

- (f) Its importance in demonstrating a high degree of creative or technical achievement at a particular period;
- (g) Its strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;
- (h) Its strong or special association with the life and work of a person, group or organisation of importance in the history of South Africa; and
- (i) Sites of significance relating to the history of slavery in South Africa.”

### **3.1 HERITAGE VALUE OF WEIGHED AGAINST CULTURAL SIGNIFICANCE CATEGORIES**

#### **3.1.1 Spiritual value**

During the site visit/field work no indication of any spiritual activity was observed on/near the proposed site. Thus no sites of spiritual value will be impacted on by the proposed project.

#### **3.1.2 Scientific value**

No sites of scientific value was observed on or near the site earmarked for development.

#### **3.1.3 Historical value**

No historical value associated with the proposed site could be found in primary and secondary sources.<sup>12</sup>

#### **3.1.4 Aesthetic value**

No heritage item with exceptional aesthetic (architectural) value was identified in the study area.

#### **3.1.5 Social value**

Social value is attributed to sites that are used by the community for recreation and formal and informal meetings regarding matters that are important to the community. These sites include parks, community halls, sport fields etc. Visually none of the above is evident in the study area.

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<sup>12</sup> Standard Encyclopaedia of Southern Africa and the Transvaalse Argiefbewaarplek (TAB) database at the National Archives, Pretoria;  
 J.S. Bergh (red), Geskiedenisatlas van Suid-Afrika: Die Vier Noordelike Provinsies.

### **3.2 SPECIFIC CATEGORIES INVESTIGATED AS PER SECTION 3 (1) AND (2) OF THE NATIONAL HERITAGE LEGISLATION (ACT 25 OF 1999)**

#### **3.2.1 Does the site/s provide the context for a wider number of places, buildings, structures and equipment of cultural significance?**

The study area does not provide context for a wider number of places, buildings, structures and equipment of cultural significance. The reason is the low density of heritage structures/sites in the study area, near or on the proposed site.

#### **3.2.2 Does the site/s contain places to which oral traditions are attached or which are associated with living heritage?**

Places to which oral traditions are attached or associated with living heritage are usually found in conjunction with traditional settlements and villages which still practise age old traditions. None of these are evident near or on the proposed site.

#### **3.2.3 Does the site/s contain historical settlements?**

No historical settlements are located on or near the proposed site.

#### **3.2.4 Does the site/s contain landscapes and natural features of cultural significance?**

Due to previous infra-structure development activities the original character of the landscape have been altered significantly in the study area.

#### **3.2.5 Does the site/s contain geological sites of cultural importance?**

Geological sites of cultural importance include meteorite sites (Tswaing Crater and Vredefort Dome), fossil sites (Karoo and Krugersdorp area), important mountain ranges or ridges (Magaliesburg, Drakensberg etc.). The proposed site is not located in an area known for sites of this importance.

#### **3.2.6 Does the site/s contain a wide range of archaeological sites?**

The proposed site does not contain any surface archaeological deposits, the reason being the large scale alteration of the original landscape.

The possibility of sub-surface findings always exists and should be taken into consideration in the Environmental Management Plan.

If sub-surface archaeological material is discovered work must stop and a heritage practitioner preferably an archaeologist contacted to assess the find and make recommendations.

### **3.2.7 Does the site/s contain any marked graves and burial grounds?**

The site does not contain marked graves. The possibility of graves not visible to the human eye always exists and this should be taken into consideration in the Environmental Management Plan.

It is important to note that all graves and cemeteries are of high significance and are protected by various laws. Legislation with regard to graves includes the National Heritage Resources Act (Act 25 of 1999) whenever graves are 60 years and older. Other legislation with regard to graves includes those when graves are exhumed and relocated, namely the Ordinance on Exhumations (no 12 of 1980) and the Human Tissues Act (Act 65 of 1983 as amended).

If sub-surface graves are discovered work should stop and a professional preferably an archaeologist contacted to assess the age of the grave/graves and to advice on the way forward.

### **3.2.8 Does the site/s contain aspects that relate to the history of slavery?**

This is not an area associated with the history of slavery like the Western Cape Province.

### **3.2.9 Can the place be considered as a place that is important to the community or in the pattern of South African history?**

In primary and secondary sources the proposed site is not described as important to the community or in the pattern of South African history.<sup>13</sup>

### **3.2.10 Does the site/s embody the quality of a place possessing uncommon or rare endangered aspects of South Africa's natural and cultural heritage?**

The proposed site does not possess uncommon, rare or endangered aspects of South Africa's natural and cultural heritage. These sites are usually regarded as Grade 1 or World Heritage Sites.

### **3.2.11 Does the site/s demonstrate the principal characteristics of South Africa's natural or cultural places?**

The proposed site does not demonstrate the principal characteristics of South Africa's natural or cultural places. These characteristics are usually associated with aesthetic significance.

### **3.2.12 Does the site/s exhibit particular aesthetic characteristics valued by the community or cultural groups?**

This part of the greater study area does not exhibit particular aesthetic characteristics valued by the community or cultural groups. The reason being the low density of heritage buildings and structures located in the greater study area.

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<sup>13</sup> Standard Encyclopaedia of Southern Africa and the Transvaalse Argiefbewaarplek (TAB) database at the National Archives, Pretoria.

J.S. Bergh (red), Geskiedenisatlas van Suid-Afrika. Die Vier Noordelike Provinsies.

**3.2.13 Does the site/s contain elements, which are important in demonstrating a high degree of creative technical achievement?**

The site does not contain elements which are important in demonstrating a high degree of creative technical achievement. Reason being none of the above evident on site.

**3.2.14 Does the site/s have strong and special associations with particular communities and cultural groups for social, cultural and spiritual reasons?**

The proposed site does not have a strong or special association with particular communities and cultural groups for social, cultural and spiritual reasons, the reason being that the particular site is located on mainly developed land and it is evident that the site is not utilised for social, cultural or spiritual reasons.

**3.2.15 Does the site/s have a strong and special association with the life or work of a person, group or organisation?**

The greater study area has a special association with the van der Byl-family and General J.C. Smuts (see Historical Background).

**4. OPPORTUNITIES, RESTRICTIONS, IMPACTS**

- Because of the good summer rains grass is long and vegetation dense.
- If any of the structures older than 60 years are earmarked for demolition a demolition permit must be obtained from the Provincial Heritage Authority of Gauteng (PHRAG).
- There are no visible restrictions or negative impacts in terms of heritage associated with the site other than the structures older than 60 years. In terms of heritage this project can proceed.
- 3.2.6 and 3.2.7 must be taken into account in the Environmental Management Plan.

**5. THE WAY FORWARD**

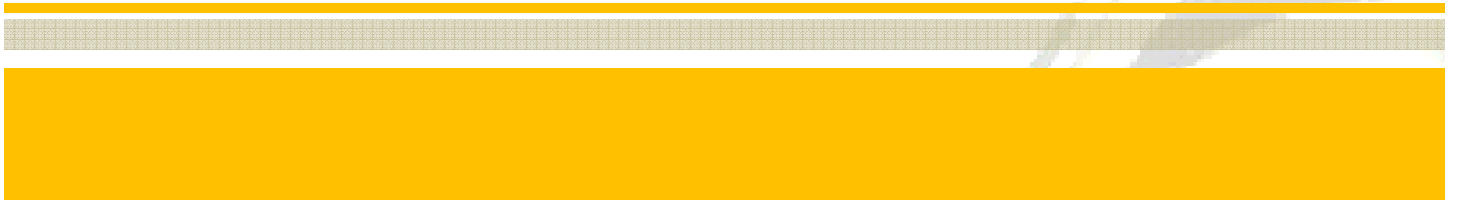
- **Submit this report as a Section 38 application to the South African Heritage Resources Authority (SAHRA) for comment/approval.**





# **Annexure L**

## GDARD CORRESPONDENCE





## agriculture and rural development

Department: Agriculture and Rural Development  
**GAUTENG PROVINCE**

Diamond Corner Building, 68 Eloff & Market Street, Johannesburg  
P O Box 8769, Johannesburg, 2000

Telephone: (011) 355-1900

Fax: (011) 355-1000

Website: <http://www.gdard.gpg.gov.za>

Reference:	Gaut: 002/10-11/E0208
Enquiries:	Justine Chan
Telephone:	(011) 355-1256
Email:	<a href="mailto:Justine.Chan@gauteng.gov.za">Justine.Chan@gauteng.gov.za</a>

**Bokamoso Landscape Architects and Environmental Consultants**

Fax no. 086 570 5659

**PER FACSIMILE**

Dear Sir/ Madam

**Final Scoping Report: / Authorisation for the section of road K105 between Nellmapius Drive and K220**

The Department acknowledges having received the report for environmental authorisation of the abovementioned project on 30/10/2012.

Please draw the applicant's attention to the fact that the activity may not commence prior to an environmental authorisation being granted by the Department.

Yours faithfully

Boniswa Belot

Deputy Director: Strategic Administration Support

Date: 07/11/2012

CC: Gauteng Department of Roads and Transport

Att: Mr S Mbele

Tel: 011 355 7158

Fax: 011 355 7305


**GAUTENG PROVINCE**

 MUNICIPALITY OF JHB  
 REPUBLIC OF SOUTH AFRICA

 Diamond Corner Building, 68 Eloff & Market Street, Johannesburg  
 P O Box 8769, Johannesburg, 2000

Telephone: (011) 355-1900

Fax: (011) 355-1000

 Website: <http://www.gdard.gpg.gov.za>

## FAX COVER SHEET

Receiver's Details		Sender's Details	
To:	Lizelle Gregory	From:	Tjatja Mosia
Company:	Bokamoso Consulting	Section:	EPLA
Fax no.	0860 570 8384	Floor:	16 <sup>th</sup> Floor, Glencairn Building
Tel no.	012 346 3810	Tel:	(011) 355-1221
Date:		Pages:	2
SUBJECT:	<b>GAUT REFERENCE :002/10-11/TC0208            ACCEPTED SCOPING REPORT : PROPOSED K105 ROUTE DETERMINATION            BETWEEN NELLMAPIUS DRIVE AND THE K220</b>		

 CC City of Tshwane Metropolitan  
 Municipality

 Attn: Rudzani Makheli  
 Tel: 012 358 8731  
 Fax: 012 358 8934

**GAUTENG PROVINCE**AGRICULTURE AND FISHERIES  
REPUBLIC OF SOUTH AFRICA

Reference: Gaur 062/10-11/E0208  
Enquiries: Tjatja Mosia  
Telephone: 011 355 1221  
Email: Tjatja.Mesia@gauteng.gov.za

Bokamos Consulting  
P. O. Box 11375  
Maroclane  
2168

Attn: Lizelle Gregory  
Fax no: 0860 570 8384  
Tel no: 012 346 3810

**PER FACSIMILE / REGISTERED MAIL**

Dear Madam

**SCOPING REPORT ACCEPTED: PROPOSED K105 ROUTE DETERMINATION  
BETWEEN NELLMAPIUS DRIVE AND K220**

The scoping report and plan of study for environmental impact assessment which was submitted by you in respect of the above-mentioned application and received by the Department on 30 November 2012 has been accepted by the Department. You may accordingly proceed with the environmental impact assessment (EIA) in accordance with the tasks that are outlined in the plan of study for environmental impact assessment subject to the following amendments.

- 1.1 The route alignment and design for the proposed road must be done and submitted with the EIAR. All areas of ecological significance must be mapped and indicated on the route alignment design.
- 1.2 A Heritage Impact Study must be conducted along the length of the proposed route in order to ascertain if there are any sites or artifacts of heritage importance.
- 1.3 Issues and concerns raised by interested and affected parties must be addressed and comments contained in the EIA report to be submitted to the Department.

If you have any queries regarding the contents of this letter please contact the relevant official of the Department at the number indicated above.

Yours faithfully

Mr. Mafu Nkosi  
Director, Environmental Impact Management

Date: 01/08/2013

meeting recently took place – you will be informed of another public meeting that will also take place in the near future).

Please take note that you will be informed of any draft reports that will be made available to the public. Also note that you will be invited to any public meeting that will take place for these projects.

Please refer to the attached minutes of the meeting for the proposed ***K105 from Nelmaplus to River Road*** that was held at the St. George's Hotel on 24 May 2011.

Please don't hesitate to contact our offices for any additional information regarding the abovementioned projects.

Kind regards

George Gericke  
<image001.gif>

<Public Meeting 24 May 11 St George Hotel.pdf>

## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 18 July 2011 11:49 AM  
**To:** 'widdicom@mweb.co.za'; 'ellen@urbandynamics.co.za';  
'heinrich@dastekpower.com'; 'info@ventura.co.za'; 'dminnaar@csir.co.za';  
'geyerb@jnb.boehringer-ingelheim.com'; 'sterkfonteinbrick3@telkomsa.net';  
'brian.melville-smith@barloworldmotor.com'; 'visserliz@mweb.co.za';  
'pieter@triviron.co.za'; 'ncmalan@gmail.com'; 'yvette.vanniekerk@treasury.gov.za';  
'dutoith@telkomsa.net'; 'jan.snyman@sasol.com'; 'hardus.steyn@gmail.com';  
'nonka@masterq.co.za'; 'schmidk@nra.co.za'; 'chrisbu@gpg.gov.za';  
'contact.central@sars.gov.za'; 'MerylPretorius@transnet.net';  
'sandile.simelane@transnet.net'  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for  
the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting  
**Attachments:** Public meeting.pdf; image001.gif

To all interested and/or Affected Parties.

Please refer to the attached invitation to the public meeting for the proposed section of the **K105 between Nellmapius Drive and the K220** that will take at the St. George's Hotel on 1 August 2011. Please take note that this meeting is not on the subject of the section of the proposed K105 between Nellmapius Drive and River Road, but all are most welcome to attend.

We also want to ask you to help us by informing all other people you think should also attend this meeting. You are also welcome to forward their contact details to us and we will forward an invitation to them.

Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke

  
Environmental Consultants &  
Landscape Architects  
e: [eshobu@mweb.co.za](mailto:eshobu@mweb.co.za) t: 011 27117346 233106 f: 011 27117346 47036 00  
35 Lebonabo Road, Ashles Gardens, Pretoria

## Alfred

---

**From:** Lizelle Gregory <lizellfeg@mweb.co.za>  
**Sent:** 18 July 2011 11:48 AM  
**To:** 'mwcspoel@mweb.co.za'; 'mayet@kungwinimun.co.za'; 'kpea@polka.co.za'; 'ireneglen@telkomsa.net'; 'munman@kungwinimun.co.za'; 'guy@raventp.co.za'; 'riaanm@tshwane.gov.za'; 'b.j.v@mweb.co.za'; 'pat@salberg.co.za'; 'alstair.cutts@gmail.com'; 'gem.village@telkomsa.net'; 'weyers@worldonline.co.za'; 'loubser.dekock@za.saabgroup.com'; 'ffouche@vodamail.co.za'; 'napierc@mweb.co.za'; 'janett@yebo.co.za'; 'barry@thelife.co.za'; 'chris@mediaventures.co.za'; 'jaz@midrand-estates.co.za'; 'henning.schetshe@lantic.net'; 'lee-ann@envirobiasting.co.za'; 'sean@centurus.co.za'; 'kempestate@polka.co.za'; 'sterkfonteinbrick3@telkomsa.net'; 'ronnie.degabriele@corobrik.co.za'; 'piet.ackerman@holdim.com'  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting  
**Attachments:** Public meeting.pdf; image001.gif

To all Interested and/or Affected Parties,

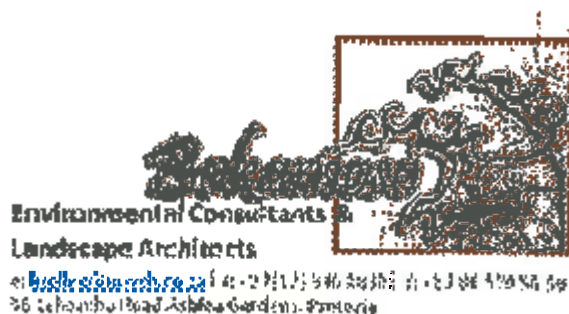
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Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke



## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 18 July 2011 11:47 AM  
**To:** 'maime.freda@gauteng.gov.za'; 'cornwallhill@absamail.co.za';  
'irenemkt@mweb.co.za'; 'willem@csport.co.za'; 'qudlibet@mweb.co.za';  
'mjansen@iburst.co.za'; 'letfly@yebo.co.za'; 'djalberts@mweb.co.za';  
'barbara@sagewoodconsulting.co.za'; 'ffouche@vodamail.co.za';  
'jan.snyman@sasol.com'; 'thinusp@tshwane.gov.za'; 'chantelles@tshwane.gov.za';  
'npreston@denovobus.co.za'; 'dovhani.mudzielwana@gauteng.gov.za';  
'rkokke@randwater.co.za'; 'info@i-traffic.co.za'; 'chrisbu@gpg.gov.za';  
'bookings@belvedere.co.za'; 'pat@egsc.co.za'; 'intmktg@corobrik.co.za'; 'bondev1@mweb.co.za'; 'dicon@mweb.co.za'; 'intmktg@corobrik.co.za'; 'ben@acusolv.co.za';  
'johnny@nfi.org.za'; 'wes@icon.co.za'  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting  
**Attachments:** Public meeting.pdf; image001.gif

To all Interested and/or Affected Parties.

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We also want to ask you to help us by informing all other people you think should also attend this meeting. You are also welcome to forward their contact details to us and we will forward an invitation to them.

Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke





## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 18 July 2011 11:46 AM  
**To:** 'salbu@email.com/dkoa'; 'pat@salberg.co.za'; 'alister.cutts@gmail.com'; 'gem.village@telkomsa.net'; 'b.j.v@mweb.co.za'; 'guy@raventp.co.za'; 'Mayet@kungwinimun.co.za'; 'weyers@worldonline.co.za'; 'loubser.dekock@za.saabgroup.com'; 'ffouche@vodamail.co.za'; 'ireneglen@telkomsa.net'; 'yvette.vanniekerk@treasury.gov.za'; 'Jan.snyman@sasol.com'; 'jan.snyman123@gmail.com'; 'loubser.dekock@za.saabgroup.com'; 'board@cornwallhillestate.co.za'; 'dutoith@telkomsa.net'; 'mwcspoel@mweb.co.za'; 'fritz.boogertmanpta@pta.co.za'; 'ncmalan@gmail.com'  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting  
**Attachments:** Public meeting.pdf; image001.gif

To all Interested and/or Affected Parties.

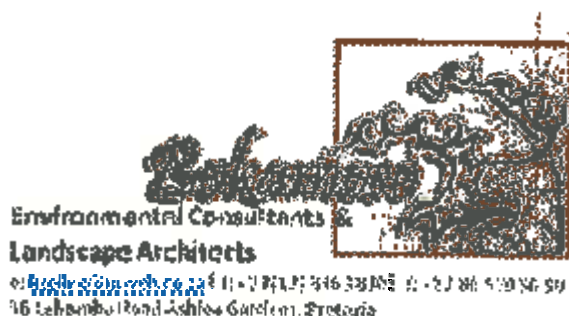
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We also want to ask you to help us by informing all other people you think should also attend this meeting. You are also welcome to forward their contact details to us and we will forward an invitation to them.

Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke



## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 18 July 2011 11:45 AM  
**To:** 'ivan@ippartners.co.za'; 'irenemkt@mweb.co.za'; 'deon@belvedere.co.za';  
'fritss@boogertmanpta.co.za'; 'eric@planpractice.co.za'; 'rudolph@law.co.za';  
'wim@mtdevelopment.co.za'; 'jerry@civilconcepts.co.za'; 'junaid@p-3.co.za';  
'jack@centurus.co.za'; 'jac.botha@route2.co.za'; 'LutzJ@TSHWANE.GOV.ZA';  
'lodiO@tshwane.gov.za'; 'wandab@tshwane.gov.za'; 'gheath@geoscience.org.za';  
'njanuary@jhb.sahra.org.za'; 'maphata.ramphele@gauteng.gov.za';  
'justicem@dwaf.gov.za'; 'keetm@dwaf.gov.za'; 'central@eskom.co.za';  
'paia@eskom.co.za'; 'schmidk@nra.co.za'; 'chrisba@gpg.gov.za';  
'customerservice@randwater.co.za'; 'info@wessanorth.co.za';  
'deon@belvedere.co.za'  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting  
**Attachments:** Public meeting.pdf; image002.gif

To all Interested and/or Affected Parties.

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Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke



Environmental Consultants &  
Landscape Architects

021 438 4040  
16 Lebentou Road, Ashlea Gardens, Pretoria

**Alfred**

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 18 July 2011 11:36 AM  
**To:** 'manager@cornwallhill.co.za'; 'l.kunneke@cornwall.co.za'; 'h.cohoe@comwall.co.za'; 'dehning@mweb.co.za'; 'elana@salbro.co.za'; 'dkoa@salbu.co.za'; 'salbu@icon.co.za'; 'smutshouse@iburst.co.za'; 'ai@taurus.co.za'; 'LutzJ@TSHWANE.GOV.ZA'; 'accounts@ireneestate.co.za'; 'judamo@webmail.co.za'; 'info@twinriversestate.co.za'; 'rudolph.jansen@mtnloaded.co.za'; 'gemvillage@iburst.co.za'; 'info@rmmanor.co.za'; 'rochelle@ippartners.co.za'; 'hsj@tiq.co.za'; 'ireneglen@telkomsa.net'; 'rohan@mwg.co.za'; 'accounts@ireneestate.co.za'; 'owners@rietvlievjew.co.za'; 'rudolph.jansen@mtnloaded.co.za'; 'elana@salbro.co.za'; 'barbara@sagewoodconsulting.co.za'; 'sean.cullinan@telkomsa.net'  
**Subject:** Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting  
**Attachments:** Public meeting.pdf; image002.gif

To all Interested and/or Affected Parties.

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Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke

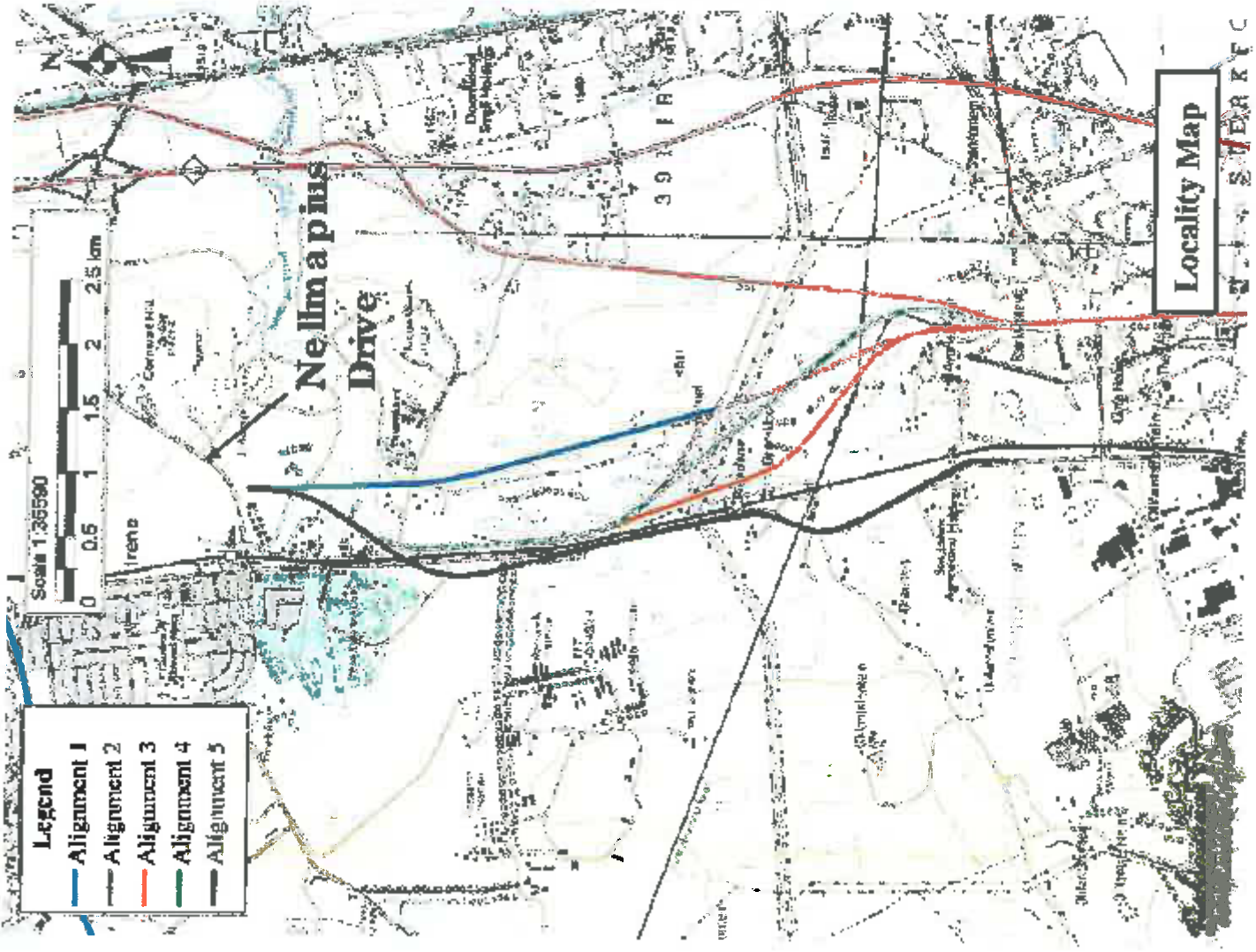


# Public Meeting regarding the section of Road K105 Between Nelmapius Drive and the K220

All interested and affected parties are invited to the Public Meeting to review the development information and to register any issues and concerns to be included and addressed in the Environmental Impact Assessment Report:

Venue: St George's Hotel  
Date: 1 August 2011  
Time: 18h00 – 20h00

Please do not hesitate to contact us if there are any questions in connection with the above-mentioned development.  
Contact Person: George Gerike  
Tel (012) 346 3810 Fax (086) 570 5659  
E-mail [leg@mweb.co.za](mailto:leg@mweb.co.za)



## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 15 July 2011 11:24 AM  
**To:** 'marketing@irene.co.za'  
**Subject:** RE: K 105 Projects Interested and/or Affected Parties  
**Attachments:** image001.jpg; image002.gif

Hi Heather

Thank you for your suggestions. In the past we had trouble with the other venues. The school had a concert and we had to use a very crammed classroom. We prefer to use the facilities of the St. George's Hotel. The date for the meeting will have to be on the Monday (1 July 2011). Are you aware of any HOA or LOA meetings on that particular day?

Kind regards

George Gericke



---

**From:** Irene Landowners Association [mailto:marketing@irene.co.za]  
**Sent:** 13 July 2011 05:51 PM  
**To:** Lizelle Gregory  
**Subject:** Re: K 105 Projects Interested and/or Affected Parties

Hi George

One more thing, it may be a good idea to make use of Irene Primary School or the Irene Village Hall as a meeting venue. Let me know and I'll send you contact details for arrangements.

tx



On 12 Jul 2011, at 2:33 PM, Lizelle Gregory wrote:



Hi Heather

We want to propose two dates for the next meeting. Which date do you think will suit everybody best?

28 July or 1 August.

Kind regards

George Gericke  
<image003.gif>

---

**From:** Lizelle Gregory [mailto:lizelleg@mweb.co.za]  
**Sent:** 12 July 2011 02:00 PM  
**To:** Ontvangs  
**Subject:** RE: K 105 Projects Interested and/or Affected Parties

Good day

Thank you for your response regarding the proposed K105 projects. Your comments and corrections to our minutes were noted. All comments and concerns can be addressed to me as stated in the minutes. All the received comments will then be addressed in the draft Environmental Impacts Assessment (EIA) document, which will be made available for public review. You will also be notified of the public meetings that will take place in the near future, probably within the next month.

Kind regards

George Gericke  
<image004.gif>

---

**From:** Irene Landowners Association [mailto:marketing@irene.co.za]  
**Sent:** 09 July 2011 09:56 PM  
**To:** Lizelle Gregory  
**Cc:** Irene Landowners Association  
**Subject:** Re: K 105 Projects Interested and/or Affected Parties

Good day Lizelle

Thank you for the minutes of the public meeting. In addition to the list of interested and affected parties on your list, I would like to request that you make use of my email address to make contact with regards to the K105 with the residents of Irene. We represent the interests of around 75% of the residents and have direct contact with them. Our membership has requested that we inform them of any developments in this regard and they would like to ensure that they are informed about your noted meeting i.e. date and location with sufficient notice to ensure maximum attendance.

You noted at the public meeting that concerns/objections should be reduced to writing. Please could you confirm who those should be sent to and at what address? Should I advise residents to contact George Gericke from your office? Please could you advise when you plan to meet with Irene residents as noted in your minutes?

Lastly, with regards to your minutes, I would like to note a few errors:

- Dalena Beyers is the Irene Landowners' Association representative who attended the meeting. She is referred to as the ALA person.

- The meeting being held that conflicted with the public meeting was not the Cornwall Hill Landowners' meeting but the Irene Landowners' Association Annual General Meeting which had been advertised more than a month prior as required by law. In addition to many residents not being aware of your meeting it was due to this meeting that many of our members were unable to attend.

I look forward to hearing from you.

Kind regards

<image005.jpg>

On 07 Jul 2011, at 3:23 PM, Lizelle Gregory wrote:

To all registered Interested and/or Affected Parties

Please take note that you were placed on our list of interested and/or affected parties for the following projects:

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Please take note that you will be informed of any draft reports that will be made available to the public. Also note that you will be invited to any public meeting that will take place for these projects.

Please refer to the attached minutes of the meeting for the proposed **K105 from Nellmapius to River**

**Road** that was held at  
the St. George's Hotel on  
24 May 2011.

Please don't hesitate to  
contact our offices for  
any additional  
information regarding  
the abovementioned  
projects.

Kind regards

George Gericke  
<image001.gif>

<Public Meeting 24 May 11 St George Hotel.pdf>



## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 12 July 2011 02:34 PM  
**To:** 'marketing@irene.co.za'  
**Subject:** RE: K 105 Projects Interested and/or Affected Parties  
**Attachments:** image003.gif; image004.gif; image005.jpg

Hi Heather

We want to propose two dates for the next meeting. Which date do you think will suit everybody best?

28 July or 1 August.

Kind regards

George Gericke



---

**From:** Lizelle Gregory [mailto:lizelleg@mweb.co.za]  
**Sent:** 12 July 2011 02:00 PM  
**To:** Ontvangs  
**Subject:** RE: K 105 Projects Interested and/or Affected Parties

Good day

Thank you for your response regarding the proposed K105 projects. Your comments and corrections to our minutes were noted. All comments and concerns can be addressed to me as stated in the minutes. All the received comments will then be addressed in the draft Environmental Impacts Assessment (EIA) document, which will be made available for public review. You will also be notified of the public meetings that will take place in the near future, probably within the next month.

Kind regards

George Gericke



Environmental Consultants &  
Landscape Architects

e: [info@irene.co.za](mailto:info@irene.co.za) t: +27 (0) 21 95 946 3492 f: +27 (0) 21 95 9405 06  
56 Telokombe Road (off the Garden), Irene, ZA

---

**From:** Irene Landowners Association [mailto:[marketing@irene.co.za](mailto:marketing@irene.co.za)]  
**Sent:** 09 July 2011 09:56 PM  
**To:** Lizelle Gregory  
**Cc:** Irene Landowners Association  
**Subject:** Re: K 105 Projects Interested and/or Affected Parties

Good day Lizelle

Thank you for the minutes of the public meeting. In addition to the list of interested and affected parties on your list, I would like to request that you make use of my email address to make contact with regards to the K105 with the residents of Irene. We represent the interests of around 75% of the residents and have direct contact with them. Our membership has requested that we inform them of any developments in this regard and they would like to ensure that they are informed about your noted meeting i.e. date and location with sufficient notice to ensure maximum attendance.

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Kind regards



Heather Maynier  
Communication Co-Ordinator  
Cell: 083 498 8777

PROUDLY IRENE

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Please don't hesitate to contact our offices for any additional information regarding the abovementioned projects.

Kind regards

George Gericke

[<image001.gif>](#)

[<Public Meeting 24 May 11 St George Hotel.pdf>](#)

## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 12 July 2011 02:12 PM  
**To:** 'sian@methchurch.org.za'  
**Subject:** FW: K 105 Projects Interested and/or Affected Parties  
**Attachments:** Public Meeting 24 May 11 St George Hotel.pdf; image001.gif

To all registered Interested and/or Affected Parties

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## Alfred

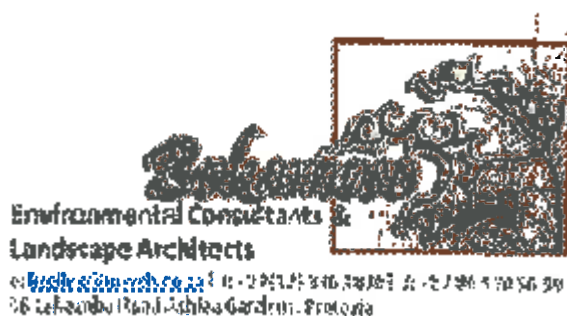
---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 12 July 2011 02:10 PM  
**To:** 'online1146100@telkomsa.net'  
**Subject:** RE: K 105 Projects Interested and/or Affected Parties  
**Attachments:** image002.gif; image001.gif

Good day Tim

I will update our list of interested and/or Affected Parties for the proposed projects. I will also draw up a list of the people who attended the meeting. This will be sent to you as soon as possible. Both these list will also be made available in the Draft reports that will be made available to the public for scrutiny.

Kind regards  
George Gericke



---

**From:** Tim & AJ Lane [mailto:online1146100@telkomsa.net]  
**Sent:** 07 July 2011 05:00 PM  
**To:** Lizelle Gregory  
**Subject:** Re: K 105 Projects Interested and/or Affected Parties

Good afternoon, thank you for the minutes of said meeting. I am concerned that there is no attendance register and no list of interested/affected parties attached to the minutes. Could you please address this matter with an explanation.

Thanking you  
Tim and

**From:** [Lizelle Gregory](mailto:Lizelle.Gregory)  
**Sent:** Thursday, July 07, 2011 3:23 PM  
**To:** [sean.cullinan@telkomsa.net](mailto:sean.cullinan@telkomsa.net); [michele@jo-law.co.za](mailto:michele@jo-law.co.za); [danielfa@redink.co.za](mailto:danielfa@redink.co.za); [baktawer@mweb.co.za](mailto:baktawer@mweb.co.za); [info@cornwall.co.za](mailto:info@cornwall.co.za); [bea@toh.co.za](mailto:bea@toh.co.za); [martyhounsom@gmail.com](mailto:martyhounsom@gmail.com); [marketing@irene.co.za](mailto:marketing@irene.co.za); [riaan.pheiffer@ericsson.com](mailto:riaan.pheiffer@ericsson.com); [arline@irenetowncrier.co.za](mailto:arline@irenetowncrier.co.za); [eugene.klopper@r-e-volution.co.za](mailto:eugene.klopper@r-e-volution.co.za); [martin@lgtools.co.za](mailto:martin@lgtools.co.za); [naasvdwalt@mweb.co.za](mailto:naasvdwalt@mweb.co.za); [online1146100@telkomsa.net](mailto:online1146100@telkomsa.net); [edumeyer@iburst.co.za](mailto:edumeyer@iburst.co.za); [kitto@kon.co.za](mailto:kitto@kon.co.za); [gavin@nad.bz](mailto:gavin@nad.bz); [footl@unisa.ac.za](mailto:footl@unisa.ac.za); [fbirkholtz@gmail.com](mailto:fbirkholtz@gmail.com); [herman@integrat.co.za](mailto:herman@integrat.co.za)  
**Subject:** FW: K 105 Projects Interested and/or Affected Parties

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## Alfred

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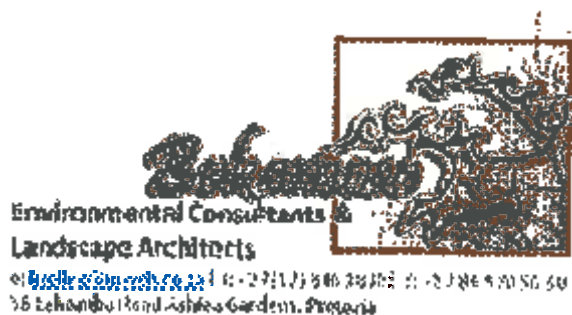
**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 12 July 2011 02:00 PM  
**To:** Ontvangs  
**Subject:** RE: K 105 Projects Interested and/or Affected Parties  
**Attachments:** image001.jpg; image002.gif

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Please don't hesitate to contact our offices for any additional information regarding the abovementioned projects.

Kind regards

George Gericke  
<image001.gif>

<Public Meeting 24 May 11 St George Hotel.pdf>

## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 07 July 2011 03:24 PM  
**To:** 'sean.cullinan@telkomsa.net'; 'michele@jo-law.co.za'; 'daniella@redink.co.za'; 'baktawer@mweb.co.za'; 'info@cornwall.co.za'; 'bea@tph.co.za'; 'martyhousom@gmail.com'; 'marketing@irene.co.za'; 'riaan.phelffer@ericsson.com'; 'arline@irenetowncrier.co.za'; 'eugene.klopper@r-evolution.co.za'; 'martin@lgtools.co.za'; 'naasvdwalt@mweb.co.za'; 'online1146100@telkomsa.net'; 'edumeyer@iburst.co.za'; 'kitto@icon.co.za'; 'gavin@nad.bz'; 'footj@unisa.ac.za'; 'fbirkholtz@gmail.com'; 'herman@integrat.co.za'  
**Subject:** FW: K 105 Projects Interested and/or Affected Parties  
**Attachments:** Public Meeting 24 May 11 St George Hotel.pdf; image001.gif

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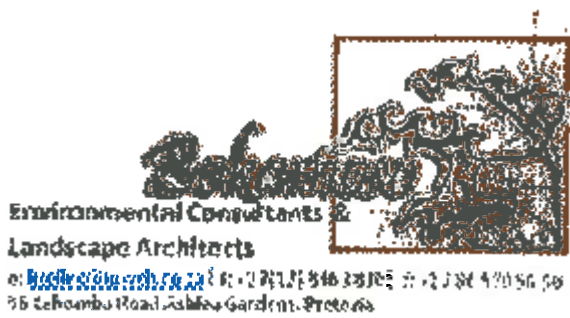
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Kind regards

George Gericke



## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 22 June 2011 04:44 PM  
**To:** 'lighthouse@mweb.co.za'  
**Subject:** FW: K 105 Projects Interested and/or Affected Parties  
**Attachments:** Public Meeting 24 May 11 St George Hotel.pdf; image002.gif

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Kind regards

George Gericke





## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 22 June 2011 03:08 PM  
**To:** 'jonathan.greengrass@sita.co.za'; 'ianmac@gafrica.com'; 'Huw@oreport-international.com.sg'; 'sharon.pen@telkomsa.net'; 'trumpc@wol.co.za'; 'creitz@alignafrica.com'; 'LanceSmith@avis.co.za'; 'tim.donkin@gmail.com'; 'jonathan.greengrass@sita.co.za'; 'MFoxMartin@foxprojects.co.za'; 'di@doctech.co.za'; 'velerie.vanstaden@gmail.com'; 'Brian.melville-Smith@barloworldmotor.com'; 'patjay@axxess.co.za'; 'jaco@sylvania.co.za'; 'barbara@02smart.com'; 'keith.kent@lafarge-za.lafarge.com'; 'franceson@uis-as.co.za'; 'miles.saxby@za.sabmiller.com'; 'tph@tph.co.za'; 'cesarem@benzuresources.com'; 'tulip@cyberserv.co.za'; 'thewills@mweb.co.za'  
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## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 22 June 2011 02:28 PM  
**To:** 'jac.botha@route2.co.za'; 'jaco.deVries@aurecongroup.com';  
'avross@netactive.co.za'; 'calitz.rehann@iburst.co.za'; 'sackesp5@mweb.co.za';  
'marketing@irene.co.za'; 'francesf@pro-pharm.co.za'; 'bula@yebo.co.za';  
'FawkesMG@eskom.co.za'; 'thewills@mweb.co.za'; 'james.ah.cambell@gmail.com';  
'neil.fiorentinos@bmw.da'; 'schalk@burger.nom.za'; 'andrew@BKS.co.za';  
'dewet.herselman@exxaro.com'; 'tomhannay.sa@gmail.com';  
'martin@ceradvance.co.za'; 'lizanne@bestclothing.co.za'; 'idward@netactive.co.za';  
'woudstra@law.co.za'; 'fvt@fvt.co.za'  
**Subject:** FW: K 105 Projects Interested and/or Affected Parties  
**Attachments:** Public Meeting 24 May 11 St George Hotel.pdf; image001.gif

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## Alfred

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**From:** Lizelle Gregory <lizalleg@mweb.co.za>  
**Sent:** 22 June 2011 02:28 PM  
**To:** 'manager@cornwallhill.co.za'; 'l.kunneke@cornwall.co.za'; 'h.cohoe@comwall.co.za'; 'dehning@mweb.co.za'; 'efana@salbro.co.za'; 'dkoa@salbu.co.za'; 'salbu@icon.co.za'; 'smutshouse@iburst.co.za'; 'ai@taurus.co.za'; 'Lutzi@TSHWANE.GOV.ZA'; 'accounts@ireneestate.co.za'; 'judamo@webmail.co.za'; 'info@twinriversestate.co.za'; 'rudolph.jansen@mtnloaded.co.za'; 'gemvillage@iburst.co.za'; 'info@mmmanor.co.za'; 'rochelle@ippartners.co.za'; 'hsj@tiq.co.za'; 'ireneglen@telkomsa.net'; 'rohan@mwg.co.za'; 'accounts@ireneestate.co.za'; 'owners@rietvleiview.co.za'; 'rudolph.jansen@mtnloaded.co.za'; 'elana@salbro.co.za'; 'barbara@sagewoodconsulting.co.za'; 'sean.cullinan@telkomsa.net'; 'ivan@ippartners.co.za'; 'irenemkt@mweb.co.za'; 'deon@belvedere.co.za'; 'fritss@boogertmanpta.co.za'; 'eric@planpractice.co.za'; 'rudolph@law.co.za'; 'jerry@civilconcepts.co.za'; 'junaid@p-3.co.za'; 'jack@centurus.co.za'  
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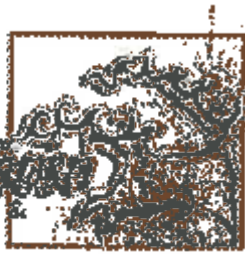
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**Environmental Consultants &  
Landscape Architects**

41 [www.gericke.co.za](http://www.gericke.co.za) | 011 221 27 346 23 100 | 011 221 27 346 4 50 56 55  
36 Nelson Mandela Road, Ashlea Gardens, Pretoria



## Alfred

---

**From:** Lizelle Gregory <lizelfeg@mweb.co.za>  
**Sent:** 22 June 2011 02:26 PM  
**To:** 'b.j.v@mweb.co.za'; 'guy@raventp.co.za'; 'loubser.dekokk@za.saabgroup.com'; 'ireneglen@telkomsa.net'; 'yvette.vanniekerk@treasury.gov.za'; 'rudolph@law.co.za'; 'hardus.steyn@gmail.com'; 'Jan.snyman@sasol.com'; 'jan.snyman123@gmail.com'; 'loubser.dekokk@za.saabgroup.com'; 'board@cornwallhillestate.co.za'; 'dutoith@telkomsa.net'; 'cbotes@investmech.com'; 'mheyns@investmech.com'; 'ewald1006@mweb.co.za'; 'ncmalan@gmail.com'; 'orasbu@gmail.com'; 'jankraaij@keymaxprop.co.za'; 'foxtrailers@mweb.co.za'; 'johanm@itse.co.za'  
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Road*** that was held at  
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24 May 2011.

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the abovementioned  
projects.

Kind regards

George Gericke





## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 22 June 2011 02:18 PM  
**To:** 'sandile.simelane@transnet.net'; 'enquiries@drt.gpg.gov.za';  
'stephen.mosinki@gauten.gov.za'; 'manager@cornwallhill.co.za';  
'f.kunneke@cornwall.co.za'; 'h.cohoe@cornwall.co.za'; 'smutshouse@iburst.co.za';  
'ai@taurus.co.za'; 'LutzJ@TSHWANE.GOV.ZA'; 'accounts@ireneestate.co.za';  
'judamo@webmail.co.za'; 'info@twinriversestate.co.za';  
'rudolph.jansen@mtnloaded.co.za'; 'gemvillage@iburst.co.za';  
'info@rmmenor.co.za'; 'rochelle@ippartners.co.za'; 'hsj@tiq.co.za';  
'ireneglen@telkomsa.net'; 'rohan@mwg.co.za'; 'accounts@ireneestate.co.za';  
'owners@rietyleiview.co.za'; 'rudolph.jansen@mtnloaded.co.za';  
'elana@salbro.co.za'; 'barbara@sagewoodconsulting.co.za';  
'sean.cullinan@telkomsa.net'  
**Subject:** FW: K 105 Projects Interested and/or Affected Parties  
**Attachments:** Public Meeting 24 May 11 St George Hotel.pdf; image001.gif

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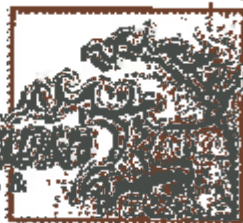
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**Environmental Consultants &  
Landscape Architects**

en: [george@erco.co.za](mailto:george@erco.co.za) | t: 011 712 546 5466 | f: 011 712 546 5467  
16 Lehenbu (Pretoria-Ashlea Garden), Pretoria



## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 22 June 2011 02:17 PM  
**To:** 'widdicom@mweb.co.za'; 'ellen@urbandynamics.co.za';  
'heinrich@dastekpower.com'; 'info@ventura.co.za'; 'dminnaar@csir.co.za';  
'geyerb@jnb.boehringer-ingelheim.com'; 'sterkfonteinbrick3@telkomsa.net';  
'brian.melville-smith@barloworldmotor.com'; 'visserliz@mweb.co.za';  
'pieter@triviron.co.za'; 'ncmalan@gmail.com'; 'yvette.vanniekerk@treasury.gov.za';  
'duitoith@telkomsa.net'; 'jan.snyman@sasol.com'; 'hardus.steyn@gmail.com';  
'nonka@masterq.co.za'; 'schmidk@nra.co.za'; 'chrisbu@gpg.gov.za';  
'contact.central@sars.gov.za'; 'Meryl.Pretorius@transnet.net';  
'sandile.simelane@transnet.net'  
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**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 22 June 2011 01:39 PM  
**To:** 'mwcspoel@mweb.co.za'; 'mayet@kungwinimun.co.za'; 'kpea@polka.co.za'; 'ireneglen@telkomsa.net'; 'munman@kungwinimun.co.za'; 'guy@raventp.co.za'; 'riaanm@tshwane.gov.za'; 'bj.v@mweb.co.za'; 'pat@salberg.co.za'; 'alstair.cutts@gmail.com'; 'gem.village@telkomsa.net'; 'weyers@worldonline.co.za'; 'loubser.dekock@za.saabgroup.com'; 'ffouche@vodamail.co.za'; 'napierc@mweb.co.za'; 'janett@yebo.co.za'; 'bamy@thelife.co.za'; 'chris@mediaventures.co.za'; 'jaz@midrand-estates.co.za'; 'henning.schetshe@lantic.net'; 'lee-ann@enviroblasting.co.za'; 'sean@centurus.co.za'; 'kempestate@polka.co.za'; 'sterkfonteinbrick3@telkomsa.net'; 'ronnie.degabriele@corobrik.co.za'; 'piet.ackerman@holcim.com'  
**Subject:** FW: K 105 Projects Interested and/or Affected Parties  
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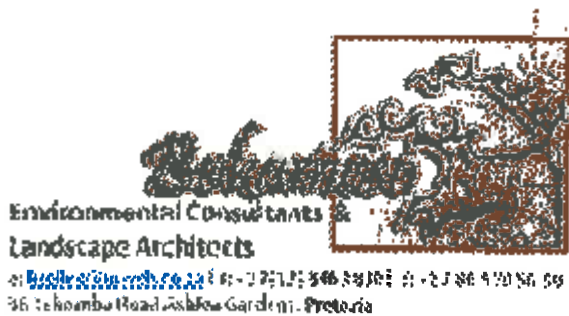
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**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 22 June 2011 01:37 PM  
**To:** 'maime.freda@gauteng.gov.za'; 'cornwallhill@absamail.co.za';  
'irenemkt@mweb.co.za'; 'willem@csport.co.za'; 'qudlbet@mweb.co.za';  
'mjansen@iburst.co.za'; 'letfly@yebo.co.za'; 'djalberts@mweb.co.za';  
'barbara@sagewoodconsulting.co.za'; 'ffouche@rodmail.co.za';  
'jan.snyman@sasol.com'; 'thinusp@tshwane.gov.za'; 'chantelles@tshwane.gov.za';  
'npreston@denovobus.co.za'; 'dovhani.mudzielwana@gauteng.gov.za';  
'rkokke@randwater.co.za'; 'info@i-traffic.co.za'; 'chrisbu@gpg.gov.za';  
'bookings@belvedere.co.za'; 'pat@egsc.co.za'; 'intmktg@corobrik.co.za'; 'bondev1@mweb.co.za'; 'dicon@mweb.co.za'; 'intmktg@corobrik.co.za'; 'ben@acusolv.co.za';  
'johnny@nfi.org.za'; 'wes@icon.co.za'  
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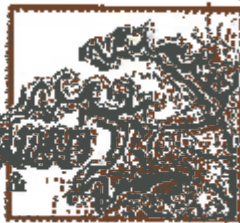
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16 Tshimbyi Road, Ashlea Gardens, Pretoria





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**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 22 June 2011 01:26 PM  
**To:** 'salbu@email.com/dkoa'; 'pat@salberg.co.za'; 'alstair.cutts@gmail.com';  
'gem.village@telkomsa.net'; 'b.j.v@mweb.co.za'; 'guy@raventp.co.za';  
'Mayet@kungwinimun.co.za'; 'weyers@worldonline.co.za';  
'loubser.dekock@za.saabgroup.com'; 'ffouche@vodamail.co.za';  
'ireneglen@telkomsa.net'; 'yvette.vanniekerk@treasury.gov.za';  
'Jan.snyman@sasol.com'; 'jan.snyman123@gmail.com';  
'loubser.dekock@za.saabgroup.com'; 'board@cornwallhillestate.co.za';  
'dutoith@telkomsa.net'; 'mwcspoel@mweb.co.za'; 'fritz.boogertmanpta@pta.co.za';  
'ncmalan@gmail.com'  
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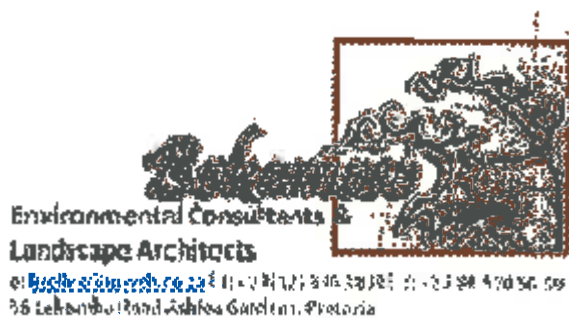
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**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 22 June 2011 12:33 PM  
**To:** 'ivan@ippartners.co.za'; 'irenemkt@mweb.co.za'; 'deon@belvedere.co.za';  
'fritss@boogertmanpta.co.za'; 'eric@planpractice.co.za'; 'rudolph@law.co.za';  
'wim@mtdevelopment.co.za'; 'jerry@civilconcepts.co.za'; 'junaid@p-3.co.za';  
'jack@centurus.co.za'; 'jac.botha@route2.co.za'; 'LutzJ@TSHWANE.GOV.ZA';  
'lodiO@tshwane.gov.za'; 'wandab@tshwane.gov.za'; 'gheath@geoscience.org.za';  
'njanuary@jhb.sahra.org.za'; 'maphata.ramphela@gauteng.gov.za';  
'justicem@dwaf.gov.za'; 'keetm@dwaf.gov.za'; 'central@eskom.co.za';  
'paia@eskom.co.za'; 'schmidk@nra.co.za'; 'chrisbu@gpg.gov.za';  
'customerservice@randwater.co.za'; 'info@wessanorth.co.za';  
'deon@belvedere.co.za'  
**Subject:** FW: K 105 Projects Interested and/or Affected Parties  
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**Gerlcke & Gerlcke**  
Environmental Consultants &  
Landscape Architects  
P.O. Box 1000, Ashlea Gardens, Pretoria  
Tel: +27 (0) 11 550 5500 Fax: +27 (0) 11 550 5501  
25 Schoonebos Road, Ashlea Gardens, Pretoria

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**From:** Lizelle Gregory <lizell@g@mweb.co.za>  
**Sent:** 22 June 2011 12:18 PM  
**To:** 'manager@cornwallhill.co.za'; 'l.kunneke@cornwall.co.za'; 'h.cohoe@cornwall.co.za'; 'dehning@mweb.co.za'; 'elana@salbro.co.za'; 'dkoa@salbu.co.za'; 'salbu@icon.co.za'; 'smutshouse@iburst.co.za'; 'a@taurus.co.za'; 'Lutzl@TSHWANE.GOV.ZA'; 'accounts@ireneestate.co.za'; 'judamo@webmail.co.za'; 'info@twinriversestate.co.za'; 'rudolph.jansen@mtnloaded.co.za'; 'genvillage@iburst.co.za'; 'info@mmanor.co.za'; 'rochelle@jppartners.co.za'; 'hsj@tiq.co.za'; 'irencglon@telkomsa.net'; 'rohan@mwg.co.za'; 'accounts@ireneestate.co.za'; 'owners@rietyleiview.co.za'; 'rudolph.jansen@mtnloaded.co.za'; 'elana@salbro.co.za'; 'barbara@sagewoodconsulting.co.za'; 'sean.cullinan@telkomsa.net'  
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**PUBLIC MEETING IN TERMS OF SECTION 58 OF REGULATION 385 OF THE  
NATIONAL ENVIRONMENTAL MANAGEMENT ACT (ACT NO. 107 OF 1998)**

**VENUE: St George Hotel**

**DATE: 24 May 2011**

**TIME: 18:00 – 20:00**

**Route determination of the section of Road K105 between Nellmapius Drive  
and River Road**

**MINUTES OF THE MEETING**

**1. WELCOME AND INTRODUCTION**

Good Evening. My name is Lizelle Gregory. I am from BOKAMOSO Environmental Consultants and this is a Public Meeting for the EIA Phase of the K105 between Nellmapius Drive and River Road. It is to the north of Nellmapius Road. We are going to work according to the agenda and I will give you the history of the road and background information. I will invite the Engineers involved to explain to you all about the roads and where the alignments are. After the presentation, I will open the floor for questions. We will try our best to answer all your questions, if we cannot we will come back to you with the answers.

We were appointed, approximately a year and a half ago, to do the EIA for the Route K105. There was a Public Meeting some time ago, for the Scoping Phase of the roads, and the alignment stretched from River Road right up to the K220. But due to the fact that only this section affects the development across the Five o'Clock development site, it was decided by the developer to do the EIA only for this section.

We are currently appointed by GauTrans to follow the EIA Process for this section of the K105 to fix the alignment of that section as well. If any of you are interested in that process, we will give you information regarding that.

This meeting is only for this section of the K54 between Nellmapius Drive and River Road.

**The Project Team:**

- **Environmental Consultants: Bokamoso Environmental Consultants**
- **Engineers: ITS Engineers**
- **Applicant is JR 209 Investments (on behalf of GauTrans, because this is a Provincial Road which has been on the Gauteng Road Network Planning for more than thirty years.**

#### Project Description:

The project is for the route determination and preliminary design phases of the K105 between Nellmapius Drive and River Road. The length of the road is five (5) kilometres and the road width is six (6) metres with a design speed of 80 kilometres per hour.

#### Time Frames:

At this moment, **there** is no time frame for the construction of the road. It is not at this moment a priority road, but due to planning in this area, it falls within the Urban Edge. Many of the Developers and GauTrans want to fix the alignment of this road in order for future development planning to go ahead. This is the main reason for fixing this alignment and also for the people in the area to know what is going on.

#### Background:

We applied in terms of the 2006 EIA Regulations. Originally, in 1997, the ECKA Regulations came into effect where activities detrimental to the environment were listed and it required that an EIA Process be followed. After the 1997 EIA Regulations, the Regulations were replaced by the NEMA Regulations and the National Environmental Management Act Regulations which came into effect of the 3<sup>rd</sup> of July 2006. These Regulations also listed activities detrimental to the environment. Provincial Roads are one of the activities listed and requires that a full EIA Process be followed for the preliminary design phase of the road and when the detailed design phase takes place, only a Basic Assessment (a more limited study) will be followed for the construction of the road. In most cases, the preliminary design of the engineers and the final design are very similar, and in many cases GDARD approved the road construction after the EIA Process.

As I mentioned, we applied in terms of the 2006 EIA Regulations, but in the meantime, on the 2<sup>nd</sup> of August 2010, the 2006 EIA Regulations were replaced by the Amended EIA Regulations, which again listed activities that could be detrimental to the environment. If we applied in terms of the 2006 EIA Regulations, we will continue with the process in terms of the 2006 Regulations. We must only take activities listed in terms of the 2010 Regulation into consideration as part of a transitional arrangement. **Therefore**, in our report we will also address activities listed in terms of the 2010 Regulations.

In the EIA Process there are a Scoping Process and an EIA Process. During the Scoping Process we had a Public Meeting that was for the entire route, to the south of Nellmapius Road. We then compiled the Scoping Report which was an Issues Report. At that stage we did not have a lot of details of, for example, the quarter-link at the N1 Freeway. We did not have a lot of detail, we only had the alignment. We did not receive a lot of reaction and we decided that due to the fact that the road will have a significant effect on some of the properties, we would contact people in the area to attend this meeting and to illustrate to them the plan with this road.

i also want to mention to you that GDARD and GauTrans in 2010 reviewed the Gauteng Road Network System that was planned thirty (30) years ago and the alignment as is proposed now have been accepted and adopted by GDARD. It is very important for all of you to look at this and if there are people not here, I heard that there are other meetings tonight, we are more than willing to provide them with information and to have another Meeting and to talk to the people again and to



tell them what is happening here. I really want all the people to know what is planned and it will be necessary for the Engineers and GauTrans to come and speak to the people who are directly affected by the road. Tonight will be a first step and I really want all of you to participate. I will be sending around an Issues Register where I would like you to register as interested and Affected Parties (I&AP). We did inform all the Home Owners Associations, put up ten (10) posters in the area and invited many people to this meeting. If there is anyone that we did not contact or missed, please feel free to contact us and to tell us how we can contact them or if there is any other way that we can contact them. We would like them to be a part of this meeting. I don't want anyone to have a surprise at the end of the day and say that we did not inform them.

Q: Is GauTrans represented here tonight?

A: We don't have a GauTrans person here, but we have two Engineering firms here that can answer questions on behalf of GauTrans.

Only after the Engineers have spoken will it be possible to ask questions.

Please write your questions in the Issues Registers and if you need the Registers later on, please feel free to take them again and write your questions. It is very important for your questions to be recorded in writing and we are going to type minutes as well, but if it is in writing we can include it as part of our report and the Departments can see what you wrote and what your concerns are. Based on your comments, we will be able to decide the way forward.

We are not the people who will be constructing the Road, we are just the EIA Consultants and we are in-between the people who are going to construct the Road, who are planning the Road and the Public. We are here to get your issues and to address them.

What we already did was to complete an Application form and we received a reference number from the Department. We advertised during the Scoping Phase and conducted a first round of Public Participation. The Draft Scoping Report was available for review and was submitted to GDARD. The Scoping Report was approved and our Plan of Study for the EIA was also approved. The Scoping Report, as mentioned, is only an Issues Report. Those of you who would like to see the Scoping report are more than welcome and we will supply you with a copy of that Report. The Plan of Study for EIA is a framework for the EIA Report where we suggested what the EIA Report should consist of. After we received the approval of the Scoping Report (remember that the approval of the Scoping Report is not the approval of the Road), we are now continuing with the EIA Phase. We did advertise the EIA, but due to the fact that we did not receive a lot of reaction, we decided to have another Public Meeting. After we've concluded our second round of Public Participation, if needed we can conduct another Public Meeting. After we've received all the issues, we will compile additional Specialists' reports if required. The EIA Process also makes provision for Focus Group Presentation Meetings. Therefore if there are individuals who are more affected, that we have to go and see and talk to, provision is made for them. After we received all the issues and have assessed them, a Draft EIA will be available for review. All of you can have a look at the report and give comments. With regards to the Report, it will be available to the Public for 40 days for comments and it will be on our website. Normally the Report that we put on our website is big and therefore we do not attach all the Issues Reports, but on a special request, we can make CD's or make it available. The entire document with all the specialists reports will be available in this area and we will tell you where.

After we've got the comments, we will finalize the EIA Report. That Report we will make available again and will be submitted to the Department. At the end there will be a decision by the Department.

On the 18<sup>th</sup> of June 2010, after we had started with the Public Participation Process, Environmental Affairs published their Public Participation Guidelines. Our original Public Participation was done in terms of the 2006 Regulations (Regulation 56 of the 2006 Regulations). Since we received the new guidelines, we have tried to comply with those guidelines although we have applied in terms of the 2006 Regulations. In the Scoping Phase we erected Site Notices on the 2<sup>nd</sup> of November 2009. Notices regarding the project were distributed via e-mail and faxed to a list of Interested and Affected Parties as well as hand delivered to parties within a 100m radius. An advertisement was placed in the BEELD News Paper on the 2<sup>nd</sup> of November 2009. The first Public Meeting was held on the 8<sup>th</sup> of June 2009 and the Draft Scoping Report was made available for review, in hard copy and on the Bokamoso website, but we did not receive any comments.

The Site Notices were erected on the 16<sup>th</sup> of September 2010 last year. EIA Notices regarding the project were e-mailed and faxed to a list of Interested and Affected Parties on the 16<sup>th</sup> of September and also hand delivered within a 100m radius. An advertisement was placed in the BEELD News Paper on the 16<sup>th</sup> of September and the second Public Meeting is held tonight on the 24 May 2011.

I heard that there are a lot of people who could not make it tonight and we are more than willing to have another meeting.

After we received all the comments, we will make a Draft EIA Report available for review in a hard copy and on the Bokamoso website.

Q: You mentioned the BEELD newspaper which is an Afrikaans newspaper. Was it advertised in an English News Paper?

A: The BEELD is an accepted News Paper as we have to advertise it and we have always done it in the BEELD so far. The BEELD and THE PRETORIA NEWS are acceptable Local News Papers we can advertise in and we did distribute notices.

Q: What is the Project description and what are the alternatives to the proposed development?

A: Bokamoso was appointed to conduct the EIA for the route determination and preliminary design phase of the K105 between Nellmapius Drive and River Road. Three (3) alternative route alignments were investigated. The first alignment is the original alignment which has been listed in terms of the Gauteng Transport Infrastructure Act of 2000 and was amended in 2002. This road was listed and what that means in terms of the Gauteng Transport Infrastructure Act is that if a road is listed, it has to be protected and all planning must be done around that road and must be taken into consideration. That road has been part of the planning maps for the past thirty (30) years, since the 1970's.

Alternative A is the alignment which has recently been reviewed by and decided upon by GDARD and GauTrans, mainly due to geometrical reasons and economical reasons. This road has been regarded as the preferred alignment.

Q: Does the Scoping Report only allow for one alignment?

A: The Scoping Report provides for alternative alignments as shown on the maps. They are only rough lines.

Q: (Inaudible)

A: In the Scoping Phase you list the possible alignments. In the EIA Phase you investigate all the alternative alignments and recommend a preferred alternative. In the Scoping Process you must provide for alternatives as well as in the EIA Process. In the EIA Process these alignments are taken further and more detail will be supplied on each alternative.

Q: That Green Line stretches right through the Red Data Plant area. Now how can that be done?

A: This Green Line has been on the maps even before the Red Data Species was discovered.

Q: But how can that be done?

A: It would be more difficult, but that is not the Red Data Plant area. We did overlay maps and we can show you.

Q: But that area shows the Red Data Plants.

A: The area that you are talking about is the *Cheilanthes dettoidea* which is over here and there is a 100m buffer around that plant species. All that information will be in the EIA Report.

This is at the moment the preferred alignment from the Engineering point of view. SANRAL spent a lot of money on the upgrading of this intersection and from SANRAL's point of view, from an economical point of view, it makes a R 60 000 000 difference to construct the road in this position. From a geometrical, design point of view, with the link to Olievenhoutbosch Road, it is also the preferred alignment. All of this will also be discussed in the EIA Report and the Engineers will also give more information about this.

The people who will be most affected by this quarter link, are the owners of these properties, on the corner and what is a drastical change is the main roads that will be closed at this position. This will be the biggest impact on the surrounding landowners. (The closure of Main Road and this quarter-link.) Previously in the Scoping Phase the alignment missed these properties, but when we got the detail design, during the EIA Phase, we saw that there is a significant impact over here. Originally, the road planning was that if this road gets constructed, the Botha Avenue would be closed over here. From a road planning or traffic movement point of view, the Engineers informed us that this is a four (4) lane road and this is a two (2) lane road. Therefore the impact on the traffic would be less significant if the road is closed over here than in this position. Botha Avenue has recently been upgraded.

Q: How does this link up with Olievenhoutbosch Road?

A: Olievenhoutbosch road stretches along here (referring to the grey map). This is Olievenhoutbosch Road and this is the K105 and this is how they link together. This road will terminate over here and

from this road that traffic will move from Botha Avenue onto this road. This is how it is proposed to work.

I gave you most of the background. Johan, would it be possible for you to explain to them from a Traffic Engineering point of view the reasons behind this road planning for these people to understand why it is done like this.

Good evening, my name is Johan Meyer, and I am from ITS Engineering. We have been appointed by M&T Development who develops this Five o'clock site, to do a route determination and thereafter a preliminary design of this section of the K105. As Lizelle indicated, the reason why this preliminary design had to be done was because in terms of the old alignment, which ran along there, it went through the Five o'clock site. Therefore it was necessary for M&T to finalize the alignment of this section of the road in order for them to finalize their layout for the Five o'clock development.

Background: As Lizelle said, in terms of the previous, so-called listed planning of the K-Routes in this area, the long term planning was that the route, K105, coming through Littleton, would have passed underneath River Road Bridge and then you would have gone underneath that Cement Quarry Site, across the railway line, and the road would have passed on the eastern side of the railway line close to where the SPCA is. Ultimately it would have crossed the N1 over there, close to where those storage areas are. The road would have run along there, straight down along there, southwards. One of the big negatives about that route is that it meant that this long double carriage way section of the Botha Avenue, in-between the Botha Avenue interchange and River Road, would have been wasted, because having the route on the other side would have meant that this road cannot connect onto the new road and it would have been closed there. It would have put a lot of extra traffic through the Littleton/Doornkloof area via Amcor road, Limpopo Road and the one going past the Shopping Centre over there. From a Roads Planning point of view, it did not make sense. The other thing that did not make a lot of sense was, given that SANRAL spent a lot of money on this interchange as part of the Gauteng Freeway Improvement Project, it would have been a fruitless expenditure to upgrade that interchange and a few years later close it.

In terms of the preliminary design, there is a bit more detail that you can have a look at afterwards. Basically what you have there is a quarter-link, which links Olievenhoutbosch Road which goes across with the K105 or the old Botha Avenue which goes underneath. The difference between a great separated intersection like that one and an ordinary A grade intersection is that you have a lot of additional capacity, because of the one road passing underneath, in this case the K105 will pass underneath, almost at the same position Botha Avenue Main Road is currently. What is ultimately going to happen is that this road will pass over, this road will pass underneath and there will be a quarter-link linking the two.

This is a very small section of the Gauteng Road Network, there is Irene; the red line is the N1; there is Doornkloof and the railway line runs along there with the Quarry over there. According to the old planning, as Lizelle was saying, the original GauTrans planning, Botha Avenue coming from River Road, you would have gone underneath the River Road Bridge through the Cement Quarry Site, with a new bridge across the railway line passing there on the eastern side of the quarry, passing the SPCA somewhere there, across the N1 and across the Five o'clock site. As I said previously, there are a lot of reasons why this didn't make sense. In terms of the Gauteng Strategic Road Network Review, which was done last year, from the geometric, roads planning capacity point of view, the route will

run along the existing Botha Avenue underneath the existing interchange and over here, right to the north eastern corner of Irene, just after you cross the future Olievenhoutbosch Road, it will go across the railway line and across the Five o'clock site along its old alignment southwards.

The Green Lines on the map are all K-Routes. After 600 odd kilometres of K-Routes in the Tshwane area there is not even sixty (60) roads that have been built. K-Routes are long-term, second order Arterial roads which are planned in the long-term, but very few of them have been built. Those that you can see on this map is the K54 which is not far from here, that still needs to be built and the St George Hotel is just over there. There is a future K54 running here and the K220 which we spoke about earlier which runs but three (3) kilometres south of the K54, a future road which runs in the east west direction. The other K-Routes, I don't want to dwell on that, these are the K111 and the K109. The important thing to realise is that that these K-Routes, also the K105, are expensive routes, are high volume, double carriage routes and are not Freeways. They cost a lot of money and may take years to be built, and this section of the K105 could take many years to be built. What we are busy with right now is the planning phase of this road and to finalize the planning and the preliminary detail of the road and to comply with all the requirements of the Environmental Management Act. Thanks Lizelle.

We explained most of the things that we wanted to say to you this evening and showed you where the alignment is going to go. We again would like to get your Issues and we will be going to the Issues that we have received, namely:

- The sensitive flora and fauna;
- Socio-economical factors;
- The impacts on the affected properties;
- Traffic and Accessibility;
- Noise Impact Studies;
- Dust Control;
- Safety and Security;
- The intersections;
- Visual Impacts;
- Dolomite Risk for the formation of sinkholes and dolites;
- Cultural and Historical Features; and
- Possible road closures of the Main roads.

The purpose of this meeting and the following discussion is to be to identify the additional issues that need to be addressed in the EIA Report and I will show you which Specialists Studies that we are

busy with and which ones that have already been done. At the moment we have conducted a Flora and Fauna Report and a Cultural and Historical Survey. We will most probably have to do a Noise Impact Assessment as well due to the quarter-link and level differences. You can also list the studies that you might think may be required as part of the EIA Process. We will then conduct an investigation and discuss this with GDARD whether we need those studies and incorporate those studies as part of our Report.

