

APPENDIX D6: MINUTES OF MEETINGS WITH KEY STAKEHOLDERS

1. DEA PRE-APPLICATION MEETING

2. DWS PRE-APPLICATION MEETING



publicworks

Department
Public Works
REPUBLIC OF SOUTH AFRICA

Private Bag X65, Pretoria, 0001,
Central Government Offices, Cnr Bosman and Vermeulen Street, Pretoria
From: Town Planning Services
Tel: (012) 406-1041
E-mail: basson.geldenhuis@dpw.gov.za Website: www.publicworks.gov.za

Date: 1 July 2015

TO WHOM IT MAY CONCERN

Dear Sir/Madam,

LESOTHO BORDER ROAD PROJECT

This letter serves as proof that Delta BEC has been appointed as the lead consultant by the National Department of Public Works to provide town planning services for the Lesotho / South Africa border road upgrade project, in order to facilitate the clearance of the site for development purposes. The project entails the following tasks:

- Site orientation and assessment:
- Needs determination
- Cadastral assessment
- Land claims assessment
- Land use assessment
- Topographical survey and orthophoto
- Geotechnical soil investigation
- Environmental Assessment and screening
- Route determination including, flood line assessment, desktop study, gauging station study, site survey, hydraulic structure evaluation
- Road alignment including traffic impact assessment, right of way considerations
- Notarial Deeds of servitude assessment

It should be noted that as part of the "scope of services" Delta BEC will be required to source information from various spheres of government, organs of state and other relevant entities, in order to fulfil their tasks. The contact detail of Delta BEC is:

Cilliers vd Merwe
Tel: 012 3681850
Email: cilliersvandermerwe@deltabec.com

Your assistance and cooperation by providing Delta BEC with such if requested will be highly appreciated. Should you require any clarification please contact the writer at the contact address provided herein.

The project is currently in the Route Determination Phase, and completion is due in December 2016.

I trust that you will find this in order.

Kind regards,

MR BASSON GELDENHUYS
CHIEF TOWN PLANNER: TOWN PLANNING SERVICES



MINUTES OF MEETING WITH DEPARTMENT OF ENVIRONMENTAL AFFAIRS (DEA)

Client : Department of Public Works
 Project : Maintenance and/or Upgrade of the Patrol Road/Fencing on the Borders Between RSA and Zimbabwe and Mozambique
 Tender No : HP13/133
 Endecon File No : P 2563 / DPW – Zimbabwe-Mozambique Border Roads
 Date, Time & Venue : 17 February 2016, 9:00 @ Department of Environmental Affairs Offices, Pretoria
 Principal Agent : Endecon Ubuntu (Pty) Ltd.

ITEM No.	Item	ACTION
1	<p><u>OPENING AND WELCOME</u></p> <p>Mr. Basson Geldenhuys welcomed all where after Mr. Barend Venter chaired the meeting further.</p>	DPW END
2	<p><u>ATTENDANCE AND APOLOGIES</u></p> <p>2.1 Reference can be made to the attached attendance register.</p> <p>The representatives forming part of the meeting comprised of the following divisions:</p> <ul style="list-style-type: none"> • Department of Public Works (Reference ID: DPW) • Endecon Ubuntu (Pty) Ltd. (Reference ID: END) • Department of Environmental Affairs (Reference ID: DEA) • Delta Built Environment Consultants (Reference ID: D-BEC) <p>2.2 No Apologies</p>	
3	<p><u>PURPOSE OF MEETING</u></p> <p>Mr. Basson Geldenhuys provided a general introduction of the current project underway and the purpose of the day's meeting which serves as a sensitising meeting to the DEA of the planned development and possible environmental impacts. Mr. B. Venter (Endecon) and Mr. W. de Bruyn (Delta BEC) presented the current design proposal in a power point slide show presentation which addressed the following aspects:</p> <ul style="list-style-type: none"> • Project discussion and Scope of Works; • Applicant and Proponents; • Project locations (Limpopo, Mpumalanga and Free State Province); • Current status quo and photographic illustrations; • SYSTEM proposal and various scenarios; • Nature of activities to be undertaken; • Regulatory requirements associated with the proposed border road; • Listed activities associated with the proposed border road project; • Alternatives for fencing, gates, road design, route alignment; no-go alternative; • Biophysical & social environment & potential impacts; • Initial specialist studies and investigations; • Public participation process undertaken; • Plan of study for the EIA. 	END D-BEC

ITEM No.	Item	ACTION
4	<p><u>QUESTIONS AND COMMENTS</u></p> <ul style="list-style-type: none"> • DEA commented that there should be a conclusion in terms of what would be the advantaged or disadvantages are of the project continuing on the social economic of the specific area. • DEA requested to include activities triggered i.e. Activity 12 (structures proposed to cross rivers etc.) • DEA also suggested to rather apply for all activities that could possibly be triggered, to avoid possible amendments due to missing a particular item. • DEA requested for a possible integrated impact assessment report, however DME needs to be in agreement, but still needs to be 2 separate applications. • DEA requires proof that a water use license application has been submitted when submitting scoping report. • They also suggested to include Activity 19b for maintenance of the road, otherwise approval in the future for the maintaining of the road again will have to be obtained. • DPW requested an extension of 10-year validation period. • DEA responded that DPW should send a reminder once the validation period application has been submitted. • It was noted to the DEA that these are mainly existing roads which are to be utilized as far as possible. Any deviations, re-alignment or additions will be properly motivated. • DEA enquired if the scoping reports will be broken down in sections for different areas? DPW responded that the application might be divided into sections, yet there will be full scoping reports submitted for all sections. • DPW & DEA discussed that it would be preferential to conduct a social economic impact assessment and there is a possibility to submit same on a later stage. 	
5	<p><u>CONCLUSION</u></p> <p>As noted in the minutes above</p>	



DEPARTMENT OF PUBLIC WORKS REPUBLIC OF SOUTH AFRICA

**DEVELOPMENT OF PATROL ROADS AND FENCING ON THE BORDERS BETWEEN:
RSA, ZIMBABWE & MOZAMBIQUE, RSA & LESOTHO**

DEA PRE-APPLICATION MEETING

FEBRUARY 2016



Endecon Ubuntu (Pty) Ltd.



Delta Built Environment Consultants

AGENDA

1. Opening and Welcome
2. Attendance and Apologies
3. Purpose of the meeting
4. Project Discussion – (Endecon & Delta BEC)
RSA Zimbabwe/Mozambique: WCS 053162
RSA Lesotho: WCS 053174
4. Questions
5. Way Forward

PROJECT DISCUSSION – SCOPE OF WORKS

- Endecon Ubuntu (Pty) Ltd & Delta BEC were appointed by Department of Public Works for the projects : **MAINTENANCE AND / OR UPGRADE OF THE PATROL ROAD / FENCING ON THE BORDERS BETWEEN RSA AND ZIMBABWE AND MOZAMBIQUE, RSA AND LESOTHO**
- The road study and planning is undertaken to provide and formalise safe and effective patrol roads for effective patrolling of the border between South Africa and neighbouring countries (Botswana, Zimbabwe, Mozambique and Lesotho)
- **Military Road**

A road used primarily, but not exclusively, for the conduct of military operations through the manoeuvre of military vehicles, equipment and personnel and the logistical support of such operations. Though the use of the road by entities other than the military is not excluded, the military will retain the right to implement control measures to ensure the appropriate use of the road.

