no mining rights and no improvements on the affected land.

- c) A small piece of severed land will remain and Mr. Boonstra requested if Mr. vd Meulen has any objection to the piece of land also being included in the acquisition process. Mr. vd Meulen indicated that he would prefer that the severed land also be obtained by SANRAL.
- d) Mr. vd Meulen also indicated that the proposed upgrade of the Railway Line access is long overdue. Mr. vd Meulen noted that numerous accidents occur at that location. Mr. vd Meulen had no objection the proposed changes, access proposal and land acquisition requirements;
- e) Mr. vd Meulen also assisted with contact information of other land owners.

1/2.5

Both Mr Boonstra and Dr Bothma thanked him for the meeting and indicated that he can contact him or her for any additional questions or issues regarding the project.



**Chameleon**  
Environmental

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Reg nr. 2020/085877/07

30 August 2021

Ms Sharon van der Merwe  
Property Specialist  
Mondi House  
P O Box 39  
Pietermaritzburg  
3200

By e-mail: Sharon.vanderMerwe@mondigroup.com

Dear Ms Van der Merwe

**THE IMPROVEMENT OF NATIONAL ROAD N2 SECTION 33 FROM PIET RETIEF (KM 63.3) TO BLOEMENDAL (KM 34.0), MPUMALANGA PROVINCE**

Your e-mail dated 29 July has reference.

In response to your e-mail the following:

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 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.
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.

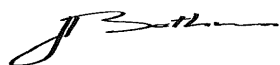
10. An Emergency Response Procedure plan is usually required in terms of the safety conditions that the contractor on site must comply with. However, mitigation measures will be included in the EMPr for major emergencies pertaining to the environment for instance major spills.
11. Recommendations will 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.
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.
16. Mitigation measures for the mixing of cement will be included in the EMPr for the project.
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.
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.
19. The rehabilitation of the project will be in terms of the contract with the contractor which usually includes progressive rehabilitation.
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 environmental officer who will assist in this regard.
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.

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.



For more information, do not hesitate to contact me.

Regards

A handwritten signature in black ink, appearing to read 'J Bothma', with a stylized flourish at the end.

Dr Jenine Bothma