As I said, we have vegetation studies of the area and there are a lot of surveys in this area. These are the sensitive areas as indicated on this map and all the detail will be in the EIA Report where we will discuss the buffers and bug species that we found there. What happened to the Five o'clock site is that there are quite a lot of Red Data Species on the site, especially in this area due to shallow dolomite, but Olievenhoutbosch Road is extremely important to the people in this area. There were a lot of traffic congestion problems in the area. The Cornwall Hill Estate people wanted Olievenhoutbosch Road to be constructed due to the traffic congestion mainly on the main road. We did not do the EIA of the Olievenhoutbosch Road, but as you can see there were a lot of compromises made with regards to the Red Data Species in order to construct the Olievenhoutbosch Road. What happened afterwards, on the site as well, was at GDARD has a way that if there are sensitive species on the site, you can also look at a compromise or land exchange. What M&T did was to in some areas relax the buffers.

The Red Data Species, the *Cheilanthes deltoidea* that was found here is a Fern Species which uses spores to propagate and doesn't use pollinators. So normally the buffers around the Red Data Species are 200 meters in an urban area, but due to the fact that it does not require pollinators, the buffer was reduced to 100 metres. It was negotiated and Petro Lemmer and Bob Dehening who are the Fern Specialists in South Africa, identified the species and wrote the recommendations. In this area, there are *Melolobium subspicatum* which are the species growing in shallow dolomite areas, more than a thousand (1000) were identified in clusters and in groups on that specific site. There was a pipeline constructed and we were very concerned that there was no fence around the construction site and women were sitting there making food on top of the Red Data Species when Olievenhoutbosch Road was being constructed. Therefore the Red Data Species need to be protected. When that pipeline was constructed, we asked permission to try and see if some of those *Melolobium subspicatum* would grow in other areas but they died. So these species must be protected.

When the land exchange took place to compromise for the development of roads on this site, GDARD had a policy that you must donate at least a hundred (100) hectares of land to them and that one hundred (100) hectares of land must have the same environmental qualities or value as the site. I have a Biodiversity Map on which they indicated all the sensitive species. And that is what happened here and why some compromises had been made on the site and it is not that someone bribed someone. That is why the roads are there. A Land exchange was also done in Midrand with *Egoli Grassland* where some developments on the Farm Waterval took place. There was a requirement that a hundred (100) hectares or more than a hundred (100) hectares was donated within a conservation area. At the moment we have identified land and if species have to be transferred or relocated, it will be planted in that sensitive area. But it is more complicated than what it looks like. We will give whatever information is available with regards to the road and the

environmental aspects in our EIA Report. We are very familiar with what is going on this site, because we have done many studies here.

I was also involved with the alignment of the K105 since almost fifteen (15) years ago and we did a lot of alternative designs for this road and at one stage we did a Scoping Report for the entire K105 followed by the Main roads and we had 7 000 objections against this road and the alignment against the main road, due to the fact that the Pine trees were there which created a "sense of place". There were also a lot of objections from the Irene Market. We submitted the Scoping Report to GDARD which gave us a negative ROD (Record of Decision) and that this road cannot take place. When we got the negative ROD, GauTrans sat down and said let's see if we cannot take this road completely out of the Road Network. They did another study to see if the K105 is taken out what will happen to the other roads, will the other roads be able to handle the traffic. What they found was that it is not possible to take it out of the Road Network. There was a Report done by VKE Engineers and that Report was submitted to GDARD and they also appointed an Environmental Economist, Professor James Blignaut who worked at the University of Pretoria. He looked at the environmental price that would be paid if this road is constructed. He looked at the loss and what would be gained if the road was constructed and the economical value of the road. He came to the conclusion that it would be better to construct the road and that report is available at VKE Engineers' Office in their library. We then went to GDARD or GDACE Environmental Department and we said to them that this road cannot be taken out of the Network and "What can we do now?" It was then agreed that we have to start looking at alternative alignments and we even looked at the alignment going east of this ridge, but it was not possible due to geometrical reasons and the slope. Therefore that alignment fell away. We were left with this alignment across this property and this was before these Red Data Species Studies were done. These studies were done after those Reports were done.

Historically, when the Route determination is done, there was a Memorandum of Understanding between the Gauteng Province and the Environmental Department, GDARD, where they said that if it is route determination, you have to do an environmental scan. That is not a detailed survey, but an overall look at the vegetation type and to identify sensitive areas on a realistic basis. And when the preliminary design of the road takes place, there was an agreement that the Scoping Report would be done. When the detailed design of the road takes place, an EIA would be done. That was before the Legislation changed and that Memorandum of Understanding is not there anymore. What we need to do now is a full EIA for the Provincial Road. That is where these road alignments come from. It has been a long time coming. We also had to deal with the *Ichneustoma stabbiai* beetle species and we had a lot of discussions with the (Inaudible) and with Erik Holm about the beetle species and their habitat in order to accommodate them in the alignment of the road. We did a lot of research, so the alignments which we are proposing here are alignments that have been thought through. But as I said, originally in the Scoping Phase we catered for the intersection like this and the detailed design with the quarter-link were regarded to have a significant impact and we would like your feedback on that and we will have to go back to GauTrans and to the Engineers and everyone on how it affects everyone. As Johan said it is not planned for the near future. VKE Engineers are involved with the quarter-link and if you can give more information.

Q: What is the planning in terms of the quarter-link in terms of the timeframe?

A: The timeframe is three (3) to five (5) years.

It will happen sooner than the rest of the alignment, therefore it is important that you know what is planned and that we get feedback from the people and it is necessary for the people directly affected, appointments be made to discuss the impacts with them. I think that it is good for the Engineers to meet the people who are directly affected and we know what the issues are and if necessary that alternatives be investigated.

This is all from us at this stage and we would like to open the floor for questions. We will try our best to answer your questions and if we cannot we will come back to you with answers. It would be good to have another meeting, because this is quite sensitive with regard to the people who are directly affected by the road, maybe focussed group meetings will also take place.

## 2. QUESTIONS AND COMMENTS FROM RESIDENTS

Q: Where will the M&T Development take place?

A: The M&T development will take place on this part of the road. This is Cornwall Hill and this is the N1 Freeway, so this is between Irene, Nellmapius Road and the N1 Freeway.

Q: So the old road would have gone right through the M&T development?

A: Yes, the former road would have gone right through the development, but M&T they did not have a problem with the old road. The only thing that they want to do is to fix their layout. If the old road ever happens and goes through their development or if there are any changes they have to accommodate them in their layout.

Q: You mentioned the points of why the road is changing, the cost and everything involved. Why don't they just keep the road where it was?

A: The reason why the road is not kept is because of the upgrading that were done and a financial exercise was done, and if the road was kept here, it would make a R60 000 000 difference. The important thing to note is that on scale, the distances from Nellmapius Drive to Olievenhoutbosch Road are, where Alexander Road is, is two (2) kilometres from there to there. With this alignment we only have to build a road from there from the existing Botha Avenue interchange up to Nellmapius. The only other thing with this alignment is to build across four hundred (400) metres of railway line. If you have to build on this alignment in the eastern side of the Quarry, we would have had to stop building over there, and there is nothing. So we would have had to build that two and a half (2.5) kilometre section of the new road and carriage way with a bridge across the railway line and we would have to build a new interchange over there costing somewhere over R30 000 000. And you still have to build this road from there to there. So it is a third of the cost to only build that section of the road than that section of the road. Also the Botha Avenue intersection which has been upgraded will be terminated. This section of Botha Avenue is currently one of the sections of the K105 that is built on a higher standard which was built in the late 1990's and is a double carriage way and has nearly reached its full capacity and would have been replaced by a new road on the other side. The other thing is that main road, we cannot have the K105 go through the main road, it would not make any sense and you will never get that amount of traffic through on that intersection.



Q: How does this road connect to Nelmapius to the south?

A: As I mentioned earlier, the road terminated over here. The route determination for this section of the road is currently being done. This is a listed road which is currently proposed or which is listed of the Gauteng Road Network and it is also in review and is the preferred alternative. We had a meeting last week with the Land Owners in this area. At this moment the Land Owners have supplied us with a preferred alternative that goes across the railway line to the west, but there are five (5) alternative alignments for this section. This section of the road is even longer into the future and is not needed at this stage. People who are doing planning in this area, also want to know about the alignment and want it to be fixed and this is why it is being investigated at this moment. What we will do is that those of you that are attending this meeting tonight, we will also give you details if you are interested in this southern section and we will tell you when we will have a Public Meeting.

Q: The reason I asked is that we are living on the borders of the river, the Hennops River and we had extensive problems with flooding in January and February this year. It is a very relevant question as to how the road is going to be portrayed in this particular area.

A: With regards to the flooding and flood lines, if there are any areas below the flood line where the road will cut across, then we have to apply for a Section 21 Water Use Licence and we also have to evaluate the water flow through that area. There is an entire process that has to be followed, but firstly we need to establish where the road will cross. All of that will be addressed as part of the EIA Process when it is done.

Q: Dalena Beyers, ALA. I have a few questions of things I would like to know. You have spoken about the N1 upgrades for the off-ramps which are also the upgrade for the Alexander Road being done at the moment, which is making Irene inaccessible for us. So that whole upgrade of the Alexander Road that GauTrain is doing, is that going to be redone with the new alignment?

A: That will not make sense, as you just said. That upgrades done at Alexander Road is an agreement between the City of Tshwane and GauTrain where they have to provide proper access to the GauTrain Station in Centurion. For that reason they doubled Jean Avenue and they doubled Alexander Road and also widened the section of the Main Road and Botha Avenue Interchange.

Q: Dalena Beyers, ALA. I have this feeling that parties are not talking to each other, because hear we've got the GauTrain road with the Bombela Concessions coming up with Olievenhoutbosch Road. Your new K105 Road is going to cross there somewhere and the new Olievenhoutbosch Road. But everyone tells me that there will be a new bridge coming that is going to link Olievenhoutbosch Road with Alexander Road which is the main entrance into Irene, which is our main concern. I can't see on the plan how these two are speaking to each other and how it is going to link up?

A: It is a very good point. What the VKE Engineers just said is that there is other planning and we will have to look at the other planning as well and address it in our report.

Q: Dalena Beyers, ALA. It needs to be mentioned in monetary terms, because you are talking about the N1 interchange and you mentioned the money that will be lost due to the upgrade of the Alexander Road.

A: We will ask for the Engineers' input on this.

Q: Dalena Beyers, ALA. We have seen the Scoping Reports for the new N1 Interchange (the Diamond Interchange). What is happening to that and how does that affect the K105?

A: We are still in the EIA Process.

Q: Dalena Beyers, ALA. It is not mentioned on your plans.

A: We will give you feedback and we will give you a holistic view of the project.

Q: Dalena Beyers, ALA. I know that it is different projects, but for us it is one big project. I can't see where the Interchange is going to take place and if you do a Traffic Study it is supposed to reflect all the future plans. During the construction phase, I think everyone sitting here knows about the problem at the Nellmapius intersection. Even tonight, to get to this meeting, I sat in traffic over this crossing. Is there any way that you can or that this project can give motivation for a Robot (Traffic Lights) to be placed until this intersection is built? Otherwise we will be stuck in traffic for the next three (3) to five (5) years.

A: Please put that in writing and we can mention it in our report, but I don't know if it will help in our report. We can ask them what they can do about it as a separate issue. When this report is compiled and approved or when a decision is made even if it is a negative decision, it will not help you now with the problem you've got now. If you put it in writing, we can follow it up and get back to you.

Q: Dalena Beyers, ALA. The other thing is that at the Irene layout, it is a structured town layout, with a historical value. The whole feel of the town is part of the Irene Identity. How is this quarter-link going to affect the image of Irene, because we see ourselves as a town? I can tell you that this is not what we really had in mind for Irene.

A: We will need the inputs of a Cultural/Historical Specialist to give you inputs on this and maybe a Town Planner or Urban Designer.

Q: Dalena Beyers, ALA. I think you must come to one of our meetings to come and tell the residents about what is going to happen. People chose not to come because they went to the Cornwall Hill Home Owners Association Meeting.

A: We will be there.

Q: (Afrikaans) how will that road join with River Road?

A: (Afrikaans) The alternative that everyone is choosing means that Botha Avenue will stay the same and no upgrading will be done there. It will stay the same as it is currently. The only way for Amcor Road to meet River Road going over Botha Avenue is through a quarter-link which is much bigger than the one there. But it is also a quarter-link there at Amcor Road. The fact is that that road has limited capacity because of Amcor Road going through and because there is a full intersection there. This very much limits the capacity of the road and the City is aware of this. I do speak to them a lot of the time and I am certain that they will resolve that problem. You can maybe also list that in your comments and we can try to get an answer on that and what they are planning for that area.

Q: That quarter-link at the bottom there, have you actually counted up the number of houses that are going to be wiped out? There is a huge expense in building this quarter-link.

A: Please go to the last slide. We cannot comment on that now, we are not the people who calculate that, but we will ask the Engineers to compare the costs and we will tell you what the comparison is.

Q: The quarter-link is going to take out a fat chunk of the corner of Irene. It will be destroyed.

A: That is the reason why we are here tonight, because we saw that and that is why we are here.

Q: Unclear.

A: This is the previous alignment that we had and it goes like this. But like I said when we got a more detailed design it actually went like this.

Q: I am the Chairman of the Friends of Doornkloof Spruit, if you look at the aerial photographs of 1964 you see that the catchment area for all the storm water goes down into the Doornkloof Spruit and then into the Hennops River. With the Five o'clock development and these roads, you are going to have a lot more storm water. At the moment there are at least seventy (70) houses along this line, below the 1:50 year flood line. Can you give us an idea of how the storm water will affect us in the future here in Doornkloof?

A: We are talking about the road this evening. With regards to the storm water from the road, Storm Water Management will be done in accordance with the Local Municipality, SANRAL and GauTrans' requirements where they will have to take into consideration the floods. They have certain standards to which they must comply. With regards to the Five o'clock site, Storm Water Management Plans had to be compiled for each and every development and I know some Storm Water Attenuation dams or features have to be constructed in certain areas to accommodate the storm water. Gabie van Vuuren, from the City of Tshwane is very much involved in storm water management and planning on the site, but they had to compile an extensive Storm Water Management Plan for all of the developments. In most cases the concept is to keep your pre-development storm water flow similar to your post development, by attenuating the storm water on the site. Previously it was only implemented in Johannesburg and at the moment, with the City of Tshwane, they are starting to implement it as well, due to the fact that there could be a lot of impact from the hard surfaces. That is a valid point. We will raise that question and if necessary I can give you the name of the Storm Water Engineer if you have questions to ask them.

Q: Do you know where that Spruit is? That Spruit coming through there's runoff is taken up by vegetation. If you build this road there is a lot of runoff coming down here into the river which will be detrimental to the environment.

A: It will definitely be addressed. They always take a look at the storm water during road planning, but we will specifically note that and see to that that we do get answers.

Q: We own properties right next to that quarter-link and if you look at the quarter-link, why can't you keep the quarter-link right in front of that property line? That is now going through our property. That doesn't make sense. The boundaries of those properties in that segment of Irene, we bought those properties because of their historical value.

A: I asked the Engineers the same question. That is one of the reasons why I want you here tonight to give us an indication of what you're doing on this property, what the value is of the property. This

is important when evaluating alternatives and what to make recommendations to the Authorities for them to come and speak to you. This is the reason why we are here today. When we saw this quarter-link we decided to immediately have this meeting and to get your inputs and to take it from here. I agreed that when we saw the quarter-link we regarded this as a significant economic and social impact and we would like you to put it in writing and indicate your property value, your stand number and where your property is. We would like to have a Focused Group Meeting with you and it is important to us that you tell us what the value of your property is; what you do there; is it a business that you have there; and it is very important that we get all that information.

C: If you look at the crèche over there, our kids go to school there and now you are going to put a road right across our kids.

Q: If it is going to be built, it will be a flat road from Alexander Road and then a bridge going over the railway line for the new Olievenhoutbosch Road. When you build the new road, you will have to build a new road across that link in order to put in your quarter-link. Why don't you just put in a flat road and keep it a level crossing and put in a robot (Traffic Light)? It doesn't make sense to me.

A: You see, Olievenhoutbosch Road has to clear the railway line and in order for Olievenhoutbosch Road to cross the railway line we have to start somewhere around here. So that by the time we get to this road, we are already high enough to clear the railway line. Main Road will remain open until the K105 has been built, which means that Main Road goes underneath and Olievenhoutbosch goes across. Main Road has to stay on its current level and can't be raised to Olievenhoutbosch Road. In order for Olievenhoutbosch Road to go across the railway line, it must go at a higher level than what the road is currently.

Q: what you are telling us is that we will have construction with the GauTrain road and then they are going to construct the same road for the new Olievenhoutbosch Road and at the same spot the interlink for the K105

A: The bridge that has been approved is part of the Olievenhoutbosch Road.

Q: The alignment was not fixed for this road?

A: The alignment is fixed here and is not part of our application. The alignment here has been fixed and the only thing that we have to look at is this quarter-link linking up with Olievenhoutbosch Road. But this alignment here and the levels of this specific road has been fixed.

Many people talking at once. (Unclear)

C: This plan has been revised for the ultimate scenario. This road will not be built within the next ten (10) to fifteen (15) years. The plans need to be finalized now so that the developer can finalize his traffic layout. The developer's problem is that he needs to finalize this alignment before he can finalize his traffic layout. We now have to do road planning on a provincial level. I can assure you that there are a lot of studies being done. The Traffic Impact Study that has been done for the completion of the development was done for this. (Unclear)

Q: Is there any alternative to this?

A: There is an alternative and in our Scoping Report alternatives as was indicated to you, but we will ask the Engineers to look at more alternatives that they did investigate. From an EIA point of view, what Johan said is very Important, because if the ROD (Record of Decision) is issued for the road, is only valid for five (5) years, if it was to be issued. Then you have to start again with the process. What they are interested in as Developers is from Nellmapius Road to Main Road. They have to fix that section of the alignment. What GDARD and GauTrans normally require is that they look further than the boundaries of the study to see what is going to happen there. But if the road can terminate on a certain point, then if that is the only road that is going to take place, we cannot go ahead if that road has not been constructed. Then the ROD (Record of Decision) is not valid anymore. We do not know what is going to happen in fifteen (15) years time from now, but at this stage that alignment has to be fixed on the M&T site. If no construction takes place, the EIA Process has to be followed again. They never issue an ROD (Record of Decision) for longer than five (5) years, but you can ask them to extend the ROD (Record of Decision). We had cases where they did not want to extend it more than two (2) times because they say that environments change. At the moment there is a Nursery School on this corner and a business on that corner. In fifteen years from now, with all the roads in the area, the land-use might change and might be something different.

With road planning, environments change. I have been involved in road planning for many years and in cases where people were very much against roads, they now want that road, because they have businesses along that road and they need those access points. That is the reason why they keep the K-Routes as part of the Network System and they have to protect it. As development takes place and densification takes place in the urban area, these roads become necessary. In fifteen (15) years from now it may look different, but we will definitely look at alternatives now and that will be recorded as part of the report, be part of the history and be a part of the documents. And when we speak again when that quarter-link has to be constructed, if it is within the next five (5) years, then that is what we have to know for the Engineers is what will be the time frame for the construction of the road and the quarter-link.

In our Recommendation of our Scoping Report, what we for example did was to for the K60 Road on the Farm Waterval where the GauTrain Maintenance Yard is. GauTrans wanted to finalize the construction of certain sections of the K60 because they needed the access to the Maintenance Yard, but there is a section which cuts across the N3 Highway that they did not want to construct then. What we suggested was, in our Scoping Report was that they approve the detail design of a certain section, but that they only approve the preliminary design of another section. If you only approve the preliminary design, you have to do a Basic Assessment for the detailed design of the part that is not going to be constructed now.

Our recommendation of our Scoping Report will depend on the time frames of when the construction of the roads will take place. We will then make certain recommendations in order to protect you, as the Affected Parties and to be certain that the issues are addressed in future and not to just leave it and say that there is a ROD for that. We will look at alternatives, but to the Engineers, these people here tonight would just like to get an indication of the time frames and also the alternatives. It will make it easier, for us as Environmental Consultants, to make recommendations in our EIA Report.

Q: I have lived in Irene for over forty (40) years and in that time everyone; especially Engineers have been out to destroy the village. We have had the most ludicrous plans to drive something through the village and here we see one once again. You only put your advertisement for the first meeting in one newspaper, and here again you only advertised in one newspaper. It is not acceptable as far as I am concerned. Had we attended the first meeting we would have noted that all of this had changed and why the destruction of Irene, is what I would like to know? We have not, as property owners, directly been affected owners, I have a couple here and a couple of proxy letters here, and we were not informed specifically of this change. The whole of Irene needs to be notified about this, because there is no way that Irene is going to accept this, because then the next week you'll start with the next call and we have to live with this for the next years and years and years. And the other thing is to say that Cornwall Hill wants a new road, so that they don't get stuck at a Stop Street, why should they be privilege to get transport through the Irene Village at our expense? That is not a nice comment to make.

A: The reason why I mentioned Cornwall Hill is because they objected to many developments in the area due to the fact that they wanted Olievenhoutbosch Road. I have also attended meetings where Irene residents complained about the congestion of the traffic. So it is not only Cornwall Hill, it is also the people in Irene. It is just that we got it in writing form Cornwall Hill, from an Attorney that they demand that the road be upgraded. That is the only reason why I mentioned that.

Q: The other thing is to say to us that SANRAL has now spent so much money on upgrading Botha Avenue, is unacceptable because clearly people are not talking to each other. If the K105 is going to cross further up towards Pierre van Ryneveld, then SANRAL should not have upgraded that in the first place. Clearly no one is talking to each other which make me think that you were hiding this alternative for a lot longer than what you are willing to admit to us.

A: First of all, this last comment of yours is unacceptable. We are Independent Consultants. From our side, we arranged this meeting to show to you the alternatives and if you are indicating that we are lying to you about this, we are not. We can give you the date of when this design was done. From an economical point of view, we were not involved in the SANRAL road planning, we are Environmental Consultants that were appointed to do a certain section of the road and with our enquiries that we did, this is the information that we got. Obviously, as Tax Payers we also don't want to spend R60 000 000 and then again spend a lot of money on roads that have been constructed. On a National basis, Tax Payers also need to be taken into consideration. There will be an exercise done to determine the amounts of money spent and that needs to be spent and that will be weighed up against each other.

C: Just in conclusion what needs to be looked at and raised at the next meeting is obviously what the effects on the properties are because while that plan stands our properties can't be sold even if we wanted to. Then the noise, exhaust and light pollution depending on the elevation of the road.

A: There will be sections in the Report, vertical alignments of the road, but we can do that at our next meeting and we can maybe ask the Engineers to give more details on the vertical alignments. We will also try to bring more alternatives for that quarter-link. It would be very good to tell us what is proposed and give you more information on the economical side. Johan maybe you can do a simple exercise of the upgrading and the costs thereof for the Tax Payers if that other section of the K105 is constructed.

C: That is in the Report.

A: Then we must emphasise that to the community and show that information to the community. But as I said, nothing has been hidden from the community. We recently got the information and we regarded it as necessary to supply you with this information and to get your inputs.

Q: Why do you have that map up there with the blue line? Currently M&T is constructing a road, Olievenhoutbosch Road, and the PWV6 teeing of that section SANRAL has spend so much money on, when are they going to construct that?

A: I can give you some background on this. The PWV6 at this moment will be very long into the future. They are keeping it in the network, but more to the east there are uncertainties regarding the alignment of the PWV6 which also terminates in Centurion, continues on the western side of Centurion. The PWV6 is kept on the Road Network Planning to protect this alignment thought the Gauteng Transport Infrastructure Act, but these roads are not planned in the near future. Even in the next twenty (20) years it is not planned. All the roads have a certain function and more to the east; it ran parallel to the N4 Freeway and due to the Bronberg, it turned down south and they were really looking at the function of that road where it turns down to the south, if it still has an purpose. But it is still in the Road Network and that is still an exercise that needs to be done. That is going to cost a lot of money and that is why they are protecting it. What could eventually happen is that it could become a Local road and not be a Freeway. That is what happened to Olievenhoutbosch Road here as well. It was originally planned as another Freeway parallel to the N1 Freeway which never happened and it became a Local road. It is protected because it is difficult to protect the road.

Q: You had three (3) alternatives. The green one was the one that was protected by the Roads Infrastructure Act. Is that one completely of the map?

A: Well, there was an exercise done by GDARD, their Environmental Department. In the past there were Data discrepancies between the Environmental Sensitivities of the road (Gauteng Road Network) because the Environmental Act and all their Sensitivity Maps and that only came into effect in 1997 and the Road Network were in place since the 1970's. Some of the roads cut across wetlands and very sensitive areas, and this exercise to review the Network was completed in 2010. We were not involved in this exercise, it was other consultants. In that exercise, the alignment that we are talking about tonight, was the more acceptable and preferred alignment.

Q: Should Alternative A be approved, will Alternative D fall away completely?

A: What normally happens and the Engineers can tell you that there is a process to delist the road. There is a certain application that you have to do in order to delist the road. Whichever one is preferred there is a certain application that needs to be made in order to take off that road.

Q: I have been living in Irene for twenty-six (26) years and exactly there on the opposite side there is an open property. Always in Irene you don't invest there or buy those town houses, because that is where the off ramp was going to go. Why couldn't you put it on this side where you've got that property, an open area on the other side just north of there? Even the people, years ago, who built those town houses, built knowing that there was going to be an off ramp and they were hoping to make a hell of a lot of money. Will it be possible to investigate that?

A: We did propose that as our initial proposal. The problem with this is that GauTrans had the other road there. Our party confirmed that if you put a robot (traffic light) there instead of there, it reduces the distance from the ramp turn off from the N1 interchange to the traffic light. The distance from there to the next traffic light, which is in the Report, will constantly be too short. (Unclear) Because of that technicality we looked at other alternatives.

Q: Why can't it link up with that traffic light? Can we investigate that for the next meeting?

A: (Unclear)

Q: (Unclear)

A: No, they are not on the K-Routes. They normally get the money back. They claim it back because it is not their responsibility to construct those roads

C: It is in the best interest of everyone to get this road alignment in the right place. One must remember that when that road alignment was done on the eastern side of the Quarry, the environmental legislation was already in place. (Unclear)

Q: Is it just going to lay there forever and no one is going to use it?

A: It is not going to lie there, because if you want to fix an alignment around a K-Route, you'll have to investigate if it will be possible to put the K-Route there. So you will need an EIA to fix the layout of the township.

Q: Is it reserved there? If people build there where you are proposing here, you can't build the road.

A: It is fixed by GauTrans; it is not fixed by GDARD. It is a line that has been fixed since the 1970's, which is just a line on a map which is protected. But whenever you do an EIA for a development, the Environmental Department wants you to fix the alignment, because if you say that this is the layout around the road, they would want to know if it is possible to construct the road there and what are the environmental issues there, what the social and economical issues are. So unfortunately, we cannot do a development around the road and saying that this is where the road is going to go, because they want answers. They have had court cases where they approved developments on both sides on the road alignment, and say that you fixed the alignment there. That is the reason why they want certainty before they approve the layout of the Local Roads, because with the Township layout you have to determine the local roads and the linkages with the provincial roads. It is possible to finalize planning without it.

C: With this you are making more land available for development (Unclear)

A: You are accusing us again of something, and I don't appreciate that. Please put it in writing for us. We are trying here to get your issues and to address your issues. We don't appreciate your comments. We have not been involved, as I just said in the fixing of the 2010 alignments.

C: You said that you were involved in this road alignment since you don't know when and know you are saying that you have not been involved in the finalizing of the roads.



A: Definitely not. When I got involved in these alignments, I helped GauTrans and I helped the PWB Consortium, which was the former Consortium, which was a long time ago. Then all the planning stopped. There was then a project instigated to build an ECR for Roads where GauTrans and the former PWB Consortium and GDARD decided to do a joined project to put the environmental sensitivities map and the Road Network over each other. That project didn't go on, because there weren't any funds available. Last year apparently, I don't know who was involved, GauTrans and not the Consortium, and other Environmental Consultants sat with GDARD and they finalized the plan. We were not involved in that. That was the one I saw for the first time this evening. We will find out who the Environmental Consultants were and I would like you to withdraw your comment, because we were not involved in this, we got this, this evening.

C: But you indicated to us your participation in this.

A: Definitely, I was Involved years ago, but we were not involved in 2010.

C: Go to that other slide with the blue line where the six is smaller. I represent the board of Cornwall Hill, and why we were mentioned is probably because we engaged with these Lawyers to see what is going on. I assume for most of these comments that are coming out is that people don't know what's going on and that comments are a little insignificant, with respect. That road there is already built for people going up Nellmapius will find that that is already there. What is also going to happen there is that another double carriage there, south of that road, will be constructed. So from there to there, would probably become a double carriage both ways, not for now, but later.

In-between those two roads there will be like a business hub which will mean that the road from there to there would be connected to that hub right there, with Irene Mall over there and across the street all those developments. That will not necessarily happen now, because it cross into the Irene farm villages and this will be a duplication of what is already there. What I would suggest is for all Affected and Interested Parties to get them up to date with the developments, because this is a very big development in this area and as you can see nothing is happening there. All the developers, especially M&T are very interested in developing and there is a lot that can happen there. Because this is an access way towards the Airport and a lot of development happening over there as we know, and there where Olifantsfontein is. So I would suggest that the people, specifically there in that area to get lawyers and get yourselves up to date with what you have to do so that you can contribute to your process, because surely you are not involved on this.

There is a whole new development planned for this area over there and that whole area there around Cornwall Hill which can make a big difference to the whole of the environment. Starting for there where the river starts to that area over there. It is not just a little on-ramp over there and a little piece of road there, it is a big area. Different Environmental people are involved, different developers and different Engineers. It is not like you can go to one person and they can tell you what is happening. If people don't talk to each other, it is because of a technicality. They can't talk to each other because it has nothing to do with one another and unless we get involved and knows what's happening, this opportunity is going to pass you by.

C: Thank you very much. I also just want to say that the purpose of this meeting is to get your issues and I want you to put it in writing. It is not fair and we are just the messenger. We need to get your issues and we have to assist you. And it is not very nice to stand here in front and get accused of

things. If you want to accuse us of anything be certain of your facts. We are standing in front of you to get your issues and to assist you in trying to get alternatives. It is unacceptable we are all grown-ups and please give us your issues and we will make our reports available to you and it will be transparent. I said that you can give us your comments and we will accommodate you, but I am not going to tolerate people accusing us of things that are not true.

Q: We have a side issue here. Alignment 1 was the original alignment which was reported to the public almost twenty (20) years ago. At that stage and I need to consult with my cabinet, it cuts off the corner of Smith's Property and that is the reason why it was turned down and it was said to have been removed. Alignment one would not be considered. Now we see that it looks like there were some untruths there and I would want to consult with my cabinet. I think there was some information given by GauTrans that alignment 1 was gone.

A: We had recent discussions with the Smuts House and they are taking part in the entire process. There are not any untrue matters there and you can also go and speak to them.

C: That alignment 1, as far as I am aware was false.

A: There was never any alignment (Unclear). This alignment here is still a listed alignment.

C: I can give you a document which state that that alignment has been discontinued.

A: If you can provide me with that document, I will appreciate that. There was a discussion with the landowners in the area, a focus group meeting, where we requested that the land owners supply us with a preferred alignment. Smuts House was also involved and we were supplied with a preferred alignment for that area which is currently being investigated. And it is not that alignment.

C: I will need to check up on that.

A: You are welcome to do that and we will give you Dr Herman Joubert's map of the preferred alignment which is also supported by Smuts House.

C: Dr Herman Joubert did not support it.

A: We had a meeting with Smuts House and Dr Herman Joubert two (2) weeks ago where they discussed the alignment and where Smuts House agreed with Dr Herman Joubert on the alignment. Did we get comments from Smuts House yet?

C: I would disagree with that and I will bring documentation for you.

A: You are more than welcome, I would appreciate that. It will assist us. Anything else?

Q: (Unaudible)

A: We will minute it. Thank you. Anything else?

Q: You said that you will set up a meeting with the Irene Land Owners Association. When can we expect this meeting and how will we know about this?

A: We will speak to your Land Owners Association and we will inform them. It is impossible for us to inform every single person on a separate basis and we will make contact through the Land Owners Association.

Q: (Unclear)

A: They don't prefer certain alternatives; they would just like to finalize their planning. They don't care about what alternative; they just want to finalize the planning.

Q: (Unclear)

A: I am actually appointed by GauTrans but M&T has to pay for it. Unfortunately, the Legislation is written like that and the developer has to pay. So if the Legislation gets changed and the Government pay us it will be different and we will have no control over it.

Q: Lizelle, I am more interested in that quarter-link. Who should we talk to after this? Are you going to communicate to us even if we are directly involved?

A: I think that the people who are directly affected and involved should be contacted on a separate basis. You will be contacted through the ALA and also on a separate basis.

Q: In terms of if I have an objection, where should I go?

A: You can supply it to us and we will include it as part of our Report. If you can supply us with your objection, it is very important that you give us all the reasons and that you list all your reasons from the beginning and it must be in writing. We need it as soon as possible. How long do you need?

A: I would obviously have to talk to my Council as well and give our comments accordingly so that it is in line with your report.

C: If I can make a suggestion, you can write us a letter and just tell us how long you need. I am not going to be funny. If you need we will give you enough time to supply us with your comments and it would help if we had the second meeting and if you look at the alternatives. You can maybe start by giving us your preliminary comments and at a later stage; after we've looked at the alternatives you can give us your final comments

Q: When will the alternatives be done?

A: At our next meeting we will discuss the alternatives. I don't know when, I must speak to the Engineers and see what work needs to be done, and speak to the Developer and see what funds are available to do the alternatives. That I cannot say at this moment, but we will inform you. The report will not be finalized without that or until that is done.

Q: To whom must we address the letters?

A: Address the letters to Bokamoso, to our company. Make it for attention to George. George Gericke receives all the comments and you are more than welcome to supply us with your comments.

Q: I do appreciate what you are doing tonight and we do appreciate the plan. What our biggest concern is, is that we are currently busy with the closing application to get Irene closed with control access for the whole of Irene. This has been a long process and we started in the 1990's with this. We did a new Traffic Study that cost us a lot of money last year for the previous alignment. What I would like to know is what significant impact will the previous K105 alignment and the new K105 alignment have and will it not be worth your while to do a new Scoping Report with this new alignment to save you the money before you start on the EIA?

A: No, in the Scoping Reports you don't recommend alignments. It is only in the EIA Phase where you recommend the alignments. It will not help to do a new Scoping Report; it does not have any value now.

Q: Are you certain, because you said that you should supply alternative in the Scoping Report and that was only one of the alternatives?

A: More alternatives can be supplied in the EIA Process; the Process makes provision for that. The Scoping Report is in many cases in a road planning have certain alignments come out, but in the EIA we might identify fatal flaws that make it necessary to look at a totally different alignment.

Q: Isn't that the reason for the Scoping Report?

A: No, the Scoping Report is to identify, holistically, the issues and then in the EIA you go into more detail. We have done a lot of Scoping Reports and in this specific case, if another alternative is identified we can add the alternative, if another site is identified, we have to advertise the site. It is part of the process and the process makes provision for that. It will not make a difference.

Q: Then the other thing is what will become of the road hierarchy of Main Road? Is it going to be nudged down and not be a provincial road anymore?

A: I cannot answer that question; we will answer that through the Engineers. (Johan) Currently the City of Tshwane's Road Hierarchy is indicated in yellow (Unclear) Where that section of the K105 (Unclear)

C: We actually know that, I just wanted you to explain that to the people of the meeting. The other thing is that M&T has not yet received their ROD for the development to the south of that new K105. (That whole piece there) There is no ROD issued for that whole area there, they have taken it out of their application.

A: There have been a lot of amendments to the ROD and we can supply you with the history of that.

C: That is fine, I have been watching the five o'clock development for quite some time now and that whole development is excluding that ridge over there. I am mentioning that because if you go and Google that and if you can go to one of your other plans which is more indicated in lanes, you can see a split up into that area. We are trying to get that whole piece to stay natural the way it is and so that there is no roads going into there. Is the branching of the road also part of this?

A: No the branching is not a part of the K-Route. It is just a proposal of where the road is going to go. It is just to indicate where it will connect to other Local Roads.

C: Because this specific road there where the branch goes into, as far as I know there is no ROD.

Q: Are you busy with an application or movement there.

C: Yes we are trying to keep it from being developed. We are part of the group on the other side of the Five o'clock development to help and to make sure that the heights (Unclear)

C: Anything else?

### 3. CLOSING STATEMENTS

Thank you very much for attending. We will let you know of the next meeting after we've had discussions with M&T, GauTrans and the Engineers to see what we can bring to the next meeting. As Johan said, he does not have an appointment at this moment and I have to speak to VKE as well. We will come back to you on the next meeting and give you a date and we will not complete our Reports until we had more discussions with all of you. So don't worry that we are going to submit a report now or anything.

The requirement is that we normally have to advertise in one newspaper and if you want to we can speak to M&T and advertise in an English newspaper too, we don't mind. I don't know if it will serve a purpose to inform the people who needs to be informed, because we have identified everyone through the ALA and the stakeholders. But legally speaking and from a process point of view it is very costly to inform all the people with the funds that are available. We try to comply with the legislation we would rather put the money into meetings with you. If you insist that we advertise in a local newspaper we don't mind. If you as the community can recommend any other people or Associations that we need to inform, we will do that. I know that in Irene previously there was a lady who was working at the newspaper that offered to advertise meetings in the news paper.

C: I "Googled" her contact details, but it has changed (Unclear)

A: If you can give us her contact details, because previously we did use them and we normally ask Mr. Larson who has been around for a very long time, to put up information on his website and update it regularly. If there is any other people that you need us to inform, we really want all of their details.

C: (Unclear)

A: You can show it to them.

C: (Unclear)

A: I have to talk to the Engineers and I don't know how long it is going to take to get the alternatives, because I don't want to go to the meetings without alternatives and if I don't have the answers.

Q: (Unclear)

A: Maybe within a month's time if it is possible. We will speak to each other and speak to the community and see what we can do and maybe GauTrans can help, I don't know. I don't have that

answers, but I think it is important to show alternatives that have been investigated and that we can together decide what the preferred alternative is.

Thank you very much.

**Alfred**

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**From:** Ontvangs  
**Sent:** 12 May 2011 01:58 PM  
**To:** George Gericks  
**Subject:** FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements  
**Attachments:** Image001.gif

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**From:** Rudolph [mailto:rudolph@law.co.za]  
**Sent:** 12 May 2011 01:43 PM  
**To:** 'Lizelle Gregory'  
**Subject:** RE: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

Lizelle

The Irene Country Club and the UNISA conference centre is also affected.

regards

Rudolph Jansen  
083 264 8029  
Tel: 012 303 7480  
Fax: 012 303 7899  
[rudolph@law.co.za](mailto:rudolph@law.co.za)

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**From:** Lizelle Gregory [mailto:lizelleg@mweb.co.za]  
**Sent:** 11 May 2011 02:33 PM  
**To:** pat@salberg.co.za; alistair.cutts@gmail.com; gem.village@telkomsa.net; b.j.v@mweb.co.za; guy@raventp.co.za; Mayet@kungwinimun.co.za; weyers@worldonline.co.za; loubser.dekokk@za.saabgroup.com; ffouche@vodamail.co.za; ireneglen@telkomsa.net; yvette.vanniekerk@treasury.gov.za; rudolph@law.co.za; hardus.steyn@gmail.com; Jan.snyman@sasol.com; jan.snyman123@gmail.com; loubser.dekokk@za.saabgroup.com; board@cornwallihilestate.co.za; dutoith@telkomsa.net; pieter@triviron.co.za; mwcspoel@mweb.co.za; fritz.boogertmanpta@pta.co.za; ncmalan@gmail.com; cbotes@investmech.com; mheyms@investmech.com; ewald1006@mweb.co.za; ffouche@vodamail.co.za; pleter@triviron.co.za; ncmalan@gmail.com; grasbo@gmail.com  
**Subject:** FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

To all Interested and/or Affected Parties.

Please refer to the attached invitation for the public meeting for the proposed K105 from Nellmapius to River Road project that will be held at the St. George's Hotel on 24 May 2011.

We also want to ask you to help us by informing all other people you think should also attend this meeting. You are also welcome to forward their contact details to us and we will forward an invitation to them.

Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke





## Alfred

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**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 11 May 2011 02:31 PM  
**To:** 'sterkfonteinbrick3@telkomsa.net'; 'piet.ackerman@holcim.com';  
'maime.freda@gauteng.gov.za'; 'gem.village@telkomsa.net'; 'pat@egsc.co.za';  
'brian.melville-smith@barloworldmotor.com'; 'visserliz@mweb.co.za';  
'wandab@tshwane.gov.za'; 'riaanm@tshwane.gov.za'; 'weyers@worldonline.co.za';  
'schmidk@nra.co.za'; 'njanuary@jhb.sahra.org.za'; 'gheath@geoscience.org.za';  
'pieter@triviron.co.za'; 'ncmalan@gmail.com'; 'yvette.vanniekerk@treasury.gov.za';  
'dutoith@telkomsa.net'; 'jan.snyman@sasol.com'; 'hardus.steyn@gmail.com';  
'nonka@masterq.co.za'; 'schmidk@nra.co.za'; 'chrisbu@gpg.gov.za';  
'contact.central@sars.gov.za'; 'Meryl.Pretorius@transnet.net';  
'sandile.simelane@transnet.net'  
**Subject:** FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements  
**Attachments:** Public meeting K 105.pdf; Poster.pdf; image001.gif

To all Interested and/or Affected Parties.

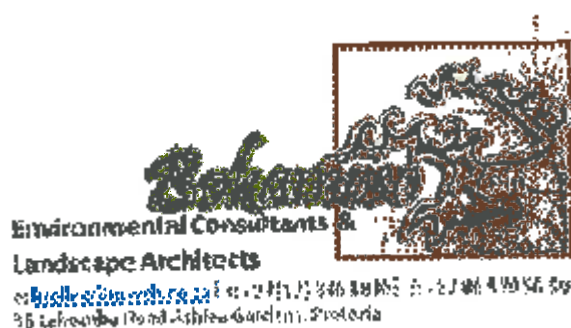
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Kind regards

George Gericke



**Alfred**

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**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 15 February 2012 02:08 PM  
**To:** 'thewills@mweb.co.za'  
**Subject:** RE: K105 proposal  
**Attachments:** image002.gif; image003.gif

Dear Sonia Wills,

Thank you for all the information regarding the K105 between Nellmapius Drive and K220 Project.

You are now registered as an Interested and Affected Party.

We will keep you updated in the process.

Have a wonderful day!

Kind Regards

Juanita De beer



---

**From:** The Wills [mailto:thewills@mweb.co.za]  
**Sent:** 15 February 2012 01:55 PM  
**To:** 'Lizelle Gregory'  
**Subject:** RE: K105 proposal

Hi Juanita

Our concern is the suggested realignment referred to as Alternative A and C – indicating an intersection on the corner of the existing Main/ Oleivlehoursbosch rd. Referred to in the documents as K105 between Nellmapius Drive and K220.

We object to the proposed road cutting the corner of Irene Village as well as any form of "raised" Fly-over/ "butterfly" configuration on the corner of Main rd and Olievenhoutsbosch rd. This encroachment on the Village boundaries as well as the devaluation of property value, increase in noise and air pollution as well as the influence on the natural abundance of bird life in Irene, is totally unacceptable as other options are available. Irene as is a historical Village and should be valued as is.

Trust this will help you. However Lizelle Gregory of your office has all this on file following the public meeting held on 01.08. 2011 and correspondence that preceded and followed this meeting.

Yours sincerely,  
Sonia Wills  
Cc: Johannes Lutz  
Counsellor Casper N McDonald

---

We object to the proposed road cutting the corner of the two roads: Lizelle Gregory [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 14 February 2012 1:42 PM  
**To:** [thewills@mweb.co.za](mailto:thewills@mweb.co.za)  
**Subject:** K105 proposal

Dear Sonia Wills,

I just need to confirm regarding the K105 project. Is it Nellmapius South or East?

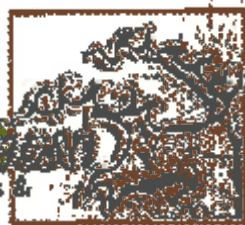
Thanks

Kind Regards

Juanita De Beer

**Environmental Consultants &  
Landscape Architects**

011 271 25 546 33305 011 2781 470 561 335  
36 Cekoomba Road Ashlea Gardens, Pretoria



## Alfred

---

**From:** Bokamoso <ontvangs@bokamoso.net>  
**Sent:** 07 September 2012 02:52 PM  
**To:** mientjie@bokamoso.net; user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: Draft Scoping Report for the proposed K105 route determination South of Nelmapius Drive to the K220  
**Attachments:** 20120907150844.pdf  
**Flag Status:** Flagged

-----Original Message-----

**From:** Wanda Byrne [mailto:WandaB@Tshwane.gov.za]  
**Sent:** 07 September 2012 02:47 PM  
**To:** lizelleg@mweb.co.za; LEKU, TEBO (GDACE) {Tebo.Leku@gauteng.gov.za}; 'Tjatja Mosla' (Tjatja.Mosla@gauteng.gov.za); TSHIMANGE, TSHILIDZI (GDACE) {TSHILIDZI.TSHIMANGE@gauteng.gov.za}; Shafick.Hoossein@gauteng.gov.za  
**Subject:** Draft Scoping Report for the proposed K105 route determination South of Nelmapius Drive to the K220

Good afternoon,

Attached please find the Open Space Management Section's comments on the abovementioned report reviewed.

Wanda Byrne  
Secretary

---

Office of the Director  
Open Space Management

4th Floor | Nr 11 Francis Baard Street | Cnr Francis Baard Street and Princess Park Ave | Pretoria PO Box 1454 |  
Pretoria | 0001 | [www.tshwane.gov.za](http://www.tshwane.gov.za)  
Tel: 012 358 8920 | Fax to email: 086 214 5559 | Email:  
[WandaB@tshwane.gov.za](mailto:WandaB@tshwane.gov.za)

-----Original Message-----

**From:** minolta@kmsa.com [mailto:minolta@kmsa.com]  
**Sent:** 07 September 2012 09:09 PM  
**To:** Wanda Byrne  
**Subject:** [Image File] Wanda,, #206

FROM:  
Image data has been attached to  
the E-Mail.

[http://www.tshwane.gov.za/Pages/Email\\_disclaimer.aspx](http://www.tshwane.gov.za/Pages/Email_disclaimer.aspx)



## Environmental Management Department

4th Floor, Nr 11 Francis Baard Street, Pretoria  
PO Box 1454 | Pretoria | 0001  
Email: Tel: 012 358 8871 | Fax: 012 358 8934  
Email: [Johannes@tshwane.gov.za](mailto:Johannes@tshwane.gov.za) | [www.tshwane.gov.za](http://www.tshwane.gov.za)

---

My ref:	8/4/R/S and 8/4/R/S	Tel:	012 358 8848
Your ref:	GAUT 002/10-11/E0208	Fax:	012 358 8934
Contact person:	J. Prinsloo	Email:	<a href="mailto:Johannes@tshwane.gov.za">Johannes@tshwane.gov.za</a>
Section:	Open Space Management Section	Date:	07 September 2012

Bokamoso Environmental  
P.O. Box 11375  
Maroelana  
0181

Tel: (012) 346 3810  
Fax: 086 570 5659  
E-mail: [fizelleg@rnweb.co.za](mailto:fizelleg@rnweb.co.za)

Dear Sir/Madam,

### **DRAFT SCOPING REPORT FOR THE PROPOSED K106 ROUTE DETERMINATION SOUTH OF NELLMAPIUS DRIVE TO THE K220**

Your Report dated May 2012 refers,

#### **1. INTRODUCTION**

The Environmental Management Department (the Department) has considered the Draft Scoping Report in respect of the above-mentioned application. The Draft Scoping Report is submitted to the Environmental Management Department of the City of Tshwane, hereafter referred to as "the City", as a commenting authority in terms of the National Environmental Management Act (NEMA) and EIA Regulations of August 2010.

#### **2. PROJECT LOCATION AND DESCRIPTION**

Bokamoso Environmental is appointed by Gauteng Department of Roads and Transport to complete an Environmental Impact Process for the section of the south-north stretching alignment of the K105 Road between the proposed K220 and Nellmapius Drive (M31). The proposed stretch of road is approximately 6km in length.

The Road commences in the area of jurisdiction of the Ekurhuleni Local Municipality (from the proposed east-west stretching K220) and eventually ends at the Nellmapius Drive (M31), which falls within the area of jurisdiction of the City of Tshwane Metropolitan Municipality.

### 3. KEY FACTORS INFORMING THE COMMENTS

In making comments in respect of the proposed Activity the Department has taken, *inter alia*, the following into consideration:

- a) The information contained in the Draft Scoping Report dated May 2012 and received by the Department on 08 May 2012 and 11 June 2012
- b) Information obtained from the Section's information base including *inter alia*:
  - Geographic Information System (GIS); and
  - Gauteng Open Space Plan (GOSP).
- c) Compliance with applicable Municipal, Provincial, and National Policies and Guidelines including:
  - The National Environmental Management Act 1998 (Act 107 of 1998) (NEMA): its decision-making principles and Environmental Impact Assessment Regulations;
  - The Tshwane Integrated Environmental Policy (TIEP);
  - The Tshwane Open Space Framework (TOSF); and
  - The Bioregional Plan for the Gauteng Metropolitan Municipalities.

### 4. DISCUSSION

In reviewing the application the Department made the following findings:

- a) According to the Tshwane Open Space Framework the proposed site is situated within and adjacent to the following open space typologies:
    - A **Blue Node** namely Hennops River; Sesnylspruit and associated Wetlands (Linear Ecological Open space system associated with water) of Metropolitan significance. Blue nodes have a secondary socio-economic and place making function, therefore they must be conserved.
    - A **Blue Way**, namely Kaalspruit; Sesnylspruit; Hennops River and associated wetlands. Blue ways are the most important elements in the provisioning of environmental goods and services, the protection of biodiversity, endangered species and ecological systems as well as eco-based activity. Blue ways must therefore be conserved.
    - A **Green Node**, namely Proposed: Node at Confluence of Irene Dairy Farm, Centurion Golf Estate; GDARD Important Site: South and South-West of ARC; GDARD Irreplaceable Site: ARC; and GDARD Irreplaceable Site: 5 O'clock Site. Green nodes are the most important elements in the provisioning of environmental goods and services, the protection of biodiversity, endangered species and ecological systems, as well as eco-based activity. Green nodes must be protected for conservation purposes.
    - A **Green Way** namely Cornwall Hill. These are protected areas which forms part of the strategically important ecological Structuring Elements within the Tshwane Open Space Network and must be conserved.
    - A **Red Node**, Municipal Boundary Entrance: Botha Avenue. The value of red Nodes lies in their place-making function and in creating a high quality urban environment that supports the image of a capital city.
    - A **Brown Node**, namely the Irene Country Club. The value of Brown Nodes lies in their socio-economic function in terms of recreation, socializing and community interaction as well as their potential for economic development.
- Gauteng Department of Agriculture and Rural Development Conservation Plan Version 3 - Sensitive and Irreplaceable grasslands and identified bird and plant habitat.
- Transformed Bridges

b) According to the Bioregional Plan for the Gauteng Metropolitan Municipalities the proposed site is situated within and adjacent to the following areas:

- **Critical Biodiversity Area 1:** Any terrestrial or aquatic area required to meet biodiversity pattern and/or process thresholds. These include any area that is required for meeting pattern thresholds, namely remaining areas of Critically Endangered vegetation types and areas required to protect threatened species; any area that is required for meeting process thresholds such as areas important for climate change adaptation; and hydrological process areas such as high priority wetlands and catchments, pan clusters and pans within priority catchments. In addition to the above areas where there is little or no choice of area identified, CEAs include all 'best design' sites in terms of meeting pattern and process thresholds, identified by the iterative conservation planning process. 'Best design' refers to an identified network of natural sites that meet pattern and process thresholds in all vegetation types and features in a spatially efficient and ecologically robust way, and aim to avoid conflict with other activities (e.g. economic activity) where it is possible to achieve biodiversity thresholds elsewhere.

The study area is affected by degraded and natural Irreplaceable areas for primary vegetation, Red listed plant habitat, Orange Listed plant habitat, Red Listed mammal confirmed, Red Listed mammal habitat, Red Listed bird habitat.

- **Ecological Support Areas 1 & 2:** Supporting zone required to prevent degradation of Critical Biodiversity Areas and Protected Areas. These include remaining corridor, catchment, wetland and other process areas that are required to prevent degradation of Critical Biodiversity Areas and formal Protected Areas; and areas which would otherwise have been identified as Critical Biodiversity Areas except that have been transformed or degraded, but which are currently or potentially still important for supporting ecological processes e.g. floodplain areas that have transformed or degraded. These areas are a focus for rehabilitation rather than the intensification of land uses.
- c) According to the Report there are five proposed alignments (4 original alignments and 1 alignment on request of the adjacent land-owners).
- d) The Report indicated that the proposed Alignment 1 represent the original alignment as listed and published in terms of the Gauteng Road Infrastructure Act. Alignment Alternative 3 was the proffered alternative from a former environmental scan on the study area.
- e) According to the Report there was significant social mobilization against the proposed road alignment Alternatives 1 and 5, but land-owners indicated that Alternatives 3 and 4 could be accommodated in future planning.
- f) The Report indicated that after evaluation Alternatives 2 and 5 were removed from the assessment as it was not perceived as viable. Only Alternatives 1, 3 and 4 were assessed in the draft report.
- g) The Report indicated that in 1999 a Scoping Report in line with the Environmental Conservation Act (Act 73 of 1989) was submitted to GDARD. GDARD did not support the then alignment due to ecologically sensitive study area due to confirmed red data fauna and flora and due to a petition from landowners regarding the influence of the road on the "Sense of Place".
- h) The Report indicated that in May 2002 a Report named the "Strategic Importance of the K105 in the Irene Area" was submitted to GDARD to motivate the importance and need of the proposed section of the K105. GDARD again rejected the road proposal due to confirmed red data fauna and flora species. Gautrans was advised to re-apply in three years time if material changes that can influence the stance of GDARD.

- i) According to the Report a Strategic Environmental Review for the northern section of the proposed K105 between the N1 highway, R21 Freeway and Nellmapius Drive was conducted to investigate possible red data species and fatal flaws. It was advised that a similar bio-physical investigation be done for the area south of Nellmapius Drive. This application represents the southern investigation.
- j) The Report indicated that the road investigation for the alignment is approximately 6.5km in extent. A further 800m from the end of this study area will be investigated in detail to ensure future extension of the road without fatal flaws. In addition a further 600m from the detail investigations will be scanned for this purpose.
- k) The Report indicated that the proposed section of the K105 could act as an independent road should fatal flaws occur within the further 600m investigations as the K105 can terminate into the already approved alignment of the K220 in the south and terminate in the existing Nellmapius Road in the north.
- l) According to the Report the proposed K105 is necessary to strengthen the regional network and will not be possible to exclude the K105 from the Gauteng Road Network System as the current road network within Irene is inadequate for the current traffic pressures. The No-Go alternative is not considered viable.
- m) The Report indicated that Alignment 1 cuts across the access road to the Irene Market and the Smuts House. It also traverses a floodplain area and a river. The Taurus breeding centre will also be heavily impacted on. Various social (visual, noise, cultural and historical, property values) and ecological impacts will be triggered by this alignment.
- n) The Report indicated that Alignment 2 traverses the proposed Salsberg Development and Sesmylspruit. The Salsberg Development opposed this proposed alignment. This alignment traverses between the Sesmylspruit and the railway line. The road runs parallel and in close proximity of the western embankment of the Sesmylspruit. This alignment will be more acceptable from an ecological point-of-view.
- o) According to the Report Alternative 3 is the preferred alternative from the PWV Consortium and was included within the "Review of the Strategic Road Network for Gauteng" in May 2012. This road alignment will cross Eskom power line servitude and a drainage line/spruit twice. The Alignment will traverse between the existing railway line and the Sesmylspruit. The spruit will buffer the existing developments to the east. It was also indicated from a social point of view that this Alignment is the accepted alignment from the residents and land-owners in the area. The previous environmental scans also indicated Alignment 3 as the preferred alternative.
- p) According to the Report Alternative 4 was not regarded as a viable alternative.
- q) The Report indicated that Alternative 5 was suggested as an alternative alignment from a land-owner in the area. This alignment traverses west of the railway line. This alignment almost entirely traverses on the existing alignment of Botha Avenue. Social mobilization from existing land-owners indicated opposition to this alignment as the alignment traverses unsympathetic through existing properties and was not included within planning of the area when these land-owners bought the properties.
- r) The Report indicated that dolomite is present over a large portion of the proposed route alignments. The formation of sinkholes and dolines are associated with dolomite areas.
- s) The Report indicated that the study area is known for several features of Cultural and historical value such as the Bakwena and Grootboom Caves, Smuts House, Main Road Pine Trees and Smuts Koppie.



## 5. RECOMMENDATIONS

The Department need the following to be assessed within the EIA Report:

- a) The Geotechnical conditions, especially the dolomite stability of the proposed road alignments should be discussed in detail. Areas where road alignments are proposed to cross water bodies and wet conditions, special attention should be considered for bridge structures and stability. Findings, mitigation measures and recommendations should be clearly discussed within the EIA Report.
- b) The Report indicated that 4 of the alignment alternatives will cross rivers or drainage lines. A specialist must be appointed to conduct a wetland and riparian delineation study for the route alignments effected. The 1:50, 1:100 year floodlines and the 32m from the centre lines of the affected river/spruit areas must be included and investigated within the study. Detail findings, mitigation measures and recommendations should be clearly discussed within the EIA Report.
- c) Due to the dolomitic conditions and the route alignments crossing a river/spruit and possible wetland conditions, a Stormwater Management Plan should be discussed within the EIA Report. Attention should be given to the increase in impermeable surfaces of the road which will lead to increase water run-off, quantity and speed. This may influence any wetlands and river crossings of the proposed road alignments.
- d) Due to the ecological sensitivity of the study area as emphasized by the Tshwane Open Space Framework, Gauteng Department of Agriculture and Rural Development Conservation Plan Version 3 and the Bioregional Plan for the Gauteng Metropolitan Municipalities, a detailed Fauna and Flora investigation must be conducted. All aspects as emphasized by GDARD Biodiversity Specialist must be investigated and clearly discussed within the EIA Report.
- e) A Cultural and Historical Study must be conducted for the road alignments and discussed within the EIA Report. All findings, specifications, recommendations and mitigation measures must be indicated.
- f) Due to several existing developments and future development within the area of the study area, it is recommended that a Noise impact study of the proposed road alignments be conducted on the properties and residents and land-owners in the area. The findings, mitigation measures and recommendations should be clearly discussed within the EIA Report.
- g) The Department is of the opinion that the ecological impact of Alternative 5 be investigated in the EIA Report. Although some opposition from landowners on Alternative 5 where received, the sensitivity in regards to ecological impacts have not been addressed. Should a decision be made, all impacts including the social, economical and ecological should inform the decision.
- h) A general Rehabilitation plan shall be included within the EIA Report which will aim to prevent erosion and aid the return of natural, endemic and indigenous vegetation cover to at least 80% of the rehabilitated area. The proposed rehabilitation plan should be included for the road servitudes as well as any sensitive water and wetland crossings.
- i) An Environmental Management Plan should be included within the EIA Report. The EMP should address impacts and mitigation measures for the pre-construction, construction and post-construction activities. All issues and recommendations from Specialist studies should be included within the final and approved EMP. An Environmental Control Officer and contact details should also be included within the EMP.

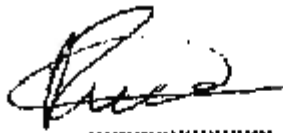
- j) All Alien invasive plant species should be eradicated on the study area in accordance to the Conservation of Agricultural Resources Act (Act no. 43 of 1963). An Invasive species control plan should be implemented at least every 3 months after construction and should be included within the EIA Report and EMP.
- k) The proposed activity must comply to all Municipal By-laws.

## 6. CONCLUSION

The above recommendations should be investigated and included within the report.

The Department will only provide final comments after the Environmental Impact Assessment Report, with the inclusion of the above recommendations and issues, is submitted to the Department for perusal.

Yours faithfully,



07/04/2012

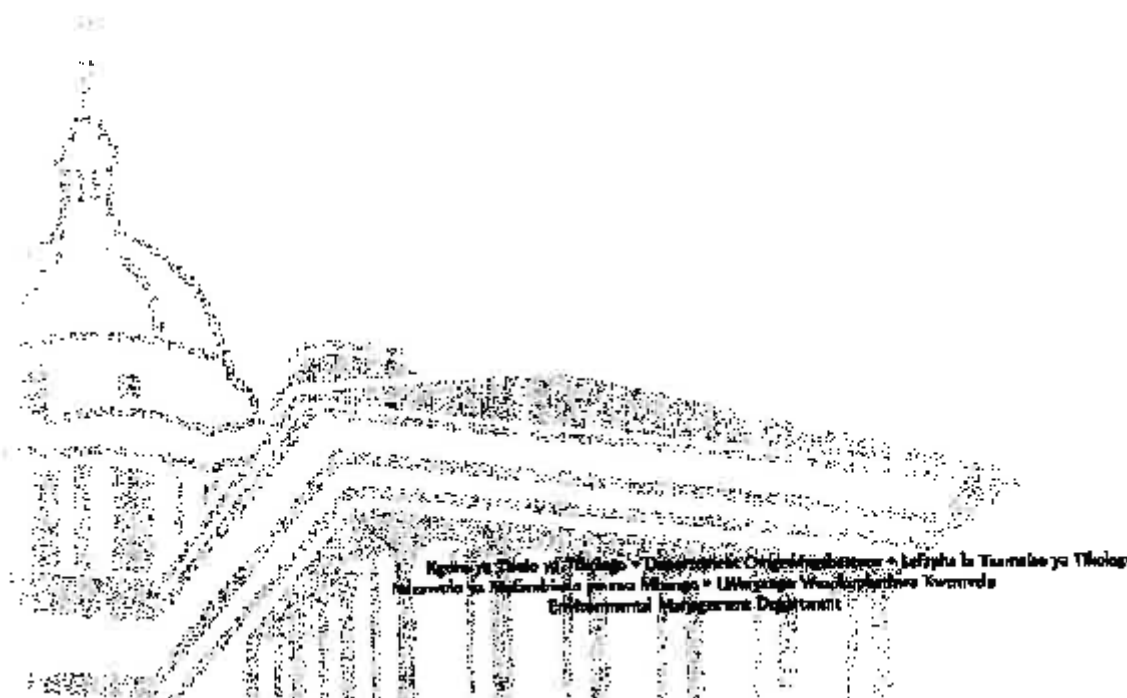
Mr Livhuwani Siphuma Date  
**EXECUTIVE DIRECTOR: ENVIRONMENTAL MANAGEMENT DIVISION**  
Letter signed by: Rudzani Mukhall  
Designation: Deputy Director: Open Space Management Section

CC Gauteng Department of Agriculture and Attn:  
Rural Development

Mr. Teboho Leku

Tel: (011)356 1850

Fax 086 605 1197



**Alfred**

---

**From:** user2 <user2@bokamoso.net>  
**Sent:** 06 February 2013 04:32 PM  
**To:** user3@bokamoso.net  
**Subject:** FW: Proposed Routing of K105  
**Attachments:** image001.jpg; KMBT25020130206140230.pdf

**Flag Status:** Flagged

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**From:** Bokamoso [mailto:ontvangs@bokamoso.net]  
**Sent:** 06 February 2013 04:28 PM  
**To:** user2@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: Proposed Routing of K105

---

**From:** Eddie Bielfeld [mailto:E.Bielfeld@cornwall.co.za]  
**Sent:** 06 February 2013 04:21 PM  
**To:** Lizelle Gregory (lizelleg@mweb.co.za)  
**Subject:** Proposed Routing of K105

Dear Niel

Attached please find our response to the proposed K105 route determination.

Regards

**Eddie Bielfeld**  
*Business Manager*



**CORNWALL HILL COLLEGE**

Tel: +27 12 667-1360  
Fax: +27 12 667-5179  
E-mail: [e.bielfeld@cornwall.co.za](mailto:e.bielfeld@cornwall.co.za)  
Website: [www.cornwall.co.za](http://www.cornwall.co.za)

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# CORNWALL HILL COLLEGE

Nellmapius Drive, Irene | P.O. Box 821, Irene 0002, RSA  
Tel +27 12 667 1700 | Fax +27 12 667 1967 | e-mail info@cornwall.co.za | www.cornwall.co.za

6 February 2013

Mr Niel Brink  
Bokamoso Environmental  
P O Box 11375  
Maroelana  
0161

Dear Mr Brink

## PROPOSED K105 SOUTH ROUTE DETERMINATION

I refer to your letter of 30 January 2013 setting out the status of the proposed K105 alignment options.

According to the plan accompanying your letter, the K105 will cross Nellmapius Drive between Cornwall Hill Estate and the Irene Middle School. This will have the following negative effects for Cornwall Hill College:

- Currently Nellmapius Drive suffers from major traffic congestion, especially at rush hour. This results in pupils arriving late for school and parents having difficulty in leaving the campus to go to work. In 2012 we actually recorded 1 675 incidences where pupils were late due to traffic. For the first two school weeks of this year we had 213 'latenesses' due to traffic. We believe the new K105 will aggravate the situation as it will attract more traffic and bring the main cause for the congestion – the intersection of Nellmapius and Main – even closer to the school. To put the matter in perspective, we have 1710 students who are brought to school and collected daily.
- Main Road is attracting more and more heavy-vehicle traffic, and the proposed route will bring this source of noise too close to the school and the adjoining residential area.
- The introduction of e-tolling will result in vehicles avoiding the freeways and making use of alternative routes. The K105 will become a popular alternative to the R21, adding to the congestion and noise pollution.

We therefore object to the proposed road as we can only see the school being negatively affected.

Yours faithfully



Eddie Blomfeld  
Business Manager



Quality of the Schools

Executive Head: Mr L. Kunzige  
College Principal: Mr GJ. Mertz, Preparatory School Principal: Mr MS. Dicks, Pre-School Principal: Mrs J. O'Neill  
Cornwall Hill College NPC Reg No: 1999/007241/08, PBO Reg No: 18/11/13/2435, NPO Reg No: 916-672 NPO  
Member of the Independent Schools Association of Southern Africa

Alfred

---

**From:** User3 <user3@bokamoso.net>  
**Sent:** 07 February 2013 08:25 AM  
**To:** 'E.Bielfeld@cornwall.co.za'  
**Cc:** user2@bokamoso.net  
**Subject:** RE: Proposed Routing of K105  
**Attachments:** image002.jpg; image003.jpg

Dear Eddie Bielfeld,

Thank you for your response, I have registered all your issues on our data basis. I will keep you updated regarding the process in the future.

Hope this finds you well.

Kind Regards

*Juanita De Beer*

---



**Landscape Architects &  
Environmental Consultants**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

---

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**Sent:** 06 February 2013 04:21 PM  
**To:** Lizelle Gregory ([lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za))  
**Subject:** Proposed Routing of K105

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Regards

**Eddie Bielfeld**  
*Business Manager*



## CORNWALL HILL COLLEGE

Tel: + 27 12 667-1360

Fax: +27 12 667-5179

E-mail: [e.bielfeld@cornwall.co.za](mailto:e.bielfeld@cornwall.co.za)

Website: [www.cornwall.co.za](http://www.cornwall.co.za)



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**Alfred**

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Hope this finds you well.

Kind Regards

*Juanita De Beer*

---



**Landscape Architects &  
Environmental Consultants**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizelleg@mwweb.co.za](mailto:lizelleg@mwweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marcelana 0161

---

**From:** Eddie Bielfeld [<mailto:E.Bielfeld@cornwall.co.za>]  
**Sent:** 06 February 2013 04:21 PM  
**To:** Lizelle Gregory ([lizelleg@mwweb.co.za](mailto:lizelleg@mwweb.co.za))  
**Subject:** Proposed Routing of K105

Dear Niel

Attached please find our response to the proposed K105 route determination.