PROJECT DISCUSSION – SCOPE OF WORKS

APPLICANT AND PROPONENTS

Applicant: Department of Public Works

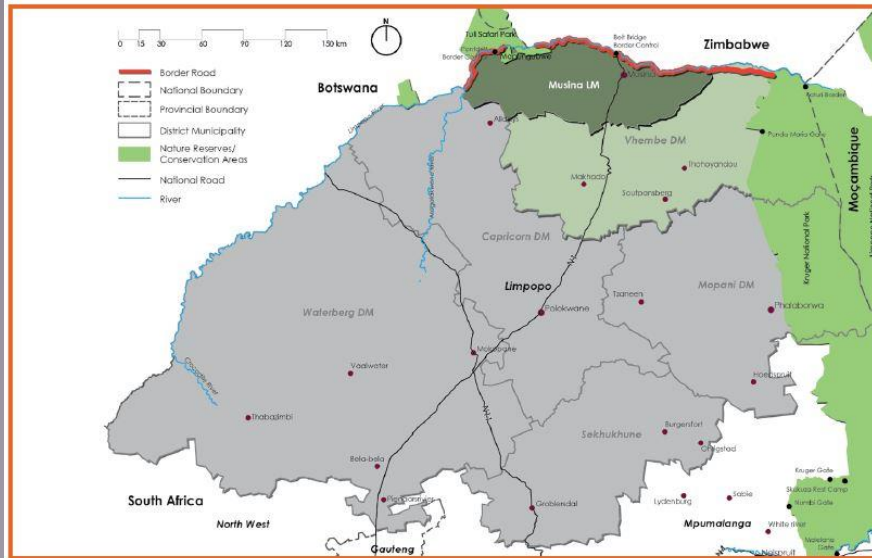
EAP: TUA Conserva – RSA / Zimbabwe / Mozambique Border

Project Lead: Endecon Ubuntu

EAP: Life4All Environmental Consultancy With Delta BEC – RSA / Lesotho Border

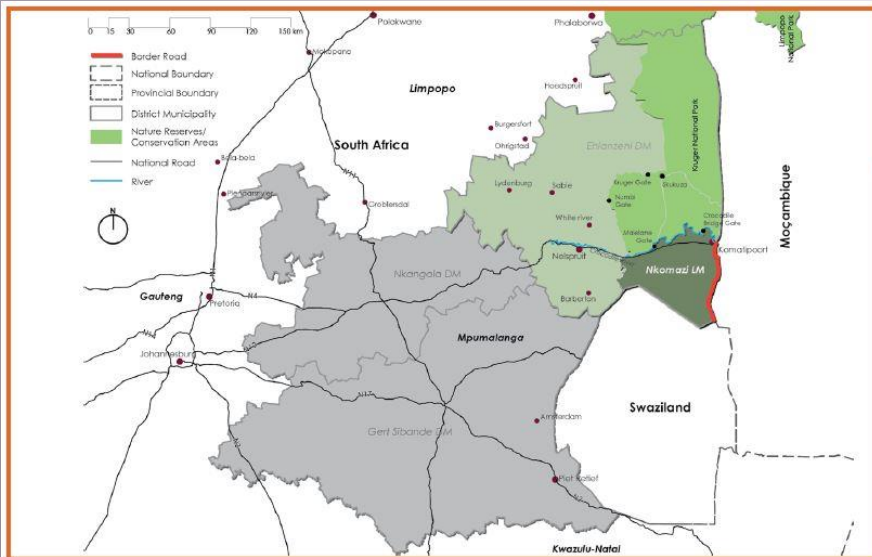
Project Lead: Delta BEC

LOCATION OF THE ROAD IN THE LIMPOPO & MPUMALANGA PROVINCE



LOCALITY RSA BORDER/ZIMBABWE

- Border between South Africa (Limpopo Province), Zimbabwe and a portion of Botswana.
- This section of the road is in total approximately 203 km in length.
- The Zimbabwe section of the border road starts close to the Pafuri gate in the east, Kruger National Park and extend westwards to the eastern boundary of Mapungubwe National Park (this section includes Musina and Beitbridge port of entry).
- The Botswana section of the border road starts at the western boundary of Mapungubwe National Park and extend westward up to Mogalkwena river (this section includes Pont Drift port of entry).

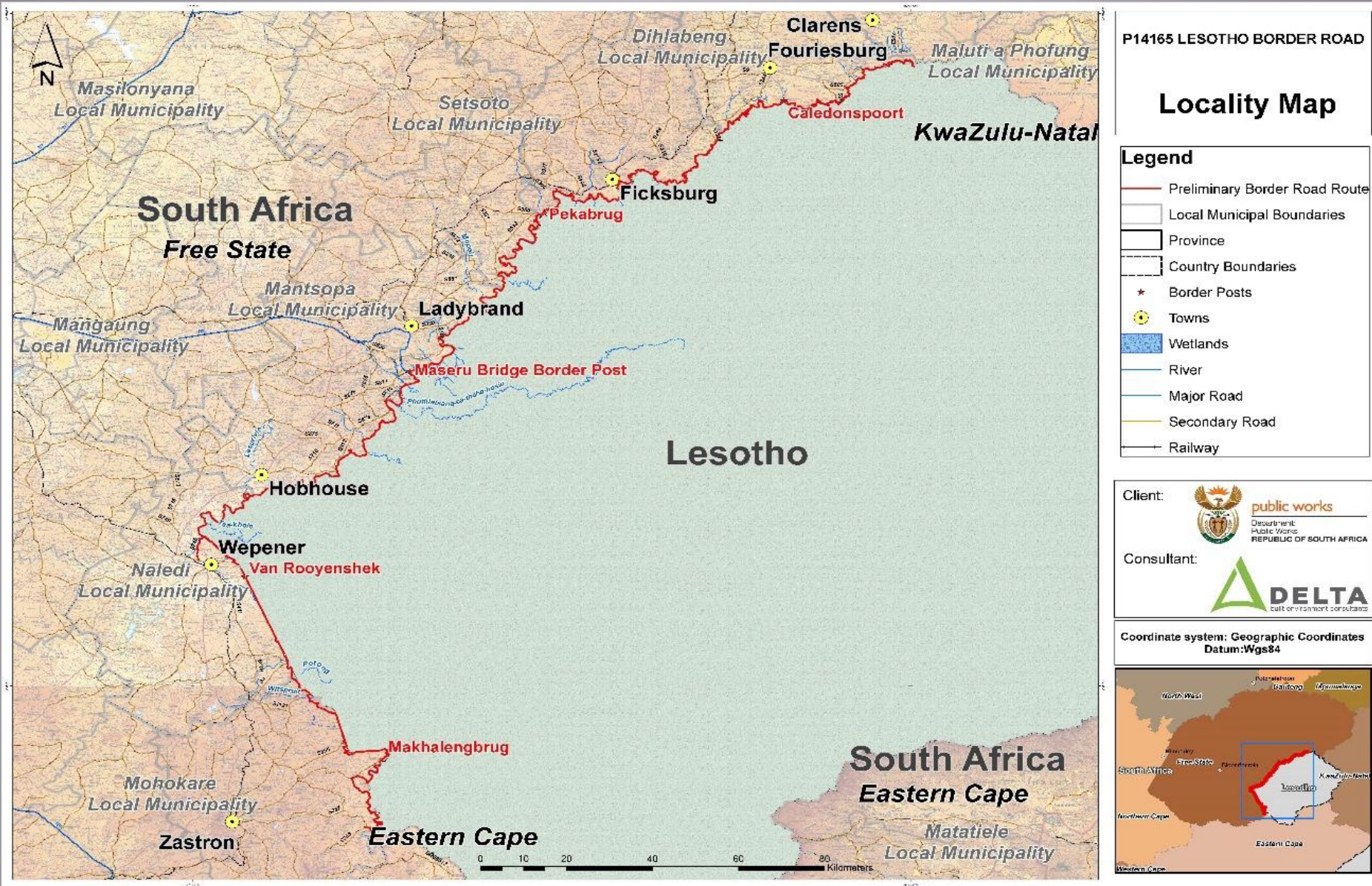


LOCALITY RSA BORDER/MOZAMBIQUE

- Border between South Africa (Mpumalanga) and Mozambique.
- Approximately 66.5km in length.
- Stretches from the Swaziland border to the Crocodile River, and includes the Lebombo port of entry.
- Predominantly a gravel road with some concrete sections at steep inclines.
- The area that the road falls in can be described as mountainous.

