



MEETING RECORD

Project No: NRA N.006-040-2009/1F

Project: REHABILITATION OF NATIONAL ROUTE 6 SECTION 4 PENHOEK PASS
(KM52.00 TO KM 66.20)

MEETING WITH LAND OWNERS

PARTICIPANT NAME & ORGANISATION	DATE	8 th December 2011
CLIENT: SANRAL	TIME START	09:00
PRESENT: See attached attendance register	TIME FINISH	
	LOCATION	PIETER JORDAAN'S FARM
	RECORDER	Rudi Botha

RECORD OF DISCUSSIONS

ITEM	ITEM DETAILS	ACTION BY AND DATE
1.	WELCOME AND INTRODUCTION	
1.1	Mr. Ferdinand van Staaden (FvS) welcomed all at the meeting and introduced the Engineers Worley Parsons and the Environmental Consultants Arcus Gibb.	
1.2	FvS explained that the purpose of this meeting was to generally to form a partnership and to inform the farmers / land owners adjacent to the National Road what the project would entail, and that some land owners would be affected by land expropriation due to the widening of the road.	
1.3	FvS encouraged those present to be interactive so that any important facts about the route may be incorporated into the detailed design.	
1.4	FvS handed over to Mr Pieter Pretorius (PP) of Worley Parsons to discuss the Scope of the Work.	
2.	ATTENDANCE	
2.1	See the attached attendance register	
3.	SCOPE OF WORKS	
3.1	Mr Pieter Pretorius (PP) explained that in order to provide better passing opportunity for traffic travelling up the pass the following improvements are being envisaged:	



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3.2	<p>The design cross section for the road will be two 3,7m lanes with two 2,0m paved shoulders before the Pass. The cross section in the Pass will be two 3,5m lanes in a northerly direction and one 3,7m lane south with two 1,0m paved shoulders and a 2,5m concrete drain. The new lane will be cut into the mountain side of the road so as to avoid having to construct high fills. The material from the cut face is also required as fill material.</p>	
3.3	<p>The horizontal alignment starts on the existing alignment and starts to deviate to the east with 1,6m over the first straight. Over the first horizontal curve the alignment reverts back to the existing alignment to cross over the existing rail bridge. The alignment then starts to deviate around the second horizontal curve into the Pass with a deviation of 2m to the north to accommodate the climbing lane. The alignment reverts back to the existing at the crest of the Pass</p>	
4.	LAND ACQUISITION	
4.1	<p>Once the road's vertical geometric alignment has been finalised, the Engineers will be in a better position to determine the extent as well as which properties will be affected by expropriation. Once the affected properties have been identified, then SANRAL's appointed surveyors and property evaluators (namely MANCO) will visit the affected property owners to commence negotiations.</p>	
5.	MATERIALS	
5.1	<p>PP explained that the Engineer's were currently in the process of searching for potential borrow pits as well as a hard rock source, so certain property owners could expect a visit from the Materials Laboratory (namey, SIMLAB) in the near future. PP requested that if any of those present know of any potential source of material, that they should please advice the engineers accordingly so that it may be investigated.</p>	
6.	ENVIRONMENTAL MATTERS	
6.1	<p>Ms Inge Shovell (IS) form Arcus GIBB stated that she was happy that the Engineers had arranged the meeting as it is imperative that the community be involved with the whole process from the start to avoid problems down the line.</p>	



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6.2	<p>Ms Shovell then gave a brief explanation of her role as the Environmental Consultant and of the process that will need to be followed:</p> <ol style="list-style-type: none"> 1) Arcus GIBB will be conducting the Basic Assessment and applications for mining permits. 2) The EIA process will begin with GIBB sending out background information documents to those present and also to others that could not make it to the meeting. 3) Information boards will be erected informing the public on the EIA process. At this point the community will be asked to register as an Interested and Affected party (IAP) and provide GIBB with their respective contact details to which correspondence regarding the project may be forwarded. 4) This will also be the chance for any IAP to voice their opinion about the project. During this time, GIBB will do an initial site visit and then decide which specialists will be needed in the area. At present it seems as though a Heritage Specialist may be needed for the 'old police camp' area. 5) Once the Draft report is set up, the community will have a chance to comment on it. All comments will be captured into a comment and response report and the DBAR will be revised. This will then be the Final report, incorporating all comments received, which will be handed into DEDEA. 	
6.3	<p>Ms Shovel stressed again the importance that the community stay involved for the duration of the project and informs the Project team about any information they might know about that will enhance the project.</p>	
7.	<p>QUESTIONS / GENERAL COMMENTS</p>	
7.1	<p>A general comment was made that there is a stone retaining wall that seems to have sifted after some heavy rains which will have to be investigated.</p>	
7.2	<p>Question – Will the road be closed and will traffic be forced to use alternative routes, because some of the farmers have bed and breakfast accommodation that will be affected by such closures?</p> <p>Answer – No it is not envisaged that the road will be closed for extended periods of time except when blasting is scheduled to take place. Stop-go would be the preferred method of traffic accommodation during construction.</p>	ALL
7.3	<p>Question – Are you aware of the fibre-optic cables that are being installed along the route ?</p> <p>Answer – Yes SANRAL have these plans.</p>	ALL
7.4	<p>Question – When will construction commence?</p> <p>Answer – Much of it is dependant on the environmental issues, but at this stage if all goes according to plan then we envisage starting in October 2012.</p>	
8.	<p>CLOSURE</p>	
8.1	<p>PP thanked everyone for there attendance and valuable input.</p>	WPRSA



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