Regards

**Eddie Bielfeld**  
*Business Manager*



## CORNWALL HILL COLLEGE

Tel: + 27 12 667-1360

Fax: +27 12 667-5179

E-mail: [e.bielfeld@cornwall.co.za](mailto:e.bielfeld@cornwall.co.za)

Website: [www.cornwall.co.za](http://www.cornwall.co.za)



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Alfred

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**From:** User1 <user1@bokamoso.net>  
**Sent:** 28 March 2013 04:15 PM  
**To:** user3@bokamoso.net  
**Subject:** FW: K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg; K105 PUBLIC MEETING MINUTES 24 January 2012.pdf

Vergeet ek om jou te cc.. sal onthou met die volgende stel ☺

*Bokamoso*

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**Landscape Architects &  
Environmental Consultants**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizelle@mwweb.co.za](mailto:lizelle@mwweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Labombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**From:** User1 [mailto:user1@bokamoso.net]  
**Sent:** Thursday, March 28, 2013 4:14 PM  
**To:** manager@cornwallhill.co.za; 'l.kunneke@cornwall.co.za'; 'h.cohoe@cornwall.co.za'; 'dehning@mwweb.co.za'; 'elana@salbro.co.za'; 'dkoa@salbu.co.za'; 'salbu@lcon.co.za'; 'smutshouse@iburst.co.za'; 'ai@taurus.co.za'; 'LutzJ@tshwane.gov.za'; 'accounts@ireneestate.co.za'; 'judamo@webmail.co.za'; 'info@twinriversestate.co.za'; 'rudolph.jansen@mtnloaded.co.za'; 'gemvillage@iburst.co.za'; 'info@rmanor.co.za'; 'rochelle@ippartners.co.za'; 'hsj@tiq.co.za'; 'ireneglen@telkomsa.net'; 'rohan@mwg.co.za'; 'accounts@ireneestate.co.za'; 'owners@rietvlievieview.co.za'; 'barbara@sagewoodconsulting.co.za'; 'sean.cullinan@telkomsa.net'; 'ivan@ippartners.co.za'; 'rochelle@ippartners.co.za'  
**Subject:** K105 South - Minutes of the Meeting

Dear Interested and Affected Party,

Please refer to the attached Minutes of the Meeting held on 24 January 2013 regarding the proposed K105 South Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

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**Landscape Architects &  
Environmental Consultants cc.**

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**EIA PUBLIC MEETING**

**MINUTES OF THE FOCUS GROUP MEETING ~ K105**

**DATE: WEDNESDAY, 24 JANUARY 2013**

**TIME: 18:30 – 21:00**

**VENUE: CORNWALL HILL ESTATE**

AGENDA		
1	Welcoming and Introduction	Neil Brink (NB) Bokamoso Environmental Consultants
2	Purpose of the Meeting	Neil Brink (NB) Bokamoso Environmental Consultants
3	Background regarding EIA Process	Neil Brink (NB) Bokamoso Environmental Consultants
4	Activity Description and Route Alternatives	Neil Brink (NB) Bokamoso Environmental Consultants
5	Affected parties' Issues	Neil Brink (NB) Bokamoso Environmental Consultants
6	The way forward	Neil Brink (NB) Bokamoso Environmental Consultants
7	Questions, comments & Issues	All
8	Closure	Neil Brink (NB) Bokamoso Environmental Consultants

Item	Description	Person
1	<b>Welcoming and Introduction</b>	NB
1.1	All present were welcomed, the project team were introduced and the agenda was confirmed.	
2	<b>Purpose of the meeting</b>	NB
2.1	NB presented an overview of the purpose of the public meeting and what was hoped to be achieved. He stated that the meeting was an opportunity to: <ul style="list-style-type: none"> <li>• Provide Interested and Affected Parties (I &amp; APs) and Key Stakeholders with information regarding the proposed K105 project;</li> <li>• provide an overview of the Environmental Impact Assessment (EIA) and Public Participation Process (PPP) being followed for the proposed project; and</li> <li>• record comments and issues raised and include them in the Scoping Report.</li> </ul>	
3	<b>Background regarding EIA Process</b>	NB
3.1	<ul style="list-style-type: none"> <li>• Section 24: Environmental Right;</li> <li>• NEMA National Environmental Management Act; (Chapter 5, of NEMA specifically deals with Integrated Environmental Management);</li> <li>• Implementation of EIA, EIA Tool;</li> <li>• List of activities, with reference to 2010 EIA Regulations.</li> </ul>	
4.	<b>Activity Description and Route Alternatives</b>	NB
	NB presented the overall project, provided some background on the route and discussed the issues received. <ul style="list-style-type: none"> <li>• Proposed K105 Southern Section;</li> <li>• From K220 (South) Nellmapius Drive (North);</li> <li>• Section of the K105 South 6km in extent.</li> </ul>	
5.	<b>Status of Application for EIA</b>	NB
5.1	<ul style="list-style-type: none"> <li>• Application for EA commenced: March 2011 Scoping Process;</li> <li>• Phase I Public Participation commenced April/May/June 2011;</li> <li>• Draft Environmental Scoping Report April 2012;</li> <li>• Comments obtained from Local Authority July and September 2012;</li> <li>• Final Environmental Scoping Report October 2012.</li> </ul>	
5.2	NB discussed and illustrated the Preliminary findings of Scoping Process <ul style="list-style-type: none"> <li>• 5 alignment alternatives were subjected to the Scoping Process;</li> </ul>	

	<ul style="list-style-type: none"> <li>• Comparative assessment based on GIS desktop data, public and stakeholder input etc.: The following can be concluded;</li> <li>• Potential adverse impact of ALT 1 &amp; 4 on aspect: <u>Biological/ecological</u> highest (traverse sensitive natural habitat, ridge, Irreplaceable sites);</li> <li>• Potential beneficial impact of ALT 1 &amp; 5 on aspect <u>economic</u> highest (utilisation of existing infrastructure and less watercourse crossings);</li> <li>• ALT 1, 3, &amp; 4, considered as preferred ALT from <u>affected land owners</u> with specific reference to ALT 3 &amp; 4 (ALT accommodated in future development plans);</li> <li>• ALT 5, based on comparative assessment not regarded as feasible as a result of social opposition and traverses through existing properties, and not included in the planning of the area;</li> <li>• Based on comparative assessment ALT 3 considered as the preferred;</li> <li>• Upon completion of the scoping phase established to eliminate ALT 2 &amp; 5, and to investigate and assess the significance of ALT 1, 3 &amp; 4 during the EIA phase.</li> </ul>	
6	<p><b>Potential adverse environmental impacts:</b></p>	
	<p>NB highlighted the Potential adverse environmental impacts and issues based on scoping exercise:</p> <p>Physical Environment</p> <ul style="list-style-type: none"> <li>• Potential instabilities (dolomite);</li> <li>• Sinkhole formation;</li> <li>• Loss of valuable top/sub-soils, erosion;</li> <li>• Alteration to physical, biological and chemical properties of soils (contamination etc.);</li> <li>• Decrease in ambient air quality;</li> <li>• Increase in ambient air quality;</li> <li>• Increase in ambient noise levels.</li> </ul> <p>Biological Environment:</p> <ul style="list-style-type: none"> <li>• Disturbance to/loss of sensitive vegetation communities;</li> <li>• Disturbance to/loss of sensitive faunal habitat, and communities;</li> <li>• Disturbance to/loss of wetland/riparian habitat and functionality;</li> <li>• Decrease in water quality;</li> <li>• Adverse effect on aquatic health.</li> </ul> <p>Social/Economic Environment:</p> <ul style="list-style-type: none"> <li>• Increase in ambient noise levels (noise pollution);</li> <li>• Potential adverse impact on surrounding property values;</li> <li>• Increase in health, safety and security risks;</li> <li>• Adverse visual impact;</li> <li>• Impact on sense of place of Irene and the surrounding area.</li> </ul>	
7.	<p><b>Way forward:</b></p>	<p><b>NB</b></p>

	<p>NB outlined the way forward as follows:</p> <ul style="list-style-type: none"><li>• Bokamoso awaits feedback from GDARD: Environmental Scoping Process;</li><li>• Bokamoso still to obtain approval from proponent (GDRT) to proceed with EIA Phase of application for EIA;</li><li>• Once approval sought:<ul style="list-style-type: none"><li>• Specialist studies to be facilitated;</li><li>• Commencement of the Phase II PPP.</li></ul></li></ul>	
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8		ALL	
Commentator	Questions, comments & Issues	Responded by	Response
I&AP	<p>Question, query, concern raised.</p> <ul style="list-style-type: none"> <li>Could you please explain alternatives.</li> </ul>	Niel Brink Bokamoso	Alternatives were individually pointed out on the presentation.
I&AP	<ul style="list-style-type: none"> <li>Where about does the road cross from the golf-course</li> </ul>	Niel Brink Bokamoso	Indicated on plan. Emphasis on the 2 alternatives (on 3 being the preferred alternative) in the process of the Scoping process.
I&AP	<ul style="list-style-type: none"> <li>The majority of properties in Cornwall Hill are elevated and the proposed K105 will result in noise and visual pollution.</li> <li>Alternative 1 is equally bad – no alternative is better than the other with regards to Cornwall Hill.</li> </ul>	Niel Brink Bokamoso	It is something that will be considered in the EIA phase, it cannot be answered at this stage of the scoping phase. We rely mostly on specialist (noise engineers whom will conduct a specialist study, as well as the involved specialist with regard to visual impact as well as sense of place.
I&AP	<ul style="list-style-type: none"> <li>What is the distance of the road from the Western boundary wall of Cornwall Hill?</li> </ul>	Niel Brink Bokamoso	Less than 100m.
I&AP	<ul style="list-style-type: none"> <li>There are risks and threats to safety and security of Cornwall Hill associated with the proposed road (Tembisa).</li> </ul>	Niel Brink Bokamoso	The safety issue will be assessed and investigated during the EIA Phase and mitigation measures will be supplied.
I&AP	<ul style="list-style-type: none"> <li>For the Northern section of the K105 there are 3 Alternatives. Where will it link?</li> </ul>	Mientjie Coetzee Bokamoso	There was previously a negative ROD for Alternative A due to the huge social impact of the Pine trees which needed to be removed. Alternative A is just on the table, but it will not be approved as an alternative. Alternative C is currently the preferred alternative while Alternative B is the published one.
I&AP	<ul style="list-style-type: none"> <li>Please elaborate on the number of lanes and design speed. As in will there be intersections on such with these speed limits? As you cannot have such intersections as it will be such a busy road.</li> </ul>	Douglas Dick WSP	It will be a dual carriage way road. 80 km/h.
I&AP	<ul style="list-style-type: none"> <li>Where do figures for the traffic come from? There is a lot of traffic as it is. Do you anticipate double that amount?</li> </ul>	Douglas Dick WSP	There is modelling done on all these routes. Initially, most of the traffic that's on Botha Avenue alongside the railway line will be transferred onto that route.
I&AP	<ul style="list-style-type: none"> <li>What intersection is planned with Nelimapius Drive? A stop street or robot?</li> </ul>	Douglas Dick WSP	Alternatives are being investigated.
I&AP	<ul style="list-style-type: none"> <li>The K220 that leads to the K105, where does that traffic come from?</li> </ul>	Niel Brink Bokamoso	The K220 route has already received environmental authorisation. The K220 will serve an important east-west traffic distribution function in the area linking the N1 Freeway and the R21.

I&AP	<ul style="list-style-type: none"> <li>When will the Scoping process, and actual construction commence?</li> </ul>	<p>We have explained that the application process which we are following in terms of NEMA will take a while. There are a lot of unresolved issues. We intend to commence with the EIA phase within this year, definitely within the following 5 months. Then there is also authorization required in terms of the National Water Act, due to the water course crossing that we have.</p> <p>Usually the section 21 Water-use license authorization takes much longer than the Environmental Authorization in terms of the National Environmental Management Act. The Water Use License process can take from 2 to 3 years. We look at approximately 2 years with regard to Environmental Authorisation for the construction of the road.</p> <p>To be honest we don't have an answer.</p>	<p>The sensitivity maps compiled for the project, are based on GIS desktop information, from the Gauteng Conservation Plan. It can be e-mailed to interested parties on request.</p> <p>The minimum servitude of a road is 48.4/62m.</p>
I&AP	<ul style="list-style-type: none"> <li>What is currently happening with Nellmapius road? Upgrading of Nellmapius road is necessary.</li> </ul>	<p>Niel Brink Bokamoso</p>	<p>There isn't anything such as a buffer zone between a road reserve and boundary of properties. Properties have a common boundary with the road reserve. There is a building line which is 15m, but there isn't actually a buffer zone.</p>
I&AP	<ul style="list-style-type: none"> <li>Are sensitivity maps available, that show alignments?</li> </ul>	<p>Niel Brink Bokamoso</p>	<p>It is difficult to give an accurate answer due to the fact that we don't have information from all the relevant specialists yet.</p> <p>The process is followed in-terms of legislation and there are mechanisms for re-course. There are official appeal processes should the proposed road receive authorisation from GDARD.</p> <p>A no-go alternative was investigated years ago and according to traffic volume studies (including the next</p>
I&AP	<ul style="list-style-type: none"> <li>What is the minimum servitude of a road?</li> </ul>	<p>Niel Brink Bokamoso</p>	<p>There is a building line which is 15m, but there isn't actually a buffer zone.</p>
I&AP	<ul style="list-style-type: none"> <li>Is it acceptable to build so close to existing property, between a road that accommodates a lot of traffic and residents?</li> </ul>	<p>Douglas Dick WSP</p>	<p>It is difficult to give an accurate answer due to the fact that we don't have information from all the relevant specialists yet.</p> <p>The process is followed in-terms of legislation and there are mechanisms for re-course. There are official appeal processes should the proposed road receive authorisation from GDARD.</p> <p>A no-go alternative was investigated years ago and according to traffic volume studies (including the next</p>
I&AP	<ul style="list-style-type: none"> <li>What are the chances that the road will be approved or go ahead? With regards to the school, and intersection between the two.</li> </ul>	<p>Niel Brink Bokamoso</p>	<p>There is a building line which is 15m, but there isn't actually a buffer zone.</p>



			<b>Bokamoso</b>	20 to 30 years) the road cannot be removed from the roads network. The road will have to be built at a later stage.
<b>Dr. S Birkholz</b>	<ul style="list-style-type: none"> <li>• Objects to both alignments – it is totally unacceptable to have the Proposed K105 so close to the school, noise issues etc.</li> <li>• The no-go alternative must be investigated</li> </ul>		<b>Niel Brink Bokamoso</b>	We take note of your objection. It is a requirement that the no-go alternative be investigated during the Scoping/EIA process.
<b>Dr. S Birkholz</b>	<ul style="list-style-type: none"> <li>• As your process requires was the school consulted? It should be a concern to the authority of the school with the safe keeping of the pupils.</li> </ul>		<b>Niel Brink Bokamoso</b>	They should have been involved in the process, we notified them of the application process and they were registered as I & AP.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>• What is the distance from the road to the school?</li> <li>• With regards to noise what is allowed?</li> </ul>		<b>Niel Brink Bokamoso</b>	With regards to the noise in South Africa, the National Environmental Management Air Quality Act made provision for noise control in relations. Thus there are maximum volumes allowed in levels within various districts, residential, commercial, industrial etc.  Now all noise assessment measures are done according to South African National standards for various districts. So there is a certain standard that is set.  For residential areas it is at least 35-45 dBA – if a noise impact assessment indicates that it is above the threshold noise abatement measures must be applied.  The noise is area specific.  A noise impact study to determine the noise impact of the proposed K105 will be conducted.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>• When will the noise impact study be available?</li> <li>• Do you have examples of noise levels from existing roads?</li> </ul>		<b>Niel Brink Bokamoso</b>	The Noise Impact study will be available during the EIA phase. The draft EIA report will be available for a comment period of 40 days, on our website an electronic copy, and a hard copy at the local library which will be circulated on a PDF format. It will be accessible.  All specialist studies will be included in the Draft EIA Report- state-holders can browse through the report.

I&AP	<ul style="list-style-type: none"> <li>If you spot something in the Draft EIA Report you don't agree with what do you do?</li> </ul>	Niel Brink Bokamoso	<p>You supply us with comments. All comments received on the Draft EIA Report must be addressed in the Final Report. Final reports are also available to stake-holders for review.</p> <p>It is part of the process. The Draft EIA report will be made available for comments, and your comments must be addressed in the final EIA report. The final Report will be made available again so that you can make sure that all your comments were addressed to your satisfaction. If you are not satisfied then you can send your comments to GDARD.</p> <p>All parties will be notified of such a report.</p>
I&AP	<ul style="list-style-type: none"> <li>The Draft report that will be available for 40 days for comments, is that the Draft report that you will be sending to us as well?</li> </ul>	Mientjie Coetzee Bokamoso	<p>During the EIA phase there will be a complete Public Participation process including a public meeting to which all I &amp; APs will be invited. Specialist studies will be available at the meeting.</p> <p>A Socio Economic Impact Assessment should be done.</p>
I&AP	<ul style="list-style-type: none"> <li>Property evaluation assessment, how will it be handled? Will there be an assessment to be addressed in a study?</li> <li>A lot of people living in Irene opposed Alignment 5. If Cornwall Hill opposes Alternatives, will they also be listened to? Is it a question of enough opposition or will specialist studies determine the outcome?</li> </ul>	Niel Brink Bokamoso	<p>Alternative 5 cuts through many properties. It is not possible to give an answer – GDARD makes the decision.</p>
Dr. S Birkholz	<ul style="list-style-type: none"> <li>Is the proposed alternative the only solution?</li> <li>If Cornwall Hill Homeowners request that Alternative 5 be addressed again can it be done?</li> <li>Comments from stakeholders were not included in the Scoping Report.</li> <li>Some of concerns raised during the previous meeting were not addressed in the Scoping Report.</li> <li>Alternative 5 is proposed by Cornwall Hill Homeowners.</li> <li>Referring to the Northern and southern Alignment of the proposed road, by law are you allowed to continue to combine comments of the two?</li> </ul>	Niel Brink Bokamoso	<p>As mentioned a number of alternatives are investigated in the EIA process.</p> <p>The request will be investigated during the FIA phase. We take note – concerns will be addressed in the EIA Report.</p> <p>We must address it in the Public Participation process.</p>
I&AP	<ul style="list-style-type: none"> <li>Are there any red list species?</li> </ul>	Mientjie Coetzee Bokamoso	<p>Alternative 1 is affected by Irreplaceable Sites, so there is potential for red-listed species. Fauna and Flora Surveys will be done during the EIA phase.</p>

<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>How involved is the school (Irene Middle School) and Cornwall Hill? Are they up to speed with the situation or not?</li> </ul>	<b>Niel Brink Bokamoso</b>	They have been notified of the application process. They fall within the 100m buffer zone and have been provided with a notice. They had the opportunity to register.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>As the school comments, is it one comment for the whole group or as a collective?</li> <li>During the previous meeting the school was a huge issue.</li> </ul>	<b>Niel Brink Bokamoso</b>	Essentially it is registered as an entity. If now the school registers it is as one entity. The impact on the School will be addressed in the EIA Report.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>Has the distance between the wall of the school and the road been determined?</li> </ul>	<b>Douglas Dick</b>	The road reserve is protected.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>How do the I &amp; AP's become involved?</li> </ul>	<b>Niel Brink Bokamoso</b>	People are to register themselves as I & AP's then we will keep them updated. All comments are taken into consideration. You can be interested and not directly affected.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>In the Scoping process was it taken into account that the R21 would have a toll-gate and that will put pressure on these roads?</li> </ul>	<b>Niel Brink Bokamoso</b>	Increase in traffic volumes were taken into account. The impact of the tolling of the R21 will be addressed in the EIA Report.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>Another alignment from Main Rd – Jan Smuts Rd – railway line is proposed.</li> </ul>	<b>Douglas Dick</b>	In terms of geometrical standards this alignment is not possible. This alignment was considered. A large number of properties will be affected.
<b>Dr. S Birkholz</b>	<ul style="list-style-type: none"> <li>The No-Go alternative is proposed.</li> </ul>	<b>Niel Brink Bokamoso</b>	We take note – proposal will be included in the EIA Report.

<b>9.</b>	<b>Closure</b>	<b>NB</b>
	NB thanked everyone for attending the meeting and encouraged everyone to register as I & AP's.	

**Alfred**

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**From:** User1 <user1@bokamoso.net>  
**Sent:** 02 April 2013 08:54 AM  
**To:** user3@bokamoso.net  
**Subject:** FW: K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg

Sien email onder van Dr. Herman Joubert.

***Anè Agenbacht***

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**Landscape Architects &  
Environmental Consultants**

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**From:** Bokamoso [<mailto:ontvangs@bokamoso.net>]  
**Sent:** Tuesday, April 02, 2013 8:16 AM  
**To:** user1@bokamoso.net; mientjie@bokamoso.net  
**Subject:** FW: K105 South - Minutes of the Meeting

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**From:** Herman Joubert [<mailto:hsj@tiq.co.za>]  
**Sent:** 30 March 2013 12:34 AM  
**To:** Bokamoso  
**Subject:** RE: K105 South - Minutes of the Meeting

Dear Juanita / Mientjie

The focus group meeting seems to have focused on Cornwall Hill and the section of K105 north of Twin Rivers. We are not affected by this section of the route and we therefore take note of the discussions. Can you please arrange a focus group meeting with the I&A parties south of Smuts House once results are available of your assessment of the routes that have been identified for further assessment.

Regards

Dr Herman Joubert

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**From:** Bokamoso [<mailto:lizeleg@mweb.co.za>]  
**Sent:** 28 March 2013 04:14 PM  
**To:** [manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za); [l.kunneke@cornwall.co.za](mailto:l.kunneke@cornwall.co.za); [h.cohoe@cornwall.co.za](mailto:h.cohoe@cornwall.co.za); [dehning@mweb.co.za](mailto:dehning@mweb.co.za); [elana@salbro.co.za](mailto:elana@salbro.co.za); [dkoa@salbu.co.za](mailto:dkoa@salbu.co.za); [salbu@icon.co.za](mailto:salbu@icon.co.za); [smutshouse@lburst.co.za](mailto:smutshouse@lburst.co.za); [al@taurus.co.za](mailto:al@taurus.co.za); [lutz@tshwane.gov.za](mailto:lutz@tshwane.gov.za); [accounts@ireneestate.co.za](mailto:accounts@ireneestate.co.za); [judamo@webmail.co.za](mailto:judamo@webmail.co.za); [info@twinriversestate.co.za](mailto:info@twinriversestate.co.za); [rudolph.jansen@mtnloaded.co.za](mailto:rudolph.jansen@mtnloaded.co.za); [gernvillage@lburst.co.za](mailto:gernvillage@lburst.co.za); [info@rmmahor.co.za](mailto:info@rmmahor.co.za); [rochelle@ippartners.co.za](mailto:rochelle@ippartners.co.za); Herman

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[barbara@sagewoodconsulting.co.za](mailto:barbara@sagewoodconsulting.co.za); [sean.cullinan@telkomsa.net](mailto:sean.cullinan@telkomsa.net); [ivan@lppartners.co.za](mailto:ivan@lppartners.co.za); [rochelle@lppartners.co.za](mailto:rochelle@lppartners.co.za)  
**Subject:** K105 South - Minutes of the Meeting

Dear Interested and Affected Party,

Please refer to the attached Minutes of the Meeting held on 24 January 2013 regarding the proposed K105 South Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

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**Landscape Architects &  
Environmental Consultants cc.**

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**Alfred**

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**From:** Bokamoso <lizalleg@mweb.co.za>  
**Sent:** 28 March 2013 04:44 PM  
**To:** irenemkt@mweb.co.za; deon@belvedere.co.za; fritss@boogertmanpta.co.za;  
eric@planpractice.co.za; rudolph@law.co.za; jerry@civilconcepts.co.za;  
junaid@p-3.co.za; jack@centurus.co.za; jac.botha@route2.co.za;  
jaco.deVries@aurecongroup.com; avross@netactive.co.za;  
calitz.rehann@iburst.co.za; sackesp5@mweb.co.za; marketing@irene.co.za;  
francesf@pro-pharm.co.za; bula@yebo.co.za; FawkesMG@eskom.co.za;  
thewills@mweb.co.za; james.ah.cambell@gmail.com; neil.fiorentinos@bmw.de;  
schalk@burger.nom.za; andrew@BKS.co.za; dewet.herselman@exxaro.com  
**Subject:** K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg; K105 PUBLIC MEETING MINUTES 24 January 2012.pdf

Dear Interested and Affected Party,

Please refer to the attached Minutes of the Meeting held on 24 January 2013 regarding the proposed K105 South Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

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**Alfred**

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**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 28 March 2013 04:49 PM  
**To:** tomhannay.sa@gmail.com; martin@ceradvance.co.za; lizanne@bestclothing.co.za; idward@netactive.co.za; woudstra@law.co.za; fvt@fvt.co.za; jonathan.greengrass@sita.co.za; ianmac@gafrika.com; Huw@oreport-international.com.sg; sharon.pen@telkomsa.net; trumpc@wol.co.za; creitz@alignafrica.com; LanceSmith@avis.co.za; tim.donkin@gmail.com; jonathan.greengrass@sita.co.za; MFoxMartin@foxprojects.co.za; di@doctech.co.za; velerie.vanstaden@gmail.com; Brian.melvill-Smith@barloworldmoto.co.za; patjay@axxes.co.za; jaco@sylvania.co.za; barbara@02smart.com; keith.kent@lafarge.co.za; keith.kent@lafarge.com  
**Subject:** K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg; K105 PUBLIC MEETING MINUTES 24 January 2012.pdf

Dear Interested and Affected Party,

Please refer to the attached Minutes of the Meeting held on 24 January 2013 regarding the proposed K105 South Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: lizelle@mweb.co.za | www.bokamoso.net  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

Please consider the environment before printing this email



**Aifred**

---

**From:** Bokamoso <lizelle@web.co.za>  
**Sent:** 28 March 2013 04:59 PM  
**To:** franceson@uis-as.co.za; miles.saxby@za.sabmiller.com; tph@tph.co.za; cesarem@benzuresources.com; tulip@cyberserv.co.za; mcbettman@gmail.com; tehwillis@web.co.za; lighthouse@web.co.za; sean.cullinan@telkomsa.net; michele@jo-law.co.za; daniella@redink.co.za; baktawer@web.co.za; info@cornwall.co.za; bea@tph.co.za; martyhounsom@gmail.com; riaan.pheiffer@ericsson.com; arline@irenetowncrier.co.za; eugene.klopper@revolution.co.za; martin@lgtools.co.za; naasvdwalt@web.co.za; online1146100@telkomsa.net; edumeyer@iburst.co.za  
**Subject:** K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg; K105 PUBLIC MEETING MINUTES 24 January 2012.pdf

Dear Interested and Affected Party,

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Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 348 3810 | F: (+27) 86 573 8858 | E: lizelle@web.co.za | www.bokamoso.net  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**Alfred**

---

**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 28 March 2013 05:07 PM  
**To:** kitto@icon.co.za; gavin@nad.bz; footj@unisa.ac.za; fbirkholtz@gmail.com; herman@integrat.co.za; sian@methchurch.org.za; chrisg@bibletruths.co.za; mdivall@shapeconsulting.org; Bbaxter@golder.co.za; nigel.wilkes@bakkavor.co.za; Hanlie.Robertson@pta.fnb.co.za; Pstrydom@arc.agric.za; gerhard.greyling@vodamail.co.za; mogomotsi.magome@inl.co.za; visserliz@mweb.co.za; ceo@phasa.co.za; tlane@telkomsa.net; naasvdwait@mweb.co.za; michele@jo-law.co.za; maream@netactive.co.za; eben.mare@ip.ac.za; james.ah.campbell@gmail.com; ann@netcampbell.com; vonselen@netactive.co.za; mariedelarey@mweb.co.za; dutoith@telkomsa.net; watsonmj@mweb.co.za; mwcspoel@mweb.co.za  
**Subject:** K105 South – Minutes of the Meeting  
**Attachments:** imagc001.jpg; K105 PUBLIC MEETING MINUTES 24 January 2012.pdf

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Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3813 | F: (+27) 86 570 5650 | E: lizelle@mweb.co.za | www.bokamoso.net  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**Alfred**

---

**From:** Bokamoso <lizelleg@mweb.co.za>  
**Sent:** 28 March 2013 05:12 PM  
**To:** esteyn@argility.com; garnerd@velavke.co.za; ericc@gpg.gov.za;  
smartinvn@telkmosa.net; riacuthbert@mweb.co.za; janetpearce@telkomsa.net;  
amazinevents@lantic.net; zoglu@mweb.co.za; Fvoyseysmit@boyden.co.za;  
spike.delarey@telkom.co.za; spikedlr@telkomsa.net; liesl1vanheerden@gmail.com;  
valerie.vanstaden@gmail.com; mel@gafrika.com; RodkinH@dwa.gov.za;  
Magda.oosthuizen@seeff.com; lorindadc@gmail.com; FawkesMG@eskom.co.za;  
Loubser.deKock@za.saabgroup.com; jack@southdownsestate.co.za;  
adrian@ireneestate.co.za; jon@urbandynamics.co.za; mandla@fmrcs.co.za;  
jaco.vdwesthuizen@me.com  
**Subject:** K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg; K105 PUBLIC MEETING MINUTES 24 January 2012.pdf

Dear Interested and Affected Party,

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Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



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Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: lizelleg@mweb.co.za | www.bokamoso.net  
36 Lcbombo Street Ashlea Gardens, Pretoria | P.O. Box 11375 Marcelaria 0161

Please consider the environment before printing this email

**Alfred**

---

**From:** Bokamoso <lizalleg@mweb.co.za>  
**Sent:** 28 March 2013 05:17 PM  
**To:** matievon@global.co.za; simon@duotronic.co.za; waydefortune1@gmail.com;  
raj@glencarol.co.za; anthony.fourie@wspgroup.co.za;  
zibusisio.kganyago@tsogusun.com; lbalshaw@mweb.co.za;  
steven.kruger@leapfrog.co.za; annetjie.benadie@leapfrog.co.za;  
pickerd@vodacom.co.za; rob.sporen@gmail.com; riaan.alberts@gmail.com;  
chaponda@hotmail.com; carla.strydom@cennergi.com; ernstw@hydrex.co.za;  
jacobusdeklerk@yahoo.com; hughesb@mweb.co.za; ncmalan@gmail.com;  
margha.malan@gmail.com  
**Subject:** K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg; K105 PUBLIC MEETING MINUTES 24 January 2012.pdf

Dear Interested and Affected Party,

Please refer to the attached Minutes of the Meeting held on 24 January 2013 regarding the proposed K105 South Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: lizalleg@mweb.co.za | www.bokamoso.net  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0181

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**Alfred**

---

**From:** Bokamoso <lizelleg@mweb.co.za>  
**Sent:** 28 March 2013 05:47 PM  
**To:** thewills@mweb.co.za  
**Subject:** K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg; K105 PUBLIC MEETING MINUTES 24 January 2012.pdf

Dear Interested and Affected Party,

Please refer to the attached Minutes of the Meeting held on 24 January 2013 regarding the proposed K105 South Project.

Hope this finds you well.

*Kind Regards/Vriendelike Groete*

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: lizelleg@mweb.co.za | www.bokamoso.net  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**Alfred**

---

**From:** Bokamoso <ontvangs@bokamoso.net>  
**Sent:** 02 April 2013 08:38 AM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: K105 South - Minutes of the Meeting

---

**From:** Franz Birkholtz [mailto:fbirkholtz@gmail.com]  
**Sent:** 28 March 2013 05:56 PM  
**To:** Bokamoso  
**Subject:** Re: K105 South - Minutes of the Meeting

Hi, thanks for this. Please note that my correct initial is F and not S.  
Apart from that, I am happy with the minutes.

Best Regards,

Franz Birkholtz

On 28 Mar 2013, at 17:07, Bokamoso <lizelleg@mweb.co.za> wrote:

Dear Interested and Affected Party,

Please refer to the attached Minutes of the Meeting held on 24 January 2013 regarding the proposed K105 South Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---

<image001.jpg>  
**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 85 570 5659 | E: lizelleg@mweb.co.za | www.bokamoso.net  
36 Lebombo Street Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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<K105 PUBLIC MEETING MINUTES 24 January 2012.pdf>

## Alfred

---

**From:** User1 <user1@bokamoso.net>  
**Sent:** 02 April 2013 08:55 AM  
**To:** user3@bokamoso.net  
**Subject:** FW: DKOA: Bokamoso Notice\_ K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg; K105 PUBLIC MEETING MINUTES 24 January 2012.pdf; Untitled attachment 00170.htm

Sien email onder van Doornkloof Res Ass.

## *Bokamoso*

---



**Landscape Architects &  
Environmental Consultants**

T: (+27)12 348 3810 | F: (+27) 86 570 5659 | E: [lize@bokamoso.net](mailto:lize@bokamoso.net) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

---

**From:** Bokamoso [mailto:[ontvangs@bokamoso.net](mailto:ontvangs@bokamoso.net)]  
**Sent:** Tuesday, April 02, 2013 8:16 AM  
**To:** [mientjie@bokamoso.net](mailto:mientjie@bokamoso.net)  
**Cc:** [user1@bokamoso.net](mailto:user1@bokamoso.net)  
**Subject:** FW: DKOA: Bokamoso Notice\_ K105 South - Minutes of the Meeting

---

**From:** DKOA\_LIST [mailto:[dkoa@salbu.co.za](mailto:dkoa@salbu.co.za)]  
**Sent:** 29 March 2013 06:31 PM  
**To:** DKOA\_LIST (LONG)  
**Cc:** Bokamoso  
**Subject:** DKOA: Bokamoso Notice\_ K105 South - Minutes of the Meeting

Greetings,

**Bokamoso Notice\_ K105 South**  
**Minutes of the Meeting Meeting held on 24 January 2013**  
**regarding the proposed K105 South Project.**  
**(GAUTENG REF NO: Gaut 002/10-11/E0208 & Gaut 002/07-08/N1311)**

Please refer to the attached Bokamoso notice and pdf file.

We asked that the Doornkloof Owners Association (DKOA) be registered as an Interested and Affected Party (I&AP)

**For more information contact:**

Mientjie Coetzee or Juanita De Beer Telephone: 012-346-3810  
Bokamoso Landscape Architects and Environmental Consultants

**NB: When contacting the above please check that the GAUTENG REF NO: Gaut 002/10-11/E0208 & Gaut 002/07-08/N1311 are correct or ask for the appropriate number.**

Kind regards,

David Larsen - Salbu

Secretary: Doornkloof Owners Association (DKOA)  
For more information see URL: <http://www.salbu.co.za/dkoa>

**PLEASE PASS THIS MESSAGE ON TO THREE NEIGHBOURS  
AND ASK THEM TO DO THE SAME**

**Bokamoso wrote:**

On 28 Mar 2013, at 16:14, Bokamoso wrote:

Dear Interested and Affected Party,

Please refer to the attached Minutes of the Meeting held on 24 January 2013 regarding the proposed K105 South Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Alfred**

---

**From:** Bokamoso <ontvangs@bokamoso.net>  
**Sent:** 02 April 2013 01:22 PM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg

---

**From:** cornwall manager [mailto:manager@cornwallhill.co.za]  
**Sent:** 02 April 2013 01:03 PM  
**To:** 'Bokamoso'  
**Subject:** RE: K105 South - Minutes of the Meeting

Dankie, ek stuur dit deur aan al ons inwoners.

Dirk

---

**From:** Bokamoso [mailto:lizelleg@mweb.co.za]  
**Sent:** 28 March 2013 04:14 PM  
**To:** [manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za); [l.kunneke@cornwall.co.za](mailto:l.kunneke@cornwall.co.za); [h.coopie@cornwall.co.za](mailto:h.coopie@cornwall.co.za); [dehning@mweb.co.za](mailto:dehning@mweb.co.za); [etana@salbro.co.za](mailto:etana@salbro.co.za); [dkoa@salbu.co.za](mailto:dkoa@salbu.co.za); [salbu@icon.co.za](mailto:salbu@icon.co.za); [smutshouse@iburst.co.za](mailto:smutshouse@iburst.co.za); [ai@taurus.co.za](mailto:ai@taurus.co.za); [lutz1@tshwane.gov.za](mailto:lutz1@tshwane.gov.za); [accounts@ireneestate.co.za](mailto:accounts@ireneestate.co.za); [judamo@webmail.co.za](mailto:judamo@webmail.co.za); [info@twinriversestate.co.za](mailto:info@twinriversestate.co.za); [rudolph.jansen@mtloaded.co.za](mailto:rudolph.jansen@mtloaded.co.za); [gemvillage@iburst.co.za](mailto:gemvillage@iburst.co.za); [info@rmpapar.co.za](mailto:info@rmpapar.co.za); [rochelle@ippartners.co.za](mailto:rochelle@ippartners.co.za); [hsj@blq.co.za](mailto:hsj@blq.co.za); [ireneglen@telkomsa.net](mailto:ireneglen@telkomsa.net); [rohan@mwg.co.za](mailto:rohan@mwg.co.za); [accounts@ireneestate.co.za](mailto:accounts@ireneestate.co.za); [owners@rietyleview.co.za](mailto:owners@rietyleview.co.za); [barbara@sagewoodconsulting.co.za](mailto:barbara@sagewoodconsulting.co.za); [sean.cullinan@telkomsa.net](mailto:sean.cullinan@telkomsa.net); [Ivan@ippartners.co.za](mailto:Ivan@ippartners.co.za); [rochelle@ippartners.co.za](mailto:rochelle@ippartners.co.za)  
**Subject:** K105 South - Minutes of the Meeting

Dear Interested and Affected Party,

Please refer to the attached Minutes of the Meeting held on 24 January 2013 regarding the proposed K105 South Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3513 | F: (+27) 86 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
38 Lebombo Street, Ashlea Gardens, Pretoria P.O. Box 11375, Maroelana 0161

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Alfred

---

**From:** Bokamoso <ontvangs@bokamoso.net>  
**Sent:** 02 April 2013 01:24 PM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: K105 South - Minutes of the Meeting  
**Attachments:** image002.gif; image003.jpg

---

**From:** Loubser de Kock [mailto:Loubser.deKock@za.saabgroup.com]  
**Sent:** 02 April 2013 01:18 PM  
**To:** Bokamoso  
**Subject:** RE: K105 South - Minutes of the Meeting

Tx Juanita

**Loubser de Kock**  
Program Manager  
Saab Grintek Defence

Phone: +27 12 672 6058  
Fax: +27 12 672 6215  
Mobile: +27 82 823 4674

[Loubser.deKock@za.saabgroup.com](mailto:Loubser.deKock@za.saabgroup.com)



**Saab Grintek Defence**  
185 Witch-Hazel Avenue, Highveld Technopark, Centurion  
PO Box 8482, Centurion, 0048, Republic of South Africa  
[www.saabgroup.com](http://www.saabgroup.com)

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---

**From:** Bokamoso [mailto:jizejleg@mweb.co.za]  
**Sent:** 28 March 2013 05:12 PM  
**To:** [esteyn@argility.com](mailto:esteyn@argility.com); [garnerd@yelavke.co.za](mailto:garnerd@yelavke.co.za); [erlcc@gpg.gov.za](mailto:erlcc@gpg.gov.za); [smartinvn@telkmosa.net](mailto:smartinvn@telkmosa.net); [rlacuthbert@mweb.co.za](mailto:rlacuthbert@mweb.co.za); [janetpearce@telkomsa.net](mailto:janetpearce@telkomsa.net); [amazinevents@lantic.net](mailto:amazinevents@lantic.net); [zoqlu@mweb.co.za](mailto:zoqlu@mweb.co.za); [Fvoyseysmit@boyden.co.za](mailto:Fvoyseysmit@boyden.co.za); [spike.delarcy@telkom.co.za](mailto:spike.delarcy@telkom.co.za); [spikedir@telkomsa.net](mailto:spikedir@telkomsa.net); [lieslvanheerden@gmail.com](mailto:lieslvanheerden@gmail.com); [valerie.vanstadon@gmail.com](mailto:valerie.vanstadon@gmail.com); [mel@gafrika.com](mailto:mel@gafrika.com); [RodkinH@dwa.gov.za](mailto:RodkinH@dwa.gov.za); [Magda.oosthuizen@seeff.com](mailto:Magda.oosthuizen@seeff.com); [lorindadcv@gmail.com](mailto:lorindadcv@gmail.com); [FawkesMG@eskom.co.za](mailto:FawkesMG@eskom.co.za); Loubser de Kock; [jack@southdownsestate.co.za](mailto:jack@southdownsestate.co.za); [adrian@jreneestate.co.za](mailto:adrian@jreneestate.co.za); [jon@urbandynamics.co.za](mailto:jon@urbandynamics.co.za); [mandja@fmrcs.co.za](mailto:mandja@fmrcs.co.za); [jaco.vdwasthuizen@me.com](mailto:jaco.vdwasthuizen@me.com)  
**Subject:** K105 South - Minutes of the Meeting

Dear Interested and Affected Party,

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Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 06 570 5659 | E: [lizalleg@mweb.co.za](mailto:lizalleg@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana D161

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**Alfred**

---

**From:** Bokamoso <ontvangs@bokamoso.net>  
**Sent:** 03 April 2013 10:11 AM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg

---

**From:** Baxter, Brent [mailto:BBaxter@golder.co.za]  
**Sent:** 03 April 2013 09:26 AM  
**To:** Bokamoso  
**Subject:** RE: K105 South - Minutes of the Meeting

Morning Jaunita.

Is your DSR / FSR available on a web site for download? Similarly, is a consolidated comment / response report available. Given that the scoping has run over a period of close to 2 years, I would appreciate reading the comments raised in the last meeting in context with those contributed since initiation of process.

Thanks  
Brent

---

**Brent Baxter (PhD, Pr.Sci.Nat. EAP) | Project Director; Associate | Golder Associates Africa (Pty) Ltd.**  
PO Box 6001, Halfway House, 1685, South Africa, Thandanari Park, Matuka Close, Halfway Gardens, Midrand  
T: [+27] (11) 254 4800 | D: [+27] (11) 254 4861 | F: [+27] (11) 315 0317 | C: [+27] 82 904 1802 | E:  
[bbaxter@golder.co.za](mailto:bbaxter@golder.co.za) | [www.golder.com](http://www.golder.com)

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---

**From:** Bokamoso [mailto:lizelleq@mweb.co.za]  
**Sent:** 28/03/2013 05:07 PM  
**To:** [kitto@con.co.za](mailto:kitto@con.co.za); [gavin@nad.bz](mailto:gavin@nad.bz); [footi@unisa.ac.za](mailto:footi@unisa.ac.za); [fbirkholtz@gmail.com](mailto:fbirkholtz@gmail.com); [herman@integret.co.za](mailto:herman@integret.co.za); [sian@methchurch.org.za](mailto:sian@methchurch.org.za); [chrissg@bibletruths.co.za](mailto:chrissg@bibletruths.co.za); [mdivall@shapeconsulting.org](mailto:mdivall@shapeconsulting.org); Baxter, Brent; [nigel.wilkes@bakkavor.co.za](mailto:nigel.wilkes@bakkavor.co.za); [Hanlie.Robertson@pta.fnb.co.za](mailto:Hanlie.Robertson@pta.fnb.co.za); [Pstrydom@arc.agric.za](mailto:Pstrydom@arc.agric.za); [gerhard.greyling@vodamail.co.za](mailto:gerhard.greyling@vodamail.co.za); [mogomotsi.magome@inf.co.za](mailto:mogomotsi.magome@inf.co.za); [visserliz@mweb.co.za](mailto:visserliz@mweb.co.za); [ceo@phasa.co.za](mailto:ceo@phasa.co.za); [tlape@telkomsa.net](mailto:tlape@telkomsa.net); [naasvdwalt@mweb.co.za](mailto:naasvdwalt@mweb.co.za); [michele@jo-law.co.za](mailto:michele@jo-law.co.za); [maream@netactive.co.za](mailto:maream@netactive.co.za); [eben.mare@ip.ac.za](mailto:eben.mare@ip.ac.za); [james.ah.campbell@gmail.com](mailto:james.ah.campbell@gmail.com); [ann@netcampbell.com](mailto:ann@netcampbell.com); [vonselen@netactive.co.za](mailto:vonselen@netactive.co.za); [marjedelarey@mweb.co.za](mailto:marjedelarey@mweb.co.za); [dutoith@telkomsa.net](mailto:dutoith@telkomsa.net); [watsonmji@mweb.co.za](mailto:watsonmji@mweb.co.za); [mwrcspael@mweb.co.za](mailto:mwrcspael@mweb.co.za)  
**Subject:** K105 South - Minutes of the Meeting

Dear Interested and Affected Party,

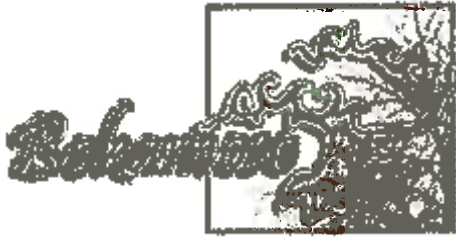
Please refer to the attached Minutes of the Meeting held on 24 January 2013 regarding the proposed K105 South Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

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**Landscape Architects &  
Environmental Consultants cc.**

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**Alfred**

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**From:** Juanita <user3@bokamoso.net>  
**Sent:** 05 April 2013 09:28 AM  
**To:** 'gavins@btpm.co.za'  
**Subject:** K105 South - Minutes of the Meeting  
**Attachments:** image001.jpg; K105 PUBLIC MEETING MINUTES 24 January 2012.pdf

Dear Interested and Affected Party,

Please refer to the attached Minutes of the Meeting held on 24 January 2013 regarding the proposed K105 South Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



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**EIA PUBLIC MEETING**

**MINUTES OF THE FOCUS GROUP MEETING ~ K105**

**DATE: WEDNESDAY, 24 JANUARY 2013**

**TIME: 18:30 – 21:00**

**VENUE: CORNWALL HILL ESTATE**



<b>AGENDA</b>		
1	Welcoming and Introduction	Neil Brink (NB) Bokamoso Environmental Consultants
2	Purpose of the Meeting	Neil Brink (NB) Bokamoso Environmental Consultants
3	Background regarding EIA Process	Neil Brink (NB) Bokamoso Environmental Consultants
4	Activity Description and Route Alternatives	Neil Brink (NB) Bokamoso Environmental Consultants
5	Affected parties' Issues	Neil Brink (NB) Bokamoso Environmental Consultants
6	The way forward	Neil Brink (NB) Bokamoso Environmental Consultants
7	Questions, comments & Issues	All
8	Closure	Neil Brink (NB) Bokamoso Environmental Consultants

<b>Item</b>	<b>Description</b>	<b>Person</b>
<b>1</b>	<b>Welcoming and Introduction</b>	<b>NB</b>
1.1	All present were welcomed, the project team were introduced and the agenda was confirmed.	
<b>2</b>	<b>Purpose of the meeting</b>	<b>NB</b>
2.1	NB presented an overview of the purpose of the public meeting and what was hoped to be achieved. He stated that the meeting was an opportunity to: <ul style="list-style-type: none"> <li>• Provide Interested and Affected Parties (I &amp; APs) and Key Stakeholders with information regarding the proposed K105 project;</li> <li>• provide an overview of the Environmental Impact Assessment (EIA) and Public Participation Process (PPP) being followed for the proposed project; and</li> <li>• record comments and issues raised and include them in the Scoping Report.</li> </ul>	
<b>3</b>	<b>Background regarding EIA Process</b>	<b>NB</b>
3.1	<ul style="list-style-type: none"> <li>• Section 24: Environmental Right;</li> <li>• NEMA National Environmental Management Act; (Chapter 5, of NEMA specifically deals with Integrated Environmental Management);</li> <li>• Implementation of EIA, EIA Tool;</li> <li>• List of activities, with reference to 2010 EIA Regulations.</li> </ul>	
<b>4.</b>	<b>Activity Description and Route Alternatives</b>	<b>NB</b>
	NB presented the overall project, provided some background on the route and discussed the issues received. <ul style="list-style-type: none"> <li>• Proposed K105 Southern Section;</li> <li>• From K220 (South) Nelmapius Drive (North);</li> <li>• Section of the K105 South 6km in extent.</li> </ul>	
<b>5.</b>	<b>Status of Application for EIA</b>	<b>NB</b>
5.1	<ul style="list-style-type: none"> <li>• Application for EA commenced: March 2011 Scoping Process;</li> <li>• Phase I Public Participation commenced April/May/June 2011;</li> <li>• Draft Environmental Scoping Report April 2012;</li> <li>• Comments obtained from Local Authority July and September 2012;</li> <li>• Final Environmental Scoping Report October 2012.</li> </ul>	
5.2	NB discussed and illustrated the Preliminary findings of Scoping Process <ul style="list-style-type: none"> <li>• 5 alignment alternatives were subjected to the Scoping Process;</li> </ul>	

	<ul style="list-style-type: none"> <li>• Comparative assessment based on GIS desktop data, public and stakeholder input etc.: The following can be concluded;</li> <li>• Potential adverse impact of ALT 1 &amp; 4 on aspect: <u>Biological/ecological</u> highest (traverse sensitive natural habitat, ridge, irreplaceable sites);</li> <li>• Potential beneficial impact of ALT 1 &amp; 5 on aspect <u>economic</u> highest (utilisation of existing infrastructure and less watercourse crossings);</li> <li>• ALT 1, 3, &amp; 4, considered as preferred ALT from <u>affected land owners</u> with specific reference to ALT 3 &amp; 4 (ALT accommodated in future development plans);</li> <li>• ALT 5, based on comparative assessment not regarded as feasible as a result of social opposition and traverses through existing properties, and not included in the planning of the area;</li> <li>• Based on comparative assessment ALT 3 considered as the preferred;</li> <li>• Upon completion of the scoping phase established to eliminate ALT 2 &amp; 5, and to investigate and assess the significance of ALT 1, 3 &amp; 4 during the EIA phase.</li> </ul>	
6	<p><b>Potential adverse environmental impacts:</b>  NB highlighted the Potential adverse environmental impacts and issues based on scoping exercise:</p> <p><b>Physical Environment</b></p> <ul style="list-style-type: none"> <li>• Potential instabilities (dolomite);</li> <li>• Sinkhole formation;</li> <li>• Loss of valuable top/sub-soils, erosion;</li> <li>• Alteration to physical, biological and chemical properties of soils (contamination etc.);</li> <li>• Decrease in ambient air quality;</li> <li>• Increase in ambient air quality;</li> <li>• Increase in ambient noise levels.</li> </ul> <p><b>Biological Environment:</b></p> <ul style="list-style-type: none"> <li>• Disturbance to/loss of sensitive vegetation communities;</li> <li>• Disturbance to/loss of sensitive faunal habitat, and communities;</li> <li>• Disturbance to/loss of wetland/riparian habitat and functionality;</li> <li>• Decrease in water quality;</li> <li>• Adverse effect on aquatic health.</li> </ul> <p><b>Social/Economic Environment:</b></p> <ul style="list-style-type: none"> <li>• Increase in ambient noise levels (noise pollution);</li> <li>• Potential adverse impact on surrounding property values;</li> <li>• Increase in health, safety and security risks;</li> <li>• Adverse visual impact;</li> <li>• Impact on sense of place of Irene and the surrounding area.</li> </ul>	
7.	<b>Way forward:</b>	<b>NB</b>

	<p>NB outlined the way forward as follows:</p> <ul style="list-style-type: none"><li>• Bokamoso awaits feedback from GDARD: Environmental Scoping Process;</li><li>• Bokamoso still to obtain approval from proponent (GDRT) to proceed with EIA Phase of application for EIA;</li><li>• Once approval sought:<ul style="list-style-type: none"><li>• Specialist studies to be facilitated;</li><li>• Commencement of the Phase II PPP.</li></ul></li></ul>	
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8		ALL	
Commentator	Questions, comments & Issues	Responded by	Response
I&AP	<ul style="list-style-type: none"> <li>Question, query, concern raised.</li> <li>Could you please explain alternatives.</li> </ul>	Niel Brink Bokamoso	Alternatives were individually pointed out on the presentation.
I&AP	<ul style="list-style-type: none"> <li>Where about does the road cross from the golf-course</li> </ul>	Niel Brink Bokamoso	Indicated on plan. Emphasis on the 2 alternatives (on 3 being the preferred alternative) in the process of the Scoping process.
I&AP	<ul style="list-style-type: none"> <li>The majority of properties in Cornwall Hill are elevated and the proposed K105 will result in noise and visual pollution.</li> <li>Alternative 1 is equally bad – no alternative is better than the other with regards to Cornwall Hill.</li> </ul>	Niel Brink Bokamoso	It is something that will be considered in the EIA phase, it cannot be answered at this stage of the scoping phase. We rely mostly on specialist (noise engineers) whom will conduct a specialist study, as well as the involved specialist with regard to visual impact as well as sense of place.
I&AP	<ul style="list-style-type: none"> <li>What is the distance of the road from the Western boundary wall of Cornwall Hill?</li> </ul>	Niel Brink Bokamoso	Less than 100m.
I&AP	<ul style="list-style-type: none"> <li>There are risks and threats to safety and security of Cornwall Hill associated with the proposed road (Tembisa).</li> </ul>	Niel Brink Bokamoso	The safety issue will be assessed and investigated during the EIA Phase and mitigation measures will be supplied.
I&AP	<ul style="list-style-type: none"> <li>For the Northern section of the K105 there are 3 Alternatives. Where will it link?</li> </ul>	Mientjie Coetzee Bokamoso	There was previously a negative ROD for Alternative A due to the huge social impact of the Pine trees which needed to be removed. Alternative A is just on the table, but it will not be approved as an alternative. Alternative C is currently the preferred alternative while Alternative B is the published one.
I&AP	<ul style="list-style-type: none"> <li>Please elaborate on the number of lanes and design speed. As in will there be intersections on such with these speed limits? As you cannot have such intersections as it will be such a busy road.</li> </ul>	Douglas Dick WSP	It will be a dual carriage way road. 80 km/h.
I&AP	<ul style="list-style-type: none"> <li>Where do figures for the traffic come from? There is a lot of traffic as it is. Do you anticipate double that amount?</li> </ul>	Douglas Dick WSP	There is modelling done on all these routes. Initially, most of the traffic that's on Botha Avenue alongside the railway line will be transferred onto that route.
I&AP	<ul style="list-style-type: none"> <li>What intersection is planned with Nellmapius Drive? A stop street or robot?</li> </ul>	Douglas Dick WSP	Alternatives are being investigated.
I&AP	<ul style="list-style-type: none"> <li>The K220 that leads to the K105, where does that traffic come from?</li> </ul>	Niel Brink Bokamoso	The K220 route has already received environmental authorisation. The K220 will serve an important east-west traffic distribution function in the area linking the N1 Freeway and the R21.

I&AP	<ul style="list-style-type: none"> <li>When will the Scoping process, and actual construction commence?</li> </ul>	Niel Brink Bokamoso	<p>We have explained that the application process which we are following in terms of NEMA will take a while. There are a lot of unresolved issues. We intend to commence with the EIA phase within this year, definitely within the following 6 months. Then there is also authorization required in terms of the National Water Act, due to the water course crossing that we have.</p> <p>Usually the section 21 Water-use license authorization takes much longer than the Environmental Authorization in terms of the National Environmental Management Act. The Water Use License process can take from 2 to 3 years. We look at approximately 2 years with regard to Environmental Authorisation for the construction of the road.</p> <p>To be honest we don't have an answer.</p>
I&AP	<ul style="list-style-type: none"> <li>What is currently happening with Nellmapius road? Upgrading of Nellmapius road is necessary.</li> </ul>	Niel Brink Bokamoso	<p>The sensitivity maps compiled for the project, are based on GIS desktop information, from the Gauteng Conservation Plan. It can be e-mailed to interested parties on request.</p> <p>The minimum servitude of a road is 48.4/62m.</p>
I&AP	<ul style="list-style-type: none"> <li>Are sensitivity maps available, that show alignments?</li> </ul>	Niel Brink Bokamoso	<p>There isn't anything such as a buffer zone between a road reserve and boundary of properties. Properties have a common boundary with the road reserve. There is a building line which is 16m, but there isn't actually a buffer zone.</p>
I&AP	<ul style="list-style-type: none"> <li>What is the minimum servitude of a road?</li> </ul>	Niel Brink Bokamoso	<p>It is difficult to give an accurate answer due to the fact that we don't have information from all the relevant specialists yet.</p> <p>The process is followed in terms of legislation and there are mechanisms for re-course. There are official appeal processes should the proposed road receive authorisation from GDARD.</p> <p>A no-go alternative was investigated years ago and according to traffic volume studies (including the next</p>
I&AP	<ul style="list-style-type: none"> <li>Is it acceptable to build so close to existing property, between a road that accommodates a lot of traffic and residents?</li> </ul>	Douglas Dick WSP	<p>There isn't anything such as a buffer zone between a road reserve and boundary of properties. Properties have a common boundary with the road reserve. There is a building line which is 16m, but there isn't actually a buffer zone.</p>
I&AP	<ul style="list-style-type: none"> <li>What are the chances that the road will be approved or go ahead? With regards to the school, and intersection between the two.</li> </ul>	Niel Brink Bokamoso	<p>It is difficult to give an accurate answer due to the fact that we don't have information from all the relevant specialists yet.</p> <p>The process is followed in terms of legislation and there are mechanisms for re-course. There are official appeal processes should the proposed road receive authorisation from GDARD.</p> <p>A no-go alternative was investigated years ago and according to traffic volume studies (including the next</p>
I&AP	<ul style="list-style-type: none"> <li>What are the chances that the road will be approved or go ahead? With regards to the school, and intersection between the two.</li> </ul>	Mientjie Coetzee	<p>It is difficult to give an accurate answer due to the fact that we don't have information from all the relevant specialists yet.</p> <p>The process is followed in terms of legislation and there are mechanisms for re-course. There are official appeal processes should the proposed road receive authorisation from GDARD.</p> <p>A no-go alternative was investigated years ago and according to traffic volume studies (including the next</p>

		<b>Bokamoso</b>	20 to 30 years) the road cannot be removed from the roads network. The road will have to be built at a later stage.
<b>Dr. S Birkholz</b>	<ul style="list-style-type: none"> <li>• Objects to both alignments – it is totally unacceptable to have the Proposed K105 so close to the school, noise issues etc.</li> <li>• The no-go alternative must be investigated</li> </ul>	<b>Niel Brink Bokamoso</b>	We take note of your objection. It is a requirement that the no-go alternative be investigated during the Scoping/EIA process.
<b>Dr. S Birkholz</b>	<ul style="list-style-type: none"> <li>• As your process requires was the school consulted? It should be a concern to the authority of the school with the safe keeping of the pupils.</li> </ul>	<b>Niel Brink Bokamoso</b>	They should have been involved in the process, we notified them of the application process and they were registered as I & AP.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>• What is the distance from the road to the school?</li> <li>• With regards to noise what is allowed?</li> </ul>	<b>Niel Brink Bokamoso</b>	With regards to the noise in South Africa, the National Environmental Management Air Quality Act made provision for noise control in relations. Thus there are maximum volumes allowed in levels within various districts, residential, commercial, industrial etc.  Now all noise assessment measures are done according to South African National standards for various districts. So there is a certain standard that is set.  For residential areas it is at least 35-45 dBA – if a noise impact assessment indicates that it is above the threshold noise abatement measures must be applied.  The noise is area specific.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>• When will the noise impact study be available?</li> <li>• Do you have examples of noise levels from existing roads?</li> </ul>	<b>Niel Brink Bokamoso</b>	A noise impact study to determine the noise impact of the proposed K105 will be conducted. The Noise impact study will be available during the EIA phase. The draft EIA report will be available for a comment period of 40 days, on our website an electronic copy, and a hard copy at the local library which will be circulated on a PDF format. It will be accessible.  All specialist studies will be included in the Draft EIA Report- state-holders can browse through the report.

I&AP	<ul style="list-style-type: none"> <li>If you spot something in the Draft EIA Report you don't agree with what do you do?</li> </ul>	Niel Brink Bokamoso	<p>You supply us with comments. All comments received on the Draft EIA Report must be addressed in the Final Report. Final reports are also available to stake-holders for review.</p> <p>It is part of the process. The Draft EIA report will be made available for comments, and your comments must be addressed in the final EIA report. The final Report will be made available again so that you can make sure that all your comments were addressed to your satisfaction. If you are not satisfied then you can send your comments to GDARD.</p> <p>All parties will be notified of such a report.</p>
I&AP	<ul style="list-style-type: none"> <li>The Draft report that will be available for 40 days for comments, is that the Draft report that you will be sending to us as well?</li> </ul>	Mientjie Coetzee Bokamoso	<p>During the EIA phase there will be a complete Public Participation process including a public meeting to which all I &amp; APs will be invited. Specialist studies will be available at the meeting.</p> <p>A Socio Economic Impact Assessment should be done.</p>
I&AP	<ul style="list-style-type: none"> <li>Property evaluation assessment, how will it be handled? Will there be an assessment to be addressed in a study?</li> <li>A lot of people living in Irene opposed Alignment 5. If Cornwall Hill opposes Alternatives, will they also be listened to? Is it a question of enough opposition or will specialist studies determine the outcome?</li> </ul>	Niel Brink Bokamoso	<p>Alternative 5 cuts through many properties. It is not possible to give an answer – GDARD makes the decision.</p>
Dr. S Birkholz	<ul style="list-style-type: none"> <li>Is the proposed alternative the only solution?</li> <li>If Cornwall Hill Homeowners request that Alternative 5 be addressed again can it be done?</li> <li>Comments from stakeholders were not included in the Scoping Report.</li> <li>Some of concerns raised during the previous meeting were not addressed in the Scoping Report.</li> <li>Alternative 5 is proposed by Cornwall Hill Homeowners.</li> <li>Referring to the Northern and southern Alignment of the proposed road, by law are you allowed to continue to combine comments of the two?</li> <li>Are there any red list species?</li> </ul>	Niel Brink Bokamoso	<p>As mentioned a number of alternatives are investigated in the EIA process.</p> <p>The request will be investigated during the EIA phase We take note – concerns will be addressed in the EIA Report.</p>
I&AP		Mientjie Coetzee Bokamoso	<p>We must address it in the Public Participation process.</p>
I&AP		Niel Brink Bokamoso	<p>Alternative 1 is affected by Irreplaceable Sites, so there is potential for red-listed species. Fauna and Flora Surveys will be done during the EIA phase.</p>

<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>How involved is the school (Irene Middle School) and Cornwall Hill? Are they up to speed with the situation or not?</li> </ul>	<b>Niel Brink Bokamoso</b>	They have been notified of the application process. They fall within the 100m buffer zone and have been provided with a notice. They had the opportunity to register.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>As the school comments, is it one comment for the whole group or as a collective?</li> <li>During the previous meeting the school was a huge issue.</li> </ul>	<b>Niel Brink Bokamoso</b>	Essentially it is registered as an entity. If now the school registers it is as one entity. The impact on the School will be addressed in the EIA Report.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>Has the distance between the wall of the school and the road been determined?</li> </ul>	<b>Douglas Dick</b>	The road reserve is protected.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>How do the I &amp; AP's become involved?</li> </ul>	<b>Niel Brink Bokamoso</b>	People are to register themselves as I & AP's then we will keep them updated. All comments are taken into consideration. You can be interested and not directly affected.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>In the Scoping process was it taken into account that the R21 would have a toll-gate and that will put pressure on these roads?</li> </ul>	<b>Niel Brink Bokamoso</b>	Increase in traffic volumes were taken into account. The impact of the tolling of the R21 will be addressed in the EIA Report.
<b>I&amp;AP</b>	<ul style="list-style-type: none"> <li>Another alignment from Main Rd – Jan Smuts Rd – railway line is proposed.</li> </ul>	<b>Douglas Dick</b>	In terms of geometrical standards this alignment is not possible. This alignment was considered. A large number of properties will be affected.
<b>Dr. S Birkholz</b>	<ul style="list-style-type: none"> <li>The No-Go alternative is proposed.</li> </ul>	<b>Niel Brink Bokamoso</b>	We take note – proposal will be included in the EIA Report.



<b>9.</b>	<b>Closure</b>	<b>NB</b>
	NB thanked everyone for attending the meeting and encouraged everyone to register as I & AP's.	

**Alfred**

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**From:** Juanita <user3@bokamoso.net>  
**Sent:** 28 October 2013 01:27 PM  
**To:** 'fritss@boogertmanpta.co.za'; 'eric@planpractice.co.za'; rudolph@law.co.za;  
'tgames@prasa.com'; 'jerry@civilconcepts.co.za'; 'junaid@p-3.co.za';  
'jack@centurus.co.za'; 'jac.botha@route2.co.za'; 'jaco.deVries@arecongroup.com';  
'avross@netactive.co.za'; 'calitz.rehann@iburst.co.za'; 'sackesp5@mweb.co.za';  
'marketing@irene.co.za'; 'francesf@pro-pharm.co.za'; 'bula@yebo.co.za';  
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'woudstra@law.co.za'; 'fvt@fvt.co.za'  
**Subject:** K105 Road between Nelmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; Public Notice EIA.pdf; Landowner & Tenants Letter.pdf

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelmapius and the K220* Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

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**Landscape Architects &  
Environmental Consultants cc.**

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**From:** Juanita <user3@bokamoso.net>  
**Sent:** 28 October 2013 01:59 PM  
**To:** vonselen@netactive.co.za; liesl1vanheerden@gmail.com;  
valerie.vanstaden@gmail.com; mel@gafrika.com; RodkinH@dwa.gov.za;  
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adrian@ireneestate.co.za; jon@urbandynamics.co.za; mandla@fmrcs.co.za;  
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pickerd@voda.com.co.za; rob.sporon@gmail.com  
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**From:** Juanita <user3@bokamoso.net>  
**Sent:** 28 October 2013 01:38 PM  
**To:** jonathan.greengrass@sita.co.za; janmac@gafrika.com; Huw@oreport-international.com; sharon.pen@telkomsa.net; trumpc@wol.co.za; creitz@alignafrica.com; MFoxMartin@foxprojects.co.za; di@doctech.co.za; velerie.vanstaden@gmail.com; Brian.Melville-Smith@barloworldmotor.com; patjay@axxess.co.za; barbara@02smart.com; keith.kent@lafarge-za.lafarge.com; franceson@uis-as.co.za; miles.saxby@za-sabmiller.com; tph@tph.co.za; cesarem@benzuresources.com; tulip@cyberserv.co.za; mcbettman@gmail.com; litehouse@mweb.co.za; michele@jo-law.co.za; daniella@redink.co.za; baktawer@mweb.co.za  
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T. (+27)12 345 3810 | F. (+27) 06 570 5659 | E. [lizalleg@mweb.co.za](mailto:lizalleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 28 October 2013 01:44 PM  
**To:** info@cornwall.co.za; bea@tph.co.za; martyhounsom@gmail.com; marketing@irene.co.za; riaan.pheiffer@ericsson.com; arline@irenetowncrier.co.za; eugene.klopper@r-e-volution.co.za; martin.raubenheimer@iburst.co.za; naasvdwalt@mweb.co.za; online1146199@telkomso.net; edumeyer@iburst.co.za; kitto@icon.co.za; gavins@btpm.co.za; footj@unisa.ac.za; fbirkholtz@gmail.com; herman@integrat.co.za; sian@methchurch.org.za; chrisg@bibletruths.co.za; mdivall@shapeconsulting.org; Bbaxter@golder.co.za; nigel.wilkes@bakkavor.co.za; Hanlie.Robertson@pta.fnb.co.za; Pstrydom@arc.agric.co.za  
**Subject:** K105 Road between Nelmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; Public Notice EIA.pdf; Landowner & Tenants Letter.pdf

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelmapius and the K220 Project.*

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizalleg@mweb.co.za](mailto:lizalleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
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36 LEBOMBO ROAD  
ASHLEA GARDENS  
0081

P.O. BOX 11375  
MAROELANA  
0181

Tel: (012) 346 3810  
Fax: 085 570 5659  
E-mail: lizelleg@imweb.co.za  
Website: www.bokamoso.biz



**Dear Landowner/Tenant**

**28 October 2013**

You are hereby informed that Bokamoso Environmental Consultants were appointed (as EAP) by Gauteng Department of Roads and Transport to conduct the Environmental Impact Assessment Process in terms of the amended 2010 NEMA EIA Regulations for the proposed route will cross the following holdings: Doornkloof 391 JR portions 41, 59D, 1/1, Remainder of 152, 647, 153, 547, 145, 591, 162, 144, Remainder of 53, Remainder of 2, Remainder of 4i, 712, Remainder of 15, 747, 159, 748, Remainder of 113; Remainder of Olifantsfontein 410 JR, Remainder of 34 of Olifantsfontein 410 JR and portions 3 & 4; Remainder of Olifantsfontein 402 JR and portions 14 & 25; Remainder of 6 of Sterkfontein 401 JR; Sun Lowns Agricultural Holdings 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21 & 22 and road reserve of Glen Avenue.

**The proposed Land-uses for the study area are as follows:**  
"Agricultural" and road reserve.

In terms of Regulation No. R543 published in the Government Notice No. 33306 of 18 June 2010 of the National Environment Management Act, 1998 (Act No. 107 of 1998) governing Environmental Impact Assessment Procedures (Notice 1, 2 and 3 – Governing Notice R544, R545 & R546) of the 2010 amended NEMA Regulations, the EAP must inform all landowners and tenants within 100m from the study area of the proposed development.

Bokamoso already supplied you (landowner/Tenant) of the property within 100m with Notification Letter and request that you supply the contact details of any tenants or other interested and affected parties that reside or work on the property to Bokamoso. Bokamoso will then also supply these parties with the necessary Notification Letters.

Alternatively, you are also welcome to distribute copies of your Notification to these parties. We will however require proof that you supplied the Notices to the Tenants, Landowners, and Workers etc. Another option is to act as representative on behalf of these parties.

Please confirm (via email/Fax) that you received the Landowners/Tenant Notification and this Letter. Also indicate in this Confirmation Letter whether you have tenants on your property and you're preferred method of tenant/worker notification.

Regards

.....  
Lizelle Gregory/Juanita De Beer

**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 28 October 2013 01:52 PM  
**To:** gerhard.greyling@vodamail.co.za; mogomotsi.magome@inl.co.za; visserliz@mweb.co.za; ceo@phasa.co.za; tlane@telkomsa.net; naasvdwalt@mweb.co.za; maream@netactive.co.za; eben.mare@ip.ac.za; ann@netcampbell.com; jaco@sylvania.co.za; vonselen@netactive.co.za; mariedelarey@mweb.co.za; dutoith@telkomsa.net; watsonmj@mweb.co.za; dewet.herselman@exxaro.com; mwcspoel@mweb.co.za; esteyn@argility.com; GamerD@velavke.co.za; ericc@gpg.gov.za; smartinvn@telkomsa.net; riacuthbert@mweb.co.za; janetpearce@telkomsa.net; amazingevents@lantic.net; zoglu@mweb.co.za; Fvoyseysmit@boyden.co.za; spike.delarey@telkom.co.za; spikedlr@telkomsa.net  
**Subject:** K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; Public Notice EIA.pdf; Landowner & Tenants Letter.pdf

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220* Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3510 | F: (+27) 86 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 28 October 2013 02:47 PM  
**To:** 'jvg@vga.co.za'  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; Presentation1.pdf; Public Notice EIA.pdf; image002.jpg

Geagte Johan van Greunen,

Baie dankie vir jou terugvoering, jy is geregistreer as belandhebbende persoon vir die voorgestelde K105 tussen Nellmapius en K220 Projek.

Ons sal jou ophoogte hou in verband met die verdere proses in die toekoms.

Vind die aangehegde kaarte.

Hoop dit is in orde.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [izelleg@mweb.co.za](mailto:izelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marcellana 0181

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---

**From:** Johan van Greunen [<mailto:jvg@vga.co.za>]  
**Sent:** 28 October 2013 02:23 PM  
**To:** [izelleg@mweb.co.za](mailto:izelleg@mweb.co.za)  
**Cc:** Thersia Phelffer  
**Subject:** FW: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Middag,

Ek woon in Twin Rivers.

Sal u my asb copy op die kennisgewings.



Kan u my asb voorsien van verbeterde kaart – die een is bietjie onduidelik.

Groete .