MAP: Extent of the Proposed Route of the Limpopo / Zimbabwe and Mpumalanga / Mozambique Border Road

LOCATION OF THE ROAD IN THE FREE STATE PROVINCE



MAP: Extent of the Proposed Route of the Free State/Lesotho Border Road 6

PROJECT DISCUSSION – SCOPE OF WORKS

- The study also includes the foot-and-mouth disease control fence line to restrict movement of livestock or wild animals across the border. The fence is proposed to be as close as possible to the existing border line and should be maintained to reduce animal movement.
- Another concern this study should address is the protection of commercial farms along the border against elements such as Elephants and other wild life destroying crop fields.
- In the case of Lesotho it is less about foot and mouth disease and more about animal control ,safety and security
- A final Site Clearance Report, to enable the next phase of detail design and construction, will be compiled and submitted containing all the required approvals.
- Development of a **SYSTEM** (Road and Fence)

PROJECT DISCUSSION – SCOPE OF WORKS

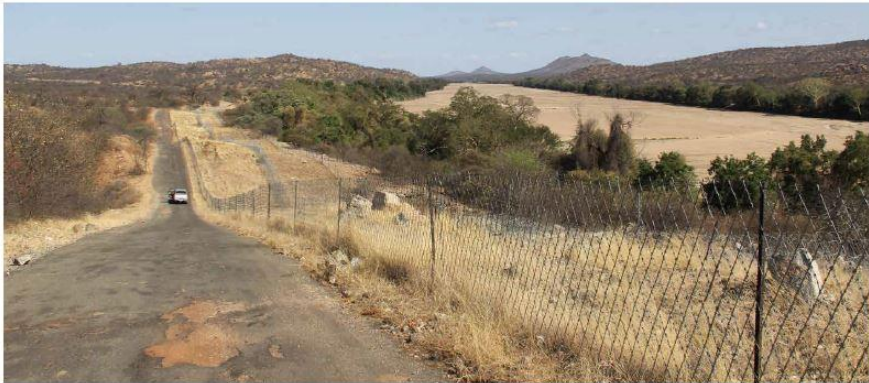
- In order to compile a comprehensive site audit report, the following will be required:
 - A complete site analysis of the existing infrastructure and condition thereof need to be undertaken
 - The need and desirability of DPW, DoD and private residents
 - The proposed road alignment
 - Property information and registered Title Deeds
 - Survey data & SG Diagrams
 - Soil conditions, Floodlines
 - Environmental sensitivities

This include the following:

- Negotiations with land owners, Land Acquisition
- Registered owner consent
- Approval of servitude diagrams
- Servitude registration in Deeds Office
- Environmental Authorization and Permits
- *Note: Subject to DPW decision on land acquisition strategy.*

PROJECT DISCUSSION – SCOPE OF WORKS

EXISTING PATROL ROAD



Damaged road surface.



Limpopo river - flood damage.



Damaged infrastructure.



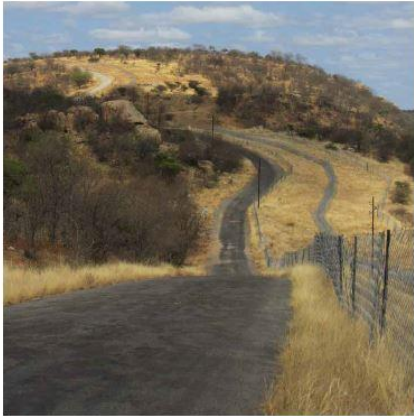
Damaged road surface.



Flood damage.

PROJECT DISCUSSION – SCOPE OF WORKS

EXISTING FENCE



Caftan fence constructed in the 1980's.



Fence damaged by the crossing of elephants.



Flattened fence.



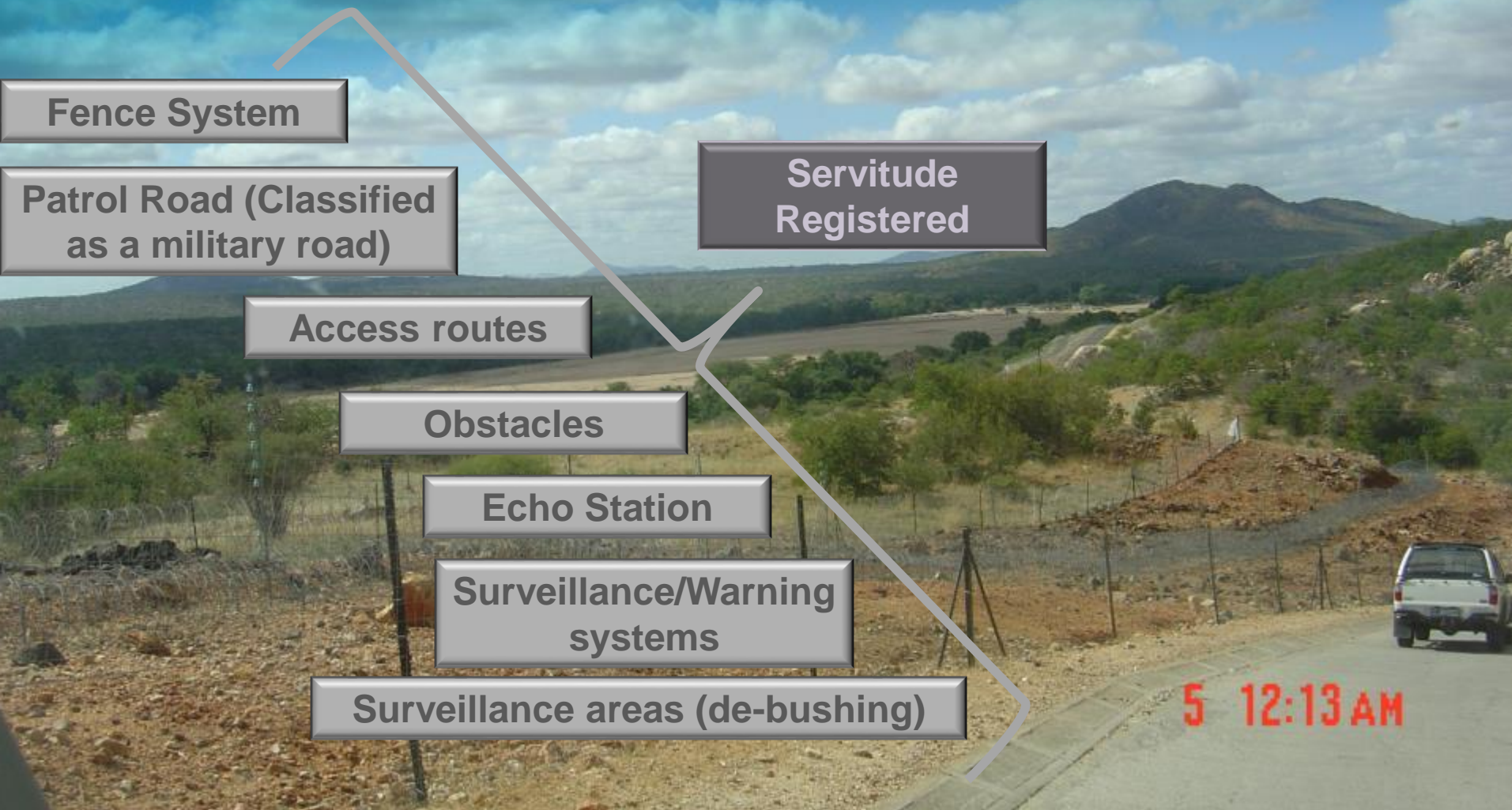
Fence damaged by elephants.



Crossing of illegal immigrants.

PROJECT DISCUSSION – SYSTEM PROPOSAL

- Refers to the South African border, border patrol road, access routes from provincial road networks, foot-and-mouth disease control fence, telecommunication structures and any other structures or measures to be implemented for the purpose of protecting the national border.



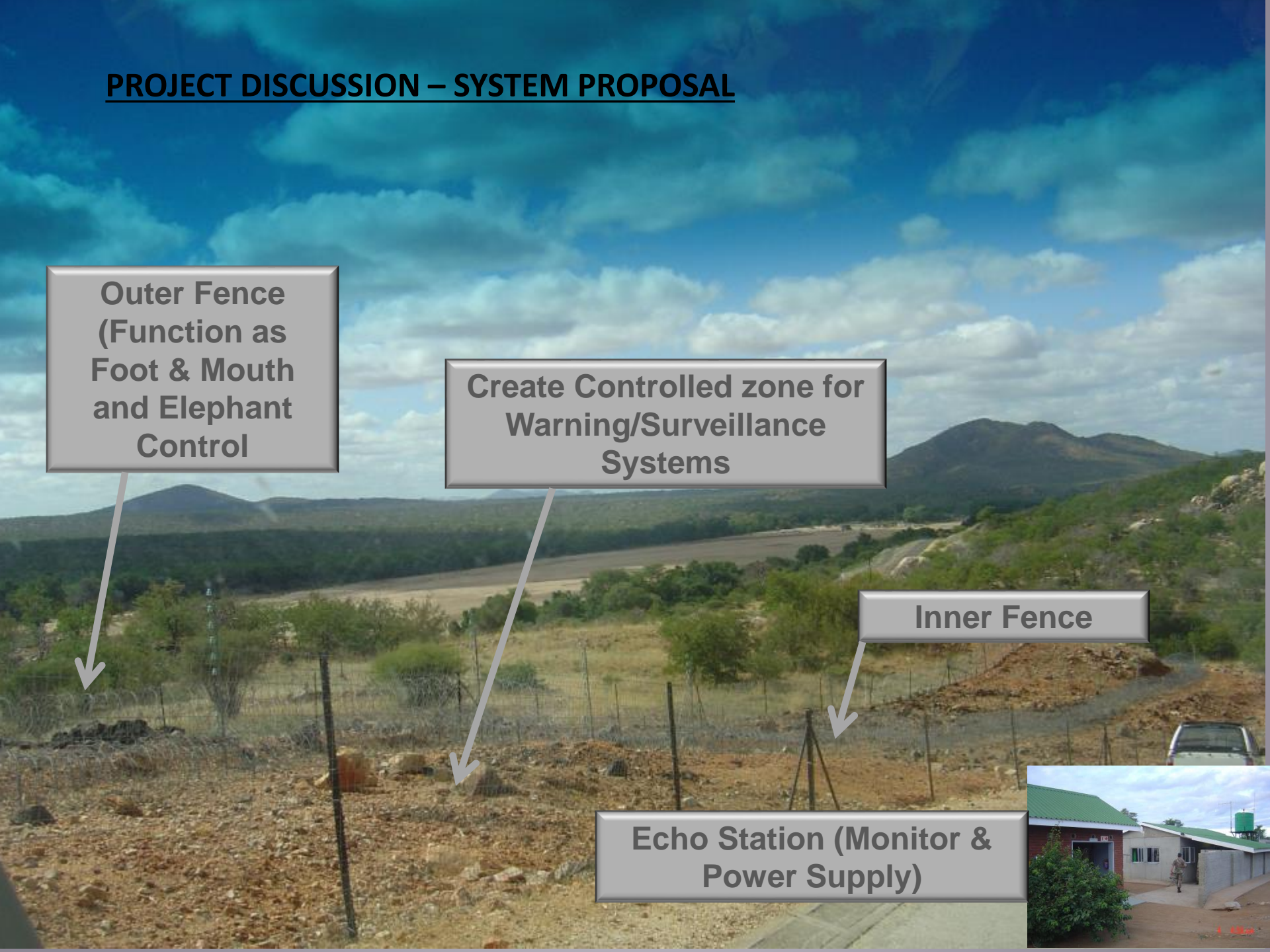
PROJECT DISCUSSION – SYSTEM PROPOSAL

**Outer Fence
(Function as
Foot & Mouth
and Elephant
Control)**

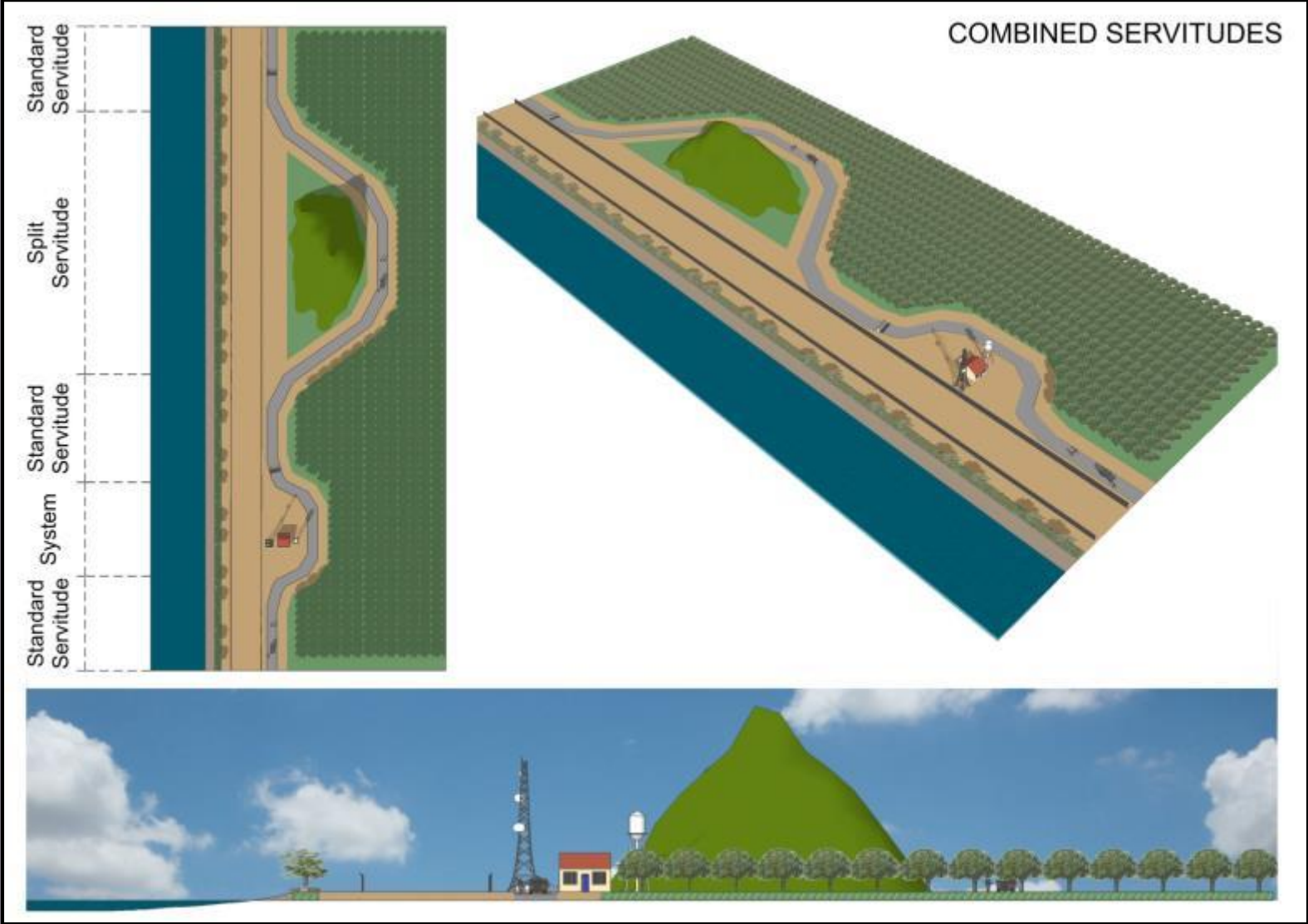
**Create Controlled zone for
Warning/Surveillance
Systems**