J v Greunen

106 Panorama Ave • Rooihuiskraal • Centurion • South Africa • 0157  
PO Box 68492, Highveld • Centurion • South Africa • 0169

Tel: +27 (0)12 661 2065

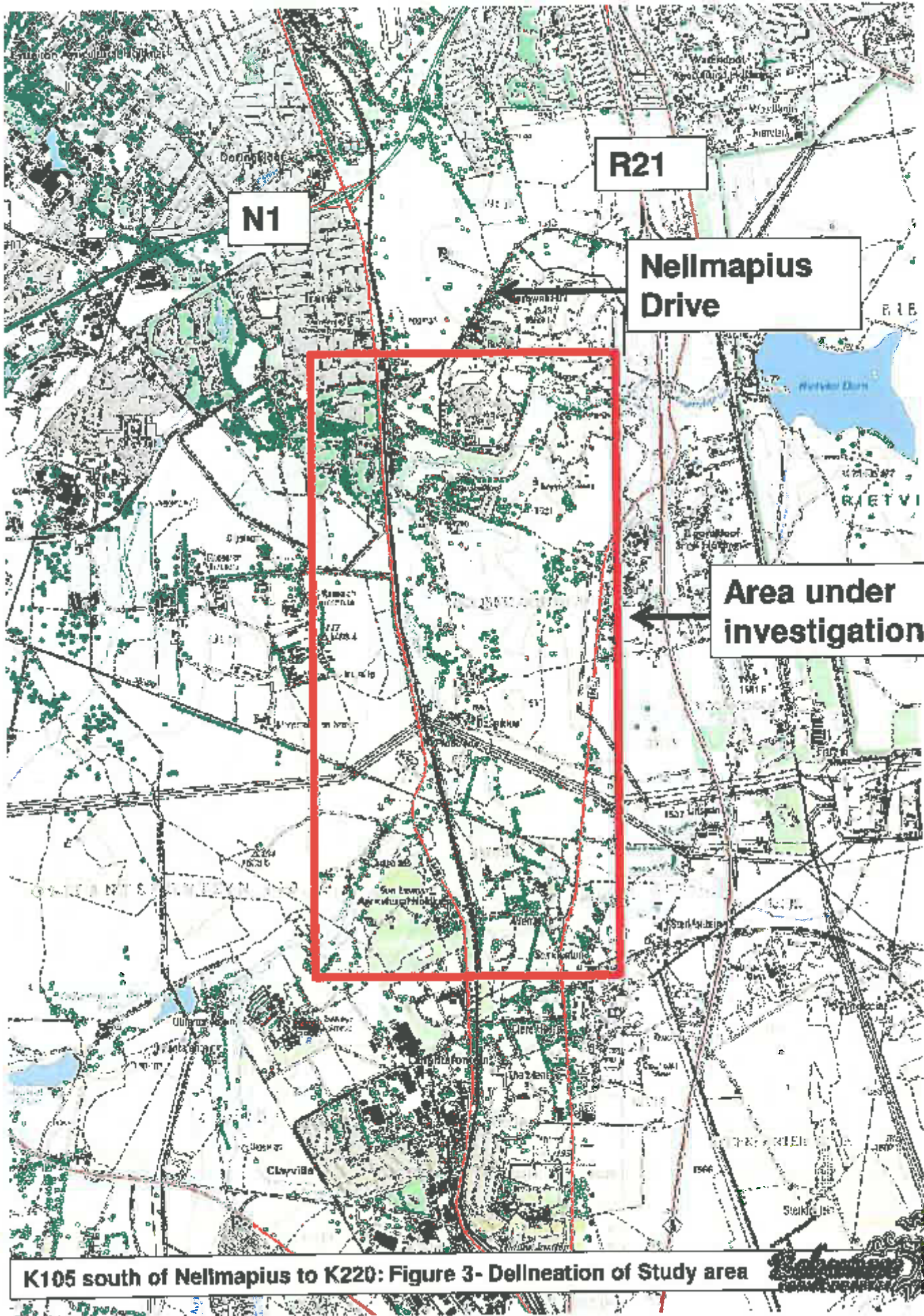
Fax: +27 (0)12 661 5494

Website: [www.vga.co.za](http://www.vga.co.za)



**Van Greunen & Associates Inc. t/a VGA Attorneys**

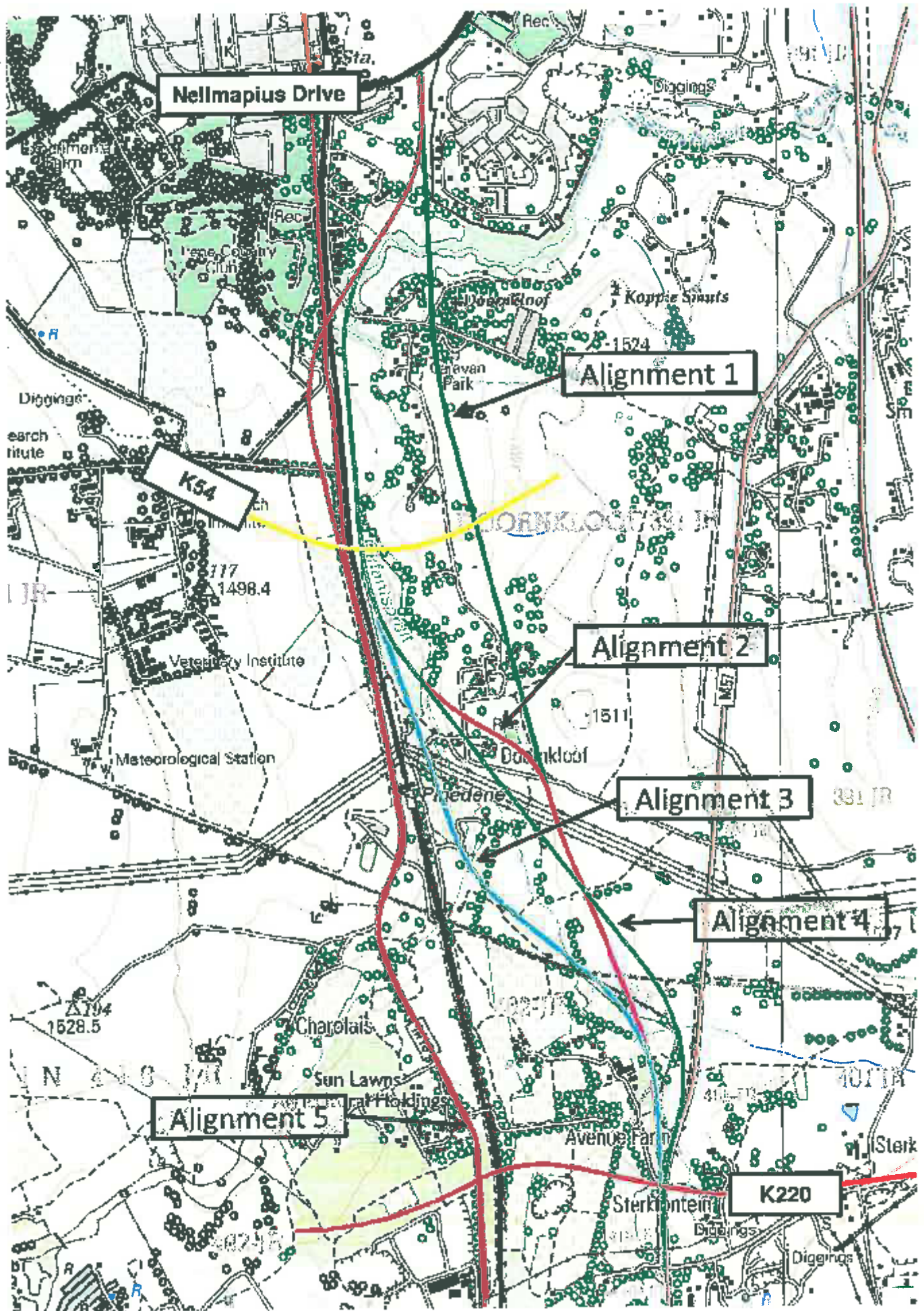
**LEGAL DISCLAIMER:** This message contains privileged and confidential information intended only for the use of the addressee named above. If you are not the intended recipient of this message, you are hereby notified that you must not read, disseminate, copy or take any action in reliance on it. If you have received this message in error, please notify sender accordingly. Any views expressed in this message are not necessarily the views of V&A Attorneys. While every care has been taken in preparing this document, no representation, warranty or undertaking (express or implied) is given and no responsibility nor liability is accepted by V&A Attorneys as to the accuracy of the information contained herein, that the mail is virus-free, or for any loss arising from reliance on it. Copyright and database rights protection exists in this publication. V&A Attorneys is neither liable for the proper, complete transmission of the information contained in this communication, nor any delay in its receipt nor does it warrant that the mail is virus-free. All e-mail correspondence sent to us shall only be deemed to have been received once we respond thereto and for the avoidance of doubt it is confirmed that an auto-reply shall not satisfy this requirement.



K105 south of Nellmapius to K220: Figure 3- Delineation of Study area







Nellmapius Drive

Alignment 1

K54

Alignment 2

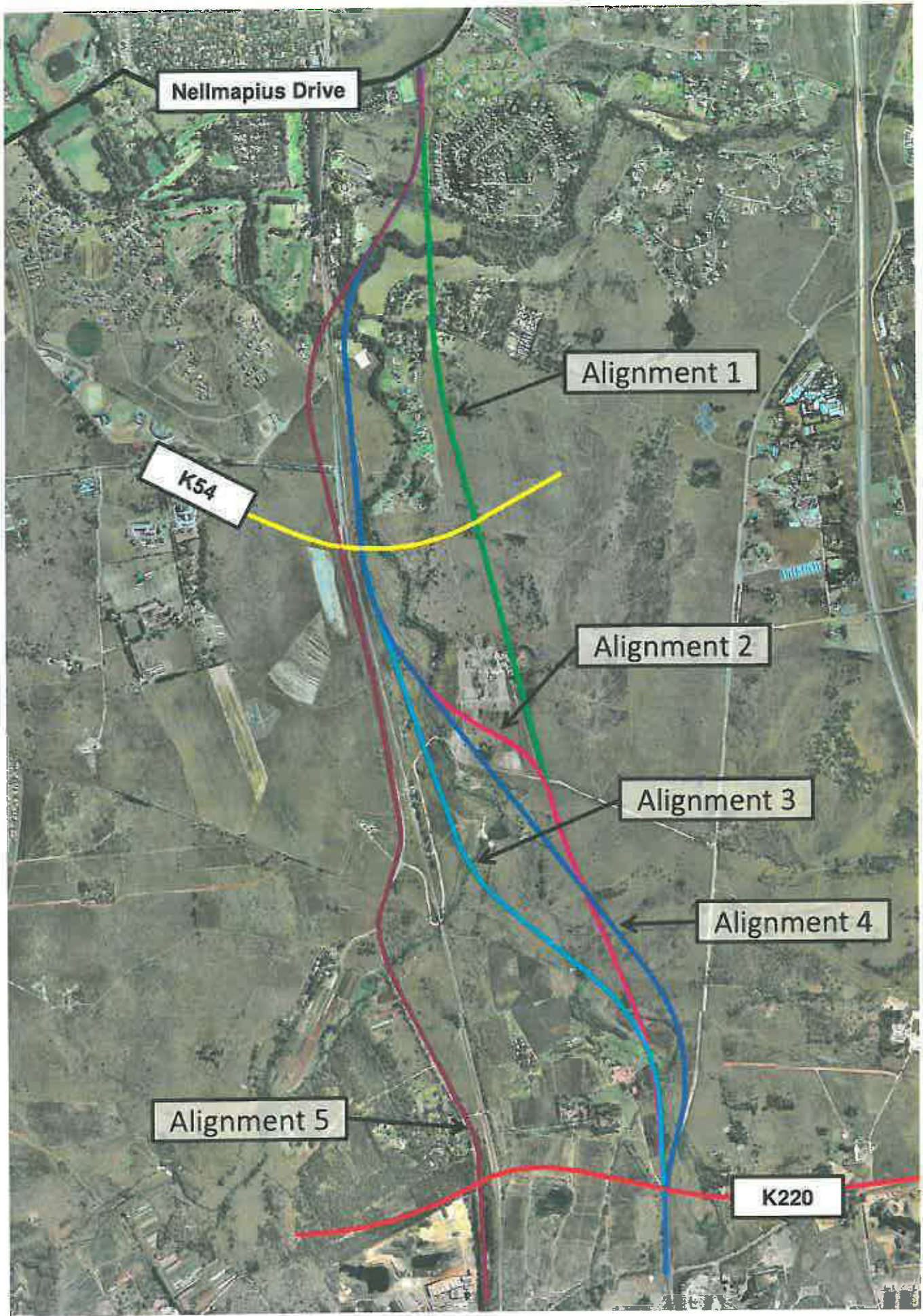
Alignment 3

Alignment 4

Alignment 5

K220





Nellmapius Drive

Alignment 1

K54

Alignment 2

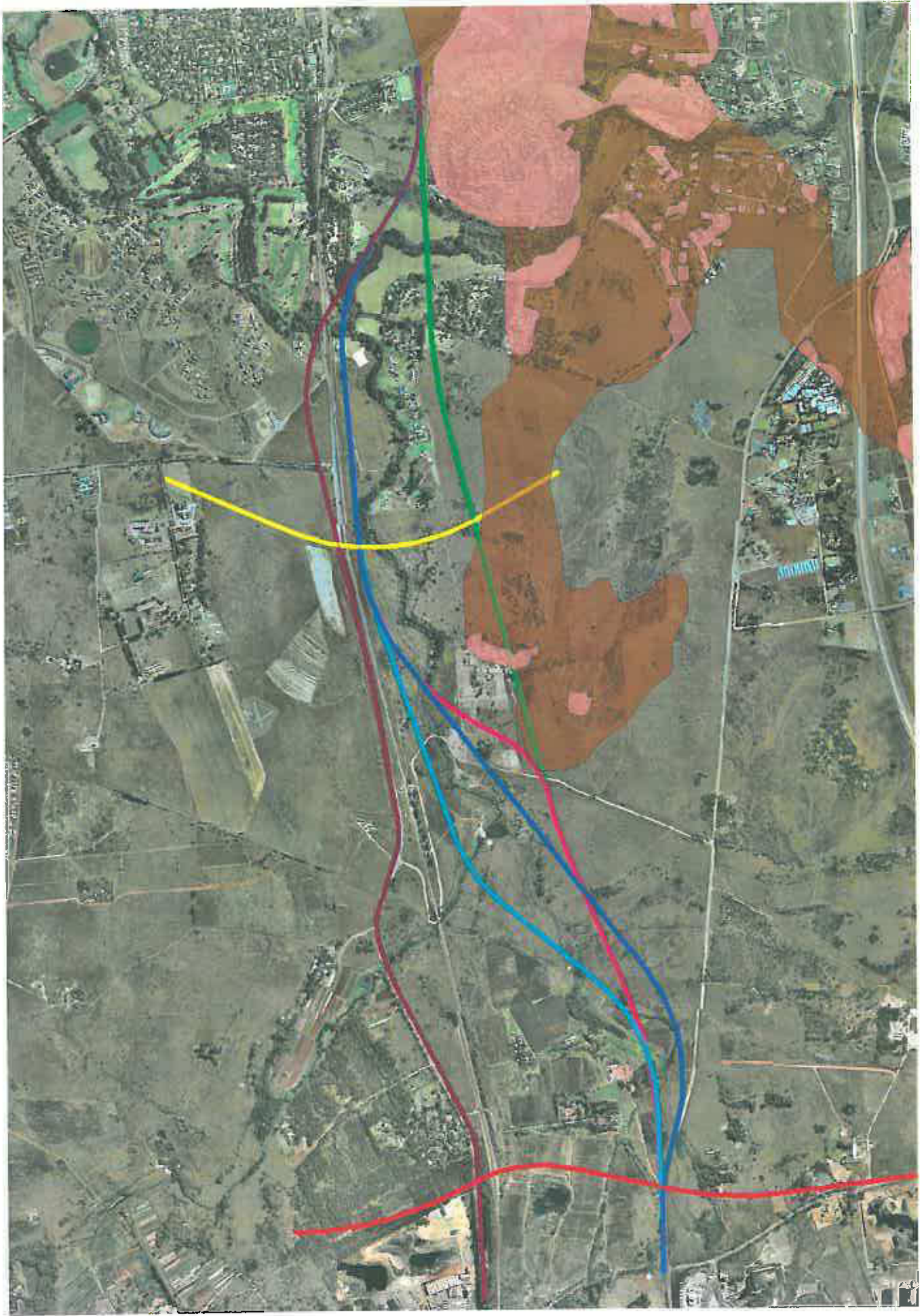
Alignment 3

Alignment 4

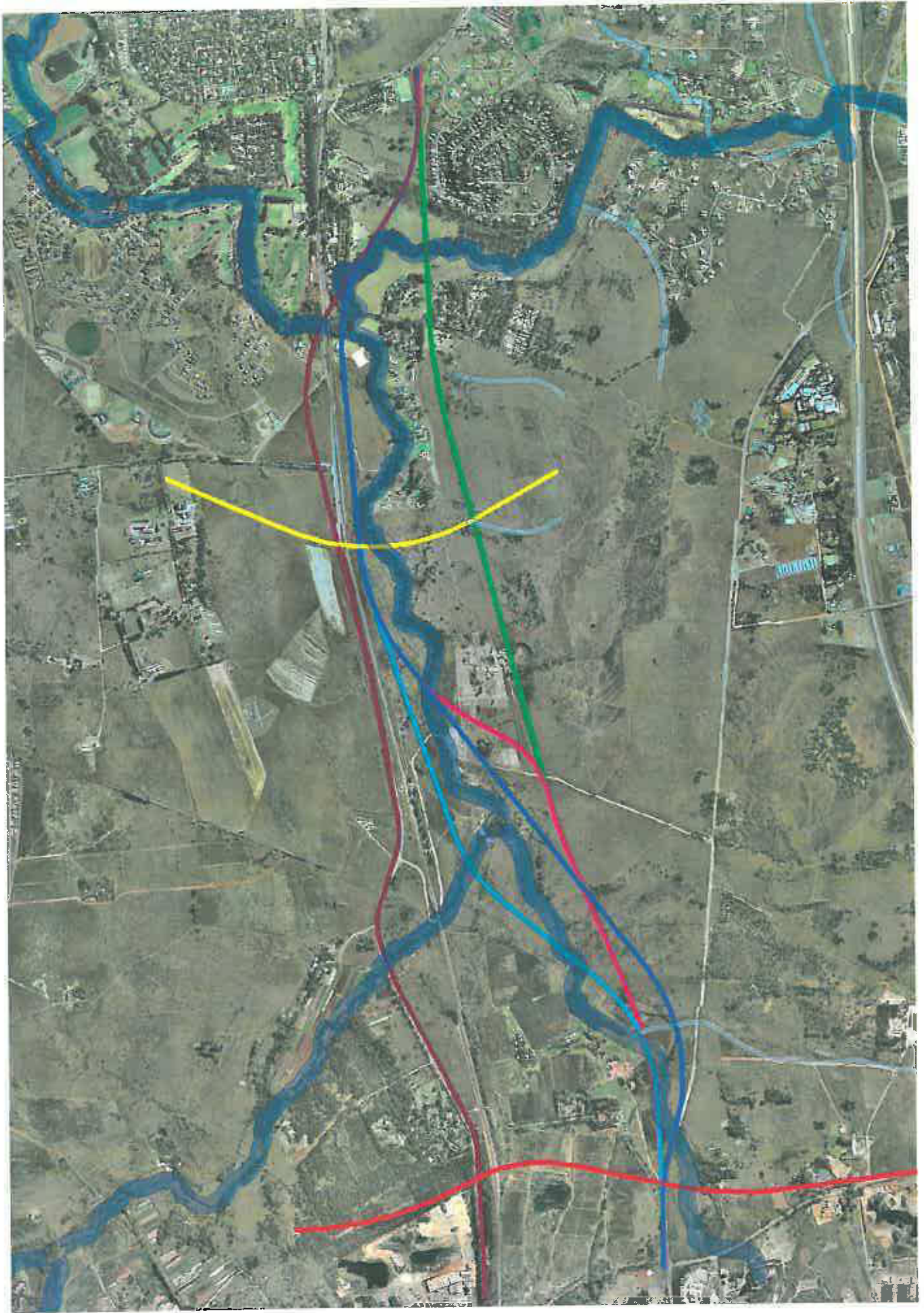
Alignment 5

K220

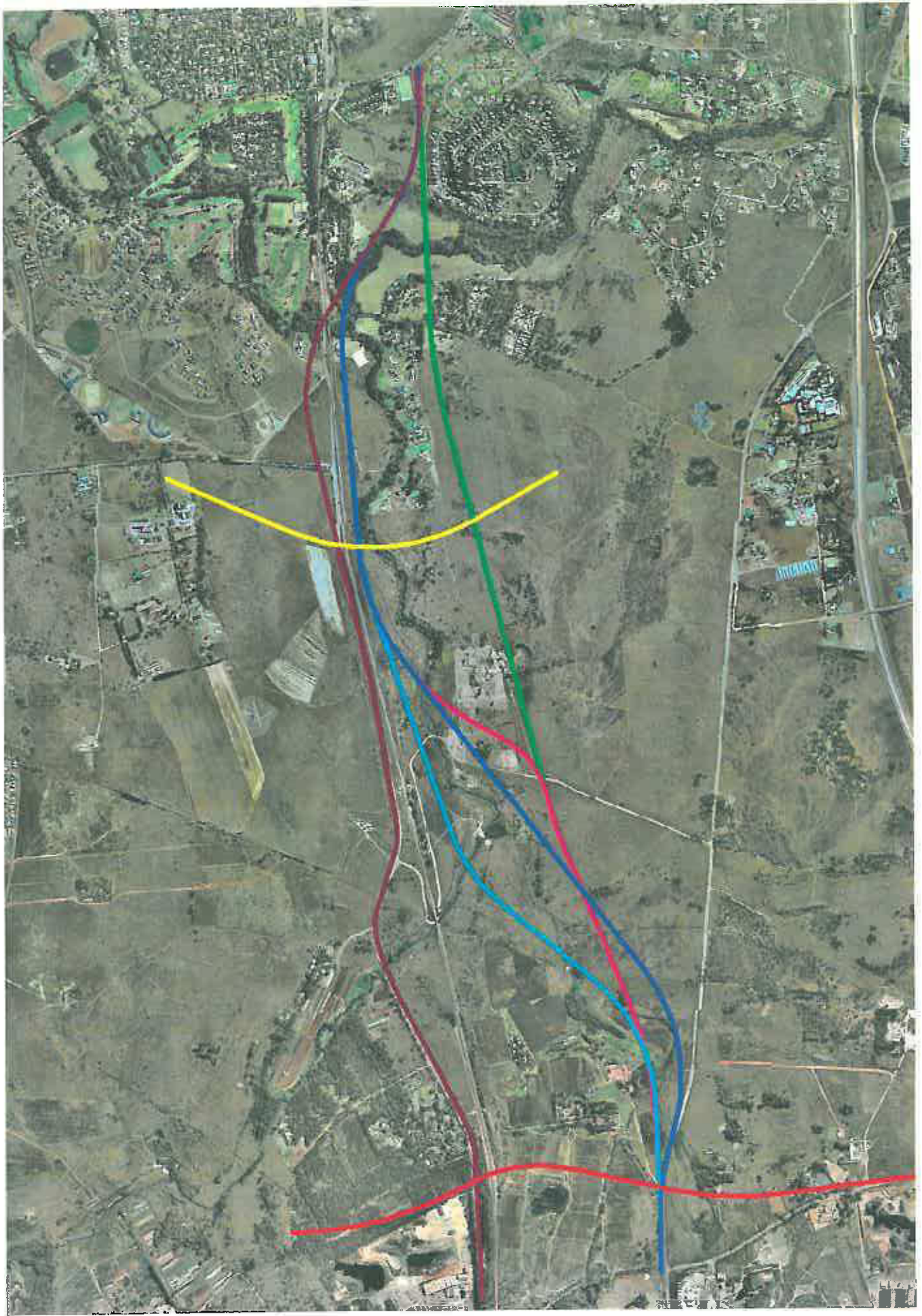




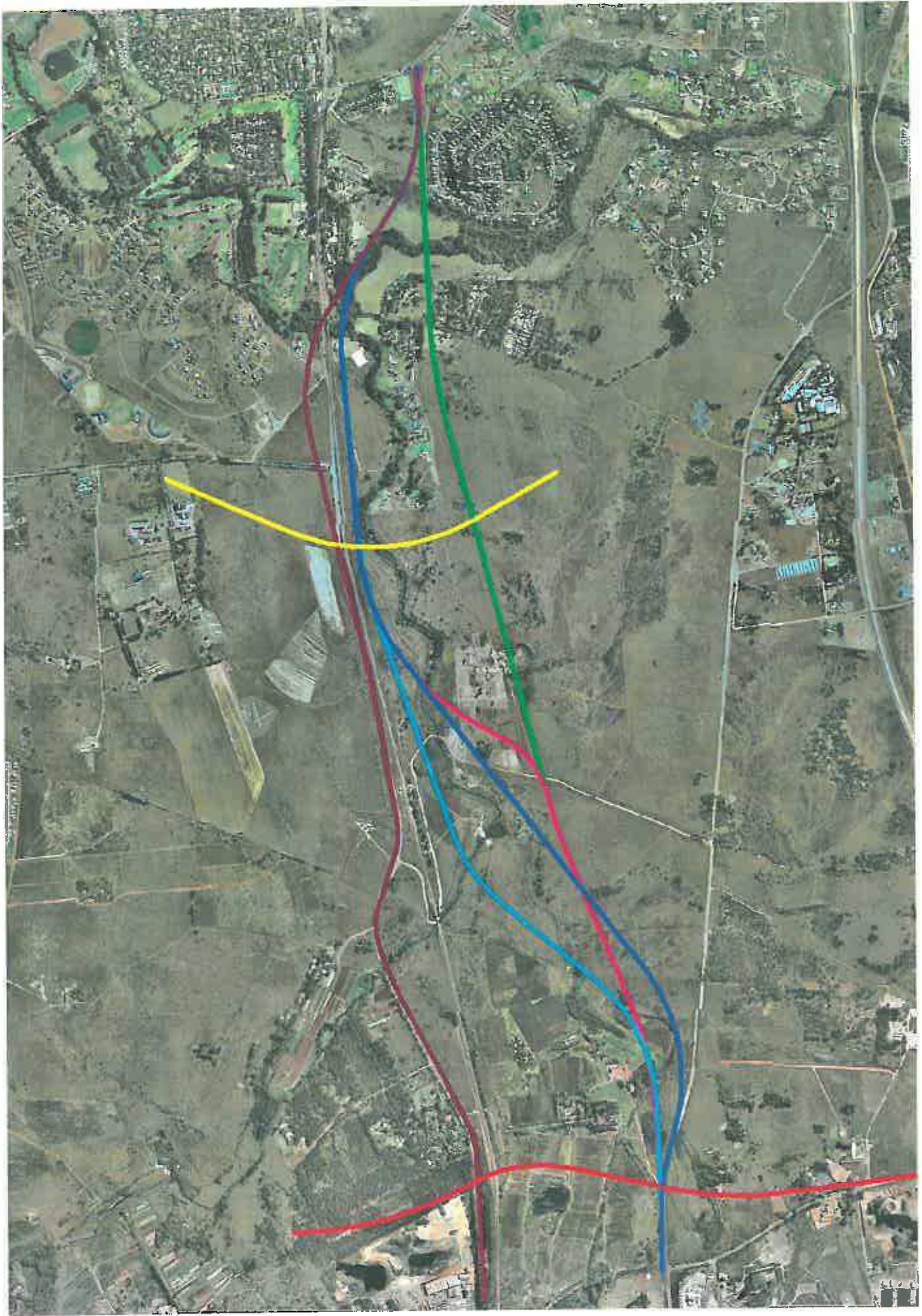




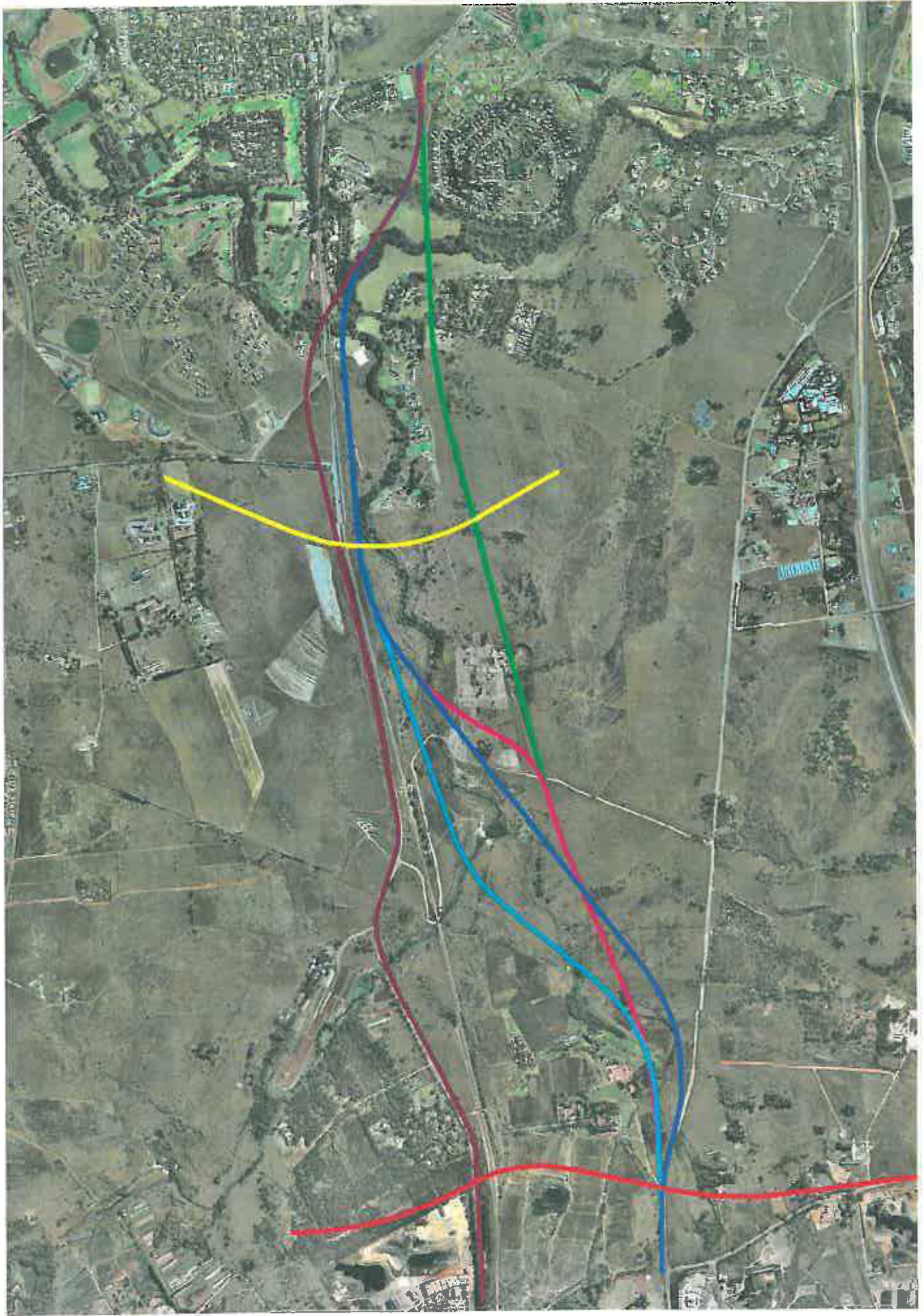




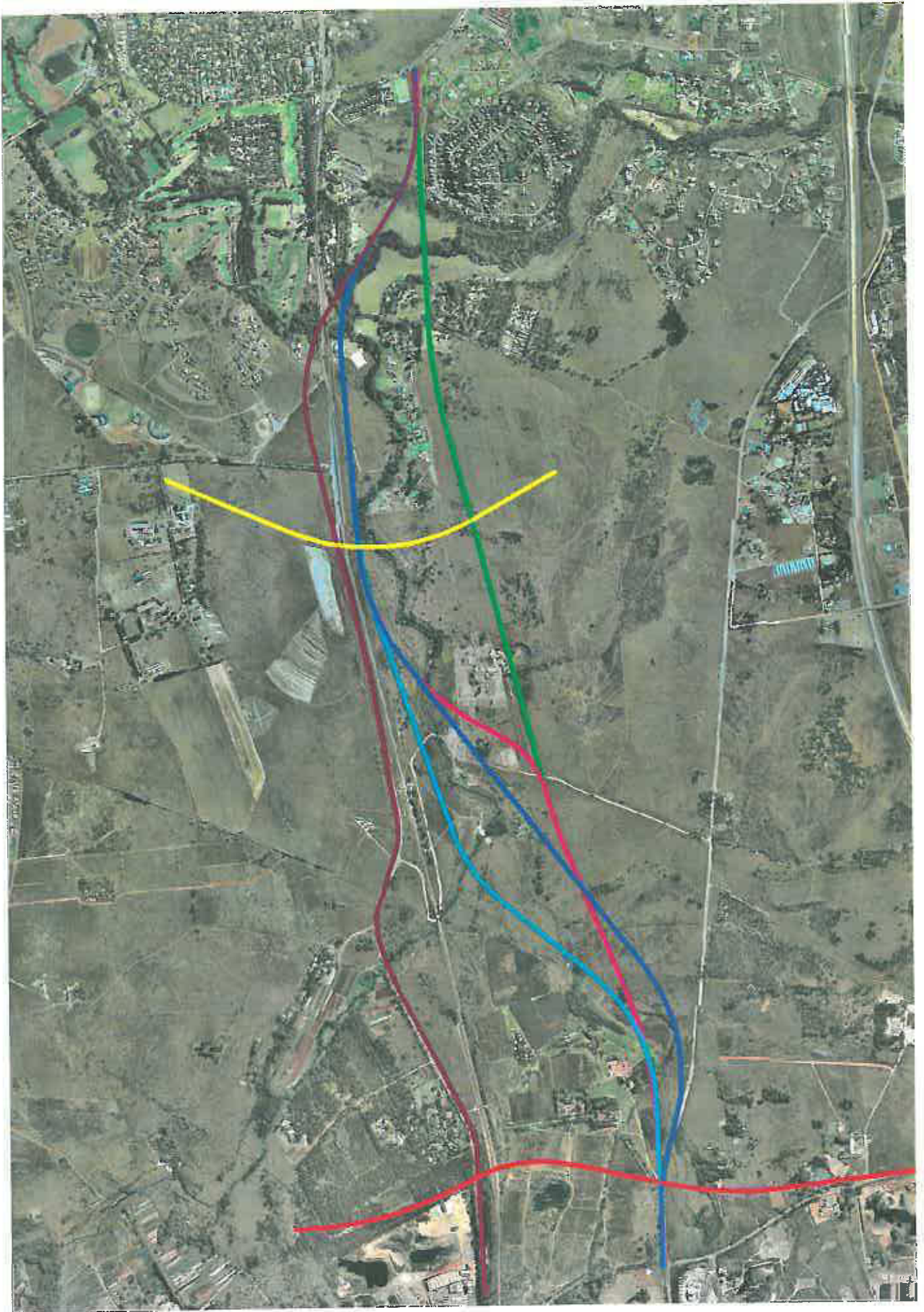




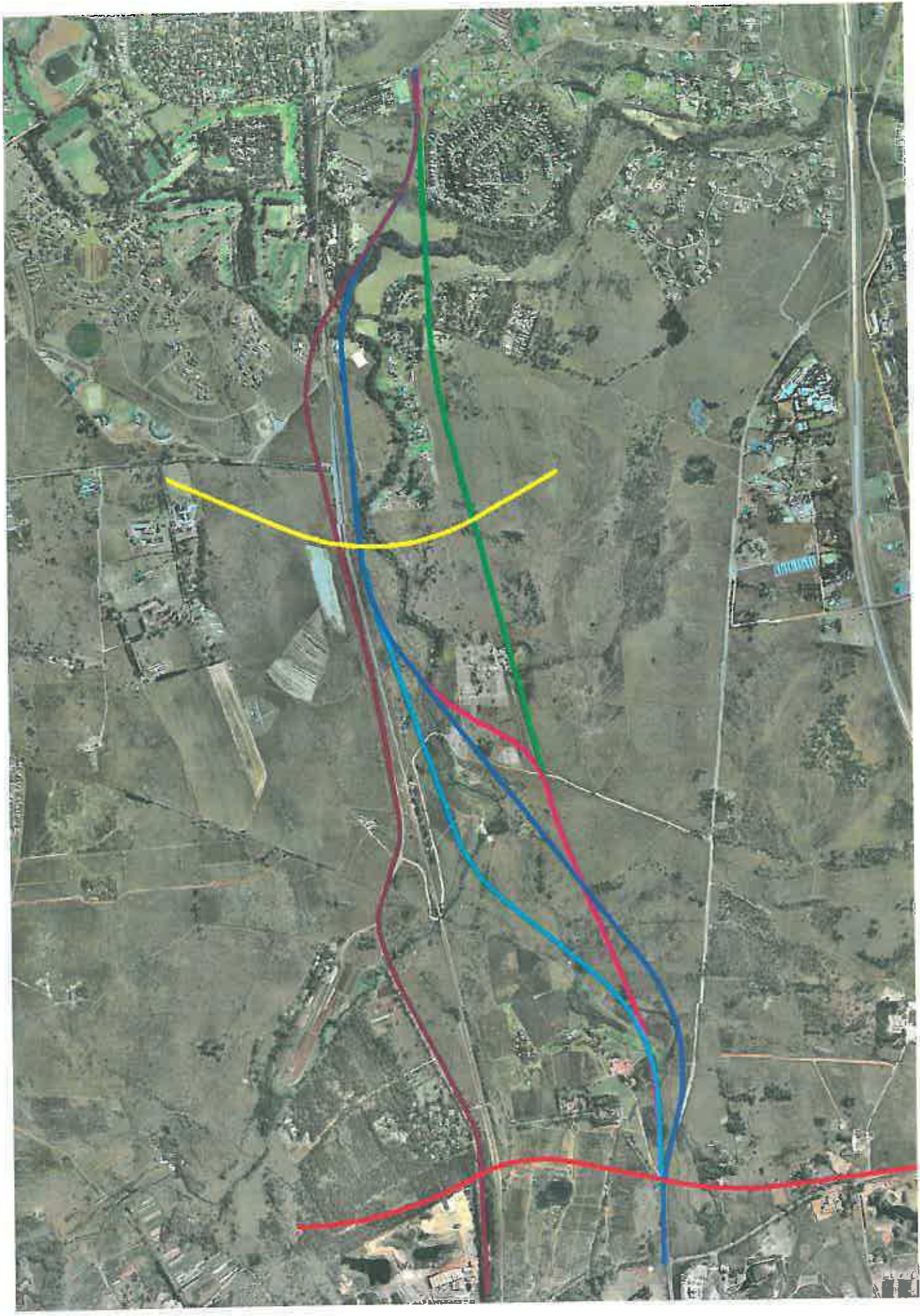






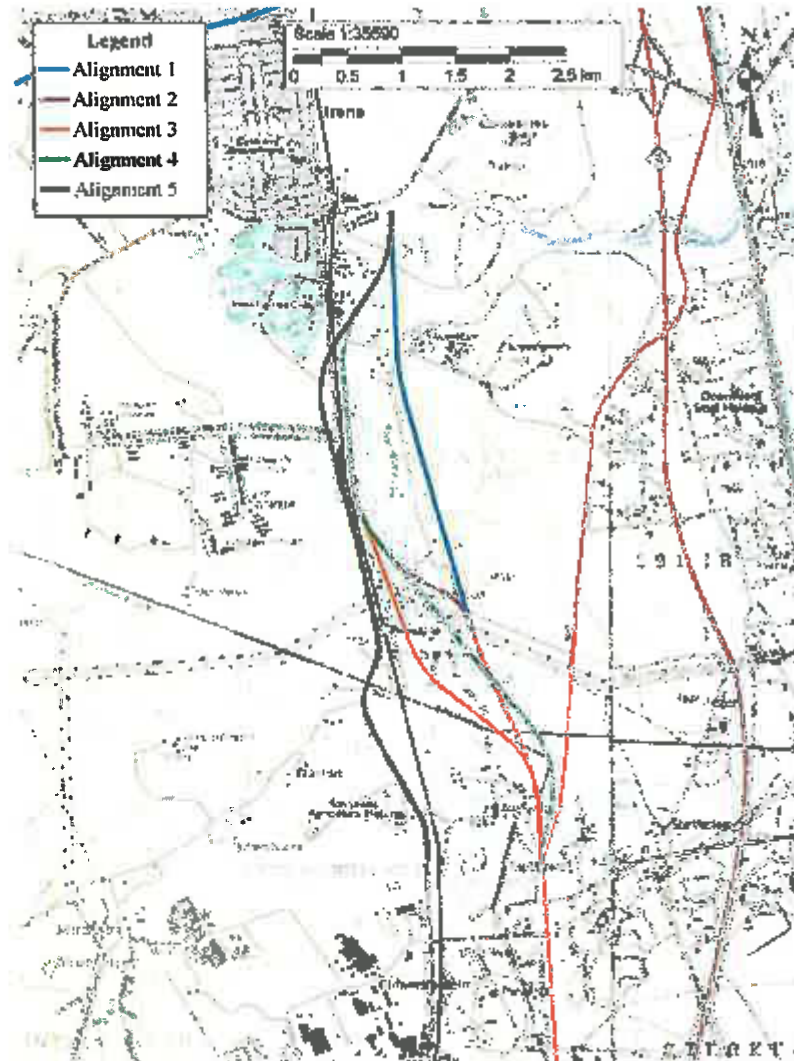








# K105 between Nelmapius and the K220



## NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

Notice is given of an application for an Environmental Impact Assessment Process that was submitted to the Gauteng Department of Agriculture and Rural Development, in terms of Regulation No. R543 published in the Government Notice No. 33306 of 18 June 2010 of the National Environment Management Act, 1998 (Act No. 107 of 1998) governing Environmental Impact Assessment Procedures (Notice 1, 2 and 3 - Government Notice R544, R545 & R546) for the following activity:

Reference No: Gaut 002/10-11/ED208

Project Name: Application for the Environmental Impact Assessment (EIA)  
Authorization for the section of Road K105 between Nelmapius and the K220

**Property Description:** The proposed route will cross the following holdings: Doomkloof of 391 JR portions 41, 590, 171, Remainder of 105, Remainder of 152, 647, 153, 547, 145, 591, 182, 144, Remainder of 53, Remainder of 2, Remainder of 41, 712, Remainder of 15, 747, 159, 748, Remainder of 113; Remainder of Olifantsfontein in 410 JR, Remainder of 34 of Olifantsfontein in 410 JR and portions 3 & 4; Remainder of Olifantsfontein in 402 JR and portions 14 & 25; Remainder of 6 of Stekfontein in 401 JR; Sun Lawns Agricultural Holdings 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21 & 22 and road reserve of Glen Avenue.

**Proponent Name:** Gauteng Department of Roads and Transport

**Listing Activities Applied:** GNR 544 (Listing Notice 1), 18 June 2010 - Activity 11, 18, 28 & 39 and GNR 545 (Listing Notice 2), 18 June 2010 - Activity 18 and GNR 546 (Listing Notice 3), 18 June 2010 - Activity 4, 13, 16, 19 & 24

**Location:** The involved section of the K105 lies in the quarter degree grid square 2528CC (Centurion) and stretches in a south-north direction from the K220 Road in Clayville to Nelmapius Drive, in Irene.

**Date of Notice:** 28 October 2013 - 6 December 2013

**Queries regarding this matter should be referred to:**

Bokamoso Landscape Architects and Environmental Consultants CC

Public Participation registration and inquiries: Juanita De Beer

Project inquiries: Mientjie Coetzee

P.O. Box 11875

Marokana 0161

[www.bokamoso.biz](http://www.bokamoso.biz)

Tel: (012) 346 3810

Fax: (086) 570 5659

Email: [lza@eg@mweb.co.za](mailto:lza@eg@mweb.co.za)

Locality Map

In order to ensure that you are identified as an Interested and/or Affected Party (I&AP) please submit your name, contact information and interest in the matter, in writing, to the contact person given above within 40 days of this Notice.

**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 28 October 2013 02:53 PM  
**To:** jgrobler@geoscience.org.za; asalomon@sahra.org.za;  
maphata.ramphele@gauteng.gov.za; justicem@dwaf.gov.za; keetm@dwaf.gov.za;  
Central@eskom.co.za; paia@eskom.co.za; schmidk@nra.co.za;  
nkoneigh@randwater.co.za; rudzanim@tshwane.gov.za;  
daniel.ramokone@transnet.net; casperm@tshwane.gov.za;  
kumen.govender@gauteng.gov.za  
**Subject:** K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; Public Notice EIA.pdf; Landowner & Tenants Letter.pdf

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220* Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 85 570 5659 | E: lizelleg@mweb.co.za | [www.bokamoso.biz](http://www.bokamoso.biz)  
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**Alfred**

---

**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 28 October 2013 03:07 PM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: Automatic reply: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

---

**From:** Central [mailto:Central@eskom.co.za]  
**Sent:** 28 October 2013 02:55 PM  
**To:** Bokamoso  
**Subject:** Automatic reply: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

**Dear Eskom Customer**

Thank you for using Eskom's e-mail facility. We acknowledge receipt of your e-mail request.

Please note that your request will be resolved within our committed service standards.

Please do not reply to this Automated Response.

**Alternatively:**

For your convenience, you are welcome to register on our Eskom web Site ([www.eskom.co.za](http://www.eskom.co.za)) or our Mobile Channel, Customer Service Mobile (**Dial \*120\*6937566#**) to report faults directly or to submit any query. Our automated system will provide you with a reference number.

**Other contact channels include:**

Tel No: 8600 ESKOM / 0860037566  
Fax No: + 27 86 697 9065

Our sms lines are as follows:  
Vodacom: + 27 82 941 3707  
Cell C: + 27 84 655 5778  
MTN: + 27 83 647 1951

I'm part of the 49Million initiative.  
<http://www.49Million.co.za>

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 28 October 2013 03:17 PM  
**To:** Magdafick@yahoo.co.uk  
**Subject:** K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; Public Notice EIA.pdf; Landowner & Tenants Letter.pdf

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220* Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 88 570 5659 | E: [lizelle@mwweb.co.za](mailto:lizelle@mwweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Labornoo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0151

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Alfred

---

**From:** Bokamoso <lizalleg@mweb.co.za>  
**Sent:** 28 October 2013 04:15 PM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg

---

**From:** Sean Cullinan [mailto:sean.cullinan@telkomsa.net]  
**Sent:** 28 October 2013 04:08 PM  
**To:** 'Bokamoso'  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Confirmed receipt of email below

---

**From:** Bokamoso [mailto:lizalleg@mweb.co.za]  
**Sent:** 28 October 2013 12:22 PM  
**To:** [manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za); [l.kunneke@cornwall.co.za](mailto:l.kunneke@cornwall.co.za); [h.cohoe@cornwall.co.za](mailto:h.cohoe@cornwall.co.za); [dehning@mweb.co.za](mailto:dehning@mweb.co.za); [elana@safbro.co.za](mailto:elana@safbro.co.za); [dkoa@salbu.co.za](mailto:dkoa@salbu.co.za); [safbu@icon.co.za](mailto:safbu@icon.co.za); [smutshouse@iburst.co.za](mailto:smutshouse@iburst.co.za); [aj@taurus.co.za](mailto:aj@taurus.co.za); [lutzl@tshwane.gov.za](mailto:lutzl@tshwane.gov.za); [accounts@ireneestate.co.za](mailto:accounts@ireneestate.co.za); [judamo@webmail.co.za](mailto:judamo@webmail.co.za); [info@twinriversestate.co.za](mailto:info@twinriversestate.co.za); [rudolf.jansen@mtnlodded.co.za](mailto:rudolf.jansen@mtnlodded.co.za); [gemvillage@iburst.co.za](mailto:gemvillage@iburst.co.za); [info@mmmanor.co.za](mailto:info@mmmanor.co.za); [rochelle@ippartners.co.za](mailto:rochelle@ippartners.co.za); [hsj@tiq.co.za](mailto:hsj@tiq.co.za); [ireneglen@telkomsa.net](mailto:ireneglen@telkomsa.net); [rohan@mwg.co.za](mailto:rohan@mwg.co.za); [owners@rietvleMew.co.za](mailto:owners@rietvleMew.co.za); [barbara@sagewoodconsulting.co.za](mailto:barbara@sagewoodconsulting.co.za); [sean.cullinan@telkomsa.net](mailto:sean.cullinan@telkomsa.net); [ivan@ippartners.co.za](mailto:ivan@ippartners.co.za); [irenemkt@mweb.co.za](mailto:irenemkt@mweb.co.za); [leon@belvedere.co.za](mailto:leon@belvedere.co.za)  
**Subject:** K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220 Project.*

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 348 3810 | F: (+27) 86 670 6659 | E: [lizalleg@mweb.co.za](mailto:lizalleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0101



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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 28 October 2013 03:21 PM  
**To:** 'ianmac@gafica.com'  
**Subject:** K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; Public Notice EIA.pdf; Landowner & Tenants Letter.pdf

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220* Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 348 3810 | F: (+27) 68 570 5659 | E. [lizetteg@mweb.co.za](mailto:lizetteg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
38 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**Alfred**

---

**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 28 October 2013 02:26 PM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: Out of Office: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

---

**From:** Baxter, Brent [mailto:BBaxter@golder.co.za]  
**Sent:** 28 October 2013 01:55 PM  
**To:** Bokamoso  
**Subject:** Out of Office: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Thank you for your mail. I am currently away from my office with little or no access to email until 30 October 2013.

if urgent, please contact Ursula Pape in my absence on +27 (0)11 2544801, or [upape@golder.co.za](mailto:upape@golder.co.za)

Alfred

---

**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 28 October 2013 02:02 PM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; Public Notice EIA.pdf; Landowner & Tenants Letter.pdf

---

**From:** Tony Games [mailto:TGames@prasa.com]  
**Sent:** 28 October 2013 01:47 PM  
**To:** Kenny Ramuthivhelli  
**Cc:** lizelle@mweb.co.za  
**Subject:** FW: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Hi Kenny,

Please refer to relevant people.

Regards,  
Tony

---

**From:** Bokamoso [mailto:lizelle@mweb.co.za]  
**Sent:** 28 October 2013 01:27 PM  
**To:** [fritss@boogertmanpta.co.za](mailto:fritss@boogertmanpta.co.za); [eric@planpractice.co.za](mailto:eric@planpractice.co.za); [rudolph@law.co.za](mailto:rudolph@law.co.za); Tony Games; [jerry@civillconcepts.co.za](mailto:jerry@civillconcepts.co.za); [junaidd@p-3.co.za](mailto:junaidd@p-3.co.za); [jack@centurus.co.za](mailto:jack@centurus.co.za); [jac.botha@route2.co.za](mailto:jac.botha@route2.co.za); [jaco.deVries@aurecongroupp.com](mailto:jaco.deVries@aurecongroupp.com); [avross@netactive.co.za](mailto:avross@netactive.co.za); [calitz.rehann@iburst.co.za](mailto:calitz.rehann@iburst.co.za); [sackesp5@mweb.co.za](mailto:sackesp5@mweb.co.za); [marketing@irene.co.za](mailto:marketing@irene.co.za); [francesf@pro-pharm.co.za](mailto:francesf@pro-pharm.co.za); [bula@vebo.co.za](mailto:bula@vebo.co.za); [FawkesMG@eskom.co.za](mailto:FawkesMG@eskom.co.za); [thewills@mweb.co.za](mailto:thewills@mweb.co.za); [james.ah.campbell@gmail.com](mailto:james.ah.campbell@gmail.com); [neil.florentinos@bmw.de](mailto:neil.florentinos@bmw.de); [schalk@burger.nom.za](mailto:schalk@burger.nom.za); [andrew@BKS.co.za](mailto:andrew@BKS.co.za); [dewet.herselman@exxaro.com](mailto:dewet.herselman@exxaro.com); [tomhannay.sa@gmail.com](mailto:tomhannay.sa@gmail.com); [martin@ccradvance.co.za](mailto:martin@ccradvance.co.za); [lizanne@bestclothing.co.za](mailto:lizanne@bestclothing.co.za); [idward@netactive.co.za](mailto:idward@netactive.co.za); [woudstra@law.co.za](mailto:woudstra@law.co.za); [fvt@fvt.co.za](mailto:fvt@fvt.co.za)  
**Subject:** K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220* Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizelle@nwweb.co.za](mailto:lizelle@nwweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
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**Alfred**

---

**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 28 October 2013 02:47 PM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg

---

**From:** Adrian van der Byl [mailto:Adrian@IreneEstate.co.za]  
**Sent:** 28 October 2013 02:23 PM  
**To:** Bokamoso  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Receipt of this email confirmed.

A R van der Byl,  
for Irene Estate (Pty) Ltd.

---

**From:** Bokamoso [mailto:lizelle@mweb.co.za]  
**Sent:** 28 October 2013 01:59 PM  
**To:** yonselen@netactive.co.za; liesl1vanheerden@gmail.com; valerie.vanstaden@gmail.com; mel@cafrica.com; RodkinH@dwa.gov.za; Magda.oosthuizen@seeff.com; lonjndadcv@gmail.com; Loubser.deKock@za.saabgroup.com; jack@southdownsestate.co.za; Adrian van der Byl; jon@urbandynamics.co.za; mandla@fmrcs.co.za; jaco.vdwesthuizen@me.com; matievon@global.co.za; simon@duotronic.co.za; waydefortune1@gmail.com; raj@glencarol.co.za; anthony.fourie@wspgroup.co.za; zibusiso.koanyago@tsogosun.com; lbalshaw@mweb.co.za; steven.kruger@leapfrog.co.za; annetile.benadie@leapfrog.co.za; pickerd@vodacom.co.za; rob.sporen@gmail.com  
**Subject:** K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220* Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3610 | F: (+27) 85 570 5659 | E: lizelle@mweb.co.za | [www.bokamoso.biz](http://www.bokamoso.biz)

36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**From:** Juanita <user3@bokamoso.net>  
**Sent:** 28 October 2013 04:21 PM  
**To:** casperm@tshwane.gov.za  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; image004.jpg; image005.jpg; image006.png

Dear Councillor Casper McDonald,

Thank you for your response, I have registered you as Interested and/or Affected Party Member for the proposed K105 Road between Nellmapius and K220 Project.

We will keep you updated regarding the process in the future.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11976 Maroelana 0181

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**From:** Councillor Casper N. McDonald [<mailto:CasperM@TSHWANE.GOV.ZA>]  
**Sent:** 28 October 2013 03:27 PM  
**To:** Bokamoso  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process



## TRANSPORT MONTH 2013

Car Free Day on 20 October 2013

Celebrating 20 years of delivering efficient, reliable and safe transport services

More Info 



Hi

I am a ward councillor and would like to be registered as an affected party. My details is as below and my e-mail address is [casperm@tshwane.gov.za](mailto:casperm@tshwane.gov.za).

Groete/ Regards

**CASPER MC DONALD**

**RAADSLID/ COUNCILLOR**

**WYK/ WARD 64**

**SEL/CEL 082 563 4570**

**FAKS/ FAX 086 503 5231**



# DA



**From:** Bokamoso [<mailto:ljzelleq@mweb.co.za>]

**Sent:** Monday, October 28, 2013 2:53 PM

**To:** [jgrobler@geoscience.org.za](mailto:jgrobler@geoscience.org.za); [asalomon@sahra.org.za](mailto:asalomon@sahra.org.za); [maphata.ramphele@gauteng.gov.za](mailto:maphata.ramphele@gauteng.gov.za); [justicem@dwaf.gov.za](mailto:justicem@dwaf.gov.za); [keetm@dwaf.gov.za](mailto:keetm@dwaf.gov.za); [Central@eskom.co.za](mailto:Central@eskom.co.za); [pala@eskom.co.za](mailto:pala@eskom.co.za); [schmidk@nra.co.za](mailto:schmidk@nra.co.za); [nkoneigh@randwater.co.za](mailto:nkoneigh@randwater.co.za); Rudzani Mukheli; [daniel.ramokone@transnet.net](mailto:daniel.ramokone@transnet.net); Councillor Casper N. McDonald; [kumen.goverder@gauteng.gov.za](mailto:kumen.goverder@gauteng.gov.za)

**Subject:** K105 Road between Nelmapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed **Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelmapius and the K220 Project.**

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3813 | F: (+27) 86 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bekamoso.biz](http://www.bekamoso.biz)  
36 Lebombo Street, Ashlee Gardens, Pretoria | P.O. Box 11375 Marcelana 0151

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 29 October 2013 08:15 AM  
**To:** 'Anina.vanderBijl@parexel.com'  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg

Dear Anina van der Bijl,

Thank you for your response, I have registered you as Interested and/or Affected Party Member for the proposed K105 Road between Nellmapius and the K220 Project.

We will keep you updated regarding the process in the future.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

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**From:** VanderBijl, Anina [<mailto:Anina.vanderBijl@parexel.com>]  
**Sent:** 28 October 2013 10:58 PM  
**To:** [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)  
**Subject:** FW: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Dear Bokamoso

Confirmation of receipt of Landowner and Tenants Letter re the EIA for the K105. We do have workers/tenants on our property and they can be notified via myself. We are the owners of Twin Rivers 11.

Regards

Anina van der Bijl and Francois Potgieter

**Anina van der Bijl**  
Medical Director  
[PAREXEL International](http://PAREXEL International)

T +27 12 443 2104  
M +27 83 391 8345

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**From:** Frits Schulte [<mailto:fritss@boogertmanpta.co.za>]  
**Sent:** 28 October 2013 13:40  
**To:** [homeowners@twindivers.co.za](mailto:homeowners@twindivers.co.za); Alex Hahn  
**Subject:** FW: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 28 October 2013 01:27 PM  
**To:** Frits Schulte; [eric@planpractice.co.za](mailto:eric@planpractice.co.za); [rudolph@law.co.za](mailto:rudolph@law.co.za); [tgames@prasa.com](mailto:tgames@prasa.com); [jerry@civillconcepts.co.za](mailto:jerry@civillconcepts.co.za); [junaidd@p-3.co.za](mailto:junaidd@p-3.co.za); [jack@centurus.co.za](mailto:jack@centurus.co.za); [jac.botha@route2.co.za](mailto:jac.botha@route2.co.za); [facco.deVries@aurecongroup.com](mailto:facco.deVries@aurecongroup.com); [avross@netactive.co.za](mailto:avross@netactive.co.za); [calitz.rehann@lburst.co.za](mailto:calitz.rehann@lburst.co.za); [sackesp5@mweb.co.za](mailto:sackesp5@mweb.co.za); [marketing@irene.co.za](mailto:marketing@irene.co.za); [francesf@pro-pharm.co.za](mailto:francesf@pro-pharm.co.za); [bula@yebo.co.za](mailto:bula@yebo.co.za); [FawkesMG@eskom.co.za](mailto:FawkesMG@eskom.co.za); [thewills@mweb.co.za](mailto:thewills@mweb.co.za); [james.ah.campbell@gmail.com](mailto:james.ah.campbell@gmail.com); [neil.florentinos@bmw.de](mailto:neil.florentinos@bmw.de); [schalk@burger.nom.za](mailto:schalk@burger.nom.za); [andrew@BKS.co.za](mailto:andrew@BKS.co.za); [dewet.herseiman@exxaro.com](mailto:dewet.herseiman@exxaro.com); [tomhannay.sa@gmail.com](mailto:tomhannay.sa@gmail.com); [martin@oeradvance.co.za](mailto:martin@oeradvance.co.za); [lizanne@bestclothing.co.za](mailto:lizanne@bestclothing.co.za); [edward@netactive.co.za](mailto:edward@netactive.co.za); [woudstra@law.co.za](mailto:woudstra@law.co.za); [fvt@fvt.co.za](mailto:fvt@fvt.co.za)  
**Subject:** K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220* Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 348 3810 | F: (+27) 88 670 5859 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 29 October 2013 08:37 AM  
**To:** 'barbara@salberg.co.za'  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; image002.png

Dear Barbara Parker,

Thank you for your response, I have registered you as Interested and/or Affected Party Member for the proposed K105 Road between Nellmapius and the K220 Project.

We will keep you updated regarding the process.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



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Environmental Consultants cc.**

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36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0131

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**From:** Barbara [<mailto:barbara@salberg.co.za>]  
**Sent:** 28 October 2013 04:45 PM  
**To:** 'Bokamoso'; [manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za); [l.kunneke@cornwall.co.za](mailto:l.kunneke@cornwall.co.za); [h.cohoe@cornwall.co.za](mailto:h.cohoe@cornwall.co.za); [dehning@mweb.co.za](mailto:dehning@mweb.co.za); [elana@salbro.co.za](mailto:elana@salbro.co.za); [dkoa@salbu.co.za](mailto:dkoa@salbu.co.za); [salbu@icon.co.za](mailto:salbu@icon.co.za); [smutshouse@iburst.co.za](mailto:smutshouse@iburst.co.za); [aj@taurus.co.za](mailto:aj@taurus.co.za); [LutzJ@tshwane.gov.za](mailto:LutzJ@tshwane.gov.za); [accounts@ireneestate.co.za](mailto:accounts@ireneestate.co.za); [judamp@webmail.co.za](mailto:judamp@webmail.co.za); [info@twinriversstate.co.za](mailto:info@twinriversstate.co.za); [rudolp.jansen@mtloaded.co.za](mailto:rudolp.jansen@mtloaded.co.za); [gemyillage@iburst.co.za](mailto:gemyillage@iburst.co.za); [info@mmmanor.co.za](mailto:info@mmmanor.co.za); [rochelle@jppartners.co.za](mailto:rochelle@jppartners.co.za); [hsj@tdq.co.za](mailto:hsj@tdq.co.za); [irenedelen@telkomsa.net](mailto:irenedelen@telkomsa.net); [rohan@mwg.co.za](mailto:rohan@mwg.co.za); [owners@rietvleiview.co.za](mailto:owners@rietvleiview.co.za); [barbara@sagewoodconsulting.co.za](mailto:barbara@sagewoodconsulting.co.za); [sean.cullinan@telkomsa.net](mailto:sean.cullinan@telkomsa.net); [Ivan@jppartners.co.za](mailto:Ivan@jppartners.co.za); [Irenemkt@mweb.co.za](mailto:Irenemkt@mweb.co.za); [deon@belvedere.co.za](mailto:deon@belvedere.co.za)  
**Cc:** 'Ivan'; Elana Siegruhn; Vanessa Pretorius  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

To whom it may concern

---

**Please Note:**

As previously indicated we are an interested and affected party and have previously strongly objection to the alignment crossing our property.

Yours sincerely,

**Barbara Parker**

Chairman

**SALBERG** | Group of Companies

**SALBRO Property Holdings (Pty) Ltd**

Salberg Business Park  
Portion 159  
10<sup>th</sup> Street  
Newlands  
Johannesburg  
0082

Tel: +27 (0)11 303 4601  
Fax: +27 (0)11 540 4604  
Cell: +27 (0)84 546 9800

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**From:** Bokamoso [<mailto:lizelle@mweb.co.za>]

**Sent:** Monday, October 28, 2013 12:22 PM

**To:** [manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za); [l.kunneke@cornwall.co.za](mailto:l.kunneke@cornwall.co.za); [h.cohoe@cornwall.co.za](mailto:h.cohoe@cornwall.co.za); [dehning@mweb.co.za](mailto:dehning@mweb.co.za); [elana@salbro.co.za](mailto:elana@salbro.co.za); [dkoa@salbu.co.za](mailto:dkoa@salbu.co.za); [salbu@icon.co.za](mailto:salbu@icon.co.za); [smutshouse@iburst.co.za](mailto:smutshouse@iburst.co.za); [ai@taurus.co.za](mailto:ai@taurus.co.za); [lutzj@tshwane.gov.za](mailto:lutzj@tshwane.gov.za); [accounts@ireneestate.co.za](mailto:accounts@ireneestate.co.za); [judamo@webmail.co.za](mailto:judamo@webmail.co.za); [info@twinriversestate.co.za](mailto:info@twinriversestate.co.za); [rudolp.jansen@mtnloaded.co.za](mailto:rudolp.jansen@mtnloaded.co.za); [gemvillage@iburst.co.za](mailto:gemvillage@iburst.co.za); [info@rmmanor.co.za](mailto:info@rmmanor.co.za); [rochelle@ippartners.co.za](mailto:rochelle@ippartners.co.za); [hsj@tiq.co.za](mailto:hsj@tiq.co.za); [ireneglen@telkomsa.net](mailto:ireneglen@telkomsa.net); [rohan@mwg.co.za](mailto:rohan@mwg.co.za); [owners@rietvleiview.co.za](mailto:owners@rietvleiview.co.za); [barbara@sagewoodconsulting.co.za](mailto:barbara@sagewoodconsulting.co.za); [scan.cullinan@telkomsa.net](mailto:scan.cullinan@telkomsa.net); [ivan@ippartners.co.za](mailto:ivan@ippartners.co.za); [irenemkt@mweb.co.za](mailto:irenemkt@mweb.co.za); [deon@belvedere.co.za](mailto:deon@belvedere.co.za)

**Subject:** K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220* Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 6859 | E: [lizelle@mweb.co.za](mailto:lizelle@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
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---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 31 October 2013 09:03 AM  
**To:** adrian@ireneestate.co.za  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg

Dear Adrian van der Byl,

Thank you for your response, your comments is noted on our Issues and Comments Register.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3610 | F: (+27) 66 570 5669 | E: lizelleg@mweb.co.za | [www.bokamoso.biz](http://www.bokamoso.biz)  
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**From:** Adrian van der Byl [<mailto:Adrian@IreneEstate.co.za>]  
**Sent:** 29 October 2013 05:18 PM  
**To:** Bokamoso  
**Cc:** Henry van der Byl  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Dear Juanita,

I would like to confirm Irene Estate's, as owner of Portion 1 of Farm Doornkloof 391 JR, strong objection to the proposed K105 Black route/Alternative 5.  
This Company's preferred route remains the Blue Route.

Please would you acknowledge receipt.

Regards,  
Adrian van der Byl,



for Irene Estate (Pty) Ltd.

**From:** Bokamoso [<mailto:lizellag@mweb.co.za>]

**Sent:** 28 October 2013 01:59 PM

**To:** [vgnselen@netactive.co.za](mailto:vgnselen@netactive.co.za); [lesliivanheerden@gmail.com](mailto:lesliivanheerden@gmail.com); [valerie.vanstadengmail.com](mailto:valerie.vanstadengmail.com); [mel@gafrika.com](mailto:mel@gafrika.com); [RodkinH@dwa.gov.za](mailto:RodkinH@dwa.gov.za); [Magda.oosthuizen@seeff.com](mailto:Magda.oosthuizen@seeff.com); [lorindacv@gmail.com](mailto:lorindacv@gmail.com); [Loubser.deKock@za.saabgroup.com](mailto:Loubser.deKock@za.saabgroup.com); [jack@southdownsestate.co.za](mailto:jack@southdownsestate.co.za); Adrian van der Byl; [jon@urbandynamics.co.za](mailto:jon@urbandynamics.co.za); [mandla@fmrcs.co.za](mailto:mandla@fmrcs.co.za); [jaco.vdwesthuizen@me.com](mailto:jaco.vdwesthuizen@me.com); [mattevon@global.co.za](mailto:mattevon@global.co.za); [simon@duotronic.co.za](mailto:simon@duotronic.co.za); [waydefortune1@gmail.com](mailto:waydefortune1@gmail.com); [raj@glencarol.co.za](mailto:raj@glencarol.co.za); [anthony.fourie@wspgroup.co.za](mailto:anthony.fourie@wspgroup.co.za); [zibusiso.kganyago@tsogosun.com](mailto:zibusiso.kganyago@tsogosun.com); [lbalshaw@mweb.co.za](mailto:lbalshaw@mweb.co.za); [steven.kruger@leapfrog.co.za](mailto:steven.kruger@leapfrog.co.za); [annetjie.benadie@leapfrog.co.za](mailto:annetjie.benadie@leapfrog.co.za); [pickerd@yoda.com.co.za](mailto:pickerd@yoda.com.co.za); [rob.sporen@gmail.com](mailto:rob.sporen@gmail.com)

**Subject:** K105 Road between Nelmapius and the K220 - EIA Public Participation Process

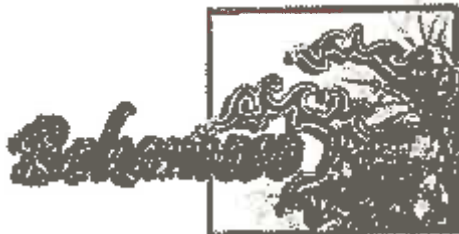
Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelmapius and the K220 Project.*

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 85 570 5859 | E: [lizellag@mweb.co.za](mailto:lizellag@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebernbo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marociana 0161

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**Alfred**

---

**From:** Bokamoso <lizelle@mwweb.co.za>  
**Sent:** 29 October 2013 10:39 AM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: DKOA: Bokamoso Notice\_ K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; Untitled attachment 00535.htm; Public Notice EIA.pdf; Untitled attachment 00538.htm; Landowner & Tenants Letter.pdf; Untitled attachment 00541.htm

---

**From:** DKOA\_LIST [mailto:dkoa@salbu.co.za]  
**Sent:** 29 October 2013 10:33 AM  
**To:** DKOA\_LIST (LONG)  
**Cc:** Bokamoso  
**Subject:** DKOA: Bokamoso Notice\_ K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Greetings,

**Bokamoso Notice\_ K105 Road between Nellmapius and the K220 - EIA Public Participation Process**  
**GAUTENG REF NO: GAUT XXXXX**

Please see Bokamoso notice below.

We asked that the Doornkloof Owners Association (DKOA) be registered as an Interested and Affected Party (I&AP).

**For more information contact:**  
Juanita De Beer - Telephone: 012-346-3810  
Bokamoso Landscape Architects and Environmental Consultants

Kind regards,

David Larsen - Salbu

Secretary: Doornkloof Owners Association (DKOA)  
For more information see URL: <http://www.salbu.co.za/dkoa>

**PLEASE PASS THIS MESSAGE ON TO THREE NEIGHBOURS  
AND ASK THEM TO DO THE SAME**

Begin forwarded message:  
On 28 Oct 2013, at 12:22, Bokamoso wrote:

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220 Project*.

Hope this finds you well.

Kind Regards/Vriendelijke Groete

**Juanita De Beer**

---

**Alfred**

---

**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 29 October 2013 11:02 AM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: K105 Road between Nelimapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg

---

**From:** cornwall manager [mailto:manager@cornwallhill.co.za]  
**Sent:** 29 October 2013 10:58 AM  
**To:** 'Bokamoso'  
**Subject:** RE: K105 Road between Nelimapius and the K220 - EIA Public Participation Process

Dankie Juanita

Ek het aangehegte dokument vir al ons inwoners aangestuur.