Inner Fence

**Echo Station (Monitor &
Power Supply)**

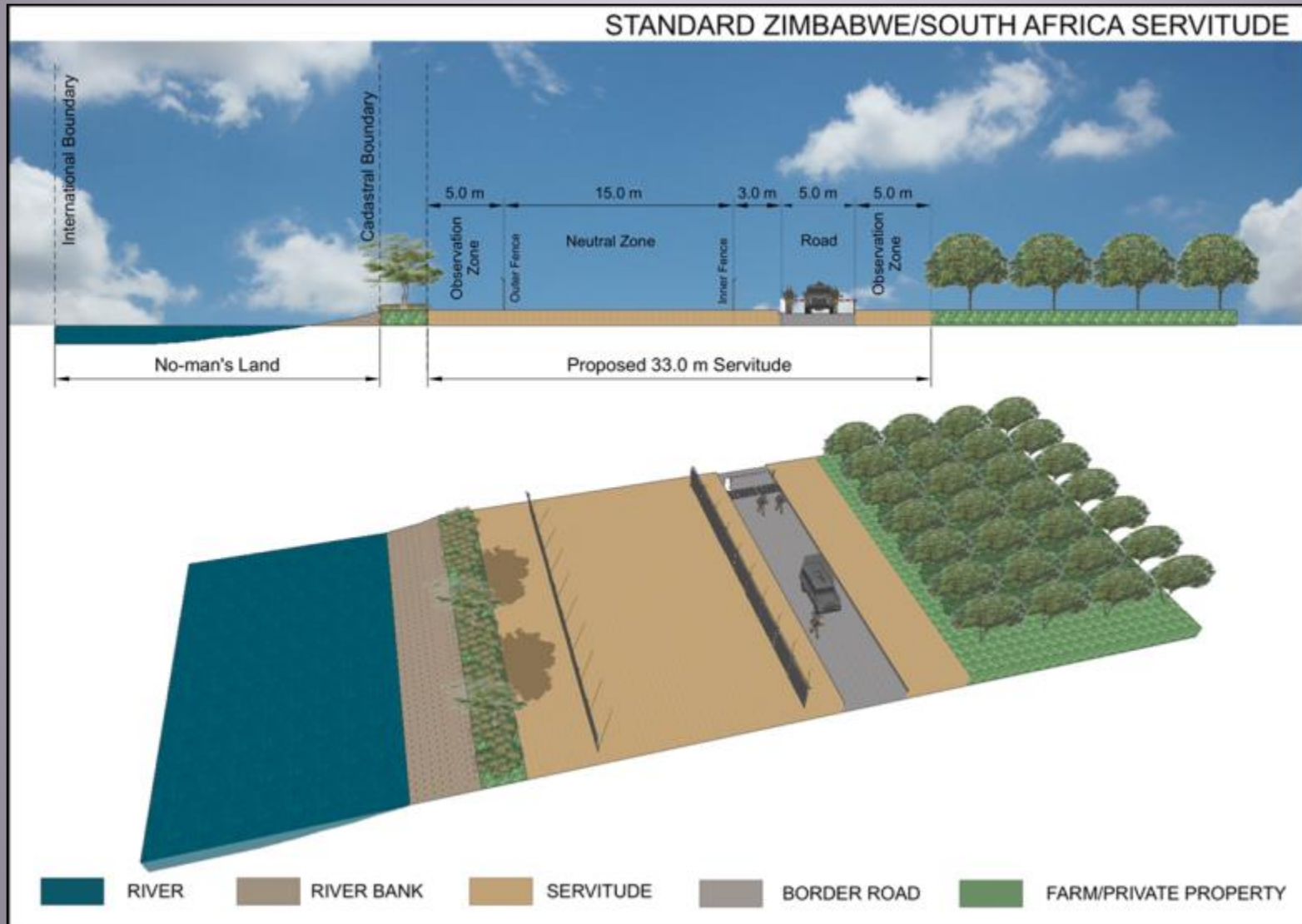


PROJECT DISCUSSION – SYSTEM PROPOSAL



PROJECT DISCUSSION – SYSTEM PROPOSAL

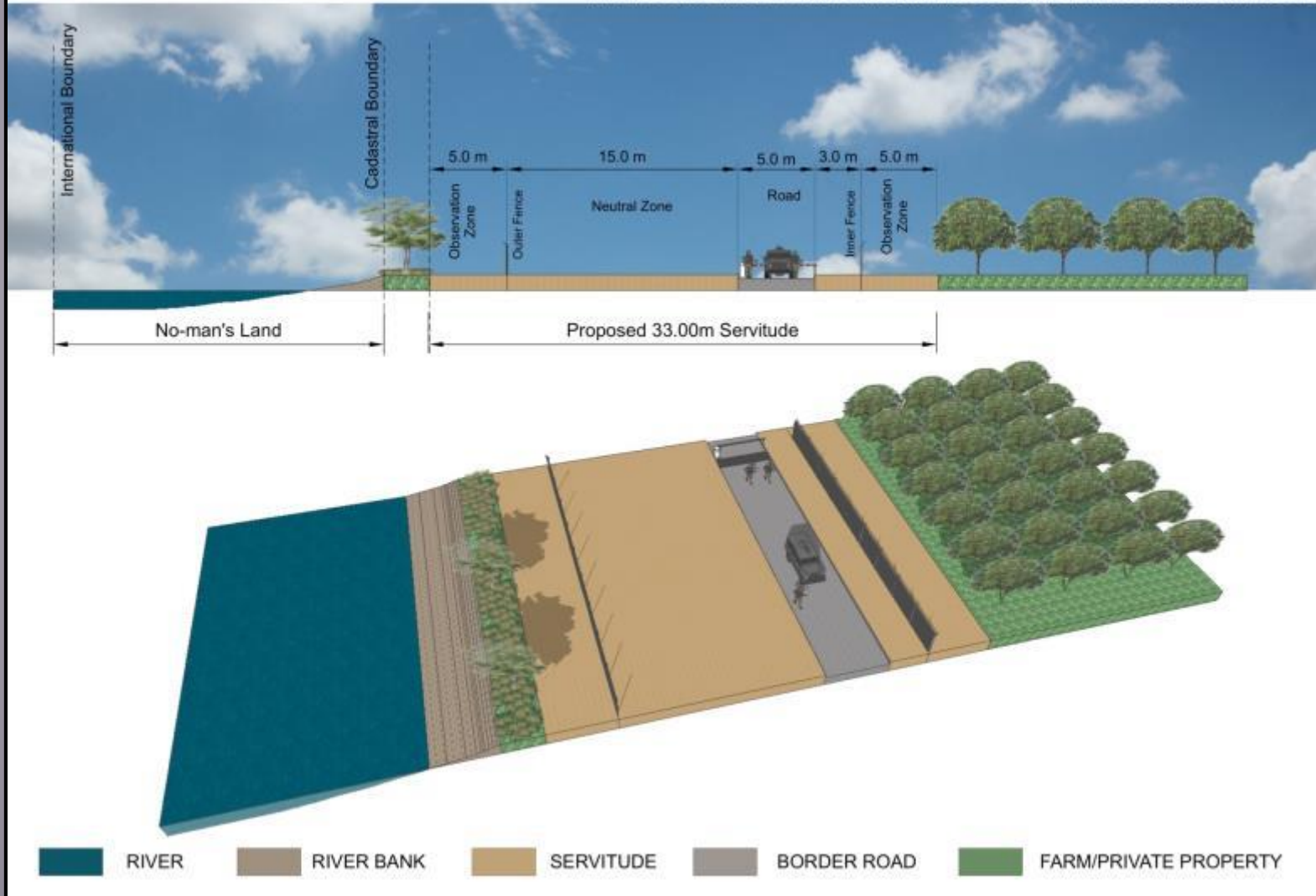
Scenario 1



PROJECT DISCUSSION – SYSTEM PROPOSAL

Scenario 2

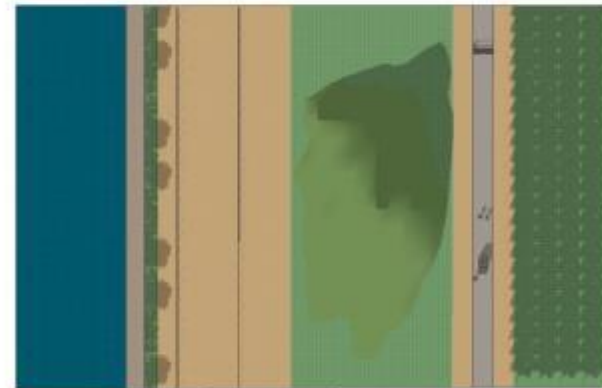
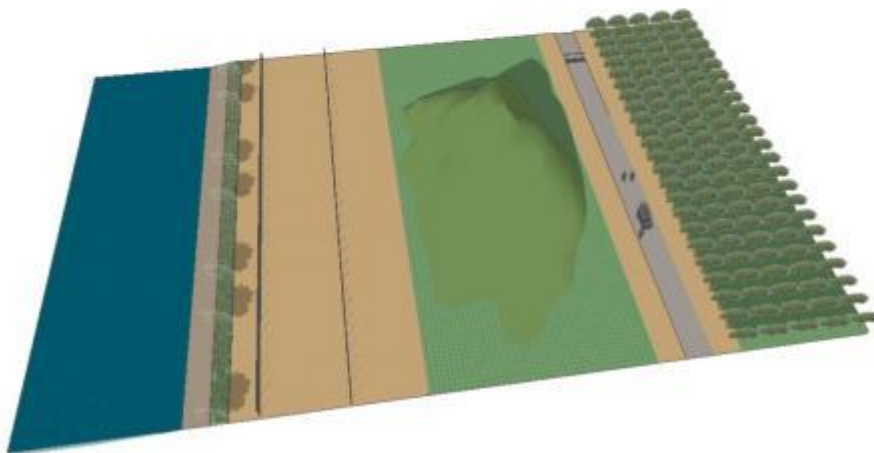
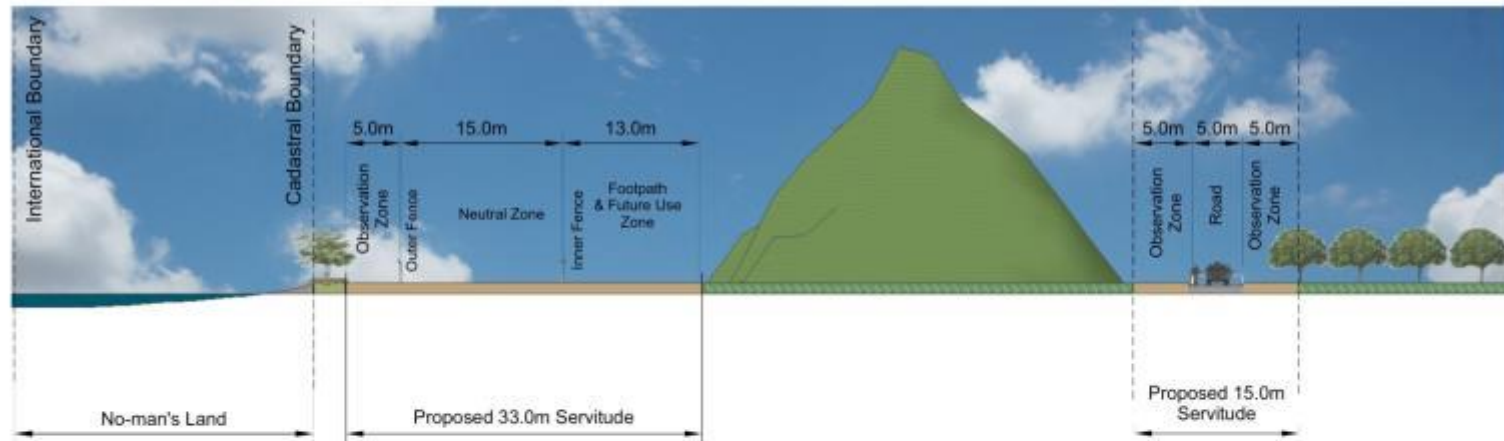
ALTERNATIVE ZIMBABWE/SOUTH AFRICA SERVITUDE



PROJECT DISCUSSION – SYSTEM PROPOSAL

Scenario 3

ZIMBABWE/SOUTH AFRICA SPLIT SERVITUDE



- RIVER
- RIVER BANK
- SERVITUDE
- FARM/PRIVATE PROPERTY
- BORDER ROAD

NATURE OF ACTIVITY - ACTIVITIES TO BE UNDERTAKEN

Proposed development	Activities to be undertaken
<p>The proposed development comprise of (collectively referred to as the “proposed linear development”):</p>	<ul style="list-style-type: none">➤ the repair, reconstruction and upgrading of the border road;➤ the construction and reconstruction of the border fence;➤ utilisation natural resources from new and/or existing borrow pits for the construction of the roadway; use of water for construction➤ construction camps;➤ proposed road reserve / servitude; and➤ the development of new, repair and reconstruction, maintenance of access roads to the border road.

REGULATORY REQUIREMENTS ASSOCIATED WITH THE PROPOSED BORDER ROAD:

The National Environmental Management Act, 1998 (Act No. 107 of 1998): Environmental Impact Assessment Regulations, 2014, as amended, lists **activities which require environmental authorisation** before commencement.

The proposed realignment, design and construction of the **Free State/Lesotho Border Road trigger several listed activities** in Government Notice R.983 (GN R. 983), GN R.984 and GN R.985, which require a Scoping and Environmental Impact Assessment process, including:

- ❖ A **Water Use Licence Application** for the water uses in terms of Section 21 (a), (b), (c) and (i) of the National Water Act, 1998 (Act No. 36 of 1998).
- ❖ A **Mining Permit Application** for the possible establishment of borrow pits in terms of Section 27 of the Mineral and Petroleum Resources Development Act, 2002 (Act No. 28 of 2002).
- ❖ A **Heritage Resources Permit Application** in terms of Sections 34, 35 and 36 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999).