Dirk Heyns  
Estate bestuurder

---

**From:** Bokamoso [mailto:lizelle@mweb.co.za]  
**Sent:** 28 October 2013 12:22 PM  
**To:** [manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za); [Lkonneke@cornwall.co.za](mailto:Lkonneke@cornwall.co.za); [h\\_cohoe@cornwall.co.za](mailto:h_cohoe@cornwall.co.za); [dehning@mweb.co.za](mailto:dehning@mweb.co.za); [elana@salbro.co.za](mailto:elana@salbro.co.za); [dkoa@salbu.co.za](mailto:dkoa@salbu.co.za); [salbu@icon.co.za](mailto:salbu@icon.co.za); [smutshouse@iburst.co.za](mailto:smutshouse@iburst.co.za); [al@taurus.co.za](mailto:al@taurus.co.za); [LutzJ@tshwane.gov.za](mailto:LutzJ@tshwane.gov.za); [accounts@ireneestate.co.za](mailto:accounts@ireneestate.co.za); [judamo@webmail.co.za](mailto:judamo@webmail.co.za); [info@twinniversestate.co.za](mailto:info@twinniversestate.co.za); [ruddo.jansen@mtnloaded.co.za](mailto:ruddo.jansen@mtnloaded.co.za); [genvillage@iburst.co.za](mailto:genvillage@iburst.co.za); [info@rmmmanor.co.za](mailto:info@rmmmanor.co.za); [rochelle@jppartners.co.za](mailto:rochelle@jppartners.co.za); [hsi@tiq.co.za](mailto:hsi@tiq.co.za); [ireneglen@telkomsa.net](mailto:ireneglen@telkomsa.net); [rohan@mwg.co.za](mailto:rohan@mwg.co.za); [owners@rietykleivlew.co.za](mailto:owners@rietykleivlew.co.za); [barbara@sagewoodconsulting.co.za](mailto:barbara@sagewoodconsulting.co.za); [sean.cullinan@telkomsa.net](mailto:sean.cullinan@telkomsa.net); [ivan@jppartners.co.za](mailto:ivan@jppartners.co.za); [irenemkt@mweb.co.za](mailto:irenemkt@mweb.co.za); [leon@belvedere.co.za](mailto:leon@belvedere.co.za)  
**Subject:** K105 Road between Nelimapius and the K220 - EIA Public Participation Process

Dear interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelimapius and the K220 Project.*

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 . F: (+27) 88 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**Alfred**

---

**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 29 October 2013 11:54 AM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: K105 Road between Nelmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg; Public Notice EIA.pdf; Landowner & Tenants Letter.pdf  
  
**Flag Status:** Flagged

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**From:** Kenny Ramuthivheli [mailto:kramuthivheli@prasa.com]  
**Sent:** 29 October 2013 11:25 AM  
**To:** Paul Motsaedi; Angelika Pershina  
**Cc:** lizelle@mweb.co.za; Tony Games; Vivian Sera; Annette Lindeque; Goodman Matamp  
**Subject:** FW: K105 Road between Nelmapius and the K220 - EIA Public Participation Process

Hi Colleagues

Please see attached and provide assistance.

Regards;  
Kenny Ramuthivheli

---

**From:** Tony Games  
**Sent:** 28 October 2013 01:47 PM  
**To:** Kenny Ramuthivheli  
**Cc:** [lizelle@mweb.co.za](mailto:lizelle@mweb.co.za)  
**Subject:** FW: K105 Road between Nelmapius and the K220 - EIA Public Participation Process

Hi Kenny,

Please refer to relevant people.

Regards,  
Tony

---

**From:** Bokamoso [mailto:[lizelle@mweb.co.za](mailto:lizelle@mweb.co.za)]  
**Sent:** 28 October 2013 01:27 PM  
**To:** [fritss@boogertmanpta.co.za](mailto:fritss@boogertmanpta.co.za); [eric@planpractice.co.za](mailto:eric@planpractice.co.za); [rudolph@law.co.za](mailto:rudolph@law.co.za); Tony Games;  
[jerry@civilconcepts.co.za](mailto:jerry@civilconcepts.co.za); [junaid@p-3.co.za](mailto:junaid@p-3.co.za); [jack@centurus.co.za](mailto:jack@centurus.co.za); [jac.botha@route2.co.za](mailto:jac.botha@route2.co.za);  
[jaco.deVries@aurecongroup.com](mailto:jaco.deVries@aurecongroup.com); [avross@netactive.co.za](mailto:avross@netactive.co.za); [callitz.rehann@iburst.co.za](mailto:callitz.rehann@iburst.co.za); [sackesp5@mweb.co.za](mailto:sackesp5@mweb.co.za);  
[marketing@irene.co.za](mailto:marketing@irene.co.za); [francesf@pro-pharm.co.za](mailto:francesf@pro-pharm.co.za); [bula@yebo.co.za](mailto:bula@yebo.co.za); [FawkesMG@veskom.co.za](mailto:FawkesMG@veskom.co.za);  
[thewills@mweb.co.za](mailto:thewills@mweb.co.za); [james.ah.campbell@gmail.com](mailto:james.ah.campbell@gmail.com); [neil.florentinos@bmw.de](mailto:neil.florentinos@bmw.de); [schalk@burder.nom.za](mailto:schalk@burder.nom.za);  
[andrew@BKS.co.za](mailto:andrew@BKS.co.za); [dewet.herselman@exxaro.com](mailto:dewet.herselman@exxaro.com); [tombannay.sa@gmail.com](mailto:tombannay.sa@gmail.com); [martin@ceradvance.co.za](mailto:martin@ceradvance.co.za);  
[lizanne@bestclothing.co.za](mailto:lizanne@bestclothing.co.za); [Edward@netactive.co.za](mailto:Edward@netactive.co.za); [woudstra@law.co.za](mailto:woudstra@law.co.za); [fyf@fvt.co.za](mailto:fyf@fvt.co.za)  
**Subject:** K105 Road between Nelmapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelmapius and the K220 Project.*

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 85 570 5659 | E: [lizelle@mwel.co.za](mailto:lizelle@mwel.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Laboroko Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 31 October 2013 09:00 AM  
**To:** hsj@tiq.co.za  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg

Dear Herman Joubert,

Thank you for your response, I have registered you as Interested and/or Affected Party Member for the proposed *K105 Road between Nellmapius and the K220 Project*.

We will keep you updated regarding the process in the future.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3610 | F: (+27) 88 570 5659 | E: [lizelle@rwweb.co.za](mailto:lizelle@rwweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Leberibo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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---

**From:** Herman Joubert [<mailto:hsj@tiq.co.za>]  
**Sent:** 29 October 2013 09:14 PM  
**To:** Bokamoso  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Bokamoso Environmental Consultants

Dear madam,

I request to be included in the list of I&AP's regarding the above Application.

Name: Dr Herman Joubert

E-mail: [hsj@tiq.co.za](mailto:hsj@tiq.co.za)

Mobile: 0826519550

Address: PO Box 2731 Brooklyn Square 0075

Interest: Land owner

Regards



Herman Joubert

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]

**Sent:** 28 October 2013 12:22 PM

**To:** [manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za); [l.kunneke@cornwall.co.za](mailto:l.kunneke@cornwall.co.za); [h.cohoe@cornwall.co.za](mailto:h.cohoe@cornwall.co.za); [dehning@mweb.co.za](mailto:dehning@mweb.co.za); [elana@salbro.co.za](mailto:elana@salbro.co.za); [ckoa@salbu.co.za](mailto:ckoa@salbu.co.za); [salbu@icon.co.za](mailto:salbu@icon.co.za); [smutshouse@iburst.co.za](mailto:smutshouse@iburst.co.za); [al@taurus.co.za](mailto:al@taurus.co.za); [Lutzl@tshwane.gov.za](mailto:Lutzl@tshwane.gov.za); [accounts@ireneestate.co.za](mailto:accounts@ireneestate.co.za); [judamo@webmail.co.za](mailto:judamo@webmail.co.za); [info@twinriversestate.co.za](mailto:info@twinriversestate.co.za); [rudolp.jansen@mtnloaded.co.za](mailto:rudolp.jansen@mtnloaded.co.za); [gemyllage@iburst.co.za](mailto:gemyllage@iburst.co.za); [info@rmmmanor.co.za](mailto:info@rmmmanor.co.za); [rochelle@ippartners.co.za](mailto:rochelle@ippartners.co.za); Herman Joubert; [irenedlen@telkomsa.net](mailto:irenedlen@telkomsa.net); [rohan@mwg.co.za](mailto:rohan@mwg.co.za); [owners@rietvleiview.co.za](mailto:owners@rietvleiview.co.za); [barbara@sagewoodconsulting.co.za](mailto:barbara@sagewoodconsulting.co.za); [sean.cullinan@telkomsa.net](mailto:sean.cullinan@telkomsa.net); [ivan@ippartners.co.za](mailto:ivan@ippartners.co.za); [irenemkt@mweb.co.za](mailto:irenemkt@mweb.co.za); [deon@belvedere.co.za](mailto:deon@belvedere.co.za)

**Subject:** K105 Road between Nelimapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelimapius and the K220* Project.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3310 | F: (+27) 88 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 31 October 2013 09:24 AM  
**To:** 'andre@atkapharma.com'  
**Subject:** RE: Juanita - Re: Cornwall Hill EIA registration  
**Attachments:** image004.jpg; image005.jpg; image006.jpg; image007.jpg

Dear André Daly,

Thank you for your response, I have registered you as Interested and/or Affected Party Member for the proposed K105 Road between Nellmapius and K220 Project.

We will keep you updated regarding the process in the future.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27) 12 346 3840 | F: (+27) 86 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375, Marcelana 0181

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---

**From:** Andre Daly [<mailto:andre@atkapharma.com>]  
**Sent:** 30 October 2013 11:34 AM  
**To:** [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)  
**Cc:** Cindy - ATKA Pharma  
**Subject:** Att: Juanita - Re: Cornwall Hill EIA registration

Hi Juanita,

We live in Cornwall Hill Estate and would like to register as an Interested Party with regards to the notice of Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220.

Could you please assist us in getting this done.

Kind Regards,

**André Daly**  
CEO

tel +27 (0) 12 345 6713 | +27 (0) 861 11 55 32  
fax +27 (0) 86 529 0262  
www.arkapharma.com | www.biobalance.co.za

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---

**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 31 October 2013 09:40 AM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: Juanita - Re: Cornwall Hill EIA registration  
**Attachments:** image001.jpg; image002.jpg; image003.jpg; image004.jpg

---

**From:** Andre Daly [mailto:andre@atkapharma.com]  
**Sent:** 31 October 2013 09:35 AM  
**To:** Bokamoso  
**Cc:** Cindy - ATKA Pharma  
**Subject:** RE: Juanita - Re: Cornwall Hill EIA registration

Thank you,

We look forward to receiving the information.

Regards,  
Andre

---

**From:** Bokamoso [mailto:lizelle@mweb.co.za]  
**Sent:** 31 October 2013 09:24 AM  
**To:** Andre Daly  
**Subject:** RE: Juanita - Re: Cornwall Hill EIA registration

Dear André Daly,

Thank you for your response, I have registered you as Interested and/or Affected Party Member for the proposed K105 Road between Nellmapius and K220 Project.

We will keep you updated regarding the process in the future.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3310 | F: (+27) 86 570 5659 | E: lizelle@mweb.co.za | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375, Maraisburg 0161

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**From:** Andre Daly [mailto:[andre@atkapharma.com](mailto:andre@atkapharma.com)]  
**Sent:** 30 October 2013 11:34 AM  
**To:** [lizelle@nwweb.co.za](mailto:lizelle@nwweb.co.za)  
**Cc:** Cindy - ATKA Pharma  
**Subject:** Att: Juanita - Re: Cornwall Hill EIA registration

Hi Juanita,

We live in Cornwall Hill Estate and would like to register as an Interested Party with regards to the notice of Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220.

Could you please assist us in getting this done.

Kind Regards,

André Daly  
CEO

tel +27 (0) 12 345 6713 | +27 (0) 661 11 55 32  
fax +27 (0) 86 509 0262  
[www.atkapharma.com](http://www.atkapharma.com) | [www.biobalance.co.za](http://www.biobalance.co.za)

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**Alfred**

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**From:** Juanita <user3@bokamoso.net>  
**Sent:** 01 November 2013 01:06 PM  
**To:** 'nemcon@mweb.co.za'  
**Subject:** RE: K105 Road between Nellmaplus and the K220 – EIA Public Participation Process  
**Attachments:** image001.jpg

Dear Nico Maritz,

Thank you for your response, I have registered you as Interested and/or Affected Party Member for the proposed **K105 Road between Nellmaplus and the K220 Project**.

I have noted all your concerns on our Issues and Comments Register.

We will keep you updated regarding the process in the future.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
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**From:** Nemcon [<mailto:nemcon@mweb.co.za>]  
**Sent:** 01 November 2013 10:38 AM  
**To:** [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)  
**Subject:** Re: K105 Road between Nellmaplus and the K220 - EIA Public Participation Process

Hi Juanita,

The email below refers.

The proposed routes all appear to run very close to the Twin Rivers residential estate of which I am one of the owners. The project is a big concern to me as it will greatly affect the character of the estate and surrounding environment and could ultimately have a significant negative impact on my property value. It will also affect the same for the Smuts house and the Irene craft market.

Traveling down Jan Smuts Ave it is clear that this is a beautiful piece of earth which to date has remained unspoiled by urban development. A major access route will destroy an area frequented by runners, mountain bikers, photographers, families picnicking etc.

Being one of the affected parties I request that you forward additional information on the project to me disclosing details of the planned road i.e. width, expected traffic (volume and type), proposed routes in higher definition (kmz or GIS files will be very welcome), project schedule etc. from where I endeavor to submit my concerns formally.

Please do advise on any public participation meetings that you have planned for the execution of your ESIa study.

I look forward to meaningful interaction with your company on this study.

Kind regards,  
Nico Maritz  
+27 74 366 2787

On 28 Oct 2013, at 1:40 PM, Frits Schuite <[fritss@boogertmanpta.co.za](mailto:fritss@boogertmanpta.co.za)> wrote:

**From:** Bokamoso [<mailto:lizelle@mwweb.co.za>]  
**Sent:** 28 October 2013 01:27 PM  
**To:** Frits Schuite; [eric@planpractice.co.za](mailto:eric@planpractice.co.za); [rudolph@law.co.za](mailto:rudolph@law.co.za); [tgames@prasa.com](mailto:tgames@prasa.com); [jerry@civilconcepts.co.za](mailto:jerry@civilconcepts.co.za); [junaid@p-3.co.za](mailto:junaid@p-3.co.za); [jack@centurus.co.za](mailto:jack@centurus.co.za); [jac.botha@route2.co.za](mailto:jac.botha@route2.co.za); [jaco.deVries@aurecongroup.com](mailto:jaco.deVries@aurecongroup.com); [avross@netactive.co.za](mailto:avross@netactive.co.za); [calitz.rehann@iburst.co.za](mailto:calitz.rehann@iburst.co.za); [sackesp5@mwweb.co.za](mailto:sackesp5@mwweb.co.za); [marketing@irene.co.za](mailto:marketing@irene.co.za); [francesf@pro-pharm.co.za](mailto:francesf@pro-pharm.co.za); [bulia@yebo.co.za](mailto:bulia@yebo.co.za); [FawkesMG@eskom.co.za](mailto:FawkesMG@eskom.co.za); [thewills@mwweb.co.za](mailto:thewills@mwweb.co.za); [james.ah.campbell@gmail.com](mailto:james.ah.campbell@gmail.com); [nell.florentinos@bmw.de](mailto:nell.florentinos@bmw.de); [schalk@burger.nom.za](mailto:schalk@burger.nom.za); [andrew@BKS.co.za](mailto:andrew@BKS.co.za); [dewet.herselman@exxaro.com](mailto:dewet.herselman@exxaro.com); [tomhannay.sa@gmail.com](mailto:tomhannay.sa@gmail.com); [martin@ceradvance.co.za](mailto:martin@ceradvance.co.za); [lizanne@bestclothing.co.za](mailto:lizanne@bestclothing.co.za); [rdward@netactive.co.za](mailto:rdward@netactive.co.za); [woudstra@law.co.za](mailto:woudstra@law.co.za); [fvt@fvt.co.za](mailto:fvt@fvt.co.za)  
**Subject:** K105 Road between Nelmapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelmapius and the K220 Project.*

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---

<image001.jpg>  
Landscape Architects &  
Environmental Consultants cc.

T: (+27)12 348 3810 | F: (+27) 85 510 6669 | E: [lizelle@mwweb.co.za](mailto:lizelle@mwweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Labortjie Street, Ashlea Gardens, Pretoria, P.O. Box 11375 Marcellana 0161

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<Public Notice EIA.pdf>





**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 04 November 2013 08:24 AM  
**To:** ceo@phasa.co.za  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg

Dear Adri Kitshoff,

Thank you for your response, I have registered you as Interested and/or Affected Party Member for the proposed K105 Road between Nellmapius and the K220 Project.

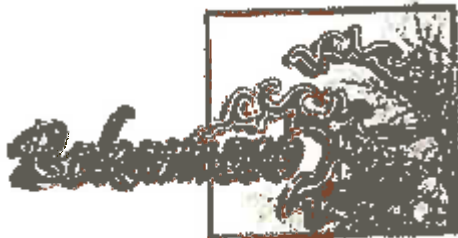
We will keep you updated regarding the process in the future.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3010 | F: (+27) 06 570 5659 | E: [lizelle@mwweb.co.za](mailto:lizelle@mwweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marcalan, 0161

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---

**From:** Adri Kitshoff [<mailto:ceo@phasa.co.za>]  
**Sent:** 01 November 2013 04:19 PM  
**To:** 'Bokamoso'  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Dear Lizelle

I acknowledge receipt of the email dated 28 October and attachments.

Please acknowledge PHASA (The Professional Hunters' Association of South Africa) as an Interested/Affected Party.

I confirm that we do not have any tenants on the property.

Kind regards

## Ms Adri Kitshoff

Chief Executive Officer: PHASA (Professional Hunters' Association of South Africa)

**Responsible Hunting for Sustainable Life & Livelihoods**

Tel: +27 (0)12 667 2048 - Fax: +27 (0)12 667 2049

Email: [ceo@phasa.co.za](mailto:ceo@phasa.co.za) - Web: [www.phasa.co.za](http://www.phasa.co.za) - Skype: adri.kitshoff

*PHASA offers a meet and greet facility at OR Tambo Airport coupled to pre-cleared Temporary Firearm Import Permits. Contact the PHASA office on [admin@phasa.co.za](mailto:admin@phasa.co.za) for assistance in this regard.*

*If you have received this message in error please destroy it and notify the sender. Any unauthorized usage, disclosure, alteration or dissemination is prohibited. The Professional Hunters' Association of South Africa accepts no responsibility for any loss whether it be direct, indirect or consequential, arising from information made available and actions resulting therefrom. The views and opinions expressed in this e-mail message may not necessarily be those of PHASA or PHASA Management.*

---

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]

**Sent:** Monday, October 28, 2013 1:52 PM

**To:** [gerhard.greyling@vodamail.co.za](mailto:gerhard.greyling@vodamail.co.za); [mogomotsi.magome@iijl.co.za](mailto:mogomotsi.magome@iijl.co.za); [visserl@l@l@mweb.co.za](mailto:visserl@l@l@mweb.co.za); [ceo@phasa.co.za](mailto:ceo@phasa.co.za); [tlane@telkomsa.net](mailto:tlane@telkomsa.net); [naasydwalt@mweb.co.za](mailto:naasydwalt@mweb.co.za); [maream@netactive.co.za](mailto:maream@netactive.co.za); [eben.mare@ip.ac.za](mailto:eben.mare@ip.ac.za); [ann@netcampbell.com](mailto:ann@netcampbell.com); [jaco@sylvanla.co.za](mailto:jaco@sylvanla.co.za); [vonsclen@netactive.co.za](mailto:vonsclen@netactive.co.za); [mariedelarey@mweb.co.za](mailto:mariedelarey@mweb.co.za); [dutoith@telkomsa.net](mailto:dutoith@telkomsa.net); [watsonmj@mweb.co.za](mailto:watsonmj@mweb.co.za); [dewet.herseiman@exxaro.com](mailto:dewet.herseiman@exxaro.com); [mwccspool@mweb.co.za](mailto:mwccspool@mweb.co.za); [esteyn@argility.com](mailto:esteyn@argility.com); [GamerD@velavke.co.za](mailto:GamerD@velavke.co.za); [ericc@gpq.gov.za](mailto:ericc@gpq.gov.za); [smartinyv@telkomsa.net](mailto:smartinyv@telkomsa.net); [riacuthbert@mweb.co.za](mailto:riacuthbert@mweb.co.za); [janepearce@telkomsa.net](mailto:janepearce@telkomsa.net); [amazingevents@lantlc.net](mailto:amazingevents@lantlc.net); [zoglu@mweb.co.za](mailto:zoglu@mweb.co.za); [Fvoyseysmit@boyden.co.za](mailto:Fvoyseysmit@boyden.co.za); [spike.delarey@telkom.co.za](mailto:spike.delarey@telkom.co.za); [spikedlr@telkomsa.net](mailto:spikedlr@telkomsa.net)

**Subject:** K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220 Project.*

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3819 | F: (+27) 86 570 6859 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
38 Bokamoso Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marceland 0161

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 01 November 2013 01:06 PM  
**To:** 'nemcon@mweb.co.za'  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg

Dear Nico Maritz,

Thank you for your response, I have registered you as Interested and/or Affected Party Member for the proposed *K105 Road between Nellmapius and the K220* Project.

I have noted all your concerns on our Issues and Comments Register.

We will keep you updated regarding the process in the future.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 85 570 5859 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marcelona 0181

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---

**From:** Nemcon [<mailto:nemcon@mweb.co.za>]  
**Sent:** 01 November 2013 10:38 AM  
**To:** [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)  
**Subject:** Re: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Hi Juanita,

The email below refers.

The proposed routes all appear to run very close to the Twin Rivers residential estate of which I am one of the owners. The project is a big concern to me as it will greatly affect the character of the estate and surrounding environment and could ultimately have a significant negative impact on my property value. It will also affect the same for the Smuts house and the Irene craft market.

Traveling down Jan Smuts Ave it is clear that this is a beautiful piece of earth which to date has remained unspoiled by urban development. A major access route will destroy an area frequented by runners, mountain bikers, photographers, families picnicking etc.

Being one of the affected parties I request that you forward additional information on the project to me disclosing details of the planned road i.e. width, expected traffic (volume and type), proposed routes in higher definition (kmz or GIS files will be very welcome), project schedule etc. from where I endeavor to submit my concerns formally.

Please do advise on any public participation meetings that you have planned for the execution of your ESIA study.

I look forward to meaningful interaction with your company on this study.

Kind regards,  
Nico Maritz  
+27 74 366 2787

On 28 Oct 2013, at 1:40 PM, Frits Schuite <[fritss@boogertmanpta.co.za](mailto:fritss@boogertmanpta.co.za)> wrote:

**From:** Bokamoso [<mailto:lizelig@mweb.co.za>]  
**Sent:** 28 October 2013 01:27 PM  
**To:** Frits Schuite; [eric@planpractice.co.za](mailto:eric@planpractice.co.za); [rudolph@law.co.za](mailto:rudolph@law.co.za); [tgames@prasa.com](mailto:tgames@prasa.com); [jerry@civilconcepts.co.za](mailto:jerry@civilconcepts.co.za); [junalid@p-3.co.za](mailto:junalid@p-3.co.za); [jack@centurus.co.za](mailto:jack@centurus.co.za); [jac.botha@route2.co.za](mailto:jac.botha@route2.co.za); [jaco.deVries@aurecongroup.com](mailto:jaco.deVries@aurecongroup.com); [avross@netactive.co.za](mailto:avross@netactive.co.za); [calitz.rehann@jburst.co.za](mailto:calitz.rehann@jburst.co.za); [sackesp5@mweb.co.za](mailto:sackesp5@mweb.co.za); [marketing@irene.co.za](mailto:marketing@irene.co.za); [francesf@pro-pharm.co.za](mailto:francesf@pro-pharm.co.za); [bula@yebo.co.za](mailto:bula@yebo.co.za); [FawkesMG@eskom.co.za](mailto:FawkesMG@eskom.co.za); [thewills@mweb.co.za](mailto:thewills@mweb.co.za); [james.ah.campbell@gmail.com](mailto:james.ah.campbell@gmail.com); [nell.florentinos@bmw.de](mailto:nell.florentinos@bmw.de); [schaik@burger.nom.za](mailto:schaik@burger.nom.za); [andrew@BKS.co.za](mailto:andrew@BKS.co.za); [dewet.herselman@exxaro.com](mailto:dewet.herselman@exxaro.com); [tomhannay.sa@gmail.com](mailto:tomhannay.sa@gmail.com); [martin@ceradvance.co.za](mailto:martin@ceradvance.co.za); [lizanne@bestclothing.co.za](mailto:lizanne@bestclothing.co.za); [ldward@netactive.co.za](mailto:ldward@netactive.co.za); [woudstra@law.co.za](mailto:woudstra@law.co.za); [fvt@fvt.co.za](mailto:fvt@fvt.co.za)  
**Subject:** K105 Road between Nelimapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelimapius and the K220 Project.*

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---

<Image001.jpg>  
**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3510 | F: (+27) 86 570 5659 | E: [lizelig@mweb.co.za](mailto:lizelig@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maricopa 0161

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<Public Notice EIA.pdf>

<Landowner & Tenants Letter.pdf>

**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 04 November 2013 08:24 AM  
**To:** ceo@phasa.co.za  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg

Dear Adri Kitshoff,

Thank you for your response, I have registered you as Interested and/or Affected Party Member for the proposed K105 Road between Nellmapius and the K220 Project.

We will keep you updated regarding the process in the future.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3910 | F: (+27) 86 570 5659 | E: lizalleg@mweb.co.za | www.bokamoso.biz  
38 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11575 Marolana 0161

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**From:** Adri Kitshoff [<mailto:ceo@phasa.co.za>]  
**Sent:** 01 November 2013 04:19 PM  
**To:** 'Bokamoso'  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Dear Lizelle

I acknowledge receipt of the email dated 28 October and attachments.

Please acknowledge PHASA (The Professional Hunters' Association of South Africa) as an Interested/Affected Party.

I confirm that we do not have any tenants on the property.

Kind regards

**Ms Adri Kitshoff**

Chief Executive Officer: PHASA (Professional Hunters' Association of South Africa);

**Responsible Hunting for Sustainable Life & Livelihoods**

Tel: +27 (0)12 667 2048 - Fax: +27 (0)12 667 2049

Email: [ceo@phasa.co.za](mailto:ceo@phasa.co.za) - Web: [www.phasa.co.za](http://www.phasa.co.za) - Skype: [adri.kitshoff](#)

**PHASA offers a meet and greet facility at OR Tambo Airport coupled to pre-cleared Temporary Firearm Import Permits. Contact the PHASA office on [admin@phasa.co.za](mailto:admin@phasa.co.za) for assistance in this regard.**

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---

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]

**Sent:** Monday, October 28, 2013 1:52 PM

**To:** [gerhard.greyling@vodamail.co.za](mailto:gerhard.greyling@vodamail.co.za); [mogomotsi.magome@jnl.co.za](mailto:mogomotsi.magome@jnl.co.za); [vissedlz@mweb.co.za](mailto:vissedlz@mweb.co.za); [ceo@phasa.co.za](mailto:ceo@phasa.co.za); [tlane@telkomsa.net](mailto:tlane@telkomsa.net); [naasvdwalt@mweb.co.za](mailto:naasvdwalt@mweb.co.za); [maream@netactive.co.za](mailto:maream@netactive.co.za); [eben.mare@iq.ac.za](mailto:eben.mare@iq.ac.za); [ann@netcampbell.com](mailto:ann@netcampbell.com); [jaco@sylvania.co.za](mailto:jaco@sylvania.co.za); [vonselien@netactive.co.za](mailto:vonselien@netactive.co.za); [mariedelarey@mweb.co.za](mailto:mariedelarey@mweb.co.za); [dutoith@telkomsa.net](mailto:dutoith@telkomsa.net); [watsonmj@mweb.co.za](mailto:watsonmj@mweb.co.za); [owet.herselman@exxaro.com](mailto:owet.herselman@exxaro.com); [mwespoel@mweb.co.za](mailto:mwespoel@mweb.co.za); [esteyn@ardility.com](mailto:esteyn@ardility.com); [GamerD@velayke.co.za](mailto:GamerD@velayke.co.za); [ericc@qpg.gov.za](mailto:ericc@qpg.gov.za); [smartiny@telkomsa.net](mailto:smartiny@telkomsa.net); [rlacuthbert@mweb.co.za](mailto:rlacuthbert@mweb.co.za); [janetpearce@telkomsa.net](mailto:janetpearce@telkomsa.net); [amazingevents@lantic.net](mailto:amazingevents@lantic.net); [zoqlu@mweb.co.za](mailto:zoqlu@mweb.co.za); [Fvoyseysmjt@boyden.co.za](mailto:Fvoyseysmjt@boyden.co.za); [spike.delarey@telkom.co.za](mailto:spike.delarey@telkom.co.za); [spikedlr@telkomsa.net](mailto:spikedlr@telkomsa.net)

**Subject:** K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed **Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius and the K220 Project.**

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 348 3810 | F: (+27) 86 570 5859 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
38 Lebambu Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 06 November 2013 08:56 AM  
**To:** manager@cornwallhill.co.za; l.kunneke@cornwall.co.za; h.cohoe@cornwall.co.za; dehning@mweb.co.za; elana@salbro.co.za; dkoa@salbu.co.za; salbu@icon.co.za; smutshouse@iburst.co.za; ai@taurus.co.za; Lutzl@tshwane.gov.za; accounts@ireneestate.co.za; judamo@webmail.co.za; info@twinriversestate.co.za; rudolp.jansen@mtnloaded.co.za; gemvillage@iburst.co.za; info@rmmanor.co.za; rochelle@ippartners.co.za; hsj@tiq.co.za; ireneglen@telkomsa.net; rohan@mwg.co.za; owners@rietvleiview.co.za; barbara@sagewoodconsulting.co.za; sean.cullinan@telkomsa.net; ivan@ippartners.co.za; irenemkt@mweb.co.za; deon@belvedere.co.za; fritss@boogertmanpta.co.za; eric@planpractice.co.za  
**Subject:** Errata Locality Map - K105 Road between Nelmapius and the K220  
**Attachments:** image001.jpg; Public Notice EIA.pdf

Dear Interested and/or Affected Party Member,

We apologise for the inconvenience regarding the incorrect Locality Map.

Please refer to the attached Public Notice with the correct locality map – Excluded Alternative 2 and 5.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3610 | F: (+27)86 570 8859 | E: [laczleg@mweb.co.za](mailto:laczleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebomba Street, Ashlea Gardens, Pretoria | P.O. Box 11375, Mamelona 0161

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Alfred

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 06 November 2013 09:00 AM  
**To:** rudolph@law.co.za; tgames@prasa.com; jerry@civilconcepts.co.za;  
junaid@p-3.co.za; jack@centurus.co.za; jac.botha@route2.co.za;  
jaco.deVries@zurecongroup.com; avross@netactive.co.za;  
calitz.rehann@iburst.co.za; sackesp5@mweb.co.za; marketing@irane.co.za;  
francesf@pro-pharm.co.za; bula@yebo.co.za; FawkesMG@eskom.co.za;  
thewills@mweb.co.za; james.ah.campbell@gmail.com; 'neil.fiorentinos@bmw.de';  
schalk@burger.nom.za; andrew@BKS.co.za; dewet.herselman@exxaro.com;  
tomhannay.sa@gmail.com; martin@ceradvance.co.za; lizanne@bestclothing.co.za;  
idward@netactive.co.za; woudstra@law.co.za; fvt@fvt.co.za;  
jonathan.greengrass@sita.co.za; ianmac@gafrika.com  
**Subject:** Errata Locality Map - K105 Road between Neilmapius and the K220  
**Attachments:** image001.jpg; Public Notice EIA.pdf

Dear Interested and/or Affected Party Member,

We apologise for the inconvenience regarding the incorrect Locality Map.

Please refer to the attached Public Notice with the correct locality map – Excluded Alternative 2 and 5.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3310 | F: (+27) 86 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Achlea Gardens, Pretoria | P.O. Box 11375 Marolana 0161

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 06 November 2013 09:03 AM  
**To:** Huw@oreport-international.com; sharon.pen@telkomsa.net; trumpc@wol.co.za; creitz@alignafrica.com; 'LanceSmith@avis.co.za'; 'tim.donkin@gmail.com'; jonathan.greengrass@sita.co.za; MFoxMartin@foxprojects.co.za; di@doctech.co.za; velerie.vanstaden@gmail.com; Brian.Melville-Smith@barloworldmotor.com; patjay@axxess.co.za; jaco@sylvania.co.za; barbara@02smart.com; keith.kent@lafarge-za.lafarge.com; franceson@uis-as.co.za; miles.saxby@za-sabmiller.com; tph@tph.co.za; cesarem@benzuresources.com; tulip@cyberserv.co.za; mcbettman@gmail.com; lighthouse@mweb.co.za; michele@jo-law.co.za; daniella@redink.co.za; baktawer@mweb.co.za; info@cornwall.co.za; bea@tph.co.za; martyhounsom@gmail.com  
**Subject:** Errata Locality Map - K105 Road between Nellmapius and the K220  
**Attachments:** image001.jpg; Public Notice EIA.pdf

Dear Interested and/or Affected Party Member,

We apologise for the Inconvenience regarding the incorrect Locality Map.

Please refer to the attached Public Notice with the correct locality map – Excluded Alternative 2 and 5.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---

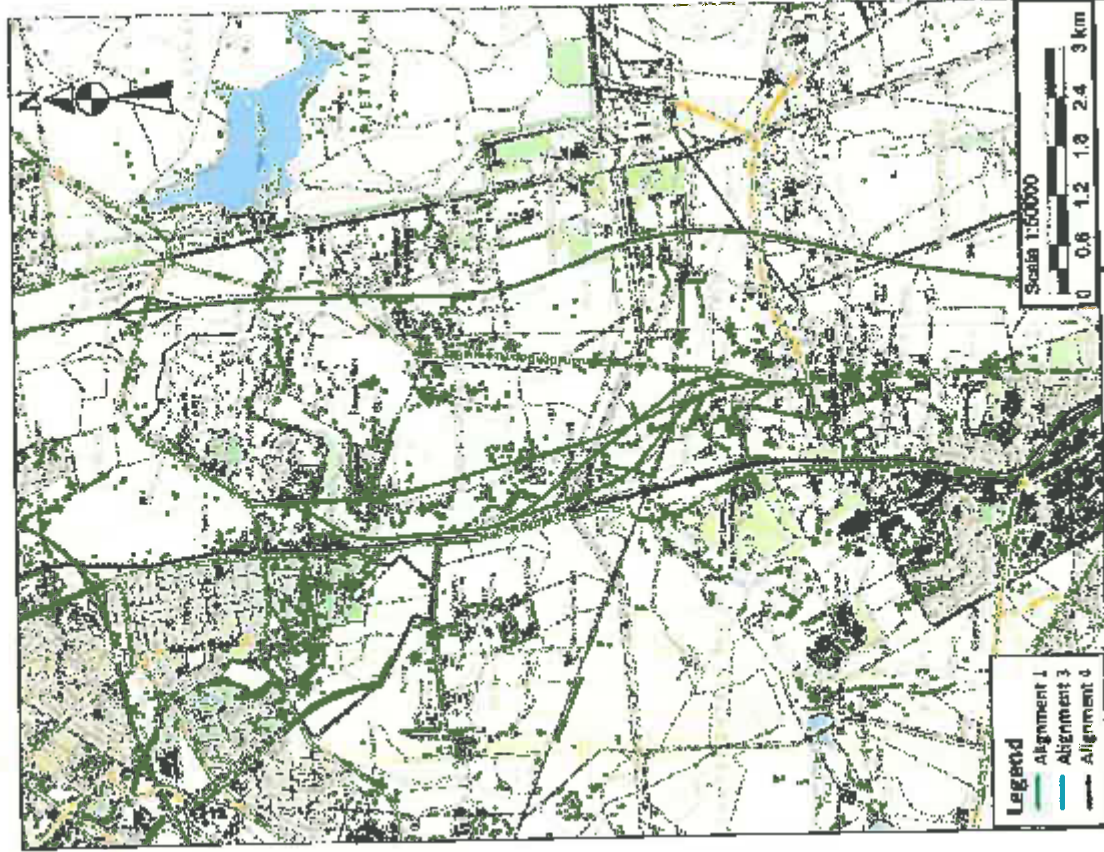


**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 F: (+27) 86 570 5659 | E: [lizelle@mweb.co.za](mailto:lizelle@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
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# K105 between Nelmapius and the K220



## NOTICE OF ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

Notice is given of an application for an **Environmental Impact Assessment Process** that was submitted to the Gauteng Department of Agriculture and Rural Development, in terms of Regulation No. R543 published in the Government Notice No. 33306 of 18 June 2010 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) governing **Environmental Impact Assessment Procedures (Notice 1, 2 and 3 – Government Notice R544, R545 & R546)** for the following activity:

**Reference No:** Garut 002/10-11/EO208

**Project Name:** Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelmapius and the K220

**Property Description:** The proposed route will cross the following holdings: Doornkloof 391 JR portions 41, 590, 171, Remainder of 105, Remainder of 152, 647, 153, 547, 145, 591, 162, 144, Remainder of 53, Remainder of 2, Remainder of 41, 712, Remainder of 15, 747, 159, 748, Remainder of 113; Remainder of Olifantsfontein 410 JR, Remainder of 34 of Olifantsfontein 410 JR and portions 3 & 4; Remainder of Olifantsfontein 402 JR and portions 14 & 25; Remainder of 6 of Steikfontein 401 JR; Sun Lowns Agricultural Holdings 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21 & 22 and road reserve of Gler Avenue.

**Proponent Name:** Gauteng Department of Roads and Transport

**Listing Activities Applied:** GNR 544 (Listing Notice 1), 18 June 2010 – Activity 11, 18, 28 & 39 and GNR 545 (Listing Notice 2), 18 June 2010 – Activity 18 and GNR 546 (Listing Notice 3), 18 June 2010 – Activity 4, 13, 16, 19 & 24

**Location:** The involved section of the K105 lies in the quarter degree grid square 2528CC (Centurion) and stretches in a south-north direction from the K220 Road in Clayville to Nelmapius Drive, in Irene.

**Date of Notice:** 28 October 2013 – 6 December 2013

**Queries regarding this matter should be referred to:**

Bokamoso Landscape Architects and Environmental Consultants CC  
Public Participation registration and inquiries: **Juanita De Beer**  
Project inquiries: **Milenjille Coetzee**

P.O. Box 11375

Maroelana 0161

[www.bokamoso.biz](http://www.bokamoso.biz)

Tel: (012) 346 3810

Fax: (086) 570 5659

E-mail: [fazelleg@rweb.co.za](mailto:fazelleg@rweb.co.za)



In order to ensure that you are identified as an interested and/or Affected Party (I&AP) please submit your name, contact information and interest in the matter, in writing, to the contact person given above **within 40 days of this Notice.**

**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 06 November 2013 09:08 AM  
**To:** 'riaan.pheiffer@ericsson.com'; arline@irenetowncrier.co.za; eugene.klopper@r-evolution.co.za; 'martin.raubenheimer@iburst.co.za'; naasvdw@web.co.za; online1146199@telkomso.net; edumeyer@iburst.co.za; kitto@icon.co.za; gavins@btpm.co.za; footj@unisa.ac.za; 'fbirkholtz@gmail.com'; herman@integrat.co.za; sian@methchurch.org.za; chrisg@bibletruths.co.za; mdivall@shapeconsulting.org; Bbaxter@golder.co.za; nigel.wilkes@bakkavor.co.za; Hanlie.Robertson@pta.fnb.co.za; Pstrydom@arc.agric.co.za; gerhard.greyling@vodamail.co.za; mogomotsi.magome@inl.co.za; visserliz@web.co.za; ceo@phasa.co.za; tlane@telkomsa.net; maream@netactive.co.za; ann@netcampbell.com; vonselen@netactive.co.za; mariedelarey@web.co.za  
**Subject:** Errata Locality Map - K105 Road between Nellmapius and the K220  
**Attachments:** image001.jpg; Public Notice EIA.pdf

Dear Interested and/or Affected Party Member,

We apologise for the inconvenience regarding the Incorrect Locality Map.

Please refer to the attached Public Notice with the correct locality map – Excluded Alternative 2 and 5.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 06 November 2013 09:12 AM  
**To:** dutoith@telkomsa.net; watsonmj@mweb.co.za; mwcspoel@mweb.co.za; esteyn@argility.com; GarnerD@velavke.co.za; ericc@gpg.gov.za; smartinvn@telkomsa.net; riacuthbert@mweb.co.za; janetpearce@telkomsa.net; amazingevents@lantic.net; 'zoglu@mweb.co.za'; Fvoyseysmit@boyden.co.za; spike.delarey@telkom.co.za; spikedlr@telkomsa.net; liesi1vanheerden@gmail.com; mel@gafrika.com; RodkinH@dwa.gov.za; Magdafick@yahoo.co.uk; lorindadc@gmail.com; Loubser.deKock@za.saabgroup.com; jack@southdownsestate.co.za; adrian@ireneestate.co.za; 'jon@urbandynamics.co.za'; mandla@fmrcs.co.za; jaco.vdwesthuizen@me.com; matievon@global.co.za; 'simon@duotronic.co.za'; 'waydefortune1@gmail.com'  
**Subject:** Errata Locality Map - K105 Road between Nellmapius and the K220  
**Attachments:** image001.jpg; Public Notice EIA.pdf

Dear Interested and/or Affected Party Member,

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Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



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Environmental Consultants cc.**

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 06 November 2013 09:18 AM  
**To:** raj@glencarol.co.za; anthony.fourie@wspgroup.co.za;  
'zibusiso.kganyago@tsogosun.com'; 'balshaw@mweb.co.za';  
'steven.kruger@leapfrog.co.za'; 'annetjie.benadie@leapfrog.co.za';  
'pickerd@vodacom.co.za'; 'rob.sporen@gmail.com'; 'riaan.alberts@gmail.com';  
'chaponda@hotmail.com'; 'carla.strydom@cennergi.com'; 'emstw@hydrex.co.za';  
'jacobusdeklerk@yahoo.com'; 'hughesb@mweb.co.za'; 'ncmalan@gmail.com';  
'marghamalan@gmail.com'; jvg@vga.co.za; barbara@salberg.co.za;  
**Subject:** Anina.vanderBijl@parexel.com; andre@atkapharma.com  
**Attachments:** Errata Locality Map - K105 Road between Nellmapius and the K220  
image001.jpg; Public Notice EIA.pdf

Dear Interested and/or Affected Party Member,

We apologise for the inconvenience regarding the incorrect Locality Map.

Please refer to the attached Public Notice with the correct locality map – Excluded Alternative 2 and 5.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



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Environmental Consultants cc.**

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 06 November 2013 09:38 AM  
**To:** nemcon@mweb.co.za  
**Subject:** Errata Locality Map - K105 Road between Nellmapius and the K220  
**Attachments:** image001.jpg; Public Notice EIA.pdf

Dear Interested and/or Affected Party Member,

We apologise for the inconvenience regarding the incorrect Locality Map.

Please refer to the attached Public Notice with the correct locality map – Excluded Alternative 2 and 5.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

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# URBAN DYNAMICS



DATE: 5 November 2013  
REF: J88705  
ENG: Jon Busser

**BOKAMOSO**  
36 Labombi Street,  
Ashlea Gardens,  
Pretoria,  
PO Box 11375  
Maroelana  
0161

**ATTENTION: JUANITA DE BEER / MIENTJIE COETZEE**

Dear Madam,

**RE: K105 BETWEEN NELLMAPIUS AND K220: EIA PUBLIC PARTICIPATION NOTICE**

We acknowledge receipt of your e-mail notice dated 28 October 2013.

Urban Dynamics represented the following property owners at the time of the scoping phase (May 2012):

- Southdown HOA
- Centurus (Pty) Ltd and its successors in title
- Irene Estate (Land Owner, Irene Daky)
- Southdowns College

Your office forwarded all I & AP's an invitation to review the Draft EIA Report on 4 May 2012. In terms of the amended documents downloaded from your website at the time, we received confirmation that your Alternative 5 would not be considered as a viable alternative. Quoted from that document, the following statement on page 127:

"In order to prevent unnecessary costs and social mobilization against the road, which could cause severe delays in the application process, it was decided to exclude alternatives 2 and 5 from the EIA Phase".

We are very concerned that you are now continuing with the EIA inclusive of this previously discarded alignment.

We accordingly request the following:

1. Confirm again, in writing that this alternative (5) was already discarded in 2012 and issue an amended notice that excludes it from your Locality Map, or
2. Give confirmation if you intend to pursue this alternative again, in which case we will again register the property owners and representing organizations in your public participation process.





We trust that the above is to your approval. Should you have any queries or require any further information, please do not hesitate to contact us.

Yours Faithfully,  
**Urban Dynamics Gauteng Inc.**



**JON RUSSER**  
PR Ptn A/994/1997  
DIRECTOR

**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 06 November 2013 11:02 AM  
**To:** 'emile@irenecc.co.za'  
**Subject:** Errata Locality Map - K105 Road between Nellmapius and the K220  
**Attachments:** image001.jpg; Public Notice EIA.pdf

Dear Interested and/or Affected Party Member,

We apologise for the inconvenience regarding the incorrect Locality Map.

Please refer to the attached Public Notice with the correct locality map – Excluded Alternative 2 and 5.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

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**Pages 40 to 47**

## **6.2 Alignment Alternatives**

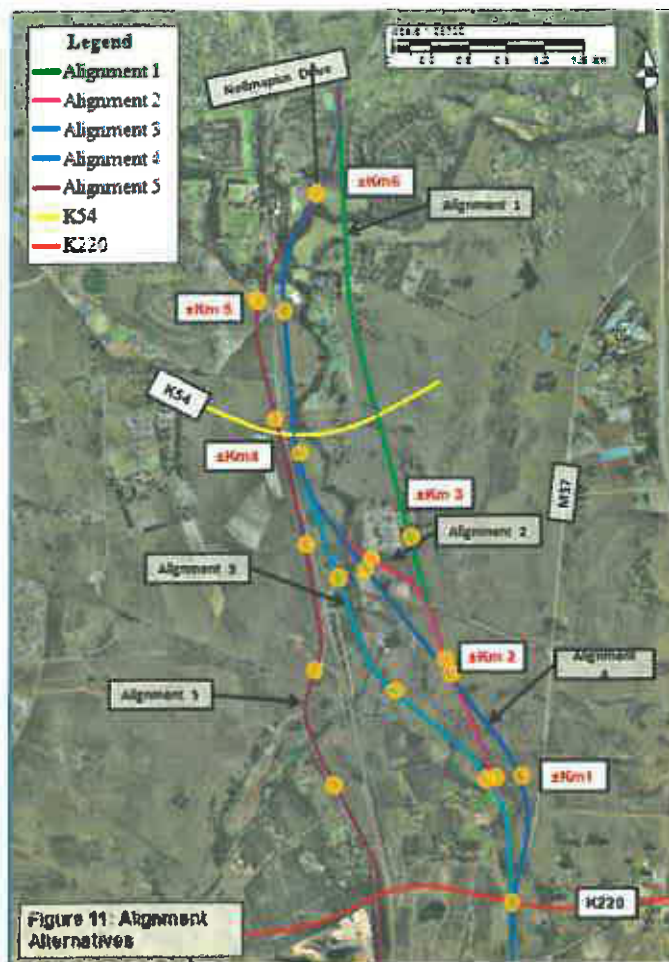
### **6.2.1 Identification of the Alignment Alternatives**

Five alternative routes for the involved section of the K105 were investigated:

***Also Refer to figure 11 below***

- **Alignment 1:** The original alignment as published by Gautrans. This alignment is the alternative that runs the furthest to the east;
- **Alignment 2:** From Km 0/K220 to approximately Km 2,5, Alternative follows the Alignment of Alternative 1. At approximately Km 2,5 it deviates to the west to eventually merge with Alignments 3 and 4 that runs between the railway line (to the west) and the Sesmyl Spruit (to the east);
- **Alignment 3:** From approximately Km 0/K220 to Km 1 it follows the alignment of Alternatives 1 and 2, but thereafter it bends away in a western direction towards the railway line. At approximately Km 4 it merges with Alignments 2 and 4;
- **Alignment 4:** From km 0/K220 Alternative 4 is aligned to run to the east of Alternative 1 and from approximately Km 1 to km 4 the alignment stretches almost straight towards the north-west. At approximately Km 4 it merges with Alternatives 2 and 3;
- **Alignment 5:** This Alternative runs the furthest to the west. From Km 0/K220 this alignment runs to the west of the railway line and at approximately Km 5 it bends to stretch in a north-eastern direction and to eventually link-up with Alignments 1 – 4 that runs to the

east of the railway line.



8 Note: The km references used in this report are based on the approximate kms as reflected on Figure 11 below and such

references are regarded as sufficient for the Scoping Phase/ Route Determination Phase. The EIA phase (Preliminary

Design/Detail Design) will refer to kms as indicated on the engineering drawings and such km references will be more accurate than the information contained in this Scoping Report.

#### 6.2.2 More Detailed Descriptions of Alignment Alternatives 1 – 5:

##### Alignment Alternative 1: (The Original Alternative on the maps since the early 1970s)

From Km 0,0 this road stretches across land that belongs to M & T Developments. An

application for Township establishment for a mixed-use development has already been submitted for the M & T Property. M & T Developments is aware of the proposed K 105 and already made provision for the road in all the development plans compiled for the application. M & T Developments prefer Alignment Alternatives 3 and 4.

Between approximately Km 1,3 and Km 2,3 the road stretches across land that is earmarked for a mixed-use development to be named Crosswise Estate. One of the owners of the Crosswise Estate land (Dr. Herman Joubert – a well known traffic engineer) recommended that the project team also investigate Alignment Alternative 5. Dr. Joubert however also indicated that it will be possible to accommodate Alignment Alternatives 1 and 3 in the Crosswise development layout.

At approximately Km 2,5 the proposed alignment will run underneath an Eskom Power Line. From approximately Km 2,5 to Km 3,5 Alternative 1 will run along the eastern boundary of the proposed Salberg Development. The representatives of Salberg indicated that they strongly object to Alignments 2 and 3 and their preferred alternatives are Alignments 4 and 1. From approximately Km 3,5 to Km 4,5 it stretches across a portion of land that also forms part of the proposed Crosswise Estate Development. At approximately Km 4,0 it intersects with the proposed K54 and GDARD regard the section of land between Km 4,0 and 5 as an irreplaceable site. The residential development directly to the west of approximately Km 4,2 to Km 5,5 is named the Twin Rivers Estate and the residents are not in favor of Alignment 1. From approximately Km 5,0 to Km 5,5 the proposed alignment runs in between the Twin Rivers Estate (to the west) and the well known Irene Village Market (to the east).

According to the local community and other regular visitors to the market and the area, this area has a unique "Sense of Place" that will be jeopardized with the implementations of the road and Fauna specialists also identified a vulnerable beetle species in this area.

Between Km 5,5 to km 5,6 the Alignment cuts across the access road to the Irene market

and the Smuts House. It also traverses a flood plain area that belongs to the Weyers Family and a river at approximately km 6,0. The Taurus breeding centre is also affected by this portion of the alignment. This alignment will have various social (visual, noise, cultural and historical, property values) and ecological impacts.

#### **Alignment 2:**

From Km 0,0/K220 to approximately Km 2,5 Alternative 2 follows the Alignment of Alternative 1, which stretches across the Crosswise Estate Development site and an Eskom Power Line. Between approximately Km 2,5 and 3,5 it traverses the south-western portion of the proposed Salberg Development and the Sesmyspruit. The representatives of Salberg already indicated (during various discussions) that they are not in favor of this alignment. At approximately Km 2,5 it deviates to the west to eventually merge (at approximately km 3,5) with Alignments 3 and 4 that runs between the railway line (to the west) and the Sesmyl Spruit (to the east). From approximately km 3,5 (where alignments 2, 3 and 4 merge) to the end of the involved section of the K105, the road runs almost parallel and in close proximity of the western embankment of the Sesmyspruit. If not well planned and managed, such a parallel alignment could have a detrimental impact on the riparian vegetation. The vegetation of the embankments was however found to be in a disturbed condition (mainly the ground coverage) and the implementation of the proposed road along the spruit can be regarded as an opportunity to rehabilitate some of the disturbed areas, especially since the City of Tshwane local municipality is currently busy with a river upgrading project. When considering land-uses that will be affected from approximately km 3,5 towards the north (approximately Km 6,8/ Nelmaphius Drive), it is anticipated that the land-uses to the east (Salberg, Crosswise Estate, Twin Rivers, the church, Taurus land etc) will experience the most negative impacts. The land-uses to the west are separated by a railway line and a road and due to the prominent division of the land to the east of the railway land from the land to the west of the railway line; the impacts on the land to the west are expected to

be low. The fact that the spruit separates approximately Km 3,5 – km 6,0 of the proposed alignment (also alignments 3 and 4) from the land-uses to the east of the road, makes this section of alternative 2 (including alternatives 3 and 4) more acceptable than Alternative 1, especially from a social point of view. The spruit acts as a visual and physiological barrier and is regarded as more acceptable than a K-Road along the boundary of a development. The fauna and flora specialists also indicated, during a scan for a former route determination exercise, this alignment is also more acceptable from an ecological point of view.

**Alternative 3: West of the quarry (revision of 1976 alignment) (Alignment preferred by the former PWV Consortium and indicated as one of two alternatives on the maps included as part of the “Review of the Strategic Road Network for Gauteng” May 2010 )**

From Km 0,0 to approximately Km 1,0 this alignment follows the same route than the original alignment (Alternative 1). At approximately Km 1,0 it bends towards the north-west and then bends upwards/in a northern direction to run almost parallel to the railway line. At approximately Km 5,5 the road bends in a north eastern direction, away from the railway line to meet up with alignments 1, 2 and 4 at Nelmaphuis Road (the end of the study area). This alignment incorporates one Eskom Powerline crossing at approximately Km 3,0 and at approximately Km 2,3 and Km 5,3 the proposed road traverse drainage lines/a spruit. From approximately Km 3,0 up to Nelmaphuis Road, the K105 will run in between the railway line (to the west) and the Sesmylspruit (to the east). As in the case of Alternative 2, the spruit separates a large section of the road (from approximately Km 2,5 to approximately Km 6,0) from the existing and proposed developments to the east of the spruit.

During the last focus group meeting that was held with the directly affected land-owners, this alignment was regarded as the preferred alternative. The former environmental scans and the environmental investigations conducted for purpose of this alignment, also regarded Alternative 3 as the preferred alignment. The *“Review of the Strategic Road*

*Network for Gauteng” May 2010* indicated Alternative 3 and the original alignment (Alternative 1) as the two alignment options for the involved section of the road.

#### **Alternative 4: East of the quarry (2002 alignment)**

This alignment alternative is very similar to Alignment 3, because it also bends towards the north-west (from approximately km 1,0) and thereafter upwards (in a northern direction) to run in between the railway line to the west and the spruit to the east. From a socioeconomical point of view, this road was not regarded as a viable alternative.

#### **Alternative 5: Replace the alignment of the existing P38-1 (M18)**

Dr. Herman Joubert (traffic engineer and one of the developers of the Crosswise Estate) suggested an alternative route that mainly stretches to the west of the railway line. **This western alignment, which almost follows the alignment of the existing Botha Avenue, affects amongst others the Sunlawns Development site, the ARC Land, residential areas and the existing Southdowns Estate.** During the public participation process the affected land-owners indicated that they were totally against this new proposal to align the road to the west of the railway line. Apart from the fact that the alignment will cut through properties in an unsympathetic manner, it will include two railway line crossings that will have visual and noise impacts. The affected parties also regarded this sudden shift towards the west as unfair, because the published alignment runs to the east of the railway line and they purchased their properties and planned future developments with the impression that the K105 will not affect them (the Gautrans plans indicated that the proposed K105 alignment runs to the east of the railway line). **A representative of the Southdowns development (Mr. Jon Busser – A town and Regional Planner) indicated that there will be a great amount of social mobilization against the road (mainly from the affected parties to the west of the railway line) if the western alternative is considered as a viable alternative for the proposed road.**



### Summary

From the comparison of the two alternatives, based on the available information, it can be concluded that the ecological impact of Alternative 1 and 4 is higher than that of Alternative 2, 3 and 5 due to a larger section of the route that traverses irreplaceable sites, natural grassland areas and a ridge.

From an economical point of view Alternative 1 is the preferred alternative since this alternative has less river crossings in comparison to the other Alternatives, which will save a substantial amount of construction costs, but it should be noted that Alternative 5 will be located on a part of the existing P38 – 1 (M18) and it will utilize the existing infrastructure.

From a social point of view Alternatives 1, 3 and 4 are the preferred alternatives and according to the immediate affected landowners (during the focus group meetings) all parties can accommodate Alternatives 3 and 4 into their future development plans.

From an environmental point of view, Alternative 3 is currently regarded as the preferred alternative.

In order to prevent unnecessary costs and social mobilization against the road, which could cause severe delays in the application process, it was decided to exclude Alternatives 2 and 5 from the EIA phase. The EIA report will only compare Alignment Alternatives 1, 3 and 4.

**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 06 November 2013 02:40 PM  
**To:** 'richard.matchett@wspgroup.co.za'  
**Subject:** RE: K105 Road between Nellmapius and the K220  
**Attachments:** image001.jpg

Dear Richard Matchett,

I will notify the River Meadow Manor as Affected Party.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3819 | F: (+27) 86 570 5659 | E: [lizalleg@inweb.co.za](mailto:lizalleg@inweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
38 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375, Marcelana 0161

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---

**From:** Matchett, Richard [<mailto:richard.matchett@wspgroup.co.za>]  
**Sent:** 06 November 2013 02:26 PM  
**To:** Bokamoso  
**Subject:** RE: K105 Road between Nellmapius and the K220

Thanks Juanita.

Please confirm that the Manor has been engaged in discussions. The preferred alternative on this project goes *STRAIGHT* through their property.

Thanks and Regards,

**Richard Matchett** Pr Eng  
Divisional Director

**WSP Group Africa (Pty) Ltd**  
**WSP SA Civil and Structural Engineers Division**

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 06 November 2013 02:06 PM  
**To:** Matchett, Richard  
**Subject:** K105 Road between Nellmaplus and the K220

Dear Richard Matchett,

I am the Public Participation Consultant for Bokamoso Environmental & Landscape Architects – Please note that I went to Irene to notify the Equestrian Centre but there doesn't exist an Equestrian Centre.

Please refer to the following link regarding the River Meadow Manor: <http://www.rmmanor.co.za/>

River Meadow Manor is a Guest House not an Equestrian Centre.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 6659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroclaan 0161

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 07 November 2013 08:30 AM  
**To:** Bbaxter@golder.co.za  
**Subject:** RE: Errata Locality Map - K105 Road between Nellmapius and the K220  
**Attachments:** image001.jpg

Dear Brent Baxter,

Thank you for your response, I have noted all your issues and questions on our Issues and Comments Register for the proposed K105 Road between Nellmapius and the K220 Project.

Our Project Consultant will answer all your questions in the process.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



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Environmental Consultants cc.**

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---

**From:** Baxter, Brent [<mailto:BBaxter@golder.co.za>]  
**Sent:** 06 November 2013 02:51 PM  
**To:** Bokamoso  
**Subject:** RE: Errata Locality Map - K105 Road between Nellmapius and the K220

Afternoon Juanita

Thank you for the updated map. I have a number of comments and questions which are listed below:

1. In your latest mail you have indicated that two alternatives have been discarded. One of these (alignment two) appears to be nominal and related to passage under existing power infrastructure. The second alternative which has been discarded (alignment five) would appear to be a very pragmatic and reasonable alternative in terms of limiting disruption to established residential areas in proximity to Smuts house. Would you please clarify why this alternative has been discarded. I trust that the draft scoping report and

draft EIA report will contain consideration of all alternatives and reflect considered evaluation (technically environmentally and economically) of these alternatives.

2. Secondly, all alternatives presented tie in at their Northern extent with Nelmapius Road. As residents in the area we have previously seen an extension plan for the proposed K105 through to the Botha Road off ramp of the N1. Is it the intent of the applicant that the portion of the K105 that forms part of the current application be extended further to the north through to the Botha Rd area in the future?
3. If this is the case (the scenario posed as question two above), why does the full extent of the proposed road not form part of the current application, or at the very least, form part of the route selection? It strikes me that the alignment of the section of road that is the subject to your current application could have material influence on the further extension of this road through to the N1. I suspect that the northern extension beyond Nelmapius Road may be equally controversial, and potentially could result in significant impact to the established Irene residential area. My question, in two parts;
  - a. To be answered by the applicant: Is the Gauteng Department of Roads and Transport asking the Gauteng Department of Agriculture and Rural Development (GDARD) to make an incremental decision on the K-105 alignment by only considering part of the K105 extension which ends at Nelmapius Road?
  - b. To be answered by the EAP: Is the EAP aware of any northern extension of the K105 Road? If so, please clarify how you plan to avoid introduction of a potentially serious process risk to your impact assessment through knowingly submitting an application which is requiring the regulator to make an incremental decision which could have a material impact on route selection for the northern extension of this road?

As a resident in the area I am raising a real concern that the alignment of the K105 is being tackled in a piecemeal and incremental manner.

4. Lastly, could you clarify the timelines for the impact assessment process that you are running and when stakeholders can expect to have access to reasonable briefing information to comment meaningfully into your scoping process. In your communication there is no indication of the timeline of the EIA and consequently as a stakeholder I'm not able to understand the timeline within which you are scoping this impact assessment and when you are likely to reach completion on the impact assessment. Please would you clarify this. Is any public meeting or open house planned?

Thanks,

Regards  
Brent

---

**Brent Baxter (PhD, Pr.Sci.Nat. EAP) | Project Director; Associate | Golder Associates Africa (Pty) Ltd.**  
PO Box 6001, Halfway House, 1685, South Africa, Thandanani Park, Matuka Close, Halfway Gardens, Midrand  
T: [+27] (11) 254 4800 | D: [+27] (11) 254 4861 | F: [+27] (11) 315 0317 | C: [+27] 82 907 1802 | E:  
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---

**From:** Bokamoso [<mailto:jjzelleg@mweb.co.za>]

**Sent:** 06/11/2013 09:08 AM

**To:** [riaan.phelffer@ericsson.com](mailto:riaan.phelffer@ericsson.com); [arline@irenetowncrlr.co.za](mailto:arline@irenetowncrlr.co.za); [eugene.klopper@r-e-volution.co.za](mailto:eugene.klopper@r-e-volution.co.za); [martin.raubenheimer@iburst.co.za](mailto:martin.raubenheimer@iburst.co.za); [naasydwalt@mweb.co.za](mailto:naasydwalt@mweb.co.za); [online1146199@telkomso.net](mailto:online1146199@telkomso.net); [edumeyer@iburst.co.za](mailto:edumeyer@iburst.co.za); [kitto@icon.co.za](mailto:kitto@icon.co.za); [gaylms@btm.co.za](mailto:gaylms@btm.co.za); [footi@unisa.ac.za](mailto:footi@unisa.ac.za); [fbirkholtz@gmail.com](mailto:fbirkholtz@gmail.com); [herman@integrat.co.za](mailto:herman@integrat.co.za); [sian@methchurch.org.za](mailto:sian@methchurch.org.za); [chrissg@bibletruths.co.za](mailto:chrissg@bibletruths.co.za); [mdivall@shapeconsulting.org](mailto:mdivall@shapeconsulting.org); Baxter, Brent;

[nigel.wilkes@bakkavor.co.za](mailto:nigel.wilkes@bakkavor.co.za); [Harlie.Robertson@pta.fnb.co.za](mailto:Harlie.Robertson@pta.fnb.co.za); [Pstrydom@arc.agric.co.za](mailto:Pstrydom@arc.agric.co.za);  
[gerhard.greyling@vodamail.co.za](mailto:gerhard.greyling@vodamail.co.za); [mogomotsi.magome@inl.co.za](mailto:mogomotsi.magome@inl.co.za); [visserliz@mweb.co.za](mailto:visserliz@mweb.co.za); [ceo@phasa.co.za](mailto:ceo@phasa.co.za);  
[tlane@telkomsa.net](mailto:tlane@telkomsa.net); [marcam@netactive.co.za](mailto:marcam@netactive.co.za); [ann@netcampbell.com](mailto:ann@netcampbell.com); [yonselen@netactive.co.za](mailto:yonselen@netactive.co.za);  
[mariedelarey@mweb.co.za](mailto:mariedelarey@mweb.co.za)  
**Subject:** Errata Locality Map - K105 Road between Nelmapius and the K220

Dear Interested and/or Affected Party Member,

We apologise for the Inconvenience regarding the incorrect Locality Map.

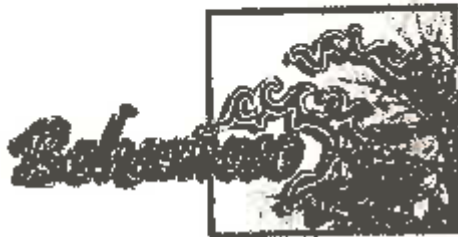
Please refer to the attached Public Notice with the correct locality map – Excluded Alternative 2 and 5.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



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36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 1, 1375 Maraisburg 0161

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 13 November 2013 11:51 AM  
**To:** elana@salbro.co.za  
**Subject:** RE: K105 Road between Nelmapius and the K220  
**Attachments:** image001.jpg; image002.png

Dear Elana Siegruhn,

Thank you for your response, I have noted all your issues and comments on our Issues and Comments Register for the proposed K105 Road between Nelmapius and the K220 Project.

We will keep you updated regarding the process in the future.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



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**From:** Elana Siegruhn [<mailto:elana@salbro.co.za>]  
**Sent:** 11 November 2013 01:39 PM  
**To:** [lizelle@mwweb.co.za](mailto:lizelle@mwweb.co.za)  
**Cc:** [barbara@salberg.co.za](mailto:barbara@salberg.co.za); [willem@land-mark.co.za](mailto:willem@land-mark.co.za); 'Ivan Pauw'; [siegruhne@gmail.com](mailto:siegruhne@gmail.com)  
**Subject:** K105 Road between Nelmapius and the K220

Hi Juanita,

**K105 Road between Nelmapius and the K220**

---

With reference to the above, Salbro Property Holdings (Pty) Ltd again notes an objection to the 'Alignment 4' which crosses the Salberg Park property (Portion 150 of the Farm Doornkloof 391-JR). We are not, and will never be, in favour of any alignment over our property.



Furthermore, in a letter received from Bokamoso in February 2013, it was confirmed that Bokamoso would include the additional proposed K105 alignment alternative, as indicated on Road layout Plan\_Rev L compiled by WSP Civil and Structural Engineers (*please find attached*), to be investigated and assessed during the EIA phase. We have not seen this alignment included so far. Please can you provide feedback regarding the matter.

Many thanks and

Kind Regards,

**Elana Schutte**

General Manager

**SALBERG** | Group of Companies

**SALBRO Property Holdings (Pty) Ltd**

Salberg Gardenwood Park  
Purcell 193  
10<sup>th</sup> Street  
Dorridge  
Irene  
0082

Tel: +27 (0)11 003 4331  
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**From:** Bokamoso [<mailto:ilzelleg@mweb.co.za>]

**Sent:** 06 November 2013 08:56 AM

**To:** [manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za); [l.kunneke@cornwall.co.za](mailto:l.kunneke@cornwall.co.za); [h.cohoe@cornwall.co.za](mailto:h.cohoe@cornwall.co.za); [dehning@mweb.co.za](mailto:dehning@mweb.co.za); [elana@salbro.co.za](mailto:elana@salbro.co.za); [dkoa@salbu.co.za](mailto:dkoa@salbu.co.za); [salbu@icon.co.za](mailto:salbu@icon.co.za); [smutshouse@lburst.co.za](mailto:smutshouse@lburst.co.za); [ai@taurus.co.za](mailto:ai@taurus.co.za); [LutzJ@tshwane.gov.za](mailto:LutzJ@tshwane.gov.za); [accounts@ireneestate.co.za](mailto:accounts@ireneestate.co.za); [judamo@webmail.co.za](mailto:judamo@webmail.co.za); [info@twinniversestate.co.za](mailto:info@twinniversestate.co.za); [rudolf.jansen@mtnloaded.co.za](mailto:rudolf.jansen@mtnloaded.co.za); [gemvillage@lburst.co.za](mailto:gemvillage@lburst.co.za); [info@rmymanor.co.za](mailto:info@rmymanor.co.za); [rochelle@lppartners.co.za](mailto:rochelle@lppartners.co.za); [hsi@tid.co.za](mailto:hsi@tid.co.za); [ireneglen@telkomsa.net](mailto:ireneglen@telkomsa.net); [rohan@mwg.co.za](mailto:rohan@mwg.co.za); [owners@rietvleiview.co.za](mailto:owners@rietvleiview.co.za); [barbara@sagewoodconsulting.co.za](mailto:barbara@sagewoodconsulting.co.za); [sean.cullinan@telkomsa.net](mailto:sean.cullinan@telkomsa.net); [ivan@lppartners.co.za](mailto:ivan@lppartners.co.za); [irenemkt@mweb.co.za](mailto:irenemkt@mweb.co.za); [deon@belvedere.co.za](mailto:deon@belvedere.co.za); [fritss@boogertmanpta.co.za](mailto:fritss@boogertmanpta.co.za); [eric@planpractice.co.za](mailto:eric@planpractice.co.za)

**Subject:** Errata Locality Map - K105 Road between Nellmapius and the K220

Dear Interested and/or Affected Party Member,

We apologise for the inconvenience regarding the incorrect Locality Map.

Please refer to the attached Public Notice with the correct locality map – Excluded Alternative 2 and 5.

Hope this finds you well.

Kind Regards/Vriendelike Groete



# Juanita De Beer

---



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**Alfred**

---

**From:** Bokamoso <lizelleg@mweb.co.za>  
**Sent:** 14 November 2013 09:40 AM  
**To:** ncmalan@gmail.com  
**Cc:** user3@bokamoso.net  
**Subject:** FW: Errata Locality Map - K105 Road between Nellmapius and the K220  
**Attachments:** image001.jpg

*Mientjie Coetzee*

---



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---

**From:** Lizelle Gregory [mailto:[lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)]  
**Sent:** 14 November 2013 09:40 AM  
**To:** 'Juanita'  
**Subject:** RE: Errata Locality Map - K105 Road between Nellmapius and the K220

Niel

We are trying to locate your stand. Please send us the street address.

*Mientjie Coetzee*

---



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**From:** Juanita [<mailto:user3@bokamoso.net>]  
**Sent:** 14 November 2013 08:23 AM  
**To:** [mlentjie@bokamoso.net](mailto:mlentjie@bokamoso.net)  
**Subject:** FW: Errata Locality Map - K105 Road between Nellmapius and the K220

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**From:** Niel Malan [<mailto:ncmalan@gmail.com>]  
**Sent:** 13 November 2013 10:36 PM  
**To:** Bokamoso  
**Subject:** Re: Errata Locality Map - K105 Road between Nellmapius and the K220

Hi Juanita

I live on Stand 625 in Cornwall Hill.

Could you please provide me with a map indicating exactly where my property is in relation to this new road? As well as the distance between my property, and each of the proposed routes?

What measures will be put in place in order to mitigate noise pollution?

What is the construction timeline?

What measures will be put in place to mitigate dust pollution?

Who will be responsible for the environmental monitoring? Will they always be on site? Can we have their number in case we see transgressions? Please make the environmental management plan is made available.

Regards

Niel Malan

On Wed, Nov 6, 2013 at 9:18 AM, Bokamoso <[lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)> wrote:

Dear Interested and/or Affected Party Member,

We apologise for the inconvenience regarding the incorrect Locality Map.

Please refer to the attached Public Notice with the correct locality map – Excluded Alternative 2 and 5.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



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Environmental Consultants cc.**

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**Alfred**

---

**From:** Bokamoso <lizelleg@mweb.co.za>  
**Sent:** 14 November 2013 11:30 AM  
**To:** ncmalan@gmail.com  
**Cc:** user3@bokamoso.net  
**Subject:** RE: FW: Errata Locality Map - K105 Road between Nelmapius and the K220  
**Attachments:** image001.jpg; 413 Broadbury Circle.pdf

Niel

Your questions/requests:

Could you please provide me with a map indicating exactly where my property is in relation to this new road? As well as the distance between my property, and each of the proposed routes?

Please find the map attached. The distance is approximately 82m.

What measures will be put in place in order to mitigate noise pollution?

An Acoustical Engineer had been appointed to conduct a Noise Impact Assessment with specific reference to Cornwall Hill and he will supply mitigation measures.

What is the construction timeline?

Will be confirmed.

What measures will be put in place to mitigate dust pollution?

Mitigation measures will be supplied in the Environmental Management Plan

Who will be responsible for the environmental monitoring? Will they always be on site? Can we have their number in case we see transgressions? Please make the environmental management plan is made available.

An appointed Environmental Control Officer (ECO) will be appointed to ensure compliance with the EMP. The EMP will be made available once approved and the contact details of the (ECO) will be supplied when appointed. The ECO normally do monthly site visits unless otherwise required by the department (GDARD).

*Kind Regards*  
*Mientjie Coetzee*



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Environmental Consultants cc.**

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36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

---

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 14 November 2013 10:02 AM  
**To:** [mientjie@bokamoso.net](mailto:mientjie@bokamoso.net)  
**Cc:** [user1@bokamoso.net](mailto:user1@bokamoso.net)  
**Subject:** FW: FW: Errata Locality Map - K105 Road between Nellmapius and the K220

**From:** Niel Malan [<mailto:ncmalan@gmail.com>]  
**Sent:** 14 November 2013 09:42 AM  
**To:** Bokamoso  
**Subject:** Re: FW: Errata Locality Map - K105 Road between Nellmapius and the K220

Hi Meintjie

The street address is:  
413 Broadbury Circle  
Cornwall Hill

On Thu, Nov 14, 2013 at 9:40 AM, Bokamoso <[lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)> wrote:

*Mientjie Coetzee*



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Environmental Consultants cc.**

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**From:** Lizelle Gregory [mailto:[lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)]  
**Sent:** 14 November 2013 09:40 AM  
**To:** 'Juanita'  
**Subject:** RE: Errata Locality Map - K105 Road between Nellmapius and the K220

Niel

We are trying to locate your stand. Please send us the street address.

*Mientjie Coetzee*

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**From:** Juanita [mailto:[user3@bokamoso.net](mailto:user3@bokamoso.net)]  
**Sent:** 14 November 2013 08:23 AM  
**To:** [mientjie@bokamoso.net](mailto:mientjie@bokamoso.net)  
**Subject:** FW: Errata Locality Map - K105 Road between Nellmapius and the K220

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**From:** Niel Malan [<mailto:ncmalan@gmail.com>]  
**Sent:** 13 November 2013 10:36 PM  
**To:** Bokamoso  
**Subject:** Re: Errata Locality Map - K105 Road between Nellmapius and the K220

Hi Juanita

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What is the construction timeline?

What measures will be put in place to mitigate dust pollution?

Who will be responsible for the environmental monitoring? Will they always be on site? Can we have their number in case we see transgressions? Please make the environmental management plan is made available.

Regards

Niel Malan

On Wed, Nov 6, 2013 at 9:18 AM, Bokamoso <[lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)> wrote:

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Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &**

**Environmental Consultants cc.**

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 20 November 2013 08:41 AM  
**To:** 'lbalshaw@mweb.co.za'  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process  
**Attachments:** image001.jpg

Dear Leanne Balshaw,

Thank you for your response, I have registered you as Interested and/or Affected Party Member for the proposed K105 Road between Nellmapius and the K220 Project.

We will keep you updated regarding the process.

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

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**From:** Leanne Balshaw [<mailto:lbalshaw@mweb.co.za>]  
**Sent:** 19 November 2013 09:51 AM  
**To:** 'Bokamoso'  
**Subject:** RE: K105 Road between Nellmapius and the K220 - EIA Public Participation Process

Good Day,

Kindly see attached letter and note the request for inclusion of an affected party stated therein.

Regards,  
**Leanne Balshaw**

---

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 28 October 2013 01:59 PM



**To:** [vonselen@netactive.co.za](mailto:vonselen@netactive.co.za); [liesj1vanheerden@gmail.com](mailto:liesj1vanheerden@gmail.com); [valerie.vanstaden@gmail.com](mailto:valerie.vanstaden@gmail.com); [mel@gafrika.com](mailto:mel@gafrika.com); [RodkinH@dwa.gov.za](mailto:RodkinH@dwa.gov.za); [Magda.oosthuizen@seeff.com](mailto:Magda.oosthuizen@seeff.com); [lorindacv@gmail.com](mailto:lorindacv@gmail.com); [Loubser.deKock@za.saabgroup.com](mailto:Loubser.deKock@za.saabgroup.com); [jack@southdownsestate.co.za](mailto:jack@southdownsestate.co.za); [adrian@ireneestate.co.za](mailto:adrian@ireneestate.co.za); [jon@urbandynamics.co.za](mailto:jon@urbandynamics.co.za); [mandla@fmrcs.co.za](mailto:mandla@fmrcs.co.za); [jaco.vdwesthuizen@me.com](mailto:jaco.vdwesthuizen@me.com); [matievon@global.co.za](mailto:matievon@global.co.za); [simon@duotronic.co.za](mailto:simon@duotronic.co.za); [waydefortune1@gmail.com](mailto:waydefortune1@gmail.com); [raj@glencarol.co.za](mailto:raj@glencarol.co.za); [anthony.fourie@wspgroup.co.za](mailto:anthony.fourie@wspgroup.co.za); [zibusiso.kganyago@tsogosun.com](mailto:zibusiso.kganyago@tsogosun.com); [lpalshaw@mweb.co.za](mailto:lpalshaw@mweb.co.za); [steyen.kruger@leapfrog.co.za](mailto:steyen.kruger@leapfrog.co.za); [annetjie.benadie@leapfrog.co.za](mailto:annetjie.benadie@leapfrog.co.za); [pickard@vodacom.co.za](mailto:pickard@vodacom.co.za); [rob.sporen@gmail.com](mailto:rob.sporen@gmail.com)  
**Subject:** K105 Road between Nelmapius and the K220 - EIA Public Participation Process

Dear Interested and/or Affected Party Member,

Please refer to the attached Public Notice and Landowner & Tenant Letter regarding the proposed *Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelmapius and the K220 Project.*

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)112 346 3510 | F: (+27) 82 370 5559 | E: [info@bokamoso.co.za](mailto:info@bokamoso.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria P.O. Box 11376 Marolana 01131

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## Letter

**In terms of Section 38 of the National Heritage Resources Act (Act 25 of 1999)**

**Attention:** Gauteng Department of Roads and Transport

**The proposed route will cross the holdings: Doornkloof 391 JR portions 41, 590, 171, Remainder of 105, Remainder of 152, 647, 153, 547, 145, 591, 162, 144, Remainder of 53, Remainder of 41, 712, Remainder of 15, 747, 159, 748, Remainder of 113, Remainder of Olifantsfontein 410 JR, Remainder of 34 of Olifantsfontein 410 JR and portions 3 & 4, Remainder of Olifantsfontein 402 JR and portions 14 & 25, Remainder of 6 of Sterkfontein 401 JR, Sun Lawns Agricultural Holdings 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21 & 22 and road reserve of Glen Avenue.**

Thank you for your notification regarding this development.

In terms of the National Heritage Resources Act, no 25 of 1999, heritage resources, including archaeological or palaeontological sites over 100 years old, graves older than 60 years, structures older than 60 years are protected. They may not be disturbed without a permit from the relevant heritage resources authority. This means that prior to development it is incumbent on the developer to ensure that a **Heritage Impact Assessment** is done. This must include the archaeological component (Phase 1) and any other applicable heritage components. Appropriate (Phase 2) mitigation, which involves recording, sampling and dating sites that are to be destroyed, must be done as required.

The quickest process to follow for the archaeological component is to contract an accredited specialist (see the web site of the Association of Southern African Professional Archaeologists [www.asapa.org.za](http://www.asapa.org.za)) to provide a Phase 1 Archaeological Impact Assessment Report. This must be done before any large development takes place.

The Phase 1 Impact Assessment Report will identify the archaeological sites and assess their significance. It should also make recommendations (as indicated in section 38) about the process to be followed. For example, there may need to be a mitigation phase (Phase 2) where the specialist will collect or excavate material and date the site. At the end of the process the heritage authority may give permission for destruction of the sites.

Where bedrock is to be affected, or where there are coastal sediments, or marine or river terraces and in potentially fossiliferous superficial deposits, a Palaeontological Desk Top study must be undertaken to assess whether or not the development will impact upon palaeontological resources - or at least a letter of exemption from a Palaeontologist is needed to indicate that this is unnecessary. If the area is deemed sensitive, a full Phase 1 Palaeontological Impact Assessment will be required and if necessary a Phase 2 rescue operation might be necessary.



**Application for the Environmental Impact Assessment (EIA) Authorization for  
the section of Road K105 between Nellmapius and the K220**  
Our Ref: 9/2/259/0017



Enquiries: Andrew Salomon  
Tel: 021 462 4502  
Email: [asalomon@sahra.org.za](mailto:asalomon@sahra.org.za)  
CaseID: 3985

Date: Thursday November 21, 2013

Page No: 2

an agency of the  
Department of Arts and Culture

If the property is very small or disturbed and there is no significant site the heritage specialist may choose to send a letter to the heritage authority to indicate that there is no necessity for any further assessment.

Any other heritage resources that may be impacted such as built structures over 60 years old, sites of cultural significance associated with oral histories, burial grounds and graves, graves of victims of conflict, and cultural landscapes or viewsapes must also be assessed.

Should you have any further queries, please contact the designated official using the case number quoted above in the case header.

Yours faithfully

**Andrew Salomon**  
Heritage Officer: Archaeology  
South African Heritage Resources Agency

**Colette Scheermayer**  
SAHRA Head Archaeologist  
South African Heritage Resources Agency

**ADMIN:**  
Direct URL to case: <http://www.sahra.org.za/node/137885>  
(GDARD, Ref: Gaut: 002/10-11/E0208)



The South African Heritage Resources Agency

Street Address: 111 Harrington Street, Cape Town 8000 \* Postal Address: PO Box 4637, Cape Town 8000  
\* Tel: +27 21 462 4502 \* Fax: +27 21 462 4509 \* Web: <http://www.sahra.org.za>



**Alfred**

---

**From:** Bokamoso <lizelle@web.co.za>  
**Sent:** 27 January 2014 03:54 PM  
**To:** shiftmail.madeleine@gmail.com  
**Cc:** user1@bokamoso.net; user3@bokamoso.net  
**Subject:** RE: Proposed K105 Queries  
**Attachments:** image001.jpg; image002.jpg

Madeleine

We are in the process of arranging focus group meetings with stakeholders. Please send us the details of the property you are interested in and we will invite you to the relevant focus group meeting. We will then be able to supply you with information as requested.

*Mientjie Coetzee*

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizelle@web.co.za](mailto:lizelle@web.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

---

**From:** Juanita [mailto:[user3@bokamoso.net](mailto:user3@bokamoso.net)]  
**Sent:** 24 January 2014 02:52 PM  
**To:** [mientjie@bokamoso.net](mailto:mientjie@bokamoso.net)  
**Cc:** [user1@bokamoso.net](mailto:user1@bokamoso.net)  
**Subject:** FW: Proposed K105 Queries

Hi Mientjie,

Kyk asseblief na die onderstaande epos en antwoord asseblief.

Baie dankie.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3510 | F: (+27) 86 570 8659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Achlea Gardens, Pretoria | P.O. Box 11375, Marabata, 0101

**Please consider the environment before printing this email**

**From:** Madeleine Louw [<mailto:shiftmail.madeleine@gmail.com>]  
**Sent:** 24 January 2014 09:47 AM  
**To:** [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)  
**Subject:** Proposed K105 Queries

Attention Juanita de Beer / Mientjie Coetzee,

Below are some questions regarding the proposed K105 route south of Nelimapius that I can't get clarity on at the moment. I hope you will be able to help me in this regard.

1. Who is the governing body over this road? If Gautrans, how does one get a hold of them to discuss future access to and from the road (as one of the proposed routes will run through a property that I, as a representative, take interest in).
2. In your knowledge of similar roads how would access to an adjacent site work?
3. Is there any clarity yet on which route the road will take?
4. Might you forward the latest route information or a website with the latest reports so far?
5. When might the project commence and complete?

Thank you very much for your help with the above. It is greatly appreciated.

**Best  
Regards**

Madeleine Louw

Member of South African Council for the Architectural Profession (SACAP) PSAT20715  
BSc(Arch) UP 2005



phone 1: +27 73 166 7723  
phone 2: +27 83 571 7347  
email: [shiftmail.madeleine@gmail.com](mailto:shiftmail.madeleine@gmail.com)

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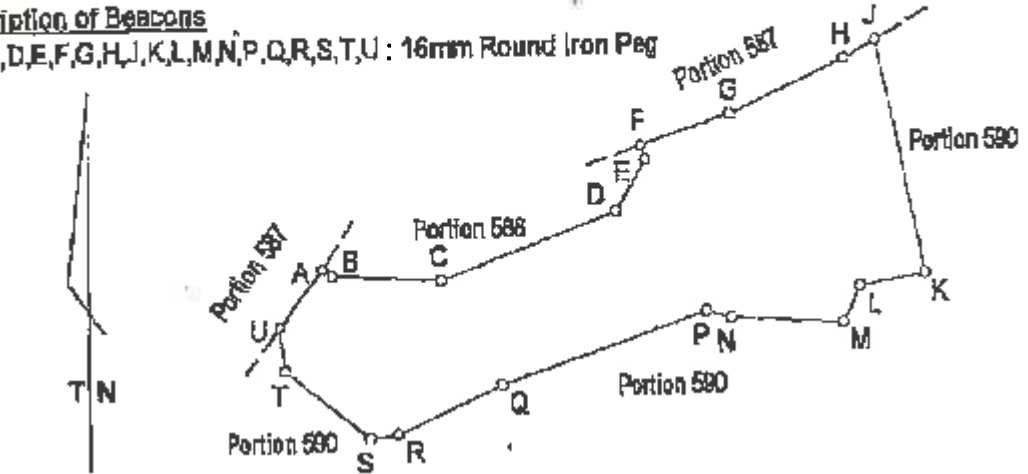
**SUBDIVISIONAL DIAGRAM**

REGISTRATION COFF

SIDES Metres	ANGLES OF DIRECTION	CO-ORDINATES Y System: WG 29° X			S.G. No.
		Constants:	± 0,00	+2 800 000,00	611/2004
AB 8,44	306 13 20	A	+77 633,70	+83 524,25	Approved <i>M. Howard</i>
BC 74,41	272 56 10	B	+77 626,90	+83 529,74	
CD 128,66	249 19 00	C	+77 562,59	+83 533,05	for SURVEYOR- GENERAL 2004-04-24
DE 41,60	211 06 30	D	+77 432,22	+83 487,60	
EF 10,17	162 14 10	E	+77 410,72	+83 451,98	Ordinance No. 201986
FG 66,29	251 50 10	F	+77 413,83	+83 442,29	
GH 66,21	245 07 10	G	+77 350,84	+83 421,63	Plan and Certificate
HJ 25,56	239 34 40	H	+77 272,63	+83 385,36	
JK 165,69	348 26 30	J	+77 250,58	+83 372,41	VERTICAL No. 21/1986
KL 45,60	79 37 20	K	+77 217,38	+83 534,74	
LM 27,93	25 16 40	L	+77 262,23	+83 542,96	DPLG 11/316/10/11
MN 77,49	93 34 20	M	+77 273,90	+83 567,67	
NP 17,46	106 34 20	N	+77 351,24	+83 562,84	
PQ 151,37	71 24 20	P	+77 387,98	+83 557,86	
QR 78,95	85 16 00	Q	+77 511,44	+83 606,13	
RS 19,19	82 34 10	R	+77 582,60	+83 638,91	
ST 75,05	128 58 50	S	+77 601,63	+83 641,39	
TU 30,26	173 07 50	T	+77 659,98	+83 594,18	
UA 49,64	218 51 00	U	+77 683,59	+83 564,14	
IRENE MONUMENT	404	△	+76 066,89	+82 716,75	
IRENE EAST NEW	417	△	+78 840,14	+81 851,75	

Description of Beacons

A,B,C,D,E,F,G,H,I,K,L,M,N,P,Q,R,S,T,U: 16mm Round Iron Peg



Scale 1:5000

The figure **ABCDEFGHIJKLMNPQRSTU** represents **5,0223 hectares** of land being **Portion 589 (a portion of Portion 1) of the farm DOORNKLOOF No. 391-JR**

Gauteng Province  
Surveyed in April 2001 to January 2004 by me

*D.S. Pound*  
D.S. Pound  
Professional Land Surveyor  
Registration Number PLS 0491

This diagram is annexed to No. d.d. i.f.o. Registrar of Deeds Pretoria	The original diagram is S.G. No. : 10918/1875 Transfer T 60/1890 Grant :	File: -/3
		S.R. : 215/2004 G.P. : Comp. : JRSR - 332



- Legend**
- Utility Boundary
  - Utility Right-of-Way
  - Building
  - Paved
  - Unpaved
  - All Roads
  - Required
  - Unrequired
  - Fee
  - Right-of-Way
  - Unrequired
  - Road
  - Historic Overlay
  - Private Easement
  - Easement
  - State Road
  - On Road
  - Off Road



PTN 590

Compiled By: A. Baskler  
 DATE: 23/01/2013  
 Scale: 1:25,000

**SUBDIVISIONAL DIAGRAM**

SIDES Metres		ANGLES OF DIRECTION	CO-ORDINATES Y System: WG 29° X		S.G. No.
		Constants:	± 0,00	+2 800 000,00	Approved  for SURVEYOR- GENERAL
AB	30,26	353 07 50	A +77 663,59	+63 564,14	
BC	75,05	308 58 50	B +77 659,98	+63 584,18	
CD	19,19	262 34 10	C +77 601,63	+63 641,39	
DE	78,35	245 18 00	D +77 582,60	+63 638,91	
EF	151,37	251 24 20	E +77 511,44	+63 608,13	
FG	17,48	288 34 20	F +77 387,98	+63 557,86	
GH	77,49	273 34 20	G +77 351,24	+63 582,84	
HJ	27,33	205 18 40	H +77 278,90	+63 587,87	
JK	45,60	259 37 20	J +77 262,23	+63 542,86	
KL	185,89	168 28 30	K +77 217,38	+63 534,74	
LM	37,56	239 34 40	L +77 250,58	+63 372,41	
MN	78,67	234 33 30	M +77 218,20	+63 353,39	
NP	11,01	230 58 50	N +77 155,73	+63 308,93	
PQ	46,45	333 47 10	P +77 147,18	+63 302,00	
QR	116,73	13 45 50	Q +77 126,66	+63 343,67	
RS	630,69	358 33 30	R +77 154,43	+63 457,05	
ST	184,81	120 54 20	S +77 138,98	+64 087,44	
TU	140,21	214 05 10	T +77 297,13	+63 892,51	
UV	77,28	145 25 40	U +77 218,55	+63 878,39	
VW	232,68	113 10 20	V +77 262,40	+63 812,76	
WX	109,48	106 22 10	W +77 476,31	+63 721,20	
XY	97,11	128 39 30	X +77 581,35	+63 690,35	
YZ	32,84	154 04 00	Y +77 657,18	+63 629,69	
ZA1	18,76	102 11 00	Z +77 671,56	+63 600,15	
A1A	40,58	216 51 00	A1 +77 687,93	+63 598,81	
	IRENE MONUMENT	404 Δ	+76 068,89	+62 716,75	
	IRENE EAST NEW	417 Δ	+78 840,14	+61 851,75	

Description of Beacons

A,B,C,D,E,F,G,H,J,K,L,M,N,P,Q,A1 : 16mm Round Iron Peg  
 R,S,T,V,W,X,Y,Z : 20mm Round Iron Peg  
 U : Iron Standard

The figure **ABCDEFGHIJKLMNPQRSTUVWXYZA1**

represents

13,1864 hectares  
 Portion 590 (a portion of Portion 1)  
 of the farm  
 DOORNKLOOF No. 391-JR

of land being

Gauteng Province

Surveyed in April 2001 to January 2004 by me

  
 D.S. Pound  
 Professional Land Surveyor  
 Registration Number PLS 0491

This diagram is  
 annexed to  
 No.

d.d. :  
 i.f.o.

Registrar of Deeds  
 Pretoria

The original diagram is

S.G. No. : 10918/1875  
 Transfer T 60/1890  
 Grant :

File :

S.R. :

G.P. :

Comp. :

SUBDIVISIONAL DIAGRAM

Portion 590 (a portion of Portion 1)  
of the farm  
DOORNKLOOF No. 391-JR

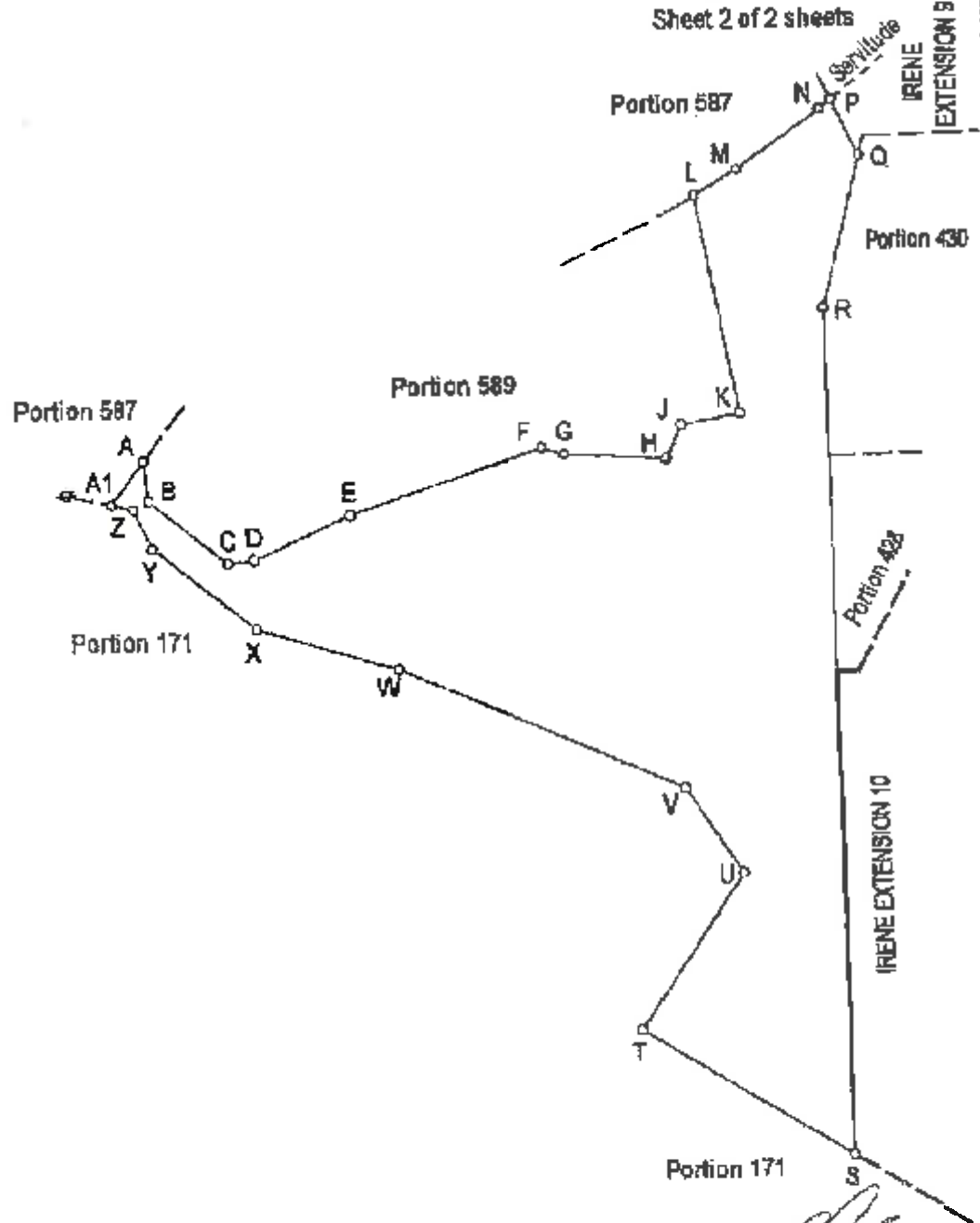
S.G. No.

Approved

for  
SURVEYOR-  
GENERAL



Sheet 2 of 2 sheets



Scale 1:5000

Surveyed in April 2001 to January 2004 by me

D.S. Pound  
Professional Land Surveyor  
Registration Number PLS 0491





**Alfred**

---

**From:** Bokamoso <lizelleg@mweb.co.za>  
**Sent:** 25 February 2014 10:17 AM  
**To:** selma@urbandynamics.co.za  
**Cc:** user3@bokamoso.net  
**Subject:** RE: Voorgestelde roete K220: Irene (Plaas Doornkloof 391 JR)  
**Attachments:** image001.jpg; Portion589\_590 of Doornkloof 391JR.jpeg

Selma

Vind aangeheg 'n kaart wat die belyning van die voorgestelde roete (K105) t.o.v. die eiendom aandui.

Dit is nie op hierdie stadium moontlik om aan te dui wanneer die pad gebou gaan word nie (indien goedgekeur) – moontlik nie binne die volgende paar jaar nie.

Ons sal jou registreer as I & AP en uthoof na die volgende Publieke vergadering.

*Groete*  
*Mientjie Coetzee*

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marcelana 0161

---

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 24 February 2014 01:55 PM  
**To:** mientjie@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: Voorgestelde roete K220: Irene (Plaas Doornkloof 391 JR)

---

**From:** Selma s. Kriek [<mailto:selma@urbandynamics.co.za>]  
**Sent:** 24 February 2014 12:43 PM  
**To:** [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)  
**Subject:** Voorgestelde roete K220: Irene (Plaas Doornkloof 391 JR)

Goeie middag Mientjie,

Ons is aangestel deur die Van der Bijl familie/Irene Estate ty Ltd (eienaars van die Irene Plaas) om te kyk na die onderverdeling en konsolidasie ten einde die bestaande ontwikkeling op die plaas Doornkloof 391 JR naby die

kruising van Nellmapius Rylaan en Jan Smuts Rylaan so te herverdeel dat die bestaande ontwikkeling ooreenstem met die grenslyne (geboude muur om die huise, kerk en skool) van die plaas gedeeltes.

Die tersaaklike elendoms beskrywing is:

Gedeelte 589 en Gedeelte 590 van die plaas Doornkloof 391 JR.

Vir u insae heg ek die volgende dokumente aan:

1. 'n lugfoto aan wat die bestaande ontwikkeling (huise, kerk en skool) met die plaas grense aandui. Die bloulyn verteenwoordig die korrekte plaasgrens volgens die Land Meter general planne.
2. LG Diagram (onderverdelings diagram) SG 611/2004 (Gedeelte 589)
3. Onderverdelings diagram vir Gedeelte 590.

Ons is onder die indruk dat die voorgestelde Roete K 220 aanliggend is tot die bestaande Gedeelte 589 en waarskynlik op Gedeelte 590 gelee is. Dit kan moontlik wees dat die bestaande muur (vertoon ligrooi op die lugfoto) op die grens van die K220 gebou is.

Kan u asb vir ons n kaart stuur(eps) met die presiese belyning sodat ons dit in aanmerking kan neem met die voorgestelde onderverdeling / konsolidasie aansoek?

Het u dalk n aanduiding van wanneer die pad gebou sal word?

Baie dankie vir u moeite en aandag in die verband. Ek waardeer dit.

U is welkom om my te skakel indien u enige verdere inligting benodig.

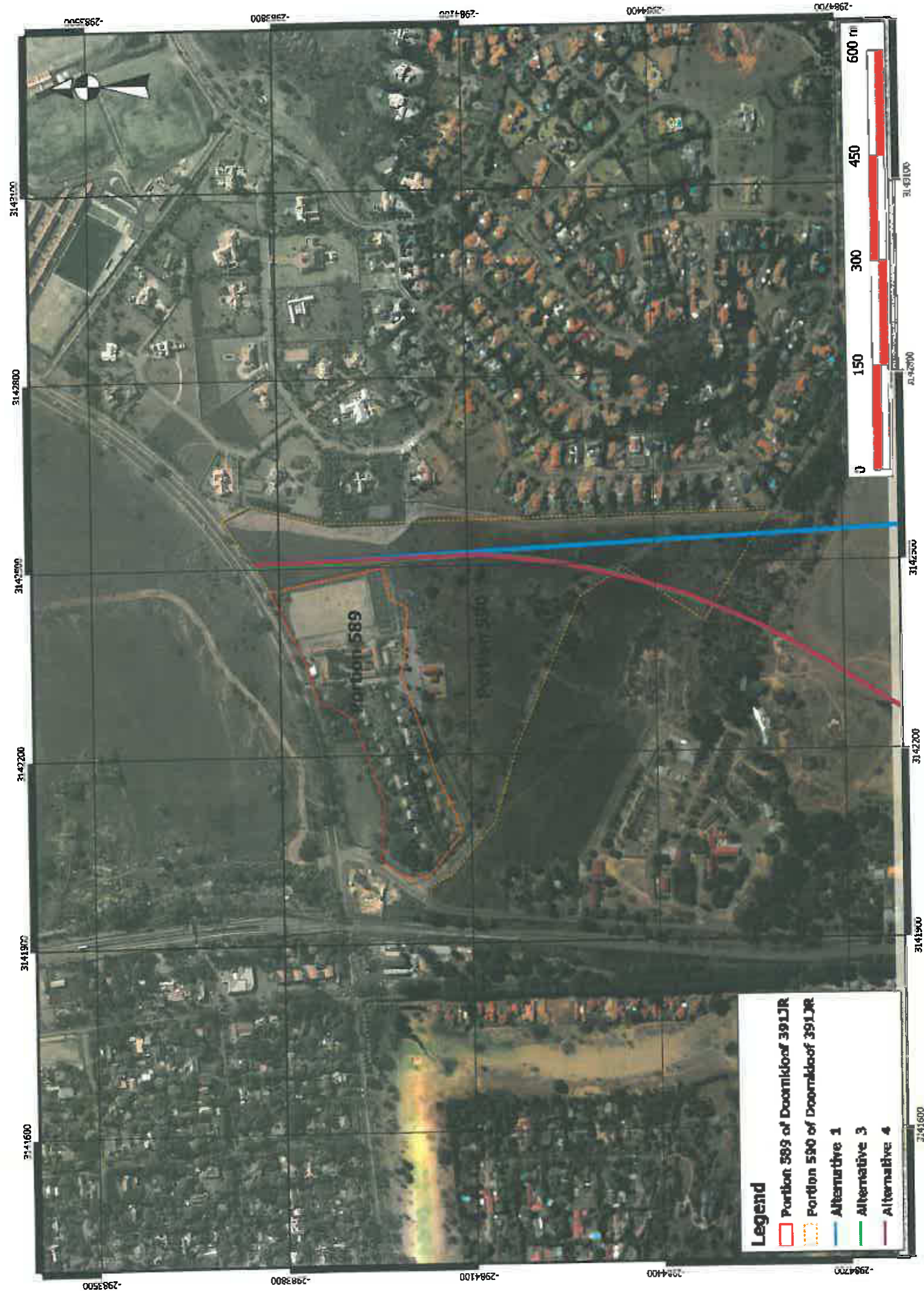
Vriendelike groete

Selma Kriek  
Town Planner  
Pr Pln A/734/1993

Urban Dynamics Gauteng Inc.  
37 Empire Road, Parktown West, 2193  
Tel: +27 (11) 482-4131 | Fax: +27(11) 482-9959 | Cell: +27(82) 556-0864  
E-mail: [selma@urbandynamics.co.za](mailto:selma@urbandynamics.co.za) | URL: [www.urbandynamics.co.za](http://www.urbandynamics.co.za)

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Any customer comments and complaints should be forwarded to the Managing Director, Nanaas Potgieter, either telephonically on (011) 482-4131 or email [hannes@urbandynamics.co.za](mailto:hannes@urbandynamics.co.za)

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**Legend**

- Portion 589 of Doornikloof 391JR
- Portion 590 of Doornikloof 391JR
- Alternative 1
- Alternative 3
- Alternative 4



3141600 3141900 3142200 3142500 3142800 3143100

2983500 2983800 2984100 2984400 2984700

3141600 3141900 3142200 3142500 3142800 3143100

2983500 2983800 2984100 2984400 2984700

**Alfred**

---

**From:** Bokamoso <lizelleg@mweb.co.za>  
**Sent:** 04 March 2014 10:18 AM  
**To:** user3@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: Proposed K105 between Nellmapius and the K220 Road - Cornwall Hill Estate Forum Meeting  
**Attachments:** image001.jpg

---

**From:** cornwall manager [mailto:manager@cornwallhill.co.za]  
**Sent:** 04 March 2014 09:55 AM  
**To:** 'Bokamoso'  
**Subject:** RE: Proposed K105 between Nellmapius and the K220 Road - Cornwall Hill Estate Forum Meeting

Dankie, ek het die uitnodiging uitgestuur.

Ek sal weer nader aan die tyd die uitnodiging herhaal.

Dirk

---

**From:** Bokamoso [mailto:lizelleg@mweb.co.za]  
**Sent:** 04 March 2014 09:02 AM  
**To:** manager@cornwallhill.co.za  
**Subject:** RE: Proposed K105 between Nellmapius and the K220 Road - Cornwall Hill Estate Forum Meeting

Geagte Dirk Heyns,

Dit pas ons perfek.

Vind asseblief die aangehegde Forum Vergadering Uitnodiging vir al die inwoners van Cornwall Hill Estate.

Bale dankie vir al jou moeite.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T (+27)12 340 3010 | F. (+27) 96 570 6658 | E. lizelleg@mweb.co.za | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maraisburg 0161



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**From:** cornwall manager [<mailto:manager@cornwallhill.co.za>]  
**Sent:** 04 March 2014 07:40 AM  
**To:** 'Bokamoso'  
**Subject:** RE: Proposed K105 between Nelmaplus and the K220 Road - Cornwall Hill Estate Forum Meeting

Hallo Juanita

Ja, hy is ok vir die 25ste. Bevestig dat ek die vergadering kan reël met die inwoners vir die 25ste 18:00 – 20:00?

Dirk

---

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 03 March 2014 03:43 PM  
**To:** [manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za)  
**Subject:** RE: Proposed K105 between Nelmaplus and the K220 Road - Cornwall Hill Estate Forum Meeting

Hi Dirk Heyns,

Bale dankie vir jou terugvoering.

Die Akoestiese Ingenieur gaan ongelukkig nie die 13de Maart klaar wees met sy verslag nie.

Sal Peter Morey beskikbaar wees die Dinsdag, 25ste Maart 2014?

Jammer vir die ongerief.

Kind Regards/Vriendelike Groete

**Juanita De Beer**



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)112 346 3910 | F: (+27) 86 570 5859 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

Please consider the environment before printing this email

---

**From:** cornwall manager [<mailto:manager@cornwallhill.co.za>]  
**Sent:** 03 March 2014 12:08 PM  
**To:** 'Bokamoso'  
**Subject:** RE: Proposed K105 between Nellmaplus and the K220 Road - Cornwall Hill Estate Forum Meeting

Hallo Juanita

Donderdag die 13de Maart 18:00 – 20:00 is reg met Peter Morey, die inwoner waar ons verlede keer die vergadering gehou het (sy studio).

Bevestig asb so spoedig moontlik of die datum julle sal pas, sodat ek die inligting kan deurgee aan ons inwoners.

Kan ek ook versoek dat julle weer sal kyk na die notule van die vorige vergadering wat ons gehou het (sien aangeheg). Ek sal dit saam met die uitnodiging na hierdie vergadering uitstuur en verwag dat inwoners kommentaar hierop sal lewer en uitklaring vra op vrae en besprekings wat genotuleer is.

Dankie!

Dirk

---

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 26 February 2014 11:41 AM  
**To:** [manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za)  
**Subject:** Proposed K105 between Nellmaplus and the K220 Road - Cornwall Hill Estate Forum Meeting

Dear Dirk Heyns,

We want to hold a Cornwall Hill Estate Forum Meeting regarding the proposed K105 Road between Nellmaplus and the K220 Road Project.

**The purpose of the Meeting:**

To discuss the specialist studies (i.e. Noise Impact Study, Ecological Study and Cultural Historical Study).

**Date:** ?  
**Time:** 18:00 – 20:00

Hope this finds you well.

Kind Regards/Vriendelike Groete

**Juanita De Beer**

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3210 | F: (+27) 86 570 5859 | E: [lizalleg@iweb.co.za](mailto:lizalleg@iweb.co.za) | [www.bokamoso.biz](http://www.bokamoso.biz)  
36 Lebombo Street, Achlea Gardens | Pretoria | P.O. Box 11375 Maricorans G101

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 09 May 2014 11:38 AM  
**To:** 'hsj@tlq.co.za'; 'erasventer@mweb.co.za'; 'b.j.v@mweb.co.za';  
'barbara@salberg.co.za'; 'elana@salbro.co.za'; 'willem@land-mark.co.za';  
'cgarch@mweb.co.za'; 'josene@mweb.co.za'; 'cobus@mtdevelopment.co.za'  
**Subject:** Forum Meeting – Proposed K105 between Nellmapius Drive and the K220  
**Attachments:** Invitation.pdf; image001.jpg

Dear Interested and/or Affected Party Member,

Please refer to the attached Forum Meeting Invitation regarding the proposed *K105 between Nellmapius Drive and the K220* Project.

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

T: (+27)12 346 3810 | F: (+27) 85 570 5659 | E: [lizelle@bokamoso.net](mailto:lizelle@bokamoso.net) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street Ashlea Gardens Pretoria | P.O. Box 11378 Maroelana 0181



# **-EIA Forum Meeting-**

**Proposed K105 between Nellmapius Drive  
and the K220**

**DATE: TUESDAY, 20<sup>TH</sup> MAY 2014**

**PLACE: BOKAMOSO OFFICE**

**TIME: 18:00 – 20:00**

**ADDRESS: LEBOMBO GARDENS BUILDING, 36 LEBOMBO  
ROAD, ASHLEA GARDENS, 0081**

**Contact Details from Environmental Consultants:**

**Bokamoso Environmental Consultants**

**Tel: 012 346 3810**

**E-mail: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)**

**Contact person: Mientjie Coetzee**

**Public Participation queries: Juanita De Beer**



## Alfred

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 12 May 2014 03:48 PM  
**To:** 'richard.matchett@wspgroup.co.za'  
**Subject:** Forum Meeting - Proposed K105 between Nellmapius Drive and the K220  
**Attachments:** Invitation.pdf; image001.jpg

Dear Interested and/or Affected Party Member,

Please refer to the attached Forum Meeting Invitation regarding the proposed *K105 between Nellmapius Drive and the K220* Project.

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

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38 Lombard Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

## Alfred

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 27 May 2014 10:52 AM  
**To:** 'manager@cornwallhill.co.za'; 'l.kunneke@cornwall.co.za'; 'h.cohoe@cornwall.co.za';  
'dehning@mweb.co.za'; 'elana@salbro.co.za'; 'dkoa@salbu.co.za';  
'salbu@icon.co.za'; 'smutshouse@iburst.co.za'; 'ai@taurus.co.za';  
'LutzJ@tshwane.gov.za'; 'accounts@ireneestate.co.za'; 'judamo@webmail.co.za';  
'info@twinriversestate.co.za'; 'rudolph.jansen@mtnloaded.co.za';  
'gemvillage@iburst.co.za'; 'info@mmanor.co.za'; 'rochelle@ippartners.co.za';  
'travis@ippartners.co.za'; 'hsj@tiq.co.za'; 'ireneglen@telkomsa.net';  
'rohan@mwg.co.za'; 'owners@rietvlievieview.co.za'; 'rudolph.jansen@mtnloaded.co.za';  
'barbara@sagewoodconsulting.co.za'; 'sean.cullinan@telkomsa.net';  
'ivan@ippartners.co.za'; 'irenemkt@mweb.co.za'  
**Subject:** EIA Public Meeting Invitation - 12 June 2014  
**Attachments:** Invitation.pdf; image001.jpg

Dear Interested and/or Affected Party Member,

Please refer to the attached EIA Public Meeting Invitation regarding the proposed **K105 between Nellmapius and the K220 Project**.

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

T: (+27) 12 346 3810 | F: (+27) 86 570 5659 | E: [l.zelleg@mweb.co.za](mailto:l.zelleg@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 27 May 2014 11:05 AM  
**To:** 'woudstra@law.co.za'; 'fvt@fvt.co.za'; 'jonathan.greengrass@sita.co.za';  
'janmac@gafrika.com'; 'Huw@oreport-international.com.sg';  
'sharon.pen@telkomsa.net'; 'trumpc@wol.co.za'; 'creitz@alignafrica.com';  
'LanceSmith@avis.co.za'; 'tim.donkin@gmail.com'; 'MFoxMartin@foxprojects.co.za';  
'di@doctech.co.za'; 'velerie.vanstaden@gmail.com'; 'Brian.melville-  
Smith@barloworldmotor.co.za'; 'patjay@axxess.co.za'; 'jaco@sylvania.co.za';  
'barbara@02smart.com'; 'keith.kent@lafarge-za.lafarge.com'; 'franceson@uis-  
as.co.za'; 'miles.saxby@za.sabmiller.com'; 'tph@tph.co.za';  
'cesarem@benzuresources.com'; 'tulip@cyberserv.co.za'; 'mcbettman@gmail.com';  
'lighthouse@mweb.co.za'; 'sean.cullinan@telkomsa.net'  
**Subject:** EIA Public Meeting Invitation - 12 June 2014  
**Attachments:** Invitation.pdf; Image001.jpg

Dear Interested and/or Affected Party Member,

Please refer to the attached EIA Public Meeting Invitation regarding the proposed *K105 between Nelmapius and the K220 Project*.

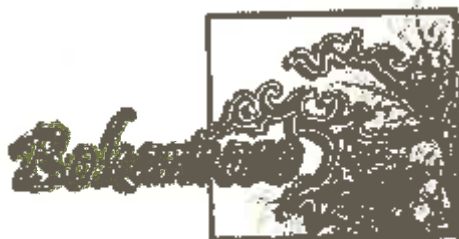
Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

T: (+27)12 346 3810 | F: (+27) 66 570 5659 | E: [lizette@inweb.co.za](mailto:lizette@inweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375, Marcelana 016

## Alfred

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 27 May 2014 11:12 AM  
**To:** 'michele@jo-law.co.za'; 'daniella@redink.co.za'; 'baktawer@mweb.co.za';  
'info@cornwall.co.za'; 'Bea@tph.co.za'; 'martyhounsom@gmail.com';  
'marketing@irene.co.za'; 'riaan.pheiffer@ericsson.com';  
'arline@irenetowncrier.co.za'; 'eugene.klopper@r-e-volution.co.za';  
'martin.raubenheimer@iburst.co.za'; 'naasvdwalt@mweb.co.za'; 'online1146100@telkomsa.net';  
'edumeyer@iburst.co.za'; 'kitto@icon.co.za'; 'gavins@btpm.co.za';  
'footj@unisa.ac.za'; 'fbirkholtz@gmail.com'; 'herman@integrat.co.za';  
'sian@methchurch.org.za'; 'chrsg@bibletruths.co.za';  
'mdivall@shapeconsulting.org'; 'Bbaxter@golder.co.za';  
'nigel.wilkes@bakkavor.co.za'; 'Hanlie.Robertson@pta.fnb.co.za';  
'Pstrydom@arc.agric.za'  
**Subject:** EIA Public Meeting Invitation - 12 June 2014  
**Attachments:** Invitation.pdf; image001.jpg

Dear Interested and/or Affected Party Member,

Please refer to the attached EIA Public Meeting Invitation regarding the proposed *K105 between Nelmapius and the K220* Project.

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*



**Landscape Architects &  
Environmental Consultants**

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36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 (Jardelans) 0181

**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 27 May 2014 11:19 AM  
**To:** 'gerhard.greyling@vodamail.co.za'; 'mogomotsi.magome@inl.co.za';  
'visserliz@mweb.co.za'; 'ceo@phasa.co.za'; 'tlane@telkomsa.net'; 'michele@jo-  
law.co.za'; 'maream@netactive.co.za'; 'eben.mare@ip.ac.za';  
'ann@netcampbell.com'; 'Bea@tph.co.za'; 'jaco@sylvania.co.za';  
'vonselens@netactive.co.za'; 'mariedelaray@mweb.co.za'; 'dutoith@telkomsa.net';  
'watsonmj@mweb.co.za'; 'dewet.herselman@exxaro.com'; 'mwcspoel@mweb.co.za';  
'esteyn@argility.com'; 'GamerD@velavke.co.za'; 'ericc@gpg.gov.za';  
'smartinvn@telkomsa.net'; 'riacuthbert@mweb.co.za'; 'janetpearce@telkomsa.net';  
'amazinevents@lantic.net'; 'zogju@mweb.co.za'; 'Fvoyseysmit@boyden.co.za';  
'spikedir@telkomsa.net'; 'spike.delarey@telkom.co.za'; 'vonselens@netactive.co.za';  
'liesl1vanheerden@gmail.com'  
**Subject:** EIA Public Meeting Invitation - 12 June 2014  
**Attachments:** Invitation.pdf; image001.jpg

Dear Interested and/or Affected Party Member,

Please refer to the attached EIA Public Meeting Invitation regarding the proposed *K105 between Nellmapius and the K220 Project*.

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

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36 Lebombo Street Ashlea Gardens, Pretoria | P.O. Box 11375 Marselans 0161



**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 27 May 2014 11:25 AM  
**To:** 'valerie.vanstaden@gmail.com'; 'mel@gafica.com'; 'RodkinH@dwa.gov.za';  
'magdafick@yahoo.co.uk'; 'lorindadc@gmail.com'; 'FawkesMG@eskom.co.za';  
'Loubser.deKock@za.saabgroup.com'; 'jack@southdownsestate.co.za';  
'adrian@ireneestate.co.za'; 'jon@urbandynamics.co.za'; 'mandla@fmrcs.co.za';  
'jaco.vdwesthuizen@me.com'; 'matievon@global.co.za'; 'simon@duotronic.co.za';  
'waydefortune1@gmail.com'; 'raj@glencarol.co.za';  
'anthony.fourie@wspgroup.co.za'; 'zibusiso.kganyago@tsogosun.com';  
'lbalshaw@mweb.co.za'; 'steven.kruger@leapfrog.co.za';  
'annetje.benadie@leapfrog.co.za'; 'pickerd@vodacom.co.za';  
'rob.sporen@gmail.com'; 'riaan.alberts@gmail.com'  
**Subject:** EIA Public Meeting Invitation - 12 June 2014  
**Attachments:** invitation.pdf; image001.jpg

Dear Interested and/or Affected Party Member,

Please refer to the attached EIA Public Meeting Invitation regarding the proposed **K105 between Nelimagius and the K220 Project**.

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
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36 Lombard Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maricopa 0161

## Alfred

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 27 May 2014 11:29 AM  
**To:** 'chaponda@hotmail.com'; 'carla.strydom@cennergi.com'; 'ernstw@hydrex.co.za'; 'jacobusdeklerk@yahoo.com'; 'hughesb@mweb.co.za'; 'nrcmalan@gmail.com'; 'margha.malan@gmail.com'; 'jvg@vga.co.za'; 'barbara@salberg.co.za'; 'Anina.banderBijl@parexel.com'; 'andre@atkapharma.com'; 'nemcon@mweb.co.za'; 'selma@urbandynamics.co.za'; 'hsj@tiq.co.za'; erasventer@mweb.co.za; 'b.j.v@mweb.co.za'; 'willem@land-mark.co.za'; cgarch@mweb.co.za; 'josene@mweb.co.za'  
**Subject:** EIA Public Meeting Invitation - 12 June 2014  
**Attachments:** Invitation.pdf; image001.jpg

Dear Interested and/or Affected Party Member,

Please refer to the attached EIA Public Meeting Invitation regarding the proposed *K105 between Nellmapius and the K220 Project*.

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

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36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marcellana 0151

**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 27 May 2014 12:03 PM  
**To:** 'ianmac@gafica.com'  
**Subject:** EIA Public Meeting Invitation - 12 June 2014  
**Attachments:** Invitation.pdf; image001.jpg

Dear Interested and/or Affected Party Member,

Please refer to the attached EIA Public Meeting Invitation regarding the proposed **K105 between Neilmaplus and the K220 Project.**

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

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36 Leborna Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marcellana 0161

**Alfred**

---

**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 29 May 2014 09:03 AM  
**To:** marikav@law.co.za  
**Cc:** user3@bokamoso.net  
**Subject:** RE: K105 and K 220  
**Attachments:** image001.jpg; Maps Alignments.pdf

Marika

Please find a map attached as requested.

*Mientjie Coetzee*

*Senior Environmental Assessment Practitioner*

---



**Landscape Architects &  
Environmental Consultants cc.**

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36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

---

**From:** Bokamoso [<mailto:lizelle@mweb.co.za>]  
**Sent:** 29 May 2014 08:16 AM  
**To:** user1@bokamoso.net; user3@bokamoso.net; mientjie@bokamoso.net  
**Subject:** FW: K105 and K 220

---

**From:** Marika van der Walt [<mailto:marikav@law.co.za>]  
**Sent:** 28 May 2014 11:09 PM  
**To:** [lizelle@mweb.co.za](mailto:lizelle@mweb.co.za)  
**Subject:** K105 and K 220

Hi

Do you perhaps have a map of the proposed K105?

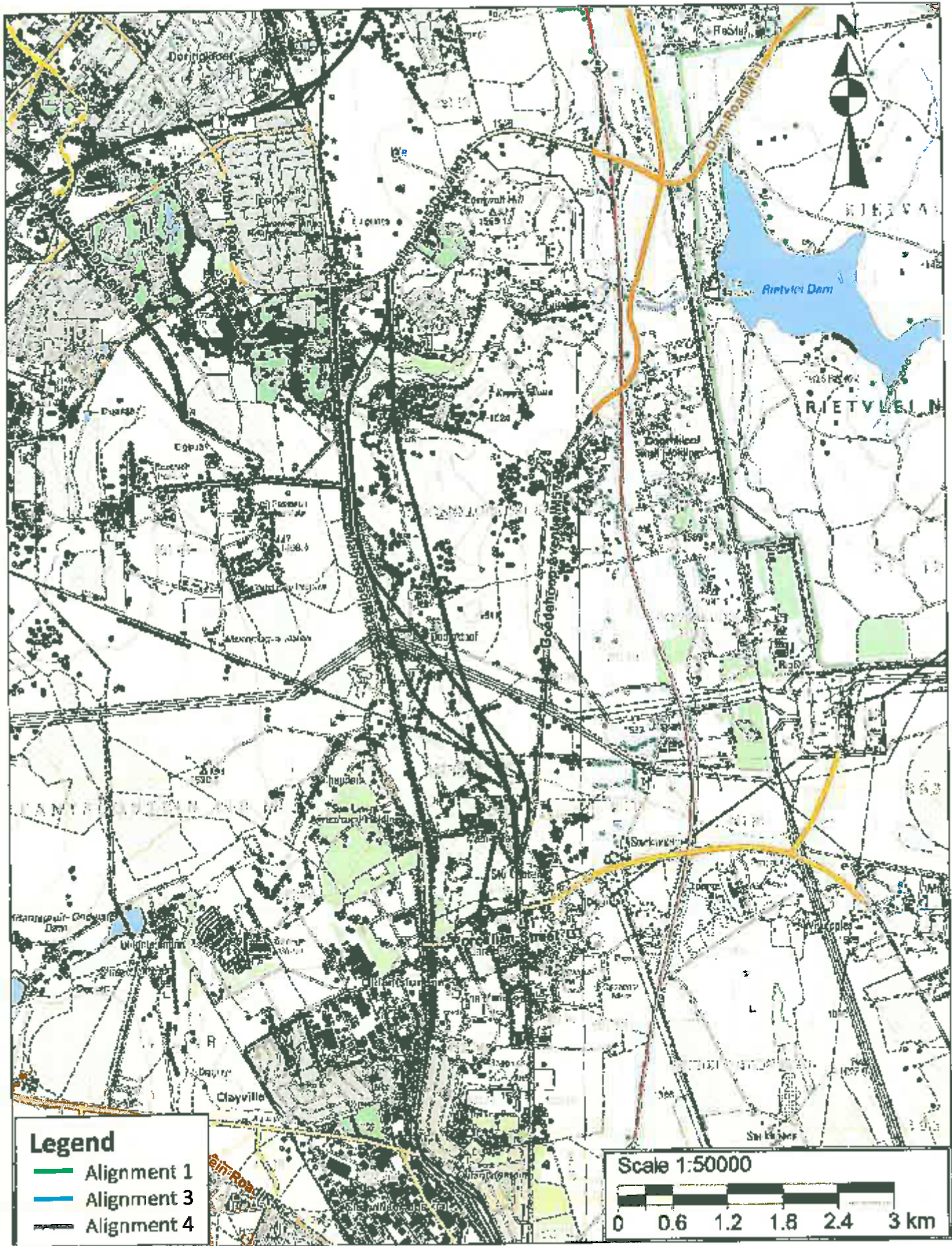
Marika



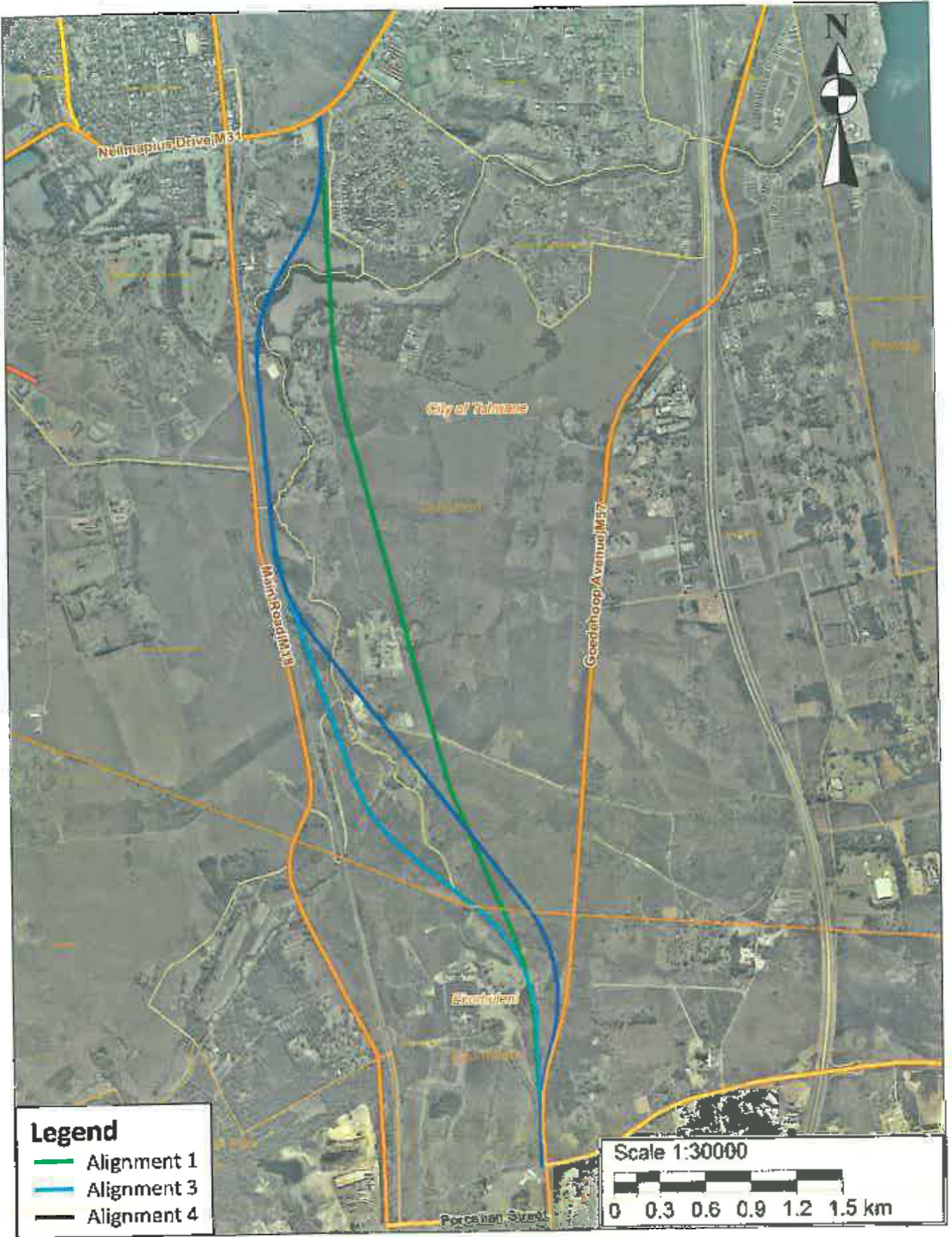
This email is free from viruses and malware because [avast! Antivirus](#) protection is active.













**Alfred**

---

**From:** Bokamoso <lizalleg@mweb.co.za>  
**Sent:** 29 May 2014 12:31 PM  
**To:** dehning@mweb.co.za  
**Cc:** user3@bokamoso.net  
**Subject:** K105 between Nellmapius Drive and K220 proposed alignment alternatives  
**Attachments:** image001.jpg; Maps Alignments.pdf

Mr. Dehning

Please find attached the proposed alignment alternatives for the involved section of the K105.

*Kind Regards*

*Mientjie Coetzee*

*Senior Environmental Assessment Practitioner*

---



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizalleg@mweb.co.za](mailto:lizalleg@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

## Alfred

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 29 May 2014 10:37 AM  
**To:** 'richard.matchett@wspgroup.co.za'; 'hsj@tiq.co.za'; 'erasventer@mweb.co.za'; 'b.j.v@mweb.co.za'; 'barbara@salberg.co.za'; 'elana@salbro.co.za'; 'willem@land-mark.co.za'; 'cgarch@mweb.co.za'; 'josene@mweb.co.za'; 'cobus@mtdevelopment.co.za'; 'toepie@mweb.co.za'; 'chris@lonakha.co.za'; 'pjweyers@gmail.com'  
**Subject:** Errata - K105 WSP - Affected Landowner Meeting  
**Attachments:** image001.jpg; Invitation.pdf

Dear Interested and/or Affected Party Members,

Please refer to the attached Errata Invitation (the date that have changed to the 10<sup>th</sup> June 2014) regarding the K105 WSP Affected Landowner Meeting with Richard Matchett (WSP) regarding K105 Alignments and accesses.

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

T: (+27)12 346 3810 | F: (+27) 86 670 5659 | E: [lizellaq@mweb.co.za](mailto:lizellaq@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161

---

**From:** Juanita [<mailto:user3@bokamoso.net>]  
**Sent:** 28 May 2014 02:55 PM  
**To:** richard.matchett@wspgroup.co.za; 'hsj@tiq.co.za'; erasventer@mweb.co.za; 'b.j.v@mweb.co.za'; barbara@salberg.co.za; 'elana@salbro.co.za'; willem@land-mark.co.za; cgarch@mweb.co.za; 'josene@mweb.co.za'; cobus@mtdevelopment.co.za  
**Subject:** K105 WSP - Affected Landowner Meeting

Dear Interested and/or Affected Party Member,

Please refer to the attached Invitation regarding the K105 WSP Affected Landowner Meeting with Richard Matchett (WSP) regarding K105 Alignments and accesses.

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



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Environmental Consultants**

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36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375, Marcellana 0181

## Alfred

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 27 May 2014 10:58 AM  
**To:** 'deon@belvedere.co.za'; 'fritss@boogertmanpta.co.za'; 'eric@planpractice.co.za'; 'rudolph@law.co.za'; 'tgames@prasa.com'; 'jerry@civilconcepts.co.za'; 'junaid@p-3.co.za'; 'jack@centurus.co.za'; 'jac.botha@route2.co.za'; 'jaco.devries@aurecongroup.com'; 'avross@netactive.co.za'; 'calitz.rehann@iburst.co.za'; 'sackesp5@mweb.co.za'; 'marketing@irene.co.za'; 'francesf@pro-pharm.co.za'; 'bula@yebo.co.za'; 'FawkesMG@eskom.co.za'; 'thewills@mweb.co.za'; 'james.ah.cambell@gmail.com'; 'neil.fiorentinos@bmw.de'; 'schalk@burger.nom.za'; 'andrew@BKS.co.za'; 'dewet.herselman@exxaro.com'; 'tomhannay.sa@gmail.com'; 'martin@ceradvance.co.za'; 'lizanne@bestclothing.co.za'; 'idward@netactive.co.za'  
**Subject:** EIA Public Meeting Invitation - 12 June 2014  
**Attachments:** Invitation.pdf; image001.jpg

Dear Interested and/or Affected Party Member,

Please refer to the attached EIA Public Meeting Invitation regarding the proposed **K105 between Nelmapius and the K220 Project.**

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

T: (+27)12 346 3810 | F: (+27) 86 570 5859 | E: [jzellep@mweb.co.za](mailto:jzellep@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lehenue Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marbelana 0161

**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 11 June 2014 09:58 AM  
**To:** 'hsj@tiq.co.za'; erasventer@mweb.co.za; 'b.j.v@mweb.co.za'; barbara@salberg.co.za;  
'eiana@salbro.co.za'; willem@land-mark.co.za; cgarch@mweb.co.za;  
'josene@mweb.co.za'; cobus@mtdevelopment.co.za;  
richard.matchett@wspgroup.co.za  
**Subject:** EIA Public Meeting Invitation - 12 June 2014  
**Attachments:** Invitation.pdf; image001.jpg

Dear Interested and/or Affected Party Member,

Just a Reminder - Please refer to the attached EIA Public Meeting Invitation regarding the proposed **K105 between Nellmapius and the K220** Project.

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizelleq@mweb.co.za](mailto:lizelleq@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11376, Marcellana 0161

**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 11 June 2014 10:43 AM  
**To:** 'tr@vga.co.za'; 'russel@salberg.co.za'; pjweyers@gmail.com; 'cheryl@innercs.com'; 'dehning@mweb.co.za'; 'fritss@boogertmanpta.co.za'  
**Subject:** EIA Public Meeting Invitation - 12 June 2014  
**Attachments:** Invitation.pdf, Image001.jpg

Dear Interested and/or Affected Party Member,

Just a Reminder - Please refer to the attached EIA Public Meeting Invitation regarding the proposed **K105 between Nellmapius and the K220 Project.**

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

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Fax: 011 784 2000  
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3 June 2014

Dear Resident

**Environmental Impact Assessment Process in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended and the Environmental Impact Assessment Regulations, 2010 (Version 1) for the proposed K105 between Neilmapius and the K220**

We hereby confirm that Gauteng Department of Roads and Transport, appointed Bokamoso Landscape Architects and Environmental Consultants cc. to undertake a Environmental Impact Assessment Process in terms of the National Environmental Management Act (NEMA), 1998 (Act No. 107 of 1998), as amended and the Environmental Impact Assessment (EIA) Regulations, 2010 (Version 1) for the K105 between Neilmapius and the K220 as listed above.

This notification also affords you the opportunity to register as an Interested and Affected Party (I&AP) in the Environmental Impact Assessment Process. In order to register you are requested to fill in your full details on the form supplied below and to fax or e-mail your details to Juanita de Beer (public participation co-ordinator at Bokamoso) for the inclusion of your details onto our public participation database.

Once you are registered as an interested and affected party, we will keep you informed of the progress with the application and we will make all correspondence, documents and other information regarding the application available to you throughout the application process.

Registration as Interested and Affected Party	
Erf /Portion Number:	Stand 725 Broadbury Circle
Street Address:	Broadbury Circle
Landowner:	Name & Surname: C A VAN WILSON Email address: wilsonmike@gmail.com Telephone: 053 2019266 Cell phone: " Fax Number: - Postal Address: P O Box 165 Leribe Mill, 0178

PO BOX 11374 SANDTON

2146

LANDSCAPE ARCHITECTS AND ENVIRONMENTAL CONSULTANTS



**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 11 June 2014 10:59 AM  
**To:** 'wilsonmieke@gmail.com'  
**Subject:** EIA Public Meeting Invitation - 12 June 2014  
**Attachments:** Invitation.pdf; image001.jpg

Dear Interested and/or Affected Party Member,

Just a Reminder - Please refer to the attached EIA Public Meeting Invitation regarding the proposed **K105 between Nellmapius and the K220 Project.**

Hope this finds you well.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

T: (+27)12 346 3810 | F: (+27) 86 570 6059 | E: [hzellco@mweb.co.za](mailto:hzellco@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Leborsko Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marbelana 0161

## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 12 June 2014 08:42 AM  
**To:** user3@bokamoso.net  
**Subject:** FW: K105  
**Attachments:** image001.jpg; Memorandum 14 June 2014.pdf

*Mientjie Coetzee*

Senior Environmental Assessment Practitioner

---



**Landscape Architects &  
Environmental Consultants cc.**

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36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marabelana 0161

---

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 12 June 2014 08:40 AM  
**To:** mientjie@bokamoso.net; user1@bokamoso.net  
**Subject:** FW: K105

---

**From:** Herman Joubert [<mailto:hsj@tiq.co.za>]  
**Sent:** 11 June 2014 08:33 PM  
**To:** Richard Matchett ([richard.matchett@wspgroup.co.za](mailto:richard.matchett@wspgroup.co.za))  
**Cc:** Eras Venter ([erasventer@mweb.co.za](mailto:erasventer@mweb.co.za)); Lizelle Gregory ([lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)); Willem Groenewald ([willem@land-mark.co.za](mailto:willem@land-mark.co.za)); [barbara@salberg.co.za](mailto:barbara@salberg.co.za)  
**Subject:** K105

Dear Richard  
Memo for your attention.  
Regards  
Dr Herman Joubert



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## FAX MESSAGE

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FAX	: 011-361-1301	TEL	: 012-346-5336
TO	: Richard Matchett	FAX	: 086-517-3132
COMPANY:	WSP Group Africa (Pty) Ltd	FROM	: Dr Herman Joubert
CC	: E Venter, W Groenewald, B Parker, M Coetzee, L Gregory	PAGE(S)	: 3
		DATE	: 11 June 2014

---

Dear Richard

I have given some thought to the proposals at the meeting.

1. The original alignment would by far be the most beneficial for us as land owners. However, in order to accommodate our neighbours (e.g. Twin Rivers) and the heritage / environmental impact of this route to the north of our property, we are willing to accept the alternative west of the Olifantspruit, provided that reasonable access will be available to our properties, both for the current situation without any provincial roads, as well as with the future scenarios when K105 and / or K54 have been constructed. Although these routes are essential from a road network perspective, we do not rely on them as far as access to our properties is concerned because there is no certainty regarding their implementation. We therefore have to assume that neither road will be constructed within the next ten years. Finality regarding these routes and extremely importantly, the access routes and local road network that are directly affected by these roads, must be achieved to allow sensible planning and development to proceed.

2. Our requirements regarding property access include the following:

*a. Further extension of Brakfontein Road extension*

The most important municipal road in this area is the further extension of the Brakfontein Road extension, which has already been constructed as a link from the N1 Ben Schoeman national road in the west up to M18 (Main Road) (provincial road P38-1), to link with the R21 national road (Tshwane to OR Tambo and Ekurhuleni), including an intersection on M57 (P122-1). This road forms part of the City of Tshwane Road Master Plan and is, inter alia, an important regional feeder route to the Pinedene station.

*b. Quarter link between K54 and K105*

We would by far prefer the quarter link on the north-eastern quadrant of the intersection of K54 / K105 as previously suggested by Civil Concepts. However, a quarter link in the south-eastern quadrant is acceptable provided that the property to the north obtains full access from the junction of the quarter link and K54, plus an eastern extension of the quarter link road to provide access to the land south of K54.

- c. *New intersection on K54 to the land south and north of K54 ( $\pm$  600 metres to the east) of the quarter link junction*

This Intersection will effectively replace the original K54 / K105 intersection.

- d. *A local road link north of K54 that connects the quarter link junction, as well as the new intersection on K54 to the existing road, 23<sup>rd</sup> Street West*

For topographical reasons, our preference is that this connection should be across the adjoining property to the north to a position in the vicinity of the access to the Smuts House museum.

- e. *A local road link south of K54 from the quarter link to the existing access on M57 (provincial road P122-1)*

The planning of K54 provides for an intersection to give access to the local road network to the south and to the north. The proposed road link should connect the quarter link, the new intersection on K54  $\pm$  600m to the north thereof, as well as the planned intersection on the K54 further to the east.

- f. *Access to the south via the Salberg internal street system.*

- g. *Local road link to the south*

Although not an essential minimum requirement, we are of the opinion that a local road link essentially along the original K105 alignment (along the boundary between Salberg and M&T) would be the most efficient way to provide access to our land, Salberg and M&T in the period until K54 or K105 has been constructed.