LISTED ACTIVITIES ASSOCIATED WITH THE PROPOSED BORDER ROAD PROJECT:

LISTING NOTICE 1 (GN R.983):

Activity 19:

The infilling or depositing of any material of more than 5 cubic metres into, or the excavation, removal or moving of soil, sand rock of more than 5 cubic metres from a watercourse.

Activity 21:

Any activity including the operation of that activity which requires a mining permit in terms of section 27 of the Mineral and Petroleum Resources Development Act, 2002 (Act No. 28 of 2002).

Activity 22:

The decommissioning of any activity requiring a closure certificate in terms of section 43 of the Mineral and Petroleum Resources Development Act, 2002 (Act No. 28 of 2002); or a mining permit where the throughput of the activity has reduced by 90% or more over a period of 5 years excluding where the competent authority has in writing agreed that such reduction in throughput does not constitute closure.

LISTED ACTIVITIES ASSOCIATED WITH THE PROPOSED BORDER ROAD PROJECT (CONTINUED...):

LISTING NOTICE 2 (GN R.984):

Activity 27:

The development of a road with a reserve wider than 30 metres.

LISTING NOTICE 3 (GN R. 985):

Activity 10:

The development of facilities or infrastructure for the storage and handling of a dangerous good, where such storage occurs in containers with a combined capacity of 30 but not exceeding 80 cubic metres.

Activity 12:

The clearance of an area of 300 square metres or more of indigenous vegetation.

(continued on next slide...)

LISTED ACTIVITIES ASSOCIATED WITH THE PROPOSED BORDER ROAD PROJECT
(CONTINUED...):

LISTING NOTICE 3 (GN R. 985) (continued...):

Activity 14:

The development of infrastructure or structures with a physical footprint of 10 square metres or more where such development occurs within 32 metres of a watercourse measured from the edge of a watercourse.

Activity 18:

The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre.

ALTERNATIVES - LESOTHO

Activity	Description
FENCING	<ul style="list-style-type: none">➤ 1.5m Jackal Proof Fence➤ 1.8m Jackal Proof Fence➤ 2.2m Hardwood Inner/Outer Fence with 4 string cables➤ 2.2m Steel Inner/outer fence➤ Dolosse➤ Future Technology
GATES AND CATTLE GRIDS	<ul style="list-style-type: none">➤ Access to the river where owners have water licence;➤ Access to the river where cattle graze from the river; and➤ Access to arable land.

ALTERNATIVES – ZIMBABWE & MOZAMBIQUE

Activity	Description
FENCING	<ul style="list-style-type: none">➤ 2.4m Elephant Proof, Electrified, 5 Cable Strand Outer Fence➤ 2.1m Non-Electrified, Inner Fence (Cable strand only where required)➤ 2 Fence system configuration to serve as foot & mouth control
GATES	<ul style="list-style-type: none">➤ Access to the river where owners have water licence;

Activity	Description
ROUTE ALIGNMENT	<ul style="list-style-type: none"> ➤ Minimise the length of the proposed road ➤ Minimise farm land / homesteads ➤ Minimise steep inclines ➤ Minimise impact wetlands as far as practicable. ➤ Minimise eroded or unstable land ➤ Remain on the existing road route as far as possible
ROAD PAVEMENT DESIGN	<ul style="list-style-type: none"> ➤ Gravel wearing coarse ➤ concrete pavement ➤ Concrete block pavement ➤ Concrete strips ➤ Grass blocks ➤ Asphalt or a bitumen seal wearing course ➤ Different appropriate water crossing bridge structures and storm water structures

Activity	Description
<p>NO-GO ALTERNATIVE</p>	<ul style="list-style-type: none"> ➤ Order of Court (Lesotho) ➤ Reduced safety and security, increase in theft, murder, arson and the associated loss of agricultural production along the border; ➤ Abandonment of farm lands and the associated socio-cultural impact; ➤ Loss of grazing potential; ➤ Risk of the spread of foot and mouth, rabies disease as well as other potential agricultural pathogens; and ➤ Illegal drug trade. ➤ Elephant invasion and damage into crop fields ➤ Animal poaching

BIOPHYSICAL & SOCIAL ENVIRONMENT & POTENTIAL IMPACTS:

Wetland, Watercourse And Aquatic Environments



- The roads follow the banks of the: Caledon - & Limpopo River

Fauna and Flora



- Impact on fauna and flora species. An example is the protected scorpion species found in the area.

Agricultural, Soil and Land Capability



- Conversion of productive agricultural land.
- Possible impact on the economical land use value.
- Soil erosion due to the construction activities.

BIOPHYSICAL & SOCIAL ENVIRONMENT & POTENTIAL IMPACTS:

Heritage & Paleontological Resources



- Several potentially sensitive heritage features may be affected.

Borrow Pits



- The construction of the road will require suitable construction material to be sourced from new and/or existing borrow pits.

Farm Infrastructure



- Potential impacts on farm infrastructure along the road such as, inter alia, gates, fence, farmsteads and outbuildings.

BIOPHYSICAL & SOCIAL ENVIRONMENT & POTENTIAL IMPACTS:

Pollution

- Dust pollution
- Noise pollution

Traffic and Community Safety



- Potential road alignment within urban / settlement areas.
- Positive and negative socio-economic impacts.
- Access roads during construction may have direct and indirect impacts on the existing road network.

Positive Impacts



- Impacts from illegal overgrazing will be reduced.
- The risk to the RSA of foot and mouth, rabies disease will be reduced.

INITIAL SPECIALIST STUDIES AND INVESTIGATIONS (CONTINUED):

The following specialist studies have already been identified to be undertaken:

- ❖ Invasive Alien Species Control and Eradication Plan
- ❖ Aquatic Study
- ❖ Wetland Study
- ❖ Faunal Study
- ❖ Floral Study
- ❖ Land and Soil Capability Study
- ❖ Palaeontological Study
- ❖ Land Valuation
- ❖ Road design specifications
- ❖ Geotechnical studies

PUBLIC PARTICIPATION PROCESS UNDERTAKEN:

The public participation process undertaken to date:

- Public Notices
- Written Notices
- Newspaper Advertisements
- Public Information Open Days
- Authority Consultation
- Ongoing Stakeholder Engagement

SUMMARY OF THE MAIN COMMENTS AND RESPONSES THUS FAR:

- Fence Specifications
- Alien vegetation clearing procedure
- Gates required at relevant sections
- Illegal grazing
- Theft and Security
- Effects on farm pumps and pipelines
- Road alignment
- Borrow pits available
- Servitudes

PLAN OF STUDY FOR THE EIA

The specialist studies to be undertaken during the EIA phase are detailed below.

- Aquatic Impact Assessment
- Wetland Impact Assessment
- Faunal Impact Assessment
- Floral Impact Assessment
- Land and Soil Capability Impact Assessment
- Palaeontological Impact Assessment
- Cultural Heritage Impact Assessment
- Geotechnical Assessment
- Hydrology Aspects
- Social Impact Assessment?