- h. *Access to the southern part of our land, both east and west of K105.*

- i. *Access to our land south of Salberg / M& T on both the eastern and western sides of the K105.*

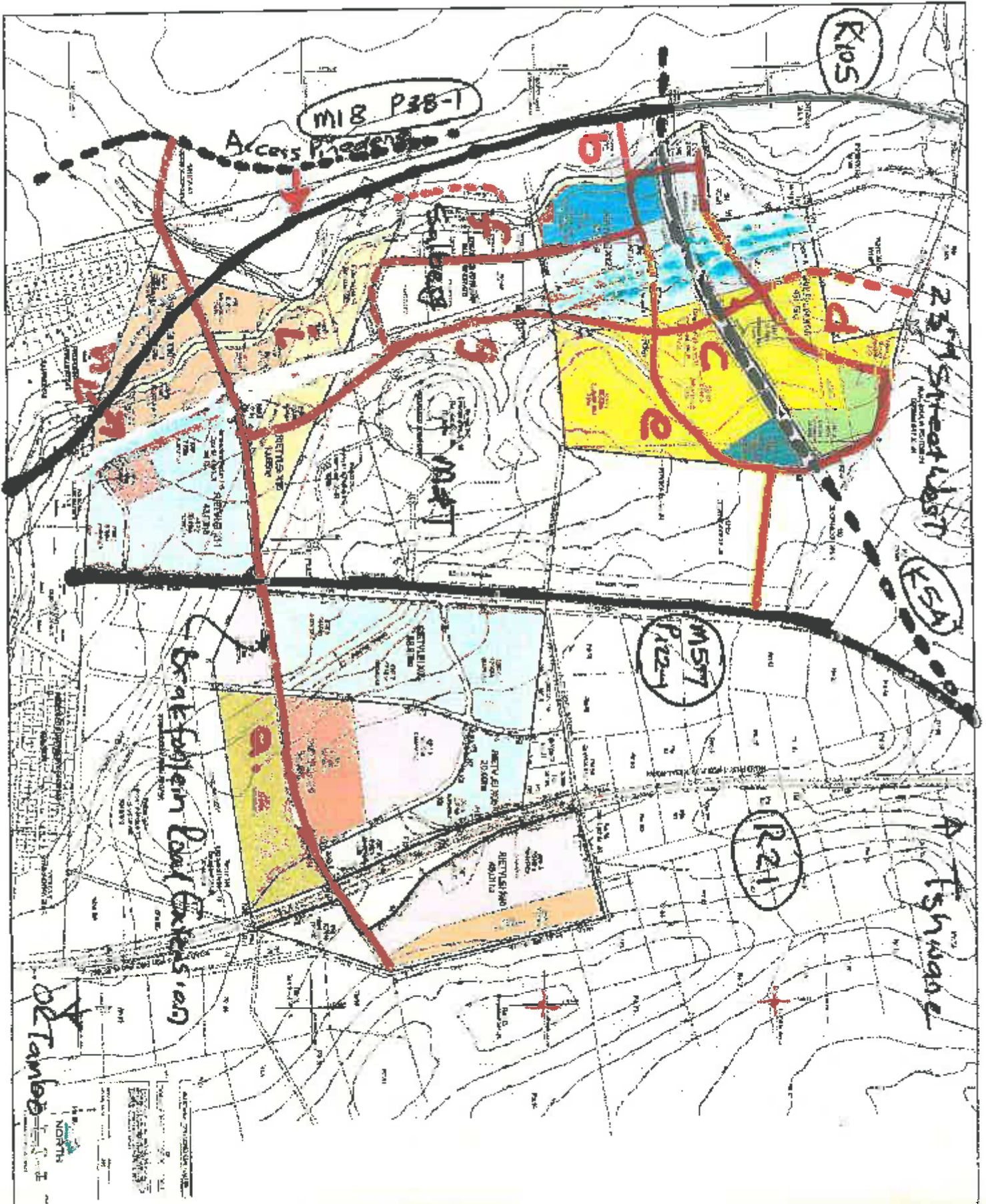
3. I would appreciate if these comments that were also raised during the Focus Group meeting on 10 June 2014 at the offices of Bokamoso are reflected in the feedback at the public meeting on 12 June 2014.

Your willingness to discuss our needs and to mitigate the impact of the proposed K105, as well as to reinstate access to our properties is greatly appreciated.

Regards

Dr Herman Joubert PrEng PhD  
DIRECTOR: PRAYSA TRADE





**SKETCH PLAN**

DATE: 10/10/11  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]  
 PROJECT NO: 081 JR

**REVIEW EXTENSIONS**

- PROPOSED LAND USE**
- RESIDENTIAL
  - COMMERCIAL
  - INDUSTRIAL
  - RECREATION
  - OPEN SPACE
  - UTILITY
  - ROADWAY
  - WATERWAY
  - RAILROAD
  - AVIATION
  - AGRICULTURE
  - OTHER



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 Atlanta, GA 30309  
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 Fax: 404.525.1112  
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**Alfred**

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 12 June 2014 08:44 AM  
**To:** user3@bokamoso.net; user11@bokamoso.net  
**Subject:** FW: K105  
**Attachments:** image001.jpg

*Mientjie Coetzee*

*Senior Environmental Assessment Practitioner*

---



**Landscape Architects &  
Environmental Consultants cc.**

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36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Marolana 0161

---

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 12 June 2014 08:22 AM  
**To:** user1@bokamoso.net; mientjie@bokamoso.net  
**Subject:** FW: K105

---

**From:** Matchett, Richard [<mailto:richard.matchett@wspgroup.co.za>]  
**Sent:** 12 June 2014 08:17 AM  
**To:** Herman Joubert; [barbara@salberg.co.za](mailto:barbara@salberg.co.za)  
**Cc:** Eras Venter ([erasventer@mweb.co.za](mailto:erasventer@mweb.co.za)); Lizelle Gregory ([lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)); Willem Groenewald ([willem@landmark.co.za](mailto:willem@landmark.co.za))  
**Subject:** RE: K105

Dear Herman,

Thank you for the clear description of your suggested access road scheme. We will take this into consideration in the compilation of our updated plans.

Dear Barbara,

The suggested road across your property seems to match the general shape of roads on the site plan for your property, can you confirm that this is correct, notwithstanding the scale of the sketch? (Willem, perhaps you can comment?) The access scheme would seem to be of mutual benefit to "Salberg" and "Cross Wise Estates".

I look forward to seeing you all this evening.

Kind Regards,

**Richard Matchett** Pr Eng  
Divisional Director

**WSP, Civil and Structural Engineers, Africa**

WSP House, Bryanston Place 199 Bryanston Drive, Bryanston, 2191, South Africa  
Tel: +27 11 361 1420 | Mobile: +27 79 826 7455 | Fax: +27 11 361 1301 | [www.wspgroup.co.za](http://www.wspgroup.co.za)

---

**From:** Herman Joubert [<mailto:hsj@tdq.co.za>]

**Sent:** 11 June 2014 08:33 PM

**To:** Matchett, Richard

**Cc:** Erás Venter ([erasventer@mweb.co.za](mailto:erasventer@mweb.co.za)); Lizelle Gregory ([lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)); Willem Groenewald ([willem@lanc-mark.co.za](mailto:willem@lanc-mark.co.za)); [barbara@salberg.co.za](mailto:barbara@salberg.co.za)

**Subject:** K105

Dear Richard

Memo for your attention.

Regards

Dr Herman Joubert



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**Alfred**

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 12 June 2014 12:02 PM  
**To:** user3@bokamoso.net  
**Subject:** FW: MEETING TONIGHT AT CORNWILL COLLEGE  
**Attachments:** image001.jpg

***Mientjie Coetzee***

*Senior Environmental Assessment Practitioner*

---



**Landscape Architects &  
Environmental Consultants cc.**

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36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0181

---

**From:** Lizelle Gregory [mailto:[lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)]  
**Sent:** 12 June 2014 10:29 AM  
**To:** 'matievon@global.co.za'  
**Subject:** RE: MEETING TONIGHT AT CORNWILL COLLEGE

Matie

The purpose of the meeting is to give feedback on the EIA process, Specialist Studies and to present the proposed alignments.

#### **Agenda**

1. Welcome / introduction
2. Description of EIA Process
3. Project Background
4. Alternatives
5. Specialist Studies
6. Issues Identified
7. Way Forward
8. Questions, Comments & Issues

***Mientjie Coetzee***

*Senior Environmental Assessment Practitioner*

---



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---

**From:** Bokamoso [<mailto:lizejleg@mweb.co.za>]  
**Sent:** 12 June 2014 10:18 AM  
**To:** [mjentjie@bokamoso.net](mailto:mjentjie@bokamoso.net); [user3@bokamoso.net](mailto:user3@bokamoso.net)  
**Cc:** [user1@bokamoso.net](mailto:user1@bokamoso.net)  
**Subject:** FW: MEETING TONIGHT AT CORNWILL COLLEDGE

---

**From:** Matie von Wielligh [<mailto:matievon@global.co.za>]  
**Sent:** 12 June 2014 09:48 AM  
**To:** [lizejleg@mweb.co.za](mailto:lizejleg@mweb.co.za)  
**Subject:** MEETING TONIGHT AT CORNWILL COLLEDGE

Lizelle

What is the intended content and agenda of tonights meeting , feedback on progress or communication of final report content?

Regards

Matie von Wielligh

Tel: +27 (12) 686 7146 ; mobile +27 83 264 6243  
RSA Fax: 086 889 2098  
Intl Fax: +27 12 686 7146  
E-Mail: [matievon@global.co.za](mailto:matievon@global.co.za)

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**Alfred**

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 13 June 2014 09:27 AM  
**To:** 'linda@dynabyte.bw'  
**Subject:** K105 - Register as an I&AP  
**Attachments:** image001.jpg

Dear Linda MacPhee,

I have registered you as interested and/or Affected Party Member for the **proposed K105 between Nellmapius and the K220 Project.**

Can you please send Heidi's email address because she didn't include her email address in the register.

Thank you.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

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**Alfred**

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 12 June 2014 04:16 PM  
**To:** user3@bokamoso.net; user11@bokamoso.net  
**Subject:** FW: K105  
**Attachments:** image001.gif; image002.gif; image005.gif; image004.png; image007.png; image003.jpg

**Flag Status:** Flagged

*Mientjie Coetzee*

*Senior Environmental Assessment Practitioner*

---



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---

**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 12 June 2014 04:04 PM  
**To:** user1@bokamoso.net; mientjie@bokamoso.net  
**Subject:** FW: K105

---

**From:** Willem Groenewald [<mailto:willem@land-mark.co.za>]  
**Sent:** 12 June 2014 03:40 PM  
**To:** 'Matchett, Richard'; 'Herman Joubert'; [barbara@salberg.co.za](mailto:barbara@salberg.co.za); 'Russel Samuels'  
**Cc:** 'Eras Venter'; 'Lizelle Gregory'  
**Subject:** RE: K105

Dear Richard & Herman,

Herman, thank you for your documented thoughts and proposals with regard to the local-/access road network, linking with the K105-alignment alternative.

I have briefly perused your document and plan and telephonically discussed same with my clients, Russel and Barbara of Salberg. My brief comments, prior to tonight's public meeting and specifically where Salberg's property is affected, are as follows:

*K105: We are in agreement with the K105-alignment as indicated (Alignment 3- Light Blue Line as indicated on Bokamoso's plan);*

*g. - Local Road South: We are in support of this proposed, local road link - south, which connects with the Brakfontein Road Extension, as it improves access to Salberg's property along the south-eastern boundary (i.e. approximately at the same access point on the original K105 alignment);*

*f. - Access to the south via the Salberg internal street system: Considering that the project team is currently still in the planning phases of finalising the future development of Salberg, which will also be dependent on market forces, the internal road might be a private road with access control. We are, therefore, currently not in a position to agree to the details of this local road and its linkage to the north. We note that there is also an access possibility from Local Road g alongside our northern property boundary, linking with Local Road f, which could be investigated in further detail.*

Kind Regards

Willem Groenewald



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---

**From:** Matchett, Richard [<mailto:richard.matchett@wspgroup.co.za>]  
**Sent:** 12 June 2014 08:17 AM  
**To:** Herman Joubert; [barbara@salberg.co.za](mailto:barbara@salberg.co.za)  
**Cc:** Eras Venter ([erasventer@myweb.co.za](mailto:erasventer@myweb.co.za)); Lizelle Gregory ([lizelleg@myweb.co.za](mailto:lizelleg@myweb.co.za)); Willem Groenewald ([willem@land-mark.co.za](mailto:willem@land-mark.co.za))  
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Dear Barbara,

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Divisional Director

**WSP, Civil and Structural Engineers, Africa**

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**From:** Herman Joubert [<mailto:hsj@dg.co.za>]

**Sent:** 11 June 2014 08:33 PM

**To:** Matchett, Richard

**Cc:** Eras Venter ([erasventer@mweb.co.za](mailto:erasventer@mweb.co.za)); Lizelle Gregory ([lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)); Willem Groenewald ([willem@landmark.co.za](mailto:willem@landmark.co.za)); [barbara@salberg.co.za](mailto:barbara@salberg.co.za)

**Subject:** K105

Dear Richard  
Memo for your attention.  
Regards  
Dr Herman Joubert



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## Alfred

---

**From:** Lizelle Gregory <lizelleg@mweb.co.za>  
**Sent:** 13 June 2014 08:28 AM  
**To:** user3@bokamoso.net  
**Subject:** FW: K105  
**Attachments:** image001.gif; image002.gif; image003.png; image004.gif; image005.png; image006.jpg

**Flag Status:** Flagged

## *Mientjie Coetzee*

*Senior Environmental Assessment Practitioner*

---



**Landscape Architects &  
Environmental Consultants cc.**

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**From:** Bokamoso [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 12 June 2014 04:44 PM  
**To:** mientjie@bokamoso.net  
**Cc:** user1@bokamoso.net  
**Subject:** FW: K105

---

**From:** Herman Joubert [<mailto:hsj@tq.co.za>]  
**Sent:** 12 June 2014 04:33 PM  
**To:** [willem@land-mark.co.za](mailto:willem@land-mark.co.za); 'Matchett, Richard'; [barbara@salberg.co.za](mailto:barbara@salberg.co.za); 'Russel Samuels'  
**Cc:** 'Eras Venter'; 'Lizelle Gregory'  
**Subject:** RE: K105

Dear Willem

Please note that access to our property to the north of Salberg via the Salberg internal road network is a specific agreement reached during the DFA hearing. It is unfortunately an existing condition and is not negotiable.

Regards

Herman

---

**From:** Willem Groenewald [<mailto:willem@land-mark.co.za>]  
**Sent:** 12 June 2014 03:40 PM  
**To:** 'Matchett, Richard'; Herman Joubert; [barbara@salberg.co.za](mailto:barbara@salberg.co.za); 'Russel Samuels'  
**Cc:** 'Eras Venter'; 'Lizelle Gregory'  
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I have briefly perused your document and plan and telephonically discussed same with my clients, Russel and Barbara of Salberg. My brief comments, prior to tonight's public meeting and specifically where Salberg's property is affected, are as follows:

*K105: We are in agreement with the K105-alignment as indicated (Alignment 3- Light Blue Line as indicated on Bokamoso's plan);*

*g. - Local Road South: We are in support of this proposed, local road link - south, which connects with the Brakfontein Road Extension, as it improves access to Salberg's property along the south-eastern boundary (i.e. approximately at the same access point on the original K105 alignment);*

*f. - Access to the south via the Salberg internal street system: Considering that the project team is currently still in the planning phases of finalising the future development of Salberg, which will also be dependent on market forces, the internal road might be a private road with access control. We are, therefore, currently not in a position to agree to the details of this local road and its linkage to the north. We note that there is also an access possibility from Local Road g alongside our northern property boundary, linking with Local Road f, which could be investigated in further detail.*

Kind Regards

Willem Groenewald



LANDMARK PLANNING | Town & Regional Planning  
75 Jean Avenue, Centurion | PO Box 10936, CENTURION, 0046  
☎ (012) 667 4773 | 📠 (012) 667 4450 | 📠 082 371 5770  
✉ [willem@land-mark.co.za](mailto:willem@land-mark.co.za) | [www.landmarkplanning.co.za](http://www.landmarkplanning.co.za)

---

**From:** Matchett, Richard [<mailto:richard.matchett@wspgroup.co.za>]  
**Sent:** 12 June 2014 08:17 AM  
**To:** Herman Joubert; [barbara@salberg.co.za](mailto:barbara@salberg.co.za)  
**Cc:** Eras Venter ([erasventer@mweb.co.za](mailto:erasventer@mweb.co.za)); Lizelle Gregory ([lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)); Willem Groenewald ([willem@land-mark.co.za](mailto:willem@land-mark.co.za))  
**Subject:** RE: K105

Dear Herman,

Thank you for the clear description of your suggested access road scheme. We will take this into consideration in the compilation of our updated plans.

Dear Barbara,

The suggested road across your property seems to match the general shape of roads on the site plan for your property, can you confirm that this is correct, notwithstanding the scale of the sketch? (Willem, perhaps you can comment?) The access scheme would seem to be of mutual benefit to "Salberg" and "Cross Wise Estates".

I look forward to seeing you all this evening.

Kind Regards,

**Richard Matchett** Pr Eng  
Divisional Director

**WSP, Civil and Structural Engineers, Africa**

WSP House, Bryanston Place, 199 Bryanston Drive, Bryanston, 2191, South Africa  
Tel: +27 11 361 1420 | Mobile: +27 78 628 7455 | Fax: +27 11 361 1301 | [www.wspgroup.co.za](http://www.wspgroup.co.za)

---

**From:** Herman Joubert [<mailto:hsj@tiq.co.za>]

**Sent:** 11 June 2014 08:33 PM

**To:** Matchett, Richard

**Cc:** Eras Venter ([erasventer@mweb.co.za](mailto:erasventer@mweb.co.za)); Lizelle Gregory ([lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)); Willem Groenewald ([willem@landmark.co.za](mailto:willem@landmark.co.za)); [barbara@salberg.co.za](mailto:barbara@salberg.co.za)

**Subject:** K105

Dear Richard

Memo for your attention.

Regards

Dr Herman Joubert



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

**Alfred**

---

**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 13 June 2014 03:07 PM  
**To:** dehning@mweb.co.za; cheryl@innercs.com; karin.coetzee@live.co.za;  
ericc@gpg.gov.za; h.cohoe@comwall.co.za; francesf@pro-pharm.co.za;  
heidi@designline.co.za; erasventer@mweb.co.za; selma@urbandynamics.co.za;  
cgarch@mweb.co.za; josene@mweb.co.za; alex@gharchitects.co.za;  
fritss@boogertmanpta.co.za; linda@dynabyta.bw; nussel@salberg.co.za;  
barbara@salberg.co.za  
**Cc:** user3@bokamoso.net  
**Subject:** K105 Public Meeting Presentation  
**Attachments:** image001.jpg; K105 Public Meeting 12 June 2014.pdf

Dear | & AP

Please find attached the presentation of last night's public meeting.

*Kind Regards*

*Mientjie Coetzee*

*Senior Environmental Assessment Practitioner*

---



an

**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizelle@mweb.co.za](mailto:lizelle@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161



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**Alfred**

---

**From:** Bokamoso <lizelleg@mweb.co.za>  
**Sent:** 18 June 2014 07:49 AM  
**To:** user1@bokamoso.net; user3@bokamoso.net  
**Subject:** FW: K105 Public Meeting Presentation  
**Attachments:** Untitled attachment 00035.jpg

---

**From:** Francesca Fondse [mailto:francesf@pro-pharm.co.za]  
**Sent:** 17 June 2014 08:33 PM  
**To:** Bokamoso  
**Subject:** Re: K105 Public Meeting Presentation

On 2014/06/13 03:07 PM, Bokamoso wrote:

Dear I & AP

Please find attached the presentation of last night's public meeting.

Kind Regards

Mientjie Coetzee

*Senior Environmental Assessment Practitioner*



**Landscape Architects &  
Environmental Consultants cc.**

T: (+27)12 346 3810 | F: (+27) 86 570 5659 | E: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebomba Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0161



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Thank you!



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.



# **ROAD K105 from Nellmapius Drive to K220**

**PUBLIC MEETING**

**12 JUNE 2014**

**CORNWALL HILL COLLEGE**



# Rules of Meeting

- **Please Hold Questions until the end of the Presentation**
- **Please write your details, issues and comments in the supplied registers**
- **During Questions & Answers please state your name, surname and interest clearly into the microphone.**



# Project Team

- **Bokamoso Environmental Consultants**
  - Lizelle Gregory – EAP*
  - Mientjie Coetzee – EAP*
  - Bianca Reyneke - EAP*
  - Juanita de Beer – Public Participation Co-ordinator*
- **WSP Consulting Engineers**
  - **Richard Matchett**
- **Applicant: Gauteng Department of Roads and Transport**



# Agenda

- 1 Welcome / introduction**
- 2 Description of EIA Process**
- 3 Project Background**
- 4 Alternatives**
- 5 Specialist Studies**
- 6 Issues Identified**
- 7 Way Forward**
- 8 Questions, Comments & Issues**

# The EIA Process

<b>1. Submit Application Form</b>	✓
<b>2. Receive Reference number</b>	✓
<b>3. Advertise Scoping Phase</b>	✓
<b>4. Conduct 1<sup>st</sup> round of Public Participation</b>	✓
<b>5. 'Draft' Scoping Report available for review</b>	✓
<b>6. Submit Scoping Report to GDARD</b>	✓
<b>7. Approval of Scoping Report &amp; Plan of Study for EIA</b>	✓

# The EIA Process

<b>8. Advertise EIA Phase</b>	✓
<b>9. Second Round of Public Participation</b>	✓
<b>10. 'Draft' EIA Report available for review</b>	
<b>11. Finalize EIA Report</b>	
<b>12. Submit EIA Report to GDARD</b>	
<b>13. Decision by GDARD</b>	



# Public Participation during the EIA process

<b>1. Site notices (Scoping Phase) were erected on 26 May 2011</b>	✓
<b>2. Notices regarding the project were distributed via e-mail and fax to a list of interested and affected parties &amp; also hand delivered within 100m radius during May/June</b>	✓
<b>3. An advertisement was placed in 'Die Beeld' Newspaper on 21 April 2011</b>	✓
<b>4. A first public Meeting (Scoping Phase) was held on 1 August 2011</b>	✓
<b>5. A draft Scoping Report was made available for review in hard copy and on the Bokamoso Website</b>	✓

# Public Participation during the EIA process

6. Site notices (EIA Phase) were erected on 28 October 2013	✓
7. EIA Notices regarding the project were distributed via e-mail and fax to a list of interested and affected parties & also hand delivered within 100m radius during October 2013	✓
8. An advertisement was placed in 'Die Beeld' Newspaper on 28 October 2013	✓
9. Focus Group meetings	✓
10. Public meeting (EIA Phase) on 12 June 2014	✓
11. Draft EIA Report will be made available for review in hard copy and on the Bokamoso Website	
12. Submission of Final EIA Report (will also be supplied to I&APs)	

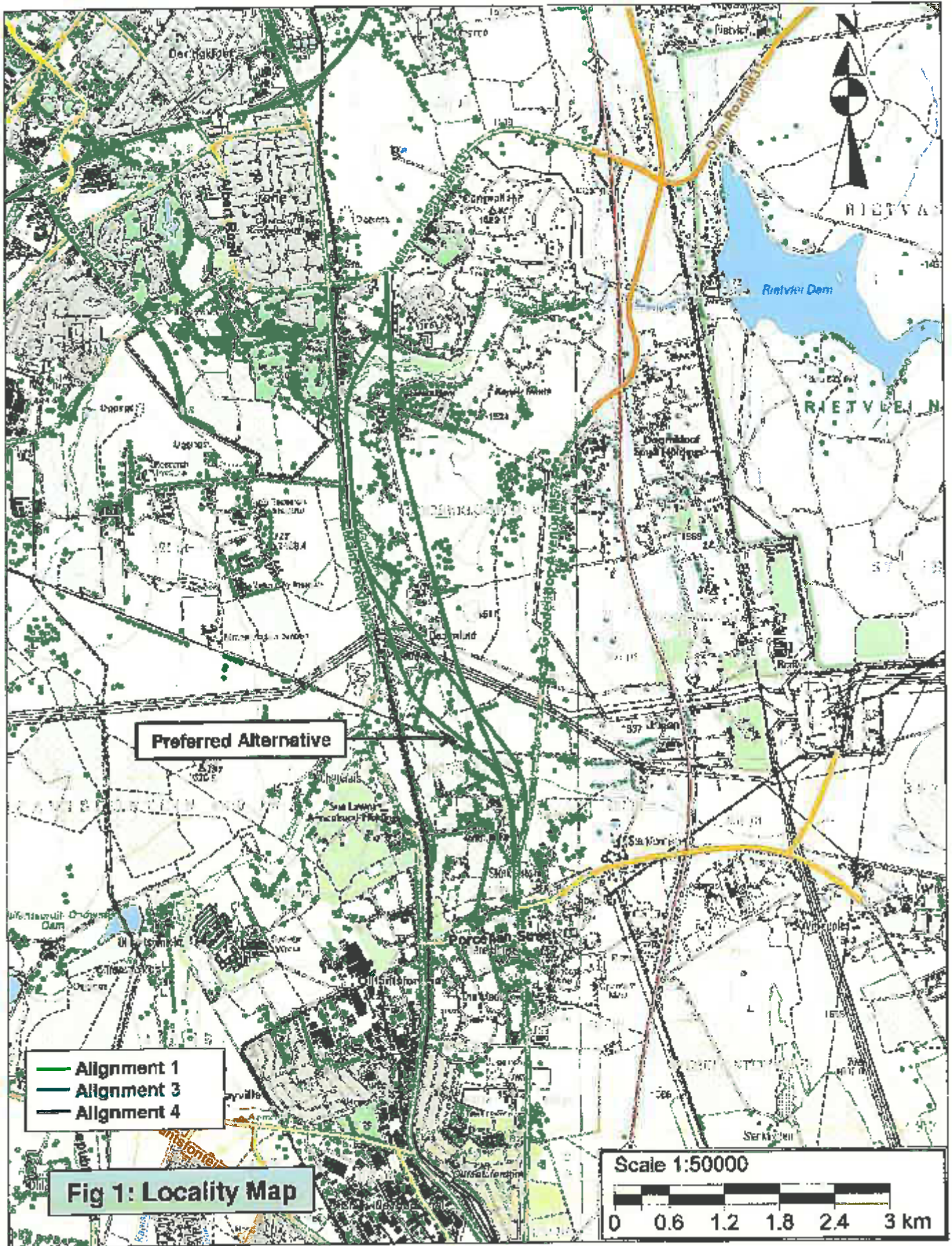
# **Project Background**

**Route Determination of Road  
K105 Between Nellmapius  
Drive and Road K220**

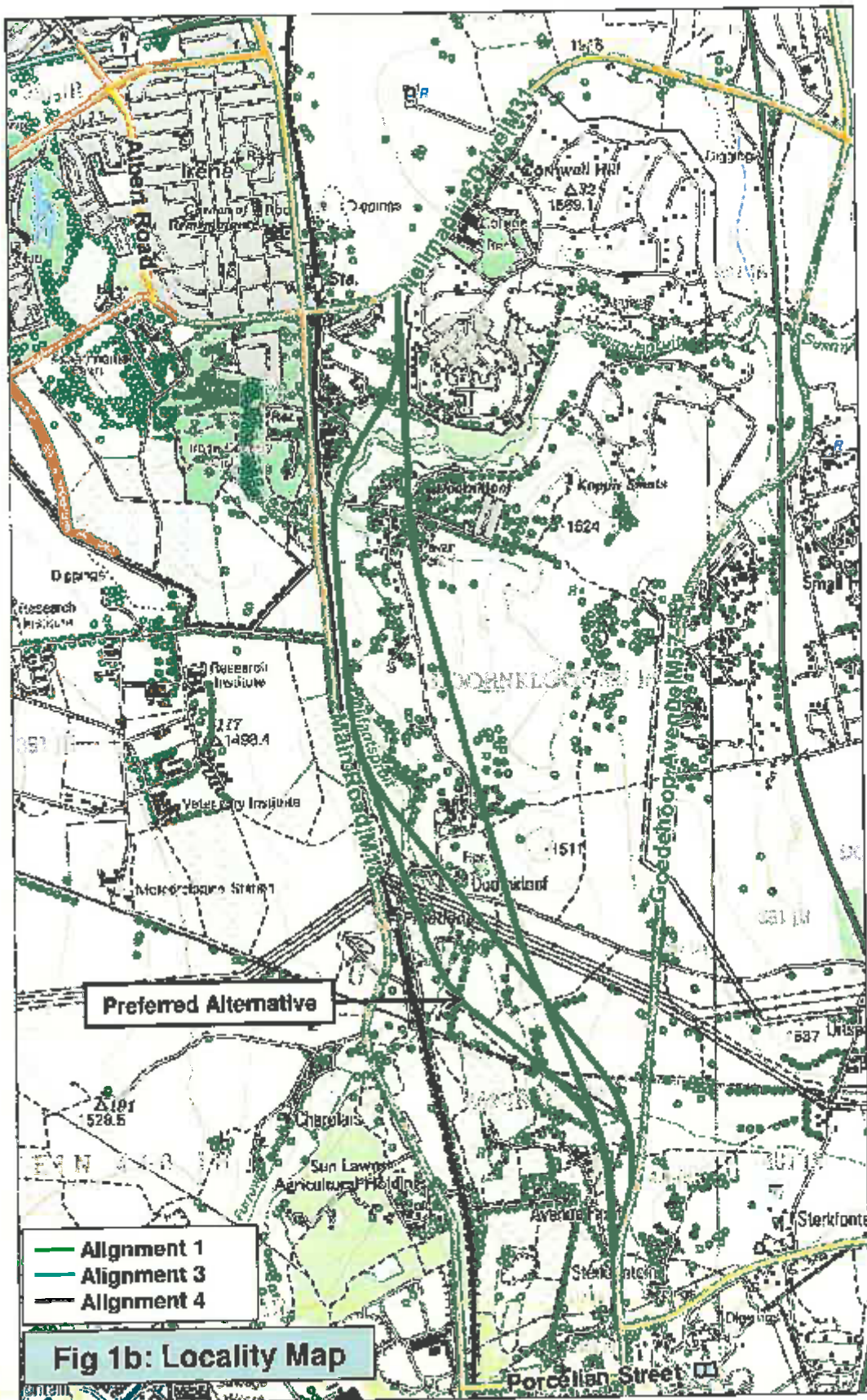
**Five Alternatives Identified  
during Scoping Phase**

**Three Alternatives assessed  
during EIA Phase**

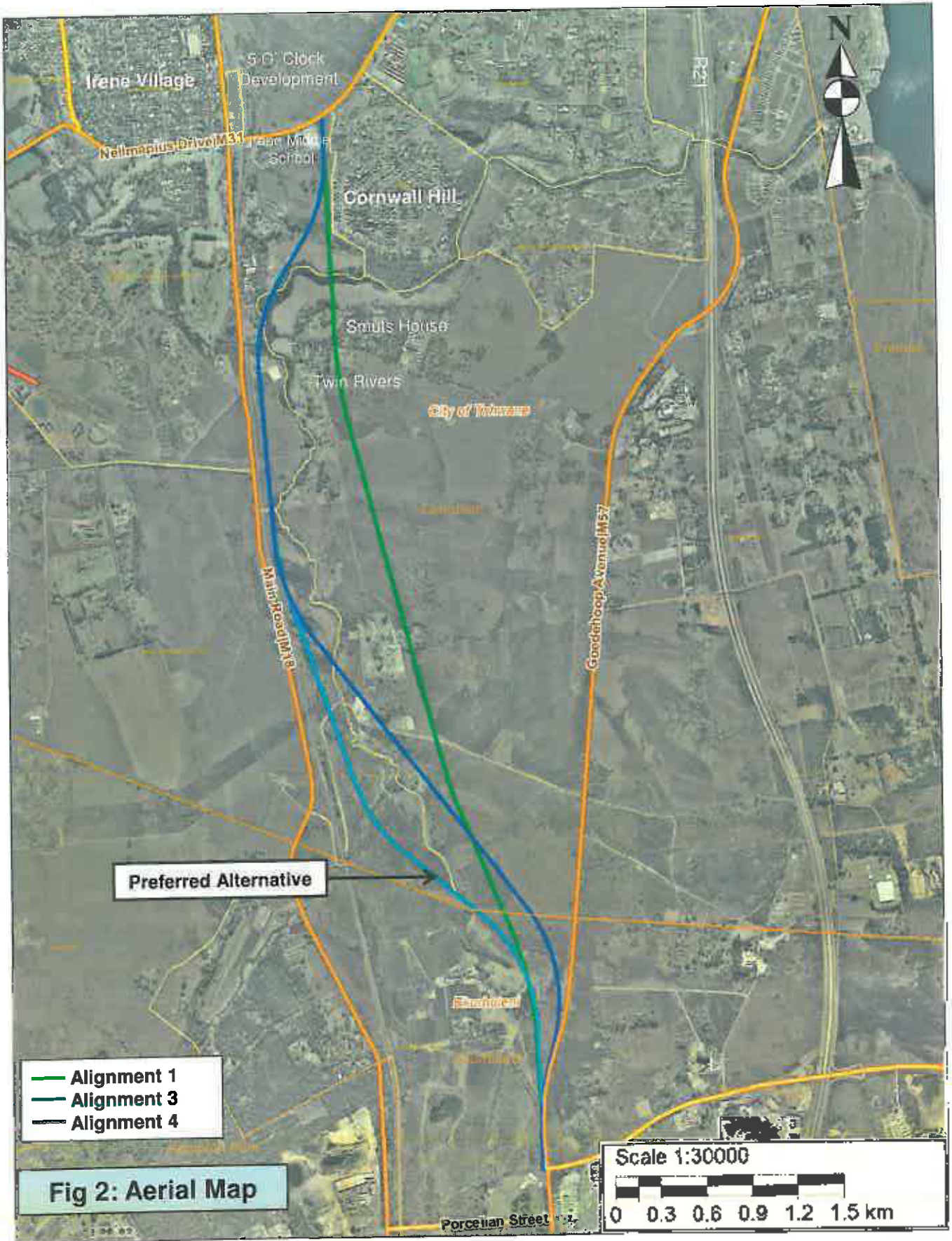














**Figure 6a – K105 within larger Gauteng Road Network**





Figure 6b – K105 within larger Gauteng Road Network

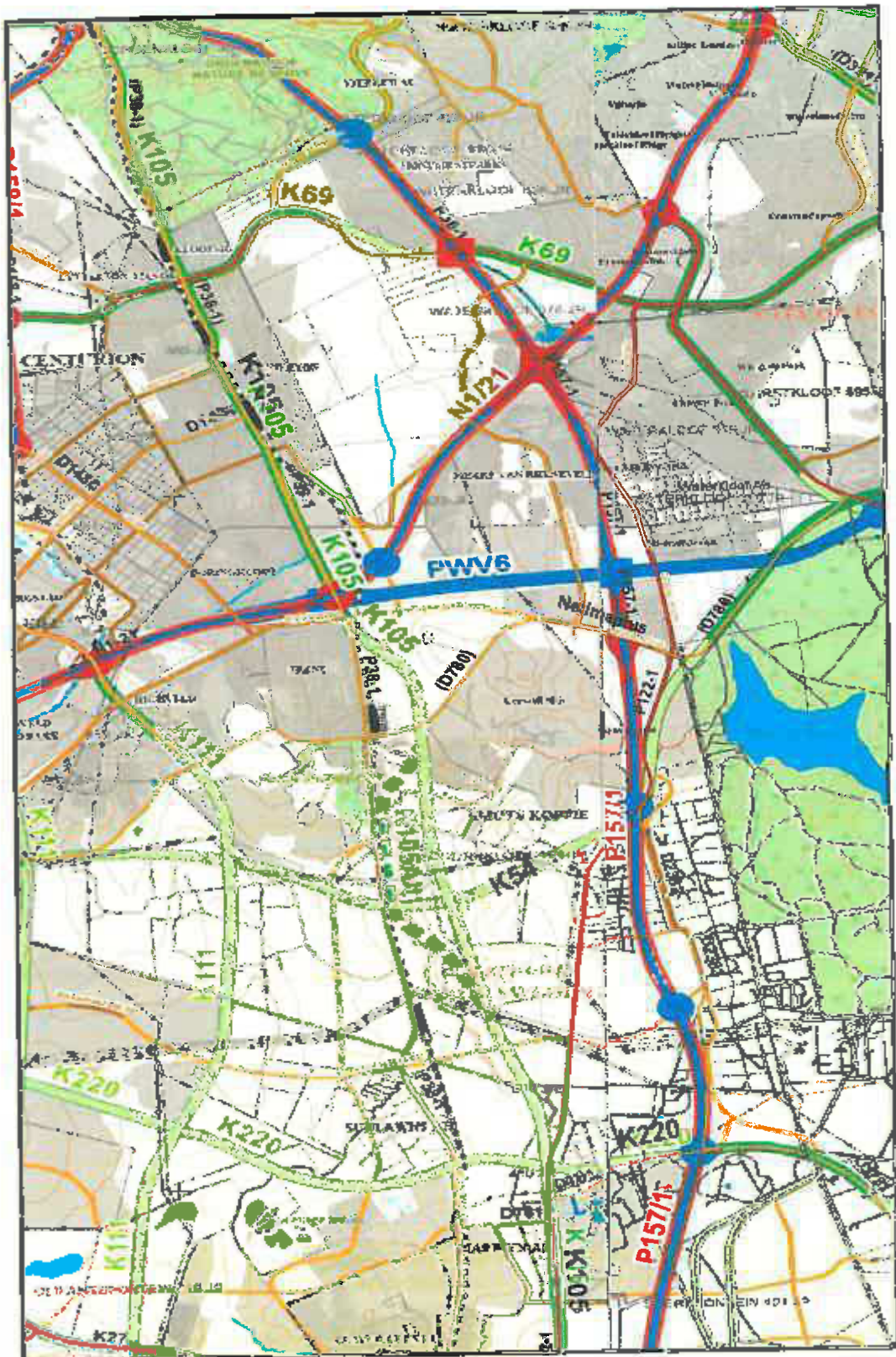
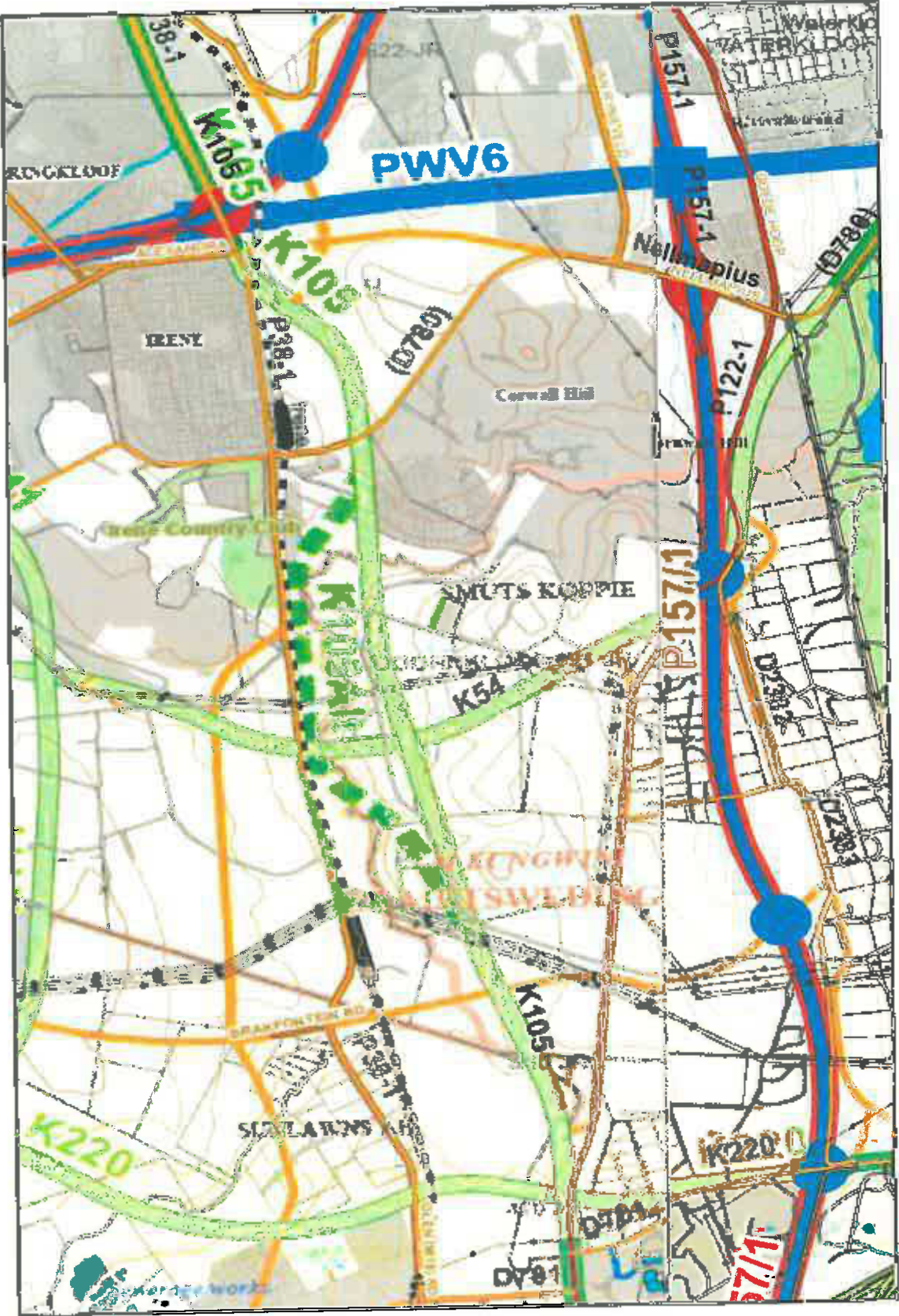




Figure 6c – K105 within larger Gauteng Road Network



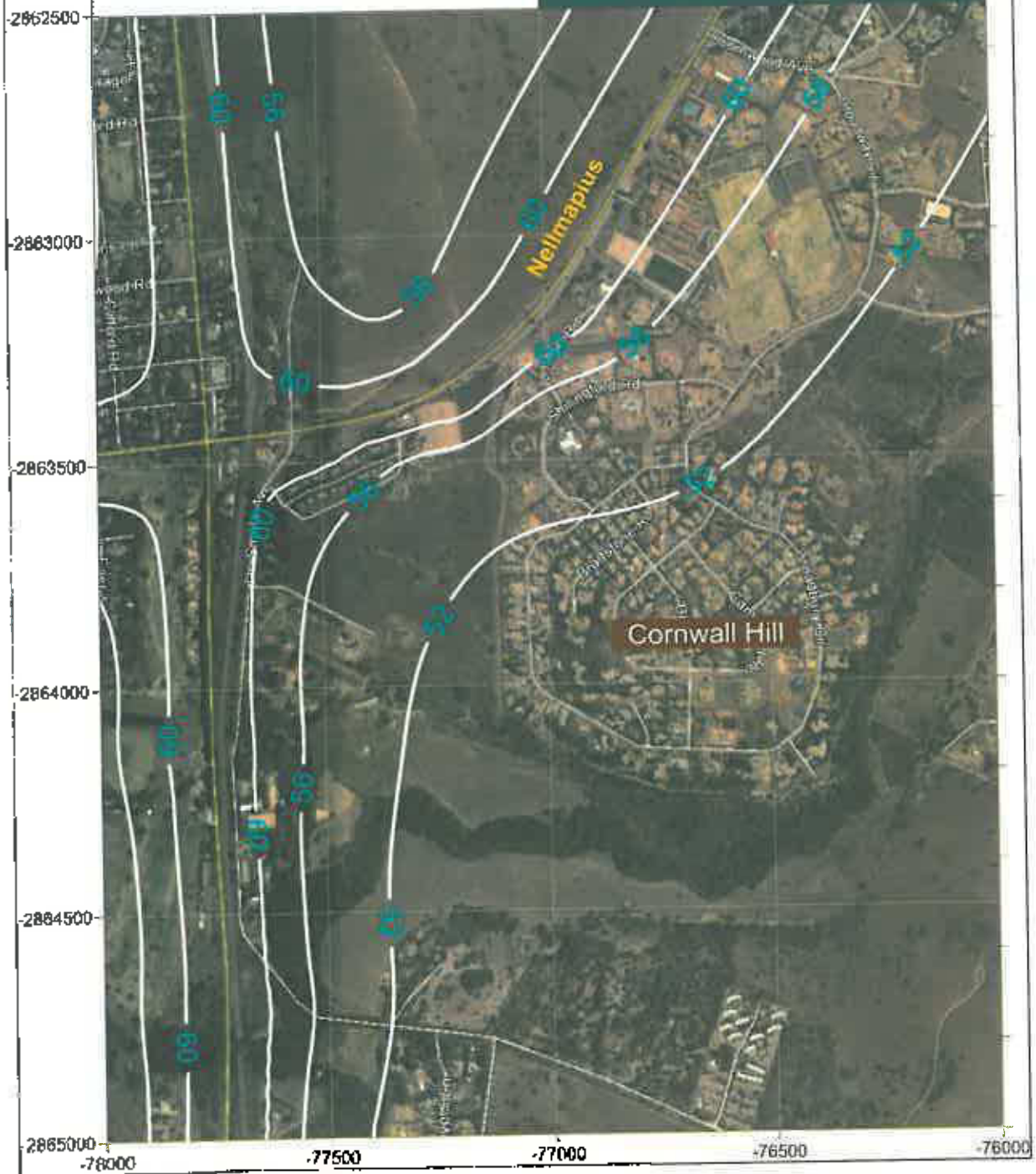
# **Specialist Studies for the EIA Process**

- **Fauna and Flora Habitat Assessment Report**
- **Wetland Delineation**
- **Cultural and Historical Survey**
- **Noise Impact Assessment**



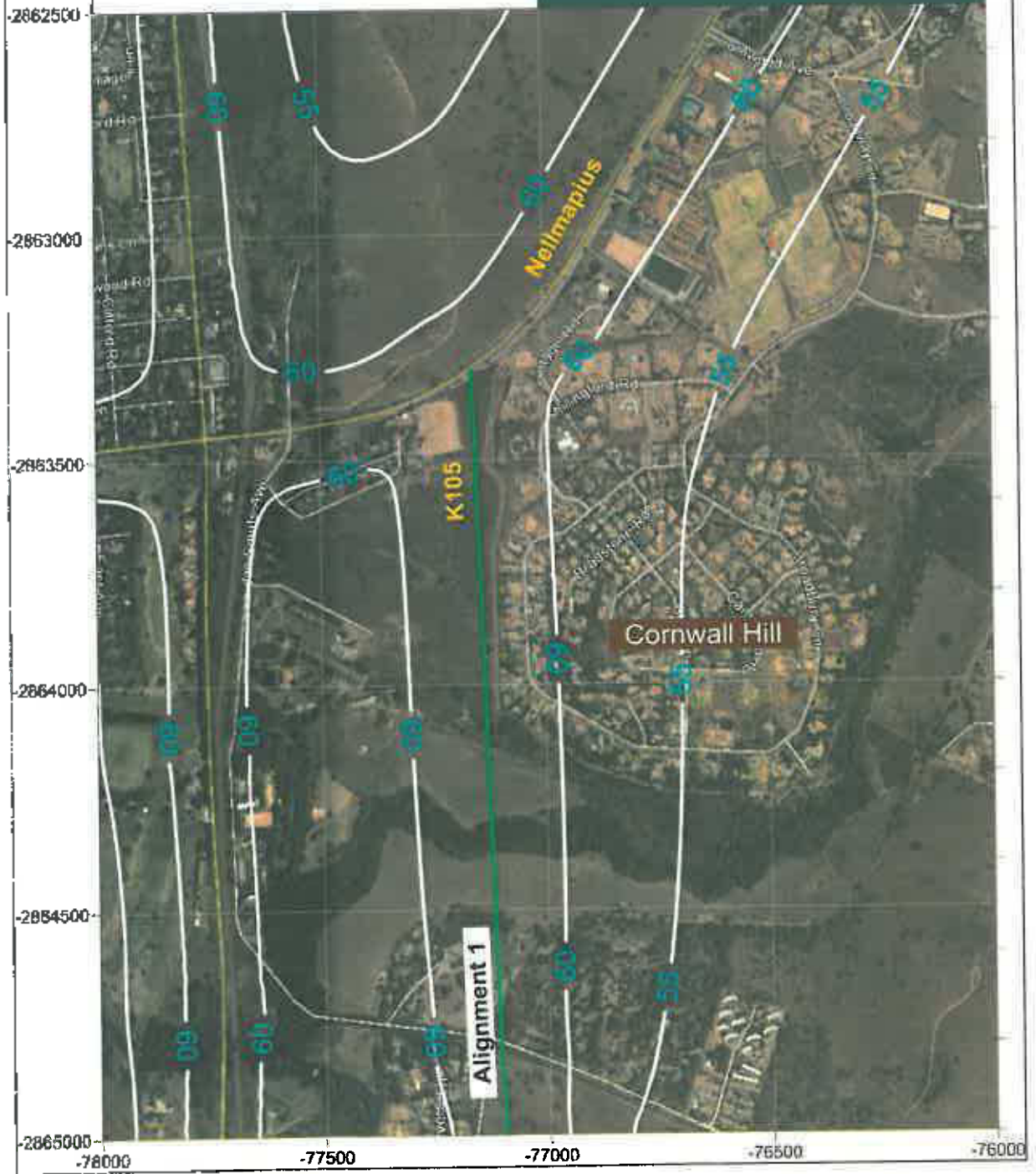
**ROUTE K105  
"NO-GO" OPTION**

**FUTURE AMBIENT LEVELS  
2025  
24-HOUR AVERAGE dBA**



**ROUTE K105  
ALIGNMENT 1**

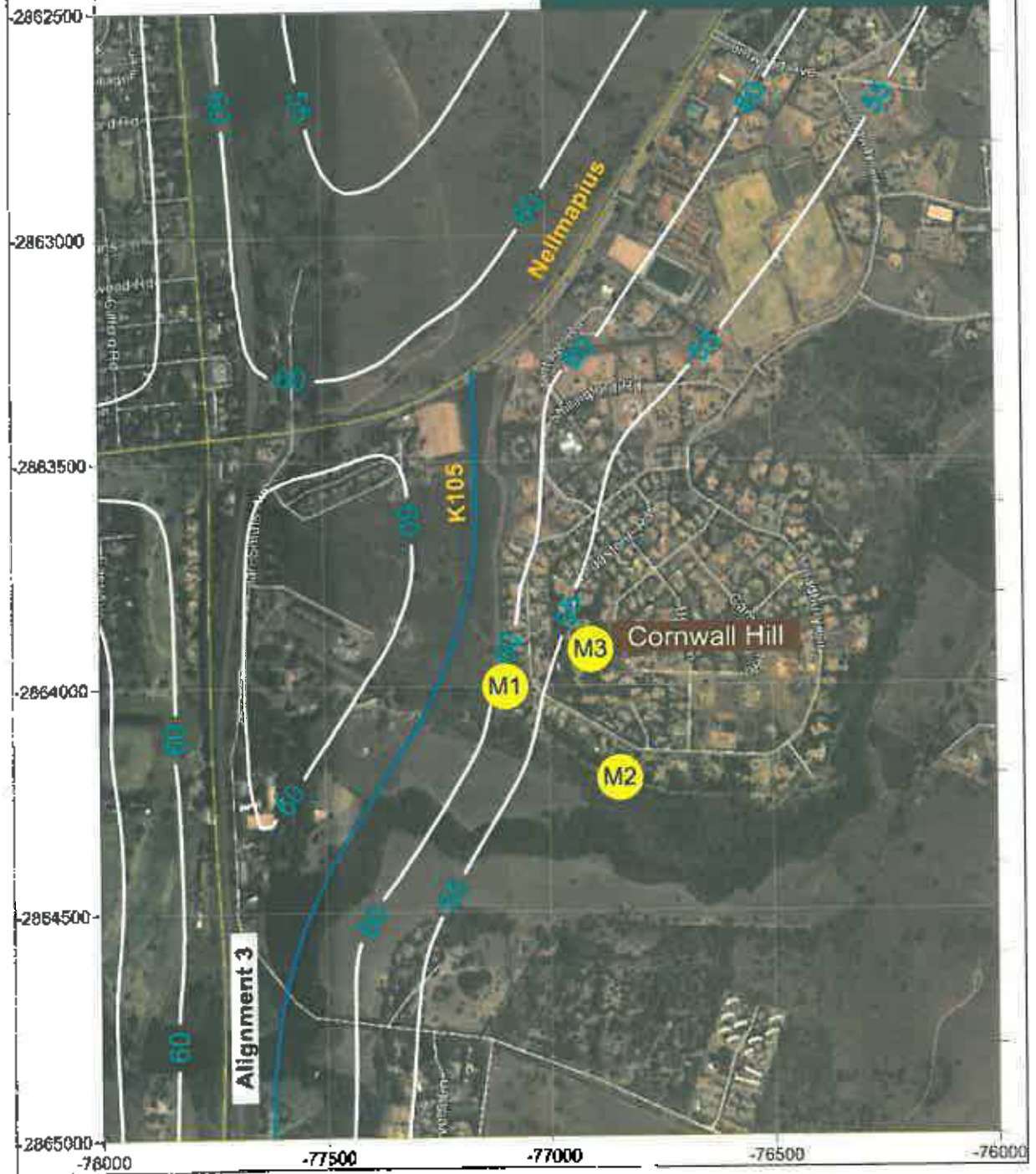
**FUTURE AMBIENT LEVELS  
2025  
24-HOUR AVERAGE dBA**



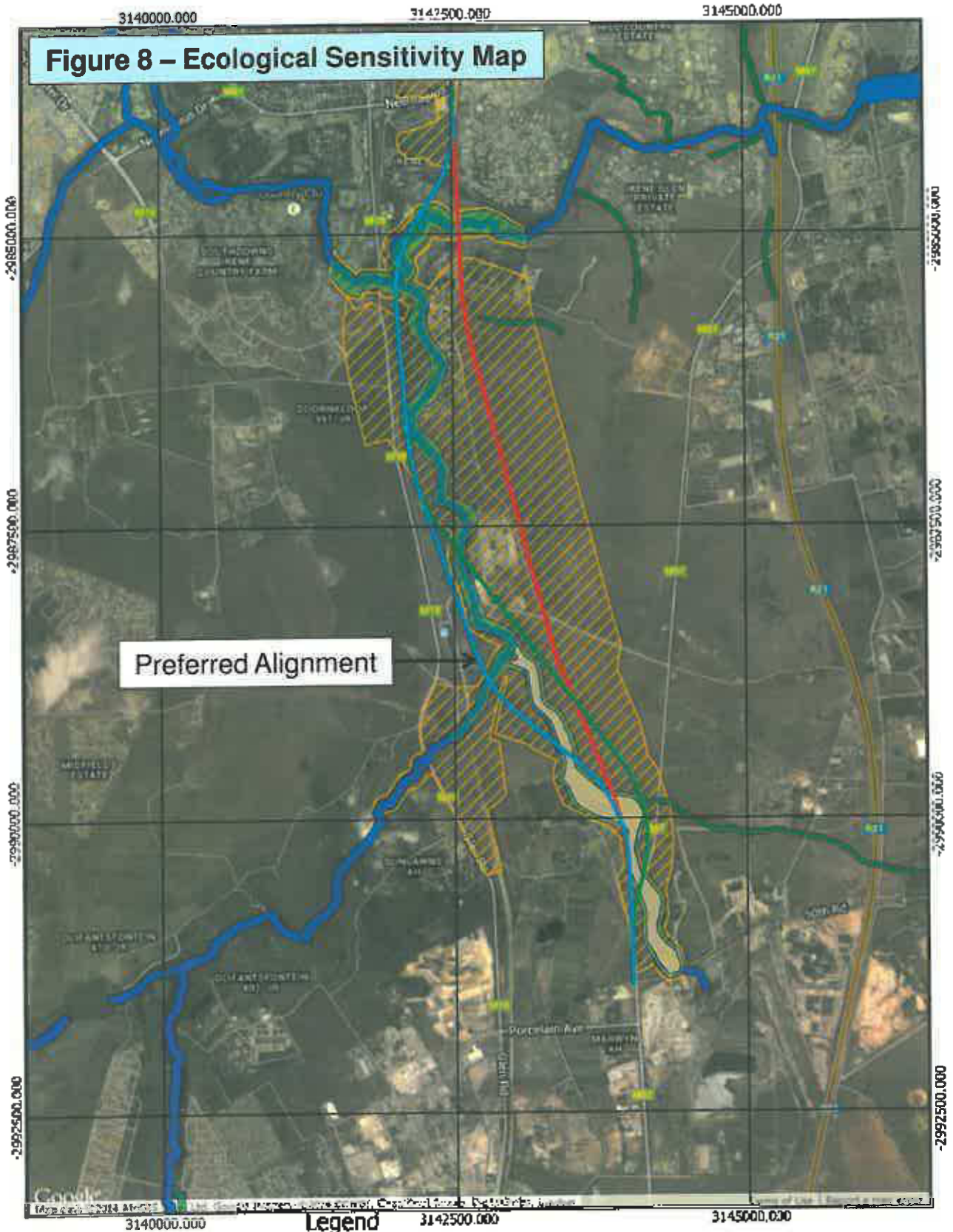


**ROUTE K105  
ALIGNMENT 3**

**FUTURE AMBIENT LEVELS  
2025  
24-HOUR AVERAGE dBA**



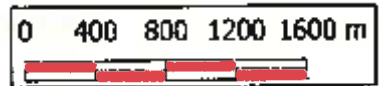
**Figure 8 – Ecological Sensitivity Map**



Preferred Alignment

- |               |                    |                  |
|---------------|--------------------|------------------|
| Alternative 3 | Floodplain wetland | Perennial        |
| Alternative 4 | Buffer Wetland 30m | High Sensitivity |
| Alternative 1 | River Buffers      | Non-Perennial    |

Scale 1:40000





# Issues Identified

- Sensitive Vegetation and Fauna
- Ridges
- Wetlands and Rivers
- Historical features
- Impact on Properties
- Traffic
- Access to properties
- Noise Impact
- Dust Impact
- Safety and Security
- Intersections
- Visual Impact
- Impact on existing school
- Feasibility and Need for Road K105
- Impact on the Sense of Place of Irene and Surrounding area
- Geometrical Design

# Way Forward

- **Compilation of Draft EIA Report**
- **Draft EIA Report will be made available for the Public to review**
- **Submission of Final EIA Report to GDARD (will also be made available for public and Authority Review)**



# Questions and Comments

## Alfred

---

**From:** Juanita <user3@bokamoso.net>  
**Sent:** 22 July 2014 11:51 AM  
**To:** 'avnrealestate@gmail.com'  
**Subject:** RE: K105 - Aandag Juanita  
**Attachments:** image001.jpg; image002.jpg

Hi Elize Hall,

Baie dankle vir jou terugvoering, jy is geregistreer as belanghebbende persoon vir die voorgestelde K105 Suid Projek.

Ons Projek Konsultant, Bianca Reyneke, sal terugkom na jou toe in verband met jou vrae oor die kaart.

Ons sal jou ophoogte hou in verband met die verdere proses in die toekoms.

Hoop dit is in orde.

Kind Regards

*Juanita De Beer*

*Public Participation Consultant*

---



**Landscape Architects &  
Environmental Consultants**

T: (+27)12 346 3810 | F: (+27) 86 570 5669 | E: [lizalleg@mweb.co.za](mailto:lizalleg@mweb.co.za) | [www.bokamoso.net](http://www.bokamoso.net)  
36 Lebombo Street, Ashlea Gardens, Pretoria | P.O. Box 11375 Maroelana 0151

---

**From:** Elize Hall [<mailto:avnrealestate@gmail.com>]  
**Sent:** 22 July 2014 11:18 AM  
**To:** [lizalleg@mweb.co.za](mailto:lizalleg@mweb.co.za)  
**Subject:** K105 - Aandag Juanita

Hi Juanita

Ek het vanoggend met Dr. Dirk Heyns gepraat en hy het my Verwys na jou.

Aangeheg is 'n kaart van 'n stuk grond wat aan Taurus behoort en hulle wil dit nou verkoop. Dit is reg langs Conwall Hill Country Estate.

Ek het 'n voorlegging aan Dr Heyns gemaak toe vra hy my hoe gaan die K105 die grond raak.

Ek sal dit baie waardeer as jy my meer kan vertel en op hoogte van sake hou aangaande die projek.

Kind regards/Vriendelike Groete

*Elize Hall*



**NAUDE ATTORNEYS REAL ESTATE**

Cell: 0823373511

Fax: 0865537784

**Alfred**

---

**From:** Bokamoso <lizelle@mweb.co.za>  
**Sent:** 18 August 2014 09:48 AM  
**To:** user3@bokamoso.net; user11@bokamoso.net  
**Subject:** FW: Cornwall Hill  
**Attachments:** 18 P Taurus gronde te koop.pdf

---

**From:** cornwall manager [mailto:manager@cornwallhill.co.za]  
**Sent:** 08 August 2014 01:54 PM  
**To:** Lizelle Gregory  
**Subject:** Cornwall Hill

Hallo Lizelle

'n Elendomsagent het my genader of ons sou belangstel om Taurus te koop. Ek heg 'n kaart aan van waar Taurus geleë is.

Haar details is die volgende:

*Elize Hall*

**NAUDE ATTORNEYS REAL ESTATE**  
Cell: 0823373511

Ek het vir haar jou besonderhede gegee omdat die beplande K105 reg oor hierdie gronde loop. Sy was nie eers bewus van waarmee julle besig is rondom die K105 nie.

Ek het haar nou weer geskakel en dit klink asof daar reeds 'n R22 miljoen aanbod op die tafel is hiervoor.

Ek dink nie sy het julle gekontak hieroor nie.

Ek hoop nie hulle probeer die grond verkoop sonder dat die koper bewus is daarvan dat die grond in twee gedeeltes sal word as julle die pad hier bou nie.

Neem dus asb kennis hiervan en besluit hoe om dit te hanteer.

Ek sal bly wees as jy my op hoogte kan hou, want Cornwall Hill Estate sal dalk belangstel in die gedeelte suid van die Estate – veral as die pad die grond in twee gaan verdeel. Ek aanvaar die 50 jaar en 100 jaar vloedlyn sal beteken dat 'n groot deel van hierdie gedeelte nie boubaar sal wees nie. Daar is ook 'n geweldige bos op hierdie grond.

My gevoel is as ons die gedeelte kan koop sal ons dit nie noodwendig wil integreer in die Estate nie, maar kan ons plakkers en sluipslapers ens wettiglik weghou.

Groete

Dirk Heyns  
Cornwall Hill Estate  
[manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za)  
012 667 2938





1:1,500

PORTION 116  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 117  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 118  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 119  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 120  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 121  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 122  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 123  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 124  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 125  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 126  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 127  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 128  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 129  
OF THE FARM  
DORMNOOD OF 391-A

PORTION 130  
OF THE FARM  
DORMNOOD OF 391-A



**Juanita**

---

**From:** Mientjie Coetzee  
**Sent:** 05 October 2010 12:32 PM  
**To:** George Gericke  
**Subject:** FW: DKOA: Bokamoso Notice\_K105 to the North of Nellmapius Drive\_ Gaut 002/07-08/N1311

---

**From:** Ontvangs  
**Sent:** 05 October 2010 12:21 PM  
**To:** Mientjie Coetzee  
**Subject:** FW: DKOA: Bokamoso Notice\_K105 to the North of Nellmapius Drive\_ Gaut 002/07-08/N1311

---

**From:** DKOA\_LIST [mailto:dkoa@salbu.co.za]  
**Sent:** 05 October 2010 12:14 PM  
**To:** DKOA\_LIST (LONG)  
**Cc:** Lizelle Gregory  
**Subject:** DKOA: Bokamoso Notice\_K105 to the North of Nellmapius Drive\_ Gaut 002/07-08/N1311

Greetings,

**Bokamoso Notice\_K105 to the North of Nellmapius Drive**  
**Reference Number: GAUT 002/07-08/N131**

**Route Determination and Preliminary Design Phases of the K105 between  
NellmapiusDrive (km 35.5) and River Road (km 40.5)**

We asked that the Doornkloof Owners Association (DKOA) be registered as an Interested and Affected Party (I&AP).

Please see Bokamoso notice below.

**For more information contact:**

George Gericke Telephone: 012-346-3810  
Bokamoso Landscape Architects and Environmental Consultants

Kind regards,

David Larsen - Salbu

Secretary: Doornkloof Owners Association (DKOA)  
For more information see URL: <http://www.salbu.co.za/dkoa>

**PLEASE PASS THIS MESSAGE ON TO THREE NEIGHBOURS**



## AND ASK THEM TO DO THE SAME

---

### Begin forwarded message:

From: "Lizelle Gregory" <[lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)>

Date: 05 October 2010 9:53:59 AM

To:

Subject: FW: K105 to the North of Nellmapius Drive - Public Notice

To whom it may concern

Please refer to the attached public notice regarding the Environmental Impact Assessment process for the proposed **K105** project to the North of Nellmapius Drive. Please don't hesitate to contact our offices for any further queries regarding this matter.

Kind Regards

George Gericke

Bokamoso Landscape Architects and Environmental Consultants

Tel: (012) 346 3810

Fax: 086 570 5659

### **To all Interested and Affected Parties**

#### **Bokamoso Environmental Consultants**

hereby notifies the surrounding residents, land-owners and tenants of the Proposed Development.

#### **Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5).**

Notice is given of an application for Environmental authorization that was submitted to the Gauteng Department of Agriculture, Conservation and Environment, in terms of regulation no.

R385 published in the Government Notice no. 28753 of 21 April 2006 of the National Environment Management Act, 1998 (Act No. 107 of 1998) governing Environmental Impact

Assessment procedures (Notice 1 and 2 Governing Notice R386 & R387) for the following activity:

**Name of project:** Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5).

**Ref No:** Gaut002/07-08/N1311

**Project description:** Route Determination and Preliminary Design Phases of the K105 between

NellmapiusDrive (km 35.5) and River Road (km 40.5).

The application was submitted for the following activities in terms of the Government Notice R. 386 & R 387, 21 April 2006:

R386, 21 April 2007 Activity 1 mAnypurpose in the one in ten year floodline of a river or stream, or within 32 metres from the bank of a river or stream where the floodline is unknown, excluding purposes associated with existing residential use but including canals channels bridges dams weirs R386, 21 April 2007 Activity 15 The construction of a road that is wider than 4 meters or that has a reserve wider than 6 meters, excluding roads that fall within the ambit of another listed activity or which are access roads of less than 30 meters long. R387, 21 April 2007 Activity 5 The route determination of roads and design of associated physical infrastructure, including roads that have not yet been built for which routes have been determined before the publication of this notice and which has not been authorized by a competent authority in terms of the Environmental Impact Assessment Regulations, 2006 made under section 24(5) of the Act and published in Government notice No. R. 385 of 2006, where (a) it is a national road as defined in section 40 of the South African National Roads Agency Limited and National Roads Act, 1998 (Act No. 7 of 1998); (b) It is a road administered by a provincial authority (c) the road reserve is wider than 30 metres; or (d) the road will cater for more than one lane of traffic in both directions.

**Extent:** The study area covers approximately 5 km in extent.

**Name of the proponent:** JR 209 Investments (Pty) Ltd

**Alternatives:** Current Planning

**Location:** The involved section of the K105 lies in the quarter degree grid square 2528CC (Centurion) and stretches in a south-north direction from NellmapiusDrive, in Irene, to River Road in Lyttelton Manor.

**Date of notice:** 5 October 2010

**Queries regarding this matter should be referred to:** Bokamoso Landscape Architects and Environmental Consultants

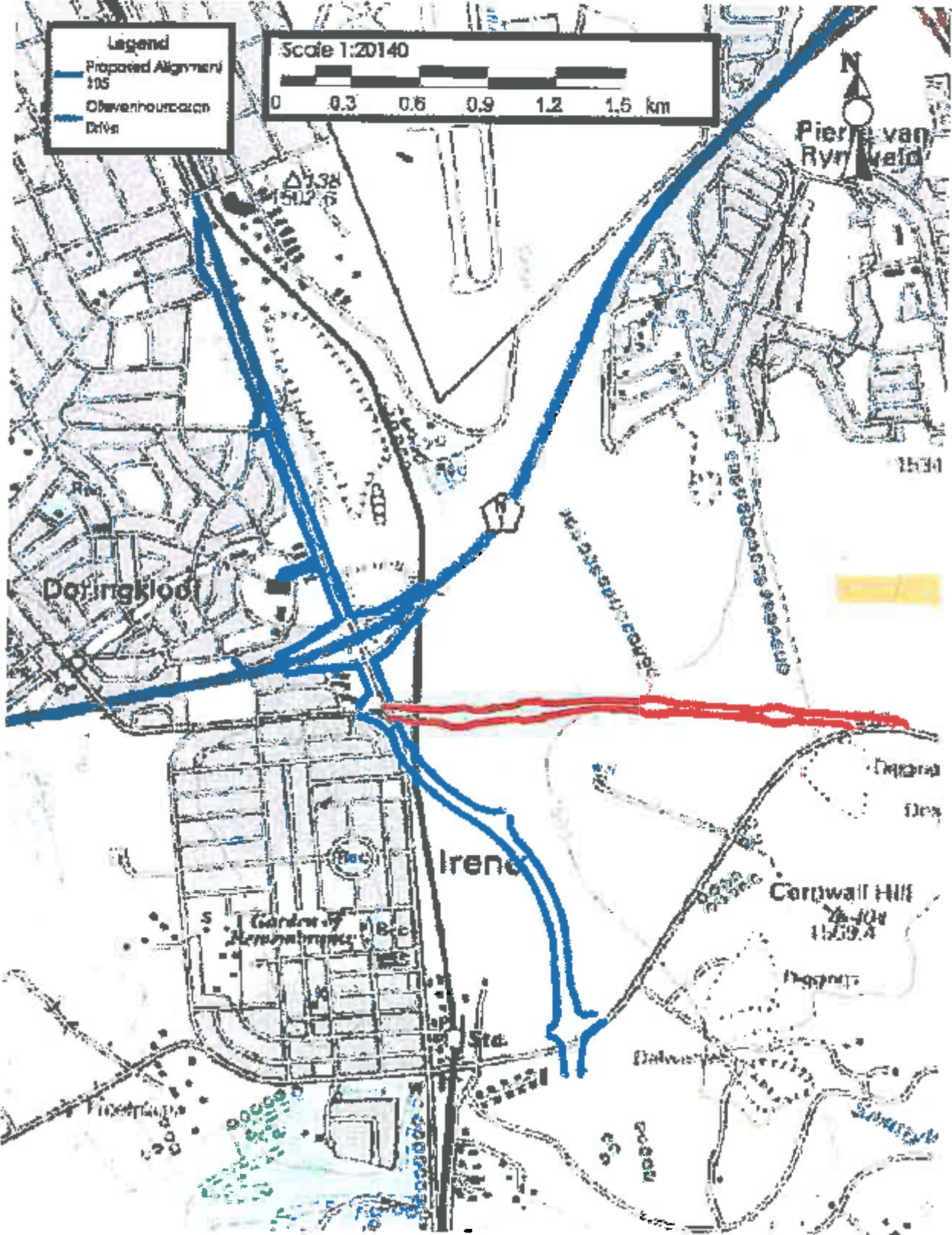
George Gericke Tel: (012) 346 3810 P.O. Box 11375 Fax: (012) 460 7079

Maroelana 0161 email: [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za) [www.bokamoso.net](http://www.bokamoso.net)

In order to ensure that you are identified as an interested and/or affected party, please submit your name, contact information and interest in the matter to the contact person given above on or before the 5 November 2010.