4. QUESTIONS

5. WAY FORWARD

P14165 LESOTHO ORDR ROAD:

MINUTES OF MEETING HELD AT 10:00 ON 16 JANUARY 2015 IN THE SEDIBENG ROOM 402

EMPLOYER : DEPT OF PUBLIC WORKS	CLIENT REPRESENTATIVE : BASSON GELDENHUYS
CONTRACTOR :	CONTRACTOR REPRESENTATIVE :
CONSULTANTS : SAS ENVIRONMENTAL	CONSULTANT REPRESENTATIVE : STEPHEN VAN STADEN
DELTA BEC REF : P14165	RESIDENT ENGINEER :

1.1 ATTENDANCE AND APOLOGIES

1.1.1 PRESENT

Title	Initials	Surname	Organization
Mr	CJ	Van Der Merwe	DeltaBEC
Mr	Riaan	Perold	Dept of Public Works
Mr	Paul	Meulenbeld	Dept of Public Works
Mr	Basson	Geldenhuis	Dept of Public Works
Major	Barry	Raaff	
Mr	Lumka	Kuse	Dept of Water Affairs
Mr	Stephen	Van Staden	SA Environmental
Mr	Piet	De Wet	DeltaBEC
Mr	Pieter	Ackerman	Dept of Water Affairs

1.1.2 APOLOGIES

Title	Initials	Surname	Organization
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1.1.3 DISTRIBUTION

Distribution of minutes as per 1.1.1 Present and 1.1.2 Apologies

<u>1.2</u>	<u>AGENDA</u>	<u>ACTION</u>
	Meeting with the Department of Water and Sanitation to discuss the GN1199 risk assessment or WUL exemption application with DWS.	
<u>1.3</u>	<u>APPROVAL OF PREVIOUS MINUTES</u>	
	No previous Minutes. Basson welcomed everybody to the meeting.	

<u>1.4</u>	<u>ATTENDANCE AND APPOLOGIES</u>	
<u>1.4.1</u>	The Attendees introduced themselves and indicated their roles in the project	
<u>1.5</u>	<u>BACKGROUND</u>	
<u>1.5.1</u>	BG presented a technical description of the project as well as the history and need for the project. In particular it was highlighted that the project is of national importance for security and is very important in terms of foot and mouth disease control. The technical specifications of the proposed road were also briefly defined.	
<u>1.6</u>	<u>PRESENTATION</u>	
<u>1.6.1</u>	SVS presented by means of maps and selected photographs and a video of the route the key issues pertaining to water use and resource impact along the route. As the presentation proceeded various discussion points were presented.	
<u>1.7</u>	<u>DISCUSSION AMD WAY FORWARD</u>	
<u>1.7.1</u>	<p>PA suggested that as part of the way forward was to write a motivational letter to the regional manager presenting the high importance of the project and the urgency thereof.</p> <p>PA stated that alternative layouts are crucial within the WUL produced and he suggested that there the regional authority must be used as the entry and exit point for the project and communications with DWS.</p> <p>PA stated that the general design for the crossings that will be used to construct the crossings and that ell considered and designed formal crossings must be made. PA further stated that all crossings must be marked on plans and minimum size A1 plans must be used to present the information.</p> <p>PA stated that the road must not be developed within the riparian zone.</p> <p>SVS pointed out that in some cases this is not possible since the riparian zone is extensive but has been severely invaded by alien and invasive vegetation.</p> <p>SVS and BG also pointed out that in some cases this is not possible as the road enters areas of steep cliffs and that alternative routes are too far from the river to ensure border control and patrol.</p> <p>BG pointed out that there has to be fencing put in to prevent further spread of the foot and mouth disease. He further suggested that the fence needs to be on the road.</p> <p>PM stated that the fence needs to be safe from flooding.</p> <p>Various members of the professional team discussed that there is a problem regarding the ownership of the land,</p> <p>PA stated that the landowners must then give consent to the development and copies of their ID books must be presented. Landowner consent will be needed if the submission I made while the project is in the process of registering the servitude.</p> <p>Discussions on this matter took place and it was concluded that the WULA can be submitted while the servitude is being established in order to expedite the technical proposal and then the application can be updated with the servitude in place for final processing and issuing of the licence in order to expedite the entire process.</p> <p>Time frames were discussed. PA stated that The department of Water and Sanitation is trying to align with the Mineral and Petroleum Resources Development Bill so there will be a 300 day timeframe for approval.</p>	

	<p>PA went on to state that the Caledon River has the highest sediment concentration in South Africa and that mitigation to prevent erosion and sedimentation is essential. If the road led to sever impacts on the Caledon River the rehabilitation that would be required would cost hundreds of millions.</p> <p>PA stated that construction could be done within the floodline as it is acceptable by licence. In some of the areas the floodlines are wide and BG mentioned that the area is already eroded, but that the project can improve the current situation.</p> <p>PM stated that only the wetlands that are physically crossed need to be delineated and that it is important if there is a wetland between a road and a river. He went on to say that the wetlands upslope are not as high a priority and need not be delineated unless they are directly affected.</p> <p>PM mentioned that the alien vegetation could be removed but stabilisation needs to be ensured when removing the trees.</p> <p>BG added that it is important here because they are a problem when it comes to visual monitoring of the border.</p> <p>PA stated that the government departments could take the farmers to task on alien species that are beyond servitude as it will affect the rights of the government in terms of water use.</p> <p>PA mentioned that a species list for rehabilitation and revegetation should be part of the rehabilitation plan and that there needs to be a conceptual planting plan included in the rehabilitation plan.</p> <p>A Plant Species Plan should be compiled and form part of the WULA.</p> <p>PM suggested that alien vegetation be removed through the Working For Water programme and that the project team must communicate with them for a management plan for the pesticides.</p> <p>PA stated that access to water for the animals needs to be maintained. The farmers in the area would also need access to the river.</p> <p>BR stated that the road will be declared a military road. He further stated that there will be temporary camps, vehicle patrols and foot patrols, but there will be no permanent base camps and that there are five camp sites in the area.</p> <p>PA stated that all camps need to be clearly indicated on the plans</p>			
<u>1.17</u>	<u>CLOSING TIME OF MEETING</u>			
<u>1.17.1</u>	11:00			
<u>1.18</u>	<u>NEXT MEETING</u>			
	Next meeting date and time will be advised.			
<u>1.19</u>	<u>APPROVAL OF MINUTES</u>			
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water & sanitation

Department:
Water and Sanitation
REPUBLIC OF SOUTH AFRICA

Enquiries: Mr. Pius Lerotholi
Telephone: 051 405 9000
Ref: Lesotho Border Road

Department of Public Works-Mogodi Mashikoane
Private Bag X65
PRETORIA
0001

PER REGISTERED MAIL

Dear Sir / Madam,

ACKNOWLEDGEMENT OF RECEIPT OF YOUR WRITTEN NOTICE OF INTENT TO APPLY FOR A WATER USE LICENCE IN TERMS OF SECTION 40 OF THE NATIONAL WATER ACT, 1998 (ACT 36 OF 1998), ORANGE PROTO CATCHMENT MANAGEMENT AGENCY (OPCMA).

The Department of Water and Sanitation hereby acknowledges receipt of your written intent to apply for a water use licence, which was received on, 18 November 2016.

The water use licence application processes requires that a pre-application consultation be conducted with prospective applicants before they can submit their water use licence application to the Department. You are therefore advised to arrange a pre-application consultation with the Department on or before **11 DECEMBER 2016**.

Failure to arrange a pre-application consultation within the specified time may lead to the rejection of your intent to apply for a water use licence.

Please further note that no formal application will be accepted or processed without a pre-application consultation being conducted. Should you wish to make any further enquiries in this regard, please do not hesitate to contact our office on the details provided above. I trust that you shall find the above in order.

Yours faithfully,

CHIEF EXECUTIVE OFFICE: ORANGE PROTO CMA (ACTING)

DATE: 21/11/2016