**See attached map**

# Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5).



---

**BACKGROUND INFORMATION - PREVIOUS NOTICES**

**[BOKAMOSO: NOTICE IN TERMS OF THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS](#)**

**Project: Proposed Road K105**

**Invitation to review the draft Environmental Scoping Report: K105 between Nellmaplus Drive (km 35.5) & River Road (km 40.5)**

**Bokamoso Contact Person: George Gericke, Tel (012) 346 3810.**

**Earlier Public Notice and Map: [Download pdf file](#) (108 KB)**

**Earlier notices: Listed in this index under the same GAUTENG Ref Number.**

**Previous Notices: To view notices [CLICK HERE](#).**

**Current Notices: To view notices [CLICK HERE](#).**

**GAUTENG REF NO: Gaut 002/07-08/N1311**

**Juanita**

---

**From:** Genevieve Tredoux  
**Sent:** 13 June 2011 08:12 AM  
**To:** George Gericke  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 Between Nellmapius Drive and the K220

---

**From:** Ontvangs  
**Sent:** 13 June 2011 08:11 AM  
**To:** Genevieve Tredoux  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 Between Nellmapius Drive and the K220

---

**From:** [Neil.Fiorentinos@bmw.de](mailto:Neil.Fiorentinos@bmw.de) [<mailto:Neil.Fiorentinos@bmw.de>]  
**Sent:** 13 June 2011 05:01 AM  
**To:** [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)  
**Subject:** Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 Between Nellmapius Drive and the K220

Good Morning Lizelle

Where do we register as an interested party for this proposal?

Kind regards  
Owner stand 724, Cornwall Hill, Broadbury Circle)

---

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Managing Director  
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## Juanita

---

**From:** Ontvangs  
**Sent:** 16 August 2011 08:08 AM  
**To:** George Gericke  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nelmapius Drive and the K220 - Public Meeting

---

**From:** James AH Campbell [<mailto:james.ah.campbell@gmail.com>]  
**Sent:** 15 August 2011 09:26 PM  
**To:** 'Lizelle Gregory'  
**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nelmapius Drive and the K220 - Public Meeting

Hi George,

Many thanks. Look forward to the minutes.

I seem to recall a slide or two which I cannot find in the presentation?

Best regards,

James

---

**From:** Lizelle Gregory [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 15 August 2011 17:05  
**To:** [james.ah.campbell@gmail.com](mailto:james.ah.campbell@gmail.com)  
**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nelmapius Drive and the K220 - Public Meeting

Hi James

Please refer to the attached presentation as requested. We will soon send out the minutes. Sorry for the wait

Kind regards  
George Gericke

  
Environmental Consultants &  
Landscape Architects  
P.O. Box 123456, Ashburton, Durban  
Tel: 031 201 1111 Fax: 031 201 1111  
26 Zekwanya Road Ashburton Gardens, Pretoria



---

**From:** James AH Campbell [<mailto:james.ah.campbell@gmail.com>]

**Sent:** 13 August 2011 07:32 AM

**To:** 'Lizelle Gregory'

**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hi George,

A further gentle reminder – no presentation received so far. I think you committed to emailing it out last week?

Best regards,

James

---

**From:** James AH Campbell [<mailto:james.ah.campbell@gmail.com>]

**Sent:** 04 August 2011 02:56 PM

**To:** 'Lizelle Gregory'

**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hi George,

Just a gentle reminder for a copy of Monday's presentation and when I can expect a written response to my questions.

Many thanks indeed.

Best regards,

James

---

**From:** James AH Campbell [<mailto:james.ah.campbell@gmail.com>]

**Sent:** 18 July 2011 05:27 PM

**To:** Lizelle Gregory

**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hi George,

Very many thanks indeed for this.

Sadly I have a South African Ballet Theatre board meeting that evening and as I am vice-chairman it is difficult for me to present my apologies.

Will we generally have 30-days or more notice going forward?

Best regards,

James

---

**From:** Lizelle Gregory [<mailto:lizelleg@mweb.co.za>]

**Sent:** 18 July 2011 17:04

**To:** [sian@methchurch.org.za](mailto:sian@methchurch.org.za); [chrisg@bibletruths.co.za](mailto:chrisg@bibletruths.co.za); [mdivall@shapeconsulting.org](mailto:mdivall@shapeconsulting.org); [Bbaxter@golder.co.za](mailto:Bbaxter@golder.co.za); [nigel.wilkes@bakkavor.co.za](mailto:nigel.wilkes@bakkavor.co.za); [Hanlie.Robertson@pta.fmb.co.za](mailto:Hanlie.Robertson@pta.fmb.co.za); [Pstrydom@arc.agric.za](mailto:Pstrydom@arc.agric.za); [gerhard.greyling@vodamail.co.za](mailto:gerhard.greyling@vodamail.co.za); [mogomotsi.magome@inj.co.za](mailto:mogomotsi.magome@inj.co.za); [visserliz@mweb.co.za](mailto:visserliz@mweb.co.za); [cco@phasa.co.za](mailto:cco@phasa.co.za); [tlane@telkomsa.net](mailto:tlane@telkomsa.net); [naasvdwalt@mweb.co.za](mailto:naasvdwalt@mweb.co.za); [michele@iq-law.co.za](mailto:michele@iq-law.co.za); [maream@netactive.co.za](mailto:maream@netactive.co.za); [eben.mare@ip.ac.za](mailto:eben.mare@ip.ac.za); [james.ah.campbell@gmail.com](mailto:james.ah.campbell@gmail.com); [ann@netcampbell.com](mailto:ann@netcampbell.com); [bea@tph.co.za](mailto:bea@tph.co.za); [thewills@mweb.co.za](mailto:thewills@mweb.co.za); [jaco@sylvania.co.za](mailto:jaco@sylvania.co.za)

**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

To all Interested and/or Affected Parties.

Please refer to the attached invitation to the public meeting for the proposed section of the **K105 between Nellmapius Drive and the K220** that will take at the St. George's Hotel on 1 August 2011. Please take note that this meeting is not on the subject of the section of the proposed K105 between Nellmapius Drive and River Road, but all are most welcome to attend.

We also want to ask you to help us by informing all other people you think should also attend this meeting. You are also welcome to forward their contact details to us and we will forward an invitation to them.

Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke



## Juanita

---

**From:** Ontvangs  
**Sent:** 18 July 2011 04:04 PM  
**To:** George Gericke  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

---

**From:** Cornwall Hill Estate [<mailto:manager@cornwallhill.co.za>]  
**Sent:** 18 July 2011 03:31 PM  
**To:** Lizelle Gregory  
**Subject:** Re: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Dankie George.

Dirk Heyns

----- Original Message -----

**From:** Lizelle Gregory  
**To:** [manager@cornwallhill.co.za](mailto:manager@cornwallhill.co.za); [l.kunneke@cornwall.co.za](mailto:l.kunneke@cornwall.co.za); [h.cohoe@cornwall.co.za](mailto:h.cohoe@cornwall.co.za); [dehning@mweb.co.za](mailto:dehning@mweb.co.za); [elana@saibro.co.za](mailto:elana@saibro.co.za); [dkoa@salbu.co.za](mailto:dkoa@salbu.co.za); [salbu@icon.co.za](mailto:salbu@icon.co.za); [smutshouse@iburst.co.za](mailto:smutshouse@iburst.co.za); [ai@taurus.co.za](mailto:ai@taurus.co.za); [LutzJ@TSHWANE.GOV.ZA](mailto:LutzJ@TSHWANE.GOV.ZA); [accounts@ireneestate.co.za](mailto:accounts@ireneestate.co.za); [judamo@webmail.co.za](mailto:judamo@webmail.co.za); [Info@twiriversestate.co.za](mailto:Info@twiriversestate.co.za); [rudolph.jansen@mtnloaded.co.za](mailto:rudolph.jansen@mtnloaded.co.za); [gervillage@iburst.co.za](mailto:gervillage@iburst.co.za); [info@rmmanor.co.za](mailto:info@rmmanor.co.za); [rochelle@jppartners.co.za](mailto:rochelle@jppartners.co.za); [hsi@tig.co.za](mailto:hsi@tig.co.za); [ireneqlen@telkomsa.net](mailto:ireneqlen@telkomsa.net); [rohan@mwg.co.za](mailto:rohan@mwg.co.za); [accounts@ireneestate.co.za](mailto:accounts@ireneestate.co.za); [owners@rietvleiview.co.za](mailto:owners@rietvleiview.co.za); [rudolph.jansen@mtnloaded.co.za](mailto:rudolph.jansen@mtnloaded.co.za); [elana@saibro.co.za](mailto:elana@saibro.co.za); [barbara@sagewoodconsulting.co.za](mailto:barbara@sagewoodconsulting.co.za); [sean.cullinan@telkomsa.net](mailto:sean.cullinan@telkomsa.net)  
**Sent:** Monday, July 18, 2011 11:36 AM  
**Subject:** Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

To all Interested and/or Affected Parties.

Please refer to the attached invitation to the public meeting for the proposed section of the K105 between Nellmapius Drive and the K220 that will take at the St. George's Hotel on 1 August 2011. Please take note that this meeting is not on the subject of the section of the proposed K105 between Nellmapius Drive and River Road, but all are most welcome to attend.

We also want to ask you to help us by informing all other people you think should also attend this meeting. You are also welcome to forward their contact details to us and we will forward an invitation to them.

Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke

*Bakomoro*



Environmental Consultants &

Landscape Architects

© [www.bakomoro.co.za](http://www.bakomoro.co.za) T: +27(11) 546 3210 F: +27(8) 570 50 05  
16 Te Heerbaard Road, Ashlea Gardens, Pretoria

## Juanita

---

**From:** Ontvangs  
**Sent:** 19 July 2011 08:05 AM  
**To:** George Gericke  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

---

**From:** Irene Landowners Association [<mailto:marketing@irene.co.za>]  
**Sent:** 18 July 2011 09:52 PM  
**To:** Lizelle Gregory  
**Subject:** Re: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hi George

When will we be having a meeting about the actual piece of road that impacts on the Irene residents i.e. the proposed section from Nellmapius heading toward the N1 (Botha Ave offramp) where the proposal is to cut a portion of Irene out to make way for a road? This is the one that the residents want to meet about.

tx



On 18 Jul 2011, at 11:56 AM, Lizelle Gregory wrote:

To all Interested and/or Affected Parties.

Please refer to the attached invitation to the public meeting for the proposed section of the **K105 between Nellmapius Drive and the K220** that will take at the St. George's Hotel on 1 August 2011. Please take note that this meeting is not on the subject of the section of the proposed K105 between Nellmapius Drive and River Road, but all are most welcome to attend.

We also want to ask you to help us by informing all other people you think should also attend this meeting. You are also welcome to forward their contact details to us and we will forward an invitation to them.

Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke

<image001.gif>

## Juanita

---

**From:** Ontvangs  
**Sent:** 19 July 2011 08:05 AM  
**To:** George Gericke  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

---

**From:** Franz Birkholtz [<mailto:fbirkholtz@gmail.com>]  
**Sent:** 18 July 2011 09:51 PM  
**To:** Lizelle Gregory  
**Cc:** [Brian.melville-Smith@barloworldmotor.com](mailto:Brian.melville-Smith@barloworldmotor.com); [patjay@axxess.co.za](mailto:patjay@axxess.co.za); [jaco@sylvania.co.za](mailto:jaco@sylvania.co.za); [barbara@02smart.com](mailto:barbara@02smart.com); [keith.kent@lafarge-za.lafarge.com](mailto:keith.kent@lafarge-za.lafarge.com); [franceson@uis-as.co.za](mailto:franceson@uis-as.co.za); [miles.saxby@za.sabmiller.com](mailto:miles.saxby@za.sabmiller.com); [tph@tph.co.za](mailto:tph@tph.co.za); [cesarem@benzuresources.com](mailto:cesarem@benzuresources.com); [tulip@cyberserv.co.za](mailto:tulip@cyberserv.co.za); [thewills@mweb.co.za](mailto:thewills@mweb.co.za); [jtehouse@mweb.co.za](mailto:jtehouse@mweb.co.za); [sean.cullinan@telkomsa.net](mailto:sean.cullinan@telkomsa.net); [michele@jo-law.co.za](mailto:michele@jo-law.co.za); [daniella@redink.co.za](mailto:daniella@redink.co.za); [baktawer@mweb.co.za](mailto:baktawer@mweb.co.za); [info@cornwall.co.za](mailto:info@cornwall.co.za); [bea@tph.co.za](mailto:bea@tph.co.za); [martyhounsom@gmail.com](mailto:martyhounsom@gmail.com); [marketing@irene.co.za](mailto:marketing@irene.co.za); [riaan.pheiffer@ericsson.com](mailto:riaan.pheiffer@ericsson.com); [arline@irenetowncrier.co.za](mailto:arline@irenetowncrier.co.za); [eugene.klopper@r-e-volution.co.za](mailto:eugene.klopper@r-e-volution.co.za); [martin@lgtools.co.za](mailto:martin@lgtools.co.za); [naasvdwalt@mweb.co.za](mailto:naasvdwalt@mweb.co.za); [online1146100@telkomsa.net](mailto:online1146100@telkomsa.net); [edumeyer@iburst.co.za](mailto:edumeyer@iburst.co.za); [kitto@icon.co.za](mailto:kitto@icon.co.za); [gavin@nad.bz](mailto:gavin@nad.bz); [footi@unisa.ac.za](mailto:footi@unisa.ac.za); [herman@integrat.co.za](mailto:herman@integrat.co.za); [slan@methchurch.org.za](mailto:slan@methchurch.org.za); [chrtsq@bibletruths.co.za](mailto:chrtsq@bibletruths.co.za); [mdivail@shapeconsulting.org](mailto:mdivail@shapeconsulting.org); [Bbaxter@golder.co.za](mailto:Bbaxter@golder.co.za); [nigel.wilkes@bakkavor.co.za](mailto:nigel.wilkes@bakkavor.co.za); [Hanlie.Robertson@pta.fnb.co.za](mailto:Hanlie.Robertson@pta.fnb.co.za); [Pstrydom@arc.agric.za](mailto:Pstrydom@arc.agric.za); [gerhard.grayling@vodamail.co.za](mailto:gerhard.grayling@vodamail.co.za)  
**Subject:** Re: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Dear George,

Thank you for your email and invite to the public meeting. We will most certainly attend. As the proposed road will exit into Nellmapius Road between two schools, I would urge you to also invite relevant representatives from both schools to the meeting. These schools are the Irene Middle School and Cornwall Hill College. This proposed road has a potential major impact on both schools with regards to safety, noise and traffic.

The Principal/CEO for Cornwall Hill College is Mr Leon Kunneke. I'm not sure who's in charge at Irene Middle School.

Kind regards,

Franz

Dr Franz F Birkholtz  
MBChB MMed(Orth) FCOOrth(SA)  
Orthopaedic Surgeon  
PO Box 11328  
Centurion  
0046

012 6442641  
0829298034  
[fbirkholtz@gmail.com](mailto:fbirkholtz@gmail.com)



On 18 Jul 2011, at 5:02 PM, Lizelle Gregory wrote:

To all interested and/or Affected Parties.

Please refer to the attached invitation to the public meeting for the proposed section of the **K105 between Nellmapius Drive and the K220** that will take at the St. George's Hotel on 1 August 2011. Please take note that this meeting is not on the subject of the section of the proposed K105 between Nellmapius Drive and River Road, but all are most welcome to attend.

We also want to ask you to help us by informing all other people you think should also attend this meeting. You are also welcome to forward their contact details to us and we will forward an invitation to them.

Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke

<image001.gif>

<Public meeting.pdf>

## Juanita

---

**From:** Ontvangs  
**Sent:** 19 July 2011 02:12 PM  
**To:** George Gericke; Stephan Barkhuizen  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting  
**Attachments:** K105\_DeWet\_alternative.jpg

---

**From:** DeWet Herselman [HQP CI] [<mailto:DeWet.Herselman@exxaro.com>]  
**Sent:** 19 July 2011 01:54 PM  
**To:** Lizelle Gregory  
**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hi

I was not available at previous meetings, but have read the minutes on the Irene website. Thus, obviously, I don't have all the detail and all the reasoning on the current design on the table.

Looking at the proposed intersection and the impact on Irene, I just wondered why the intersection was not designed with the loop to the other side (north) of Alexandra to limit impact, see pic attached.

In my view, it has the following benefits:

- Cheaper, as it now has only one rail crossing bridge to be built
- Less impacted people as the intersection is moved to the east of railway line, which is currently open land. It impacts on to-be residents (M-T) and not on current residents who live in Irene
- Less cultural impact as Irene is not chopped but stays intact
- Advantage to existing Irene as traffic is slightly further away
- The closure of Main can be extended further north to also include wellington, well virtually the entire Irene, in stead of leaving a few unfortunates out!

My 2c worth

Regards

De Wet Herselman  
083 609 1233

---

**From:** Lizelle Gregory [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 18 July 2011 11:56 AM  
**To:** [jac.botha@route2.co.za](mailto:jac.botha@route2.co.za); [jaco.deVries@aurecongroupp.com](mailto:jaco.deVries@aurecongroupp.com); [avross@netactive.co.za](mailto:avross@netactive.co.za); [calliz.rehann@iburst.co.za](mailto:calliz.rehann@iburst.co.za); [sackesp5@mweb.co.za](mailto:sackesp5@mweb.co.za); [marketing@irene.co.za](mailto:marketing@irene.co.za); [francesf@pro-pharm.co.za](mailto:francesf@pro-pharm.co.za); [bula@yebq.co.za](mailto:bula@yebq.co.za); [FawkesMG@eskom.co.za](mailto:FawkesMG@eskom.co.za); [thewills@mweb.co.za](mailto:thewills@mweb.co.za); [james.ah.cambell@gmail.com](mailto:james.ah.cambell@gmail.com); [neil.fiorentinos@bmw.de](mailto:neil.fiorentinos@bmw.de); [schalk@burger.nom.za](mailto:schalk@burger.nom.za); [andrew@BKS.co.za](mailto:andrew@BKS.co.za); DeWet Herselman [HQP CI]; [tomhannay.sa@gmail.com](mailto:tomhannay.sa@gmail.com); [martin@ceradvance.co.za](mailto:martin@ceradvance.co.za); [lizanne@bestclothing.co.za](mailto:lizanne@bestclothing.co.za); [ldward@netactive.co.za](mailto:ldward@netactive.co.za); [woudstra@law.co.za](mailto:woudstra@law.co.za); [fvt@fvt.co.za](mailto:fvt@fvt.co.za)  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

To all Interested and/or Affected Parties.

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We also want to ask you to help us by informing all other people you think should also attend this meeting. You are also welcome to forward their contact details to us and we will forward an invitation to them.

Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke



---

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## Juanita

---

**From:** Ontvangs  
**Sent:** 20 July 2011 08:27 AM  
**To:** George Gericke  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

---

**From:** Christa Spoelstra [<mailto:mwvspoel@mweb.co.za>]  
**Sent:** 19 July 2011 07:45 PM  
**To:** Lizelle Gregory; [pat@salberg.co.za](mailto:pat@salberg.co.za); [alistair.cutts@gmail.com](mailto:alistair.cutts@gmail.com); [gem.village@telkomsa.net](mailto:gem.village@telkomsa.net); [b.j.v@mweb.co.za](mailto:b.j.v@mweb.co.za); [guy@raventp.co.za](mailto:guy@raventp.co.za); [Mayet@kungwinimun.co.za](mailto:Mayet@kungwinimun.co.za); [weyers@worldonline.co.za](mailto:weyers@worldonline.co.za); [loubser.dekock@za.saabgroup.com](mailto:loubser.dekock@za.saabgroup.com); [ffouche@vodamail.co.za](mailto:ffouche@vodamail.co.za); [ireneglen@telkomsa.net](mailto:ireneglen@telkomsa.net); [yvette.vanniekerk@treasury.gov.za](mailto:yvette.vanniekerk@treasury.gov.za); [Jan.snyman@sasol.com](mailto:Jan.snyman@sasol.com); [jan.snyman123@gmail.com](mailto:jan.snyman123@gmail.com); [loubser.dekock@za.saabgroup.com](mailto:loubser.dekock@za.saabgroup.com); [board@cornwallhillestate.co.za](mailto:board@cornwallhillestate.co.za); [dutoith@telkomsa.net](mailto:dutoith@telkomsa.net); [fritz.boogertmanpta@pta.co.za](mailto:fritz.boogertmanpta@pta.co.za); [ncmalan@gmail.com](mailto:ncmalan@gmail.com)  
**Cc:** [chiefwhip@dagautengnorth.co.za](mailto:chiefwhip@dagautengnorth.co.za)  
**Subject:** Re: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hi Lizelle  
I will attend the meeting  
Regards  
Cllr/Rld Christa Spoelstra  
Ward/Wyk 65  
Tshwane Metro  
082 880 5300

---

**From:** "Lizelle@mweb.co.za" <[Lizelle@mweb.co.za](mailto:Lizelle@mweb.co.za)>  
**Date:** Mon, 18 Jul 2011 11:46:03 +0200  
**To:** <[salbu@email.com/dkoa](mailto:salbu@email.com/dkoa)>, <[pat@salberg.co.za](mailto:pat@salberg.co.za)>, <[alistair.cutts@gmail.com](mailto:alistair.cutts@gmail.com)>, <[gem.village@telkomsa.net](mailto:gem.village@telkomsa.net)>, <[b.j.v@mweb.co.za](mailto:b.j.v@mweb.co.za)>, <[guy@raventp.co.za](mailto:guy@raventp.co.za)>, <[Mayet@kungwinimun.co.za](mailto:Mayet@kungwinimun.co.za)>, <[weyers@worldonline.co.za](mailto:weyers@worldonline.co.za)>, <[loubser.dekock@za.saabgroup.com](mailto:loubser.dekock@za.saabgroup.com)>, <[ffouche@vodamail.co.za](mailto:ffouche@vodamail.co.za)>, <[ireneglen@telkomsa.net](mailto:ireneglen@telkomsa.net)>, <[yvette.vanniekerk@treasury.gov.za](mailto:yvette.vanniekerk@treasury.gov.za)>, <[Jan.snyman@sasol.com](mailto:Jan.snyman@sasol.com)>, <[jan.snyman123@gmail.com](mailto:jan.snyman123@gmail.com)>, <[loubser.dekock@za.saabgroup.com](mailto:loubser.dekock@za.saabgroup.com)>, <[board@cornwallhillestate.co.za](mailto:board@cornwallhillestate.co.za)>, <[dutoith@telkomsa.net](mailto:dutoith@telkomsa.net)>, Christa Spoelstra <[mwvspoel@mweb.co.za](mailto:mwvspoel@mweb.co.za)>, <[fritz.boogertmanpta@pta.co.za](mailto:fritz.boogertmanpta@pta.co.za)>, <[ncmalan@gmail.com](mailto:ncmalan@gmail.com)>  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

To all Interested and/or Affected Parties.

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Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke



**Juanita**

---

**From:** Ontvangs  
**Sent:** 04 August 2011 03:02 PM  
**To:** George Gericke  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** James AH Campbell [<mailto:james.ah.campbell@gmail.com>]  
**Sent:** 04 August 2011 02:56 PM  
**To:** 'Lizelle Gregory'  
**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hi George,

Just a gentle reminder for a copy of Monday's presentation and when I can expect a written response to my questions.

Many thanks indeed.

Best regards,

James

---

**From:** James AH Campbell [<mailto:james.ah.campbell@gmail.com>]  
**Sent:** 18 July 2011 05:27 PM  
**To:** Lizelle Gregory  
**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hi George,

Very many thanks indeed for this.

Sadly I have a South African Ballet Theatre board meeting that evening and as I am vice-chairman it is difficult for me to present my apologies.

Will we generally have 30-days or more notice going forward?

Best regards,

James

---

**From:** Lizelle Gregory [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 18 July 2011 17:04  
**To:** [sian@methchurch.org.za](mailto:sian@methchurch.org.za); [chrissg@bibletruths.co.za](mailto:chrissg@bibletruths.co.za); [mdivall@shapeconsulting.org](mailto:mdivall@shapeconsulting.org); [fbaxter@golder.co.za](mailto:fbaxter@golder.co.za); [nigel.wilkes@bakkavor.co.za](mailto:nigel.wilkes@bakkavor.co.za); [Hanlie.Robertson@pta.fnb.co.za](mailto:Hanlie.Robertson@pta.fnb.co.za); [Pstrydom@arc.agric.za](mailto:Pstrydom@arc.agric.za);



[gerhard.grevling@vodamail.co.za](mailto:gerhard.grevling@vodamail.co.za); [mogomotsi.magome@inl.co.za](mailto:mogomotsi.magome@inl.co.za); [visserliz@mweb.co.za](mailto:visserliz@mweb.co.za); [ceo@phasa.co.za](mailto:ceo@phasa.co.za); [Hane@telkomsa.net](mailto:Hane@telkomsa.net); [naasvdwalt@mweb.co.za](mailto:naasvdwalt@mweb.co.za); [michele@jp-law.co.za](mailto:michele@jp-law.co.za); [maream@netactive.co.za](mailto:maream@netactive.co.za); [eben.mare@ip.ac.za](mailto:eben.mare@ip.ac.za); [james.ah.campbell@gmail.com](mailto:james.ah.campbell@gmail.com); [ann@netcampbell.com](mailto:ann@netcampbell.com); [bea@tph.co.za](mailto:bea@tph.co.za); [thewills@mweb.co.za](mailto:thewills@mweb.co.za); [jaco@sylvania.co.za](mailto:jaco@sylvania.co.za)

**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

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We also want to ask you to help us by informing all other people you think should also attend this meeting. You are also welcome to forward their contact details to us and we will forward an invitation to them.

Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke



## Juanita

---

**From:** Ontvangs  
**Sent:** 19 July 2011 08:09 AM  
**To:** George Gericke  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

---

**From:** James AH Campbell [<mailto:james.ah.campbell@gmail.com>]  
**Sent:** 18 July 2011 05:27 PM  
**To:** 'Lizelle Gregory'  
**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hi George,

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Sadly I have a South African Ballet Theatre board meeting that evening and as I am vice-chairman it is difficult for me to present my apologies.

Will we generally have 30-days or more notice going forward?

Best regards,

James

---

**From:** Lizelle Gregory [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 18 July 2011 17:04  
**To:** [sian@methchurch.org.za](mailto:sian@methchurch.org.za); [chriscg@bibletruths.co.za](mailto:chriscg@bibletruths.co.za); [mdivall@shapeconsulting.org](mailto:mdivall@shapeconsulting.org); [Bbaxter@golder.co.za](mailto:Bbaxter@golder.co.za); [nigel.wilkes@bakkavor.co.za](mailto:nigel.wilkes@bakkavor.co.za); [Hanlie.Robertson@pta.fnb.co.za](mailto:Hanlie.Robertson@pta.fnb.co.za); [Pstrydom@arc.agric.za](mailto:Pstrydom@arc.agric.za); [gerhard.greyling@vodamail.co.za](mailto:gerhard.greyling@vodamail.co.za); [mogomotsi.magome@jnl.co.za](mailto:mogomotsi.magome@jnl.co.za); [visserljz@mweb.co.za](mailto:visserljz@mweb.co.za); [ceo@phasa.co.za](mailto:ceo@phasa.co.za); [tlane@telkomsa.net](mailto:tlane@telkomsa.net); [naasvdwalt@mweb.co.za](mailto:naasvdwalt@mweb.co.za); [michele@jo-law.co.za](mailto:michele@jo-law.co.za); [maream@netactive.co.za](mailto:maream@netactive.co.za); [eben.mare@ip.ac.za](mailto:eben.mare@ip.ac.za); [james.ah.campbell@gmail.com](mailto:james.ah.campbell@gmail.com); [ann@netcampbell.com](mailto:ann@netcampbell.com); [bea@tph.co.za](mailto:bea@tph.co.za); [thewills@mweb.co.za](mailto:thewills@mweb.co.za); [jaco@sylvania.co.za](mailto:jaco@sylvania.co.za)  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

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We also want to ask you to help us by informing all other people you think should also attend this meeting. You are also welcome to forward their contact details to us and we will forward an invitation to them.

Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke



## Juanita

---

**From:** Ontvangs  
**Sent:** 08 August 2011 10:34 AM  
**To:** George Gericke  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

---

**From:** Riaan Pheiffer [<mailto:riaan.pheiffer@erlcsson.com>]  
**Sent:** 08 August 2011 10:32 AM  
**To:** Lizelle Gregory  
**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hello

Ek is vir n paar maande landuit en kon nie die "K105 meeting" by woon nie. Is dit moontlik om vir my 'n paar sleutel punte te gee ??

BR

Riaan

---

**From:** Lizelle Gregory [<mailto:lizelleg@mweb.co.za>]  
**Sent:** 18 July 2011 04:03 PM  
**To:** [Brian.melville-smith@barloworldmotor.com](mailto:Brian.melville-smith@barloworldmotor.com); [patjay@axxess.co.za](mailto:patjay@axxess.co.za); [jaco@sylvania.co.za](mailto:jaco@sylvania.co.za); [barbara@02smart.com](mailto:barbara@02smart.com); [keith.kent@lafarge-za.lafarge.com](mailto:keith.kent@lafarge-za.lafarge.com); [franceson@uis-as.co.za](mailto:franceson@uis-as.co.za); [miles.saxby@za.sabmiller.com](mailto:miles.saxby@za.sabmiller.com); [tph@tph.co.za](mailto:tph@tph.co.za); [cesarem@benzuresources.com](mailto:cesarem@benzuresources.com); [tulip@cyberserv.co.za](mailto:tulip@cyberserv.co.za); [thewills@mweb.co.za](mailto:thewills@mweb.co.za); [likehouse@mweb.co.za](mailto:likehouse@mweb.co.za); [sean.cullinan@telkomsa.net](mailto:sean.cullinan@telkomsa.net); [michele@jo-law.co.za](mailto:michele@jo-law.co.za); [daniella@redink.co.za](mailto:daniella@redink.co.za); [baktawer@mweb.co.za](mailto:baktawer@mweb.co.za); [info@cornwall.co.za](mailto:info@cornwall.co.za); [bea@tph.co.za](mailto:bea@tph.co.za); [martyhounsom@gmail.com](mailto:martyhounsom@gmail.com); [marketing@irene.co.za](mailto:marketing@irene.co.za); Riaan Pheiffer; [arline@irenetowncrier.co.za](mailto:arline@irenetowncrier.co.za); [eugene.klopper@r-c-volution.co.za](mailto:eugene.klopper@r-c-volution.co.za); [martin@lgtools.co.za](mailto:martin@lgtools.co.za); [naasvdwalt@mweb.co.za](mailto:naasvdwalt@mweb.co.za); [online1146100@telkomsa.net](mailto:online1146100@telkomsa.net); [edumeyer@lburst.co.za](mailto:edumeyer@lburst.co.za); [kitto@icon.co.za](mailto:kitto@icon.co.za); [gavin@nad.bz](mailto:gavin@nad.bz); [footi@unisa.ac.za](mailto:footi@unisa.ac.za); [fbirkholtz@gmail.com](mailto:fbirkholtz@gmail.com); [herman@integrat.co.za](mailto:herman@integrat.co.za); [sian@methchurch.org.za](mailto:sian@methchurch.org.za); [chriscg@bibletruths.co.za](mailto:chriscg@bibletruths.co.za); [mdivall@shapeconsulting.org](mailto:mdivall@shapeconsulting.org); [Bbaxter@golder.co.za](mailto:Bbaxter@golder.co.za); [nigel.wilkes@bakkavor.co.za](mailto:nigel.wilkes@bakkavor.co.za); [Hanlie.Robertson@pta.fnb.co.za](mailto:Hanlie.Robertson@pta.fnb.co.za); [Pstrydom@arc.agric.za](mailto:Pstrydom@arc.agric.za); [gerhard.greyling@vodamail.co.za](mailto:gerhard.greyling@vodamail.co.za)  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

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Please don't hesitate to contact our offices for any additional information.

Kind regards



## Juanita

---

**From:** Ontvangs  
**Sent:** 15 August 2011 07:52 AM  
**To:** George Gericke  
**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

---

**From:** James AH Campbell [<mailto:james.ah.campbell@gmail.com>]  
**Sent:** 13 August 2011 07:32 AM  
**To:** 'Lizelle Gregory'  
**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hi George,

A further gentle reminder – no presentation received so far. I think you committed to emailing it out last week?

Best regards,

James

---

**From:** James AH Campbell [<mailto:james.ah.campbell@gmail.com>]  
**Sent:** 04 August 2011 02:56 PM  
**To:** 'Lizelle Gregory'  
**Subject:** RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

Hi George,

Just a gentle reminder for a copy of Monday's presentation and when I can expect a written response to my questions.

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**From:** James AH Campbell [<mailto:james.ah.campbell@gmail.com>]  
**Sent:** 18 July 2011 05:27 PM  
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---

**From:** Lizelle Gregory [<mailto:lizelleg@mweb.co.za>]

**Sent:** 18 July 2011 17:04

**To:** [sian@methchurch.org.za](mailto:sian@methchurch.org.za); [chr1sg@bibletruths.co.za](mailto:chr1sg@bibletruths.co.za); [mdivall@shapeconsulting.org](mailto:mdivall@shapeconsulting.org); [Bbaxter@golder.co.za](mailto:Bbaxter@golder.co.za); [nigel.wilkes@bakkavor.co.za](mailto:nigel.wilkes@bakkavor.co.za); [Hanlie.Robertson@pta.fnb.co.za](mailto:Hanlie.Robertson@pta.fnb.co.za); [Pstrydom@arc.agric.za](mailto:Pstrydom@arc.agric.za); [gerhard.greyling@vodamail.co.za](mailto:gerhard.greyling@vodamail.co.za); [mogomotsi.magome@inl.co.za](mailto:mogomotsi.magome@inl.co.za); [visserliz@mweb.co.za](mailto:visserliz@mweb.co.za); [ceo@phasa.co.za](mailto:ceo@phasa.co.za); [tlane@telkomsa.net](mailto:tlane@telkomsa.net); [naasydwalt@mweb.co.za](mailto:naasydwalt@mweb.co.za); [michele@iq-law.co.za](mailto:michele@iq-law.co.za); [maream@netactive.co.za](mailto:maream@netactive.co.za); [eben.mare@ip.ac.za](mailto:eben.mare@ip.ac.za); [james.ah.campbell@gmail.com](mailto:james.ah.campbell@gmail.com); [ann@netcampbell.com](mailto:ann@netcampbell.com); [bea@tph.co.za](mailto:bea@tph.co.za); [thewills@mweb.co.za](mailto:thewills@mweb.co.za); [jaco@sylvania.co.za](mailto:jaco@sylvania.co.za)

**Subject:** FW: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting

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Kind regards

George Gericke



## Juanita

---

**From:** Ontvangs  
**Sent:** 06 July 2011 02:59 PM  
**To:** George Gericke  
**Subject:** FW: Application for the (EIA) authorization for the section of roadK105 Between Nellmapius Drive and the K220

---

**From:** Mandla Ngcobo [<mailto:mandla@fmrcs.co.za>]  
**Sent:** 06 July 2011 02:15 PM  
**To:** [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)  
**Subject:** FW: Application for the (EIA) authorization for the section of roadK105 Between Nellmapius Drive and the K220

---

**From:** Mandla Ngcobo [<mailto:mandla@fmrcs.co.za>]  
**Sent:** 06 July 2011 02:10 PM  
**To:** 'lizelleg@mweb.co.za'  
**Subject:** Application for the (EIA) authorization for the section of roadK105 Between Nellmapius Drive and the K220

I write to register as an affected party(AP) and my contact details appear herunder.

Mandla Ngcobo  
FMR Corporate Services  
Tel. (012) 3477778  
Fax (012) 3478882  
E-mail [mandla@fmrcs.co.za](mailto:mandla@fmrcs.co.za)  
Web [www.fmrcs.co.za](http://www.fmrcs.co.za)



## Juanita

---

**From:** Bokamoso <ontvangs@bokamoso.net>  
**Sent:** 18 July 2012 08:22 AM  
**To:** user3@bokamoso.net  
**Subject:** FW: AANDAG: JUANITA DE BEER  
**Attachments:** Bokamoso.pdf

---

**From:** Natasha Nigrini [<mailto:natasha.velocity@gmail.com>]  
**Sent:** 17 July 2012 05:16 PM  
**To:** 'Bokamoso'  
**Subject:** AANDAG: JUANITA DE BEER

Hi Juanita!

Hoe gaan dit?

Hierby aangeheg is die docs wat ek vanaf die eienaar van die grond gekry het, wat aandui dat julle glo betrokke is by die projek. Sal jy my asseblief laat weet waar julle in die proses staan en watse studies julle al alles ontvang het, asseblief?

Baie dankie!

Groete,

**Natasha Nigrini**

**velocity** TOWN PLANNING & PROJECT MANAGEMENT CC

**"TOWNSHIP ESTABLISHMENT & LAND USE APPLICATION SPECIALISTS"**

**TEL:** (086) 186 9675 **FAX:** (086) 591 8603 **CELL:** 078 101 1320 **EMAIL:** [natasha.velocity@gmail.com](mailto:natasha.velocity@gmail.com)  
21 Oaktree Avenue, Hazelwood, Pretoria PO Box 39557, Moreletapark, 0044.

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**Juanita**

---

**From:** Ontvangs  
**Sent:** 01 June 2010 04:36 PM  
**To:** George Gericke  
**Subject:** FW: 2751 K105 Preliminary Design

---

**From:** Johan Meyer [mailto:johanm@itse.co.za]  
**Sent:** 01 June 2010 03:01 PM  
**To:** George Gericke  
**Cc:** Francois van Rensburg; Jan Coetzee  
**Subject:** 2751 K105 Preliminary Design

Hi George

ITS is byna klaar met die Basiese Beplanning van K105 vir M&T. As deel van die verslag het ek iets geskryf tov die EIA proses. Ek het egter nie veel inligting oor Bokamoso se proses nie.

Vra asb dat jou kollega/s wat met die proses werk die ondestaande check, redigeer en inligting byvoeg waar nodig

Ek benodig ook 'n afskrif van die RoD. Is dit al gekry? Indien wel email asb 'n afskrif. Ook asb 'n pdf van julle EIA verslag

Bel my indien nodig. As jy my nie op die kantoor nr of my sel kry nie, reply asb die e-mail met jou navraag

## **ENVIRONMENTAL IMPACT AND TOPOGRAPHY**

### **Environmental impact**

As far back as 2002, the Gauteng Department of Public Transport, Roads and Works commissioned a study by a team of professionals to assess the social effect of the route and investigate the strategic importance of the route in the area.

In 2006 the Gauteng Department of Public Transport Roads and Works commissioned the study "Investigation of Environmental and Engineering Issues along K105 between Nellmapius Drive and N1-21 and the effect on Route Alignment". Detailed fauna and flora studies were done for the northern section, jointly funded by M&T Developments and the GDPTRW. The report (Nr. 1963 INV) was released in May 2006.

At the time, the Gauteng Department of Agriculture Conservation and the Environment indicated that they did not support the road as planned, and requested that a detailed EIA be done before they would re-evaluate the situation. They also requested that alternative alignments, including the no-go option should be considered and that the necessity of the route be motivated. Amongst others, the report indicated that from a socio-economic perspective it makes sense to revisit the alternative of upgrading Road P38-1 or at least part thereof to serve as the Class 2 route through the area. This was subsequently done as part of the Route Determination done in 2009 by ITS Engineers.

Bokamoso Environmental Consultants commenced with a detailed EIA in 2007. Various landowners affected by Road K105 registered as "interested and affected parties" and attended public meetings where their concerns were raised. All inputs and concerns were noted and feedback was given at follow-up meetings. Inputs were taken into account before a RoD was finally granted by the Gauteng Department of Agriculture and Rural Development on ..... (See Annexure A).

K105 was subsequently aligned to accommodate red data species found east of the railway line between Botha Avenue and Nellmapius Drive. It should be noted that the presence of red data species posed serious geometric design challenges specifically with regards to the radii of horizontal curves in order to minimize encroachment of the

200m buffer zones where the red data species *Melolobium Subspicatum* were found. Other conditions set out in the RoD were also adhered to in the Preliminary Design. These include

### Topography

Over this section of K105, the route traverses the western slope of a hill which slopes at an average of 5 % towards the railway line in the west. Where the road crosses the railway line north-east of Irene, it also crosses a low-point as the railway line follows the lowest contour directly east of Irene.

Dankie  
Johan Meyer



MOBILE: 083 657 3001  
TEL: 012 349 1664  
FAX: 012 349 1665  
E-MAIL: [joanm@itse.co.za](mailto:joanm@itse.co.za)  
WEB: [www.itse.co.za](http://www.itse.co.za)

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Information from ESET NOD32 Antivirus, version of virus signature database 5163  
(20100601)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Information from ESET NOD32 Antivirus, version of virus signature database 4940  
(20100312)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Information from ESET NOD32 Antivirus, version of virus signature database 4940  
(20100312)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Information from ESET NOD32 Antivirus, version of virus signature database 4940  
(20100312)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

**Juanita**

---

**From:** Stephan Barkhuizen  
**Sent:** 09 May 2011 03:45 PM  
**To:** George Gericke  
**Subject:** FW: K105

---

**From:** Ontvangs  
**Sent:** 09 May 2011 03:44 PM  
**To:** Mientjie Coetzee; Stephan Barkhuizen  
**Subject:** FW: K105

---

**From:** Cornwall Hill Estate [<mailto:manager@cornwallhill.co.za>]  
**Sent:** 09 May 2011 03:18 PM  
**To:** [lizelleg@mweb.co.za](mailto:lizelleg@mweb.co.za)  
**Subject:** K105

TO WHOM IT MAY CONCERN

Hereby I, as manager of the Cornwall Hill Estate, acknowledge receipt of a document handed to me by Mr George Gericke on 29 April (I think) called "Notice of Environmental Scoping Process".

He wanted me to give this information to the residents living next to the western side of Cornwall Hill Estate regarding a portion of the K105 development.

As the information did not cover the K105 up to the Nellmapius road, and as he could not provide me with information such as the width of the road, the speed on the road, where the proposed road will be in regards to the Cornwall Hill Estate wall etc, he promised to provide me with the necessary information.

I hereby declare that

- 1) I would like to be registered as as interested party
- 2) that I have not received the information promised by mr Gericke up to today and
- 3) that I therefore do not accept the 30 days offered to provide you with other possible interested parties, as I cannot provide them with the document provided, because it doesn't give the necessary information to make informed decisions on this matter.

Please note that I will use this letter in future as reference if we do not get a change to make comments on this proposed road.

Please acknowledge receipt of this letter.

Regards

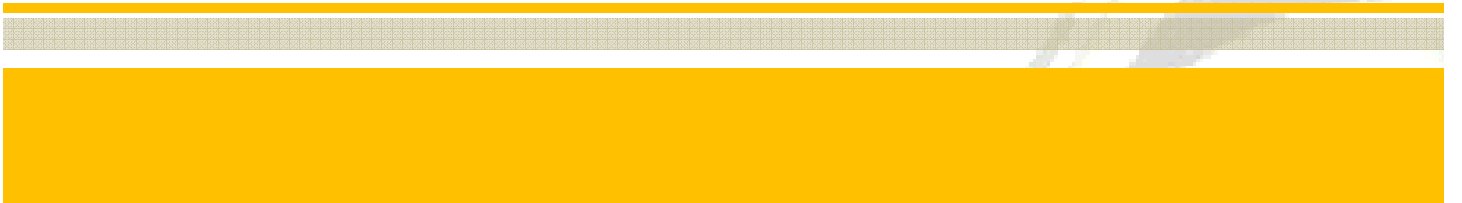
Dirk Heyns  
Cornwall Hill Estate Manager  
(012) 667 2938





# **Annexure G(x)**

LIST OF INTERESTED AND  
AFFECTED PARTIES



<b>Nr</b>	<b>Registered Parties</b>	<b>Contact details</b>
1	Cornwall Hill Country Estate	<a href="mailto:manager@cornwallhill.co.za">manager@cornwallhill.co.za</a>
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134	Steven Kruger	<a href="mailto:steven.kruger@leapfrog.co.za">steven.kruger@leapfrog.co.za</a>
		Cell: 082 699 4881
135	Annetjie Benadie	<a href="mailto:annetjie.benadie@leapfrog.co.za">annetjie.benadie@leapfrog.co.za</a>
		Cell: 082 555 7490
136	Dave Pickering	<a href="mailto:pickerd@vodacom.co.za">pickerd@vodacom.co.za</a>
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137	Rob Sporen	<a href="mailto:rob.sporen@gmail.com">rob.sporen@gmail.com</a>
		Cell: 082 444 7533
138	Riaan Alberts	<a href="mailto:riaan.alberts@gmail.com">riaan.alberts@gmail.com</a>
		Cell: 083 445 3085
139	Anthony Fourie	<a href="mailto:anthony.fourie@wspgroup.co.za">anthony.fourie@wspgroup.co.za</a>
		Cell: 083 412 3466
140	Taz Chaponda	<a href="mailto:chaponda@hotmail.com">chaponda@hotmail.com</a>
141	Carla Strydom	<a href="mailto:carla.strydom@cennergi.com">carla.strydom@cennergi.com</a>
		Cell: 082 464 6491
142	Ernest Walter	<a href="mailto:ernstw@hydrex.co.za">ernstw@hydrex.co.za</a>
		Cell: 082 900 3176
143	J.C. de Klerk	<a href="mailto:jacobusdeklerk@yahoo.com">jacobusdeklerk@yahoo.com</a>
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144	Hughes	<a href="mailto:hughesb@mweb.co.za">hughesb@mweb.co.za</a>
		Cell: 082 461 6748
145	N.C. Malan	<a href="mailto:ncmalan@gmail.com">ncmalan@gmail.com</a>

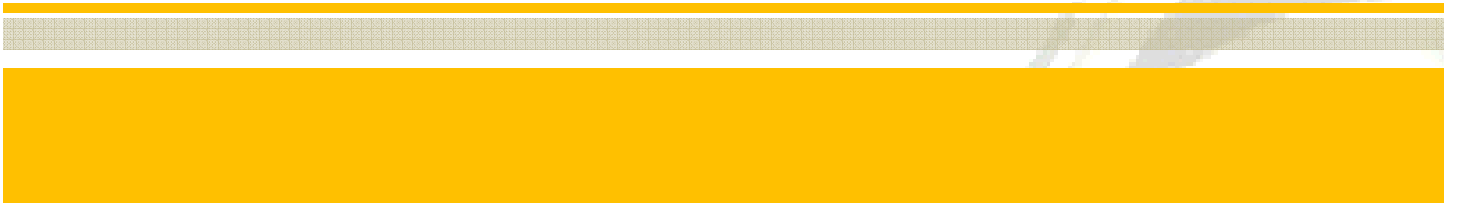
		Cell: 082 374 5959
146	Margha Malan	<a href="mailto:margha.malan@gmail.com">margha.malan@gmail.com</a>
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158	Elize Hall	<a href="mailto:avnrealestate@gmail.com">avnrealestate@gmail.com</a>
	<b>Naude Attorneys Real Estate</b>	Cell: 082 337 3511
<b>Stakeholders</b>		





# **Annexure G(xi)**

COMMENTS AND ISSUES  
REGISTER



**COMMENT AND RESPONSE REPORT-  
FOR THE PROPOSED APPLICATION FOR THE ENVIRONMENTAL IMPACT ASSESSMENT (EIA) AUTHORIZATION FOR THE SECTION OF ROAD  
K105 BETWEEN NELLMAPIUS AND THE K220  
GAUT: 002/10-11/E0208**

Issue	Commentator	Response
<p>1. I have only received one flyer on the above which was incorrectly dated. Therefore, I assume the consultation process has yet to formally start. 2. As I understand, this is the fifth application, the previous four being rejected by the authorities. I would like to see these reasons. 3. As I also understand, the developer will 'save' R60M by knocking down a corner of Irene as opposed to proceeding with alternatives plans. I have no interest in what the developer will save and would like to see these alternatives plans. 4. I would like to see the technical studies which determine the current plan. I reserve the right to seek reputable, professional opinion on these studies. For your information, I'm both a professional engineer and scientist and have wide contacts in these fields. 5. I would also like to see a cost benefit analysis with the various alternatives that have been explored. 6. I have also taken legal advice on the process which has so far not followed due process.</p>	<p>James AH Campbell <a href="mailto:James.ah.campbell@gmail.com">James.ah.campbell@gmail.com</a></p>	<p>There were some major hold-ups on this project due to issues concerning the appointment of the engineers etc. A public meeting will still take place at the start of the New Year, and I am certain that all your questions will be answered at this meeting. You refer to the fact that this is now the fifth application process. Do you mean for this particular section of the K105? Unfortunately I cannot speak on behalf of the developer as far as saving money is concerned. All the alternatives will be made available to all registered Interested and/or Affected Parties as soon as they are available. I also understand that the proposed alignment also changed, but at this stage I do not have a layout plan. This too will be made available as soon as we receive it from the involved engineers. I take note of your request for information on the cost estimates of the different alternatives, and I will forward your queries to the developer. Will you be able to indicate to us exactly where you feel the correct process was not followed thus far. We will gladly correct our process if necessary.</p>

<p>I'm delighted to hear that there will be a meeting and that my question will be answered. As you'll note from my correspondence I'm most concerned that there is not adequate consultation and that the developer is simply 'rail roading' his way through the system . The developer seemingly has the power to do this as he is not only the developer, he is paying all the consultants fees and he's lending money to the municipality for the development of municipal roads. In the corporate world, this would be deemed as a significant conflict of interests and would not be allowed to happen as there is far from adequate independence. I have already sought legal advice and am considering indicting the developer and perhaps yourselves due to the concerns. On your question concerning the process, I have two comments. First, I have lived at my current address for over 10 years and this is the first time I have received notification of such development. I understand this is the fifth application and if true I think I have reasonable cause for concerns. Second, an initial call for interested and affected parties has been made, but the road is almost fully built. Perhaps I'm missing something? I am sorry to be so difficult, but all I wish for is a fair, transparent process and this is far from currently the case. As CEO of a listed mining company I know what is required and this is simply not happening with all this development.</p>		<p>Your concerns are noted and I hope we can clarify them for you. I have a couple of questions in order just to be sure that I understand your concerns. You stated that this was the first time that you received notification of this project, and that you did previously try to register as an Interested and/or Affected Party. Your attachment shows photographs of the Olievenhoutbosch Road project, not the proposed K105. I am uncertain as to what project you are referring to? Secondly you stated that you understand that this is now the fifth application. Once again, are you referring to the Olievenhoutbosch Road Project, or the proposed K105 project? I just want to follow up on this in order to ensure that there is no confusion in the future. Please be sure that you are listed as an Interesteed and/or Affected Party for the proposed K105 Road projects, as well as the proposed Olievenhoutbosch Road Project.</p>
<p>Many thanks have made comments in red below. My crisp issue is why are you calling for consultation on the attached when the road has already been chiefly built? This does not augur well in terms of both the law and credibility.</p>	<p>James AH Campbell  <a href="mailto:James.ah.campbell@gmail.com">James.ah.campbell@gmail.com</a></p>	



<p>Our concerns is the suggested realignment referred to as Alternative A and C - indicating an intersection on the corner of the existing Main/Olievenhoutbosch rd referred to in the documents as K105 between Nallmapius Drive and K220. We object to the proposed road cutting the corner of Irene Village as well as any form of "raised" Fly-over/ "butterfly" configuration on the corner of Main rd and Olievenhoutbosch rd. This encroachment on the Village boundaries as well as the devaluation of property value, increase in noise and air pollution as well as the influence on the natural abundance of bird life in Irene, is totally unacceptable as other options are available. Irene as is a historical Village and should be valued as is.</p>	<p>Sonia Wills  <a href="mailto:thewills@mweb.co.za">thewills@mweb.co.za</a></p>	<p>Noted.</p> <p>These issued raise will be addressed in the EIA Report and mitigation measures will be given. The Alternatives will be discussed with the engineers and developers.</p>
<p>Hereby I, as manager of the Cornwall Hill Estate, acknowledge receipt of a document handed to me by Mr George Gericke on 29 April called "Notice of Environmental Scoping Process". He wanted me to give this information to the residents living next to the western side of Cornwall Hill Estate regarding a portion of the K105 development. As the information did not cover the K105 up to the Nellmapius road, and as he could not provide me with information such as the width of the road, the speed on the road, where the proposed road will be in regards to the Cornwall Hill Estate wall etc, he promised to provide me with the necessary information. I hereby declare that 1) I would like to register as Interested party 2) That I have not received the information promised by Mr. Gericke up to today and 3) That I therefore do not accept the 30 days offered to provide you with other possible interested parties, as I cannot provide them with the document provided, because it doesn't give the necessary information to make informed decisions on this matter. Please note that I will use this letter in future as reference if we do not get a change to make comments on this proposed road.</p>	<p>Dirk Heyns  <a href="mailto:manager@cornwall.co.za">manager@cornwall.co.za</a></p>	<p>The necessary information that you requested will be address in the EIA Report that will be available in December 2014. We did appoint Mr Ben van Zyl to conduct a noise impact study. The width of the road and speed will be made available from the engineers in the EIA phase.</p>

<p>Looking at the proposed intersection and the impact on Irene, I just wondered why the intersection was not designed with the loop to the other side (north) of Alexandra to limit impact. In my view, it has the following benefits: 1. Chepaer, as it now has only one rail crossing bridge to be built. 2. Less impacted people as the intersection is moved to the east of railway line, which is currently open land. It impacts on to-be residents (M-T) and not on current residents who live in Irene. 3. Less cultural impacts as Irene is not chopped but stays intact. 4. Advantages to existing Irene as traffic is slightly further away. 5. The closure of Main can be extended further north to also include wellington, well virtually the entire Irene, instead of leaving a few unfortunates out.</p>	<p>De Wet Herselman  <a href="mailto:DeWet.Herselman@exxaro.com">DeWet.Herselman@exxaro.com</a></p>	<p>All of the alternatives will be considered in the EIA phase. However Alignments 2 and 5 were discarded during the EIA Phase. Only Alignments 1, 3 and 4 were considered during the EIA Phase, due to engineering reasons.</p>
<p>Our initial concerns regarding the proposed development: 1) Safety and security. 2) Devaluation of our property value. 3) Noise pollution. 4) Visibility. 5) Sight pollution. 6) Disturbance of wetlands and rivers. 7) Speed. 8) Increase of traffic. 9) Maintenance of road. 10) Dust.</p>	<p>Daniella Louw  <a href="mailto:daniella@redink.co.za">daniella@redink.co.za</a></p>	<p>Noted. All of your concerns will be addressed in the EIA Report and mitigation measure will be given for the mentioned impacts. A noise study will be conducted during the EIA phase and will be included in the EIA Report.</p>
<p>We object to alignment 5 as we believe it will in no way alleviate the traffic impacts to the East of the Railway line due to the new and proposed developments in the area. There are already two K Routes planned to the west of the railway line which will service the area. We represent the landholding companies of Sunlawns AH affected by alignment 5 and Gilliamead AH to the East of the Railway line. A full traffic impact study would need to be carried out to determine the most efficient route for the proposed K road.</p>	<p>Sean Cullinan  <a href="mailto:Sean.cullinan@telkomsa.net">Sean.cullinan@telkomsa.net</a></p>	<p>Please note that alignment 5 was discarded during the EIA phase.</p>
<p>I would like to place on record that Irene Estate (Pty) Ltd, as owner of</p>	<p>Adrian van der Byl  <a href="mailto:Adrian@IreneEstate.co.za">Adrian@IreneEstate.co.za</a></p>	<p>Noted.</p>

<p>Portion 590 of the farm Doornkloof 391JR (west of Cornwall Hill Estate and north of Taurus) has received per registered post the Public Notice of the proposed above road for which we thank you. We do have a problem with the proposed route north of Hennops River marked Green and wish to place on record that such green route would be our least preferred route as it exercise a large area of Portion 590. We would also like to voice objection to the K105 crossing the railway line (ie routing on the west side of the railway line) from a few respects, not to be detailed here.</p>		
<p>My question regarding the probable interchange site for K105 and N1 was really to draw attention to the fact that this would dictate the alignment of the K105 to the north of Nellmapius and also parts of Pierre van Ryneveld. The extension of Alexandra road over the railway line and across the new 5 o'clock development and Pierre van Ryneveld is already in progress and any bridge would have to be planned to accommodate the K105 when built, as well as the crossing of the N1. This would have to be taken into account when the choice of the 5 alignments is made.</p>	<p>Dan van Onseien  <a href="mailto:vonseien@netactive.co.za">vonseien@netactive.co.za</a></p>	<p>Please note that alignment 5 was discarded during the EIA phase.</p>
<p>On behalf of the owners of Portion 712 of the farm Doornkloof 381JR, we confirm that we support the proposed alignment Alternative 5 to the West of the railway line adjacent to the existing P38-1 as tabled at the meeting. We will strongly object to the alignment of the K105 over the above property as this will ruin current and future business conducted on this property.</p>	<p>Charl Groenewald  <a href="mailto:charl@konstruktarchitects.com">charl@konstruktarchitects.com</a></p>	<p>Please note that alignment 5 was discarded during the EIA phase.</p>
<p>As directly affected parties in this process, we are concerned that this process is seemingly continuing without us being notified or consulted with. Option 5 of the K105 alignment alternatives pass within 100m of the boundary of Southdowns Estate which, in our opinion will have a major impact on the existing and proposed residential units in this development.</p>	<p>Jon Busser  <a href="mailto:jon@urbandynamics.co.za">jon@urbandynamics.co.za</a></p>	<p>Please note that alignment 5 was discarded during the EIA phase.</p>

<p>I've received the minutes of your recent meeting and some closing comments made moved me to write to you: "If you insist that we advertise in a local newspaper we don't mind. If you as the community can recommend any other people or Associations that we need to inform, we will do that. I know that in Irene previously there was a lady who was working at the newspaper that offered to advertise meetings in the newspaper. C: I "Googled" her contact details, because previously we did use them and we normally ask Mr. Larsen who has been around for a very long time, to put up information on his website and update it regularly. If there are any other people that you need us to inform, we really want all of their... " I am unsure if you are aware of the existence of the Irene Town Crier, but I believe that through advertising upcoming meetings involving Irene residents in the Town Crier, you will eliminate comments made that residents "didn't know". Contrary to what many residents might think - which might explain why no one mentioned the Town Crier after you've said you had contacted the ILA - the publication is produced independently from the Landowners Association (although they also publish their monthly crime statistics and feedback in each issue). A total of 1100 copies are distributed into the post boxes of Irene Extensions 1, 2 and 10th Lane Residential Estate as well as various other distribution points in Irene and surrounds. If you pick up a copy, or have a look on the website, you'll see proof of its readership through the contributions received from residents and from the letters column.</p>	<p>Arline Burger  <a href="mailto:arline@irenetowncrier.co.za">arline@irenetowncrier.co.za</a></p>	<p>Noted.</p>
<p>n Padkontrakteur het my vanmiddag genader en gese hy het oorskot teer en kan die area voor Moo Zoo vir my teer teen R150 per vierkante meter. Dit sal wonderlik wees maar 'n absolute vermorsing indien daar enige verdere werk gedoen word, bv pype le ens. Het jy enige idee of dit sal gebeur in die baie nabye toekoms of vra ek die verkeerde persoon?</p>	<p>Lizette Visser  <a href="mailto:visserliz@mweb.co.za">visserliz@mweb.co.za</a></p>	

<p>I am sending you a mail as a concerned resident of Cornwall Hill Estate. My residential property is on the western side of the estate which would border the proposed Alignment 1 of K 105. The proposed road would impact negatively not only on my residence, but on all properties in this area. Our stands are elevated die to the gradient of our properties which would compound undesirable noise levels and would in addition impact negatively on aesthetics as our properties would directly overlook the road. I am unhappy about the majority of the possible alignments but in particular Alignment 1 as it created the majority of undesirable problems associated with a road of this nature.</p>	<p>Harry Boyazoglu  <a href="mailto:zoglu@mweb.co.za">zoglu@mweb.co.za</a></p>	<p>Noted.</p>
<p>My concerns regarding this proposed road placement: Reduced property values to all the properties on this side of our estate. Increased noise levels. Increased pollution. Increased security risk. The proposed road placements add more traffic to an already overloaded Nellmapius Road. The proposed entry into Nellmapius is next to the T-junction that comes from the Smuts House Museum road, which is right next to the Nellmapius/Main crossing in Irene. This section of road is already severely overloaded and adding even more traffic into this section is ludicrous and irresponsible. The new road will presumably bring more industrial traffic from the Olifantsfontein area. With this proposed route, it will bring all this industrial traffic like trucks etc and bring it past a community church and then end up in Nellmapius in between two schools. Again I feel this is inappropriate as it adds tremendously tot he risk of injuries to kids on bikes or on foot and the added noise will certainly distract kids trying to learn. My constructive proposal would be to rather upgrade Main road and also the intersection with Nellmapius and maybe add a traffic light at this intersection. I understand that heavy traffic can currently not turn right into Nellmapius underneath the railway bridge, but with the new road being built that will connect Botha ave and Nellmapius closer to the N1 highway, the trucks can actually carry on down Main/Botha and then turn right at this new</p>	<p>Franz Birkholtz  <a href="mailto:fbirkholtz@gmail.com">fbirkholtz@gmail.com</a></p>	

<p>intersection which is already under construction.</p>		
<p>The open space Management Section will deliver comment as an Interested and Affected party as soon as relevant documentation is received. Please be advised that we need 4 copies of all reports. In preparing such reports you are advised to consult all relevant policy documents of the City of Tshwane Metropolitan Municipality with particular reference to the Tshwane Open Space Framework. Please forward future notifications directly to the Open Space Management Section via post or fax for attention: Wanda Byrne.</p>	<p>Rudzani Mukheli  <a href="mailto:WandaB@tshwane.gov.za">WandaB@tshwane.gov.za</a></p>	<p>Noted.</p>
<p>Having reviewed the Draft Environmental Scoping Report the Environmental Policy and Planning Directorate recommends that the following concerns must be taken into consideration: - From an Environmental point of view and as well as the concerns raised by the directly affected land owners, the Department fully support alignment 3 as the most feasible and preferred alternative which need to be thoroughly assessed during the EIA phase. - Geological investigations must be undertaken due to a large portion of the proposed area is considered being dolomatic according to the report and our GIS, therefore conclusions and recommendations made in the Dolomite Stability Investigations should be thoroughly taken into consideration. Comments from Ekurhuleni Department of Infrastructure Services: Civil Works, Dolomite section must be obtained prior to the finalization of this application. (Please contact Francois Meyer @ 011 999 0995 or Pieter Grobler @ 011 999 4559 in this regard). - It is indicated in the report that a Water Use Licence in terms of National Water Act, 2004 will be required (page 81). Therefore, there should be no commencement of this development prior to the applicant obtaining the said licence. - Stormwater management plan should take into account or be integrated with the development of Strawberry farm to address the issue of possible increase in surface runoff which may occur due to the</p>	<p>M.E. Moabelo  <a href="mailto:Maphuti.Moabelo@ekurhuleni.gov.za">Maphuti.Moabelo@ekurhuleni.gov.za</a></p>	

implementation of the proposed road determination.

The said plan must be submitted to Ekurhuleni Metropolitan Municipality's Department of Roads and Stormwater for input and approval. - Care must be taken during suppression of dust, that excessive dampening does not occur, thus resulting in mud which may hinder the flow of traffic. - Construction camps including ablution facilities, workshops etc. must not be located on sensitive areas. - Adequate measures must be in place to ensure that sensitive areas are not tampered with by construction and operational activities, particularly the river system on site. - Clearance of the area should be as minimal as possible and construction activities be confined to areas where construction will take place (development footprint) to prevent negative impact of the surrounding vegetation cover, particularly the river system occurring. A plan should be developed indicating where specific areas may be cleared. - In case of accidental pollution in the river system, the Environmental Policy and Planning Division in the Department of Environmental Resource Management Department of the Ekurhuleni Metropolitan Municipality must be notified of the incident. - Rehabilitation of cleared surfaces should be done with the use of the indigenous vegetation. - Page 93-94 of the report mentions the anticipation of disruption services and infrastructure by the proposed road. This must be thoroughly investigate and identified as well as notify the affected parties. Confirmation regarding the availability of these essential services and infrastructure must be obtained from the relevant departments of Ekurhuleni. - It is recommended that in those areas classified as Critical Biodiversity Area 1 in terms of Bioregional Plan should remain in their natural state; these areas have been identified as irreplaceable in terms of CPlan version 3: The species that occur in these areas are RL plant habitat. OL plant habitat, RL mammal habitat, RL invert habitat, and Prim vegetation. -

The EIA must cover management activities during construction and operational phase of the proposed development. This need to be covered given the fact that the proposed development is bisected by



<p>the river system. Provincial noise regulations as outlined in Provincial Notice No. 5479 of 1999: Gauteng Noise Control Regulations must be compiled with at all times. Noise must not constitute a nuisance to the neighbourhood during construction and operational phases of the proposed project. During construction phase, construction equipments may only operate between the hours of 08h00 and 17h00 on weekdays, 08h00 and 13h00 on Saturdays, with operation being prohibited on Sundays and Public Holidays. All activities to be undertaken must be in accordance with the EMP to be attached in the EIA report. - All recommendations to be contained in specialists' reports should be integrated into the final EIA report and Environmental Management Plan (EMP) conducted specifically for this activity must be implemented. A management plan for operational phase is critical to ensure that the proposed development does not degrade the system further but enhance it. - All activities to be undertaken on the property must be in accordance with the applicable By-Laws, policies and requirements of the Ekurhuleni Metropolitan Municipality.</p>		
<p>1. It is mentioned in the report that the proposed alternatives 1-4 includes river crossings across the Sesmyl and the Olifants Spruit and the study area is affected by the 1:50 and 1:100 year flood lines. Please note that section 21 ( c ) &amp; (i) water use licence application need to be lodged with this Department and authorization granted prior to commencing with those activities as is required by the National water Act, 1998 (Act 36 of 1998). License application forms (part 1 &amp; 2) are available on the Department website <a href="http://www.dwa.gov.za">www.dwa.gov.za</a> and should be fully completed by the proponent and submitted to this Department. For more information and guidance on water use applications, an "external guideline for the application of Water Use Authorization" is available on the Department website. 2. It is also mentioned in the report that the study area is underlain by dolomite, which is regarded as a valuable aquifer and must be protected. Please note that a detailed geotechnical investigation and dolomite stability investigation must be conducted and be part of the Environmental Impact Assessment</p>	<p>T.L Mathebe  <b>DWA</b>  <a href="mailto:mathebet@dwa.gov.za">mathebet@dwa.gov.za</a></p>	<ol style="list-style-type: none"> <li>1. Noted</li> <li>2. A detailed geotechnical study will be conducted and will be included in the final EIA Report.</li> <li>3. Storm water management Plan will be conducted and included in the Final EIA Report.</li> </ol>

<p>(EIA) Report which will be submitted to this Department. 3. Stormwater management plans must be submitted to the relevant municipality for approval to avoid pollution, erosion and siltation problems that could occur in the Sesmylspruit and other water bodies downstream due a lack of suitable stormwater management measures during construction and operational phases. Such approval must be submitted to this Department together with a copy of the original stormwater management plans.</p> <p>4. The developer must ensure that no wastewater may run freely into any of the surrounding streets or naturally vegetated areas and also ensure the correct positioning of construction camps and their sanitation facilities during the construction phase. 5. No construction or dumping activities should take place within the 1:50 year or 1:100 year floodline or a horizontal distance of 100m from a water resource unless authorized by this Department. 6. The storage and use of fuel and other chemicals on site must be adequately managed to prevent soil and water pollution. The developer must provide containment areas for potential pollutants at refueling depots, and must ensure that transport, storage, handling and disposal of hazardous substances is adequately controlled and managed. 7. If any pollution incident is experienced, this office must be notified immediately. 8. Migratory measures must be made on site to prevent pollution of the water resources including ground water component from occurring as per requirement of section 19 of the National Water Act, 1998 (Act 36 of 1998).</p>		<p>4. Noted.</p> <p>5. No construction or dumping activities shall take place within the 1:50 year or 1:100 year floodline or a horizontal distance of 100m from a water resource unless authorized by this Department.</p> <p>6. The storage and use of fuel and other chemicals on site will be adequately managed to prevent soil and water pollution.</p> <p>7. If any pollution incidents are experience the office will be notified immediately.</p> <p>8. Migratory measures will be made on site to prevent pollution of the water resources including ground water component from occurring as per requirement of section 19 of the National Water Act, 1998 (Act 36 of 1998).</p>
<p>a) The Geotechnical conditions, especially the dolomite stability of the proposed road alignments should be discussed in detail. Areas where road alignments are proposed to cross water bodies and wet conditions, special attention should be considered for bridge structures and stability. Findings, mitigation measures and recommendations should be clearly discussed within the EIA Report.</p> <p>b) The Report indicated that 4 of the alignment alternatives will cross rivers or drainage lines. A specialist must be appointed to conduct a wetland and riparian delineation study for the route alignments</p>	<p>J. Prinsloo  <a href="mailto:Johannespr@tshwane.gov.za">Johannespr@tshwane.gov.za</a></p>	<p>a) A detailed geotechnical study will be conducted and will be included in the final EIA Report.</p> <p>b) A wetland study will be conducted during the EIA phase and will be included in the EIA Report.</p>

<p>affected. The 1:50, 1:100 year floodlines and the 32m from the centre lines of the affected river/spruit areas must be included and investigated within the study. Detail findings, mitigation measures and recommendation should be clearly discussed within the EIA Report. c) Due to the dolomitic conditions and the route alignments crossing a river/spruit and possible wetland conditions, a Stormwater Management Plan should be discussed within the EIA Report. Attention should be given to the increase in impermeable surfaces of the road which will lead to increase water run-off, quantity and speed. This may influence any wetlands and river crossings of the proposed road alignments. d) Due to the ecological sensitivity of the study area as emphasized by the Tshwane Open Space Framework, Gauteng Department of Agriculture and Rural Development Conservation Plan Version 3 and the Bioregional Plan for the Gauteng Metropolitan Municipalities, a detailed Fauna and Flora investigation must be conducted. All aspects as emphasized by GDARD Biodiversity Specialist must be investigated and clearly discussed within the EIA Report.</p> <p>e) A Cultural and Historical Study must be conducted for the road alignments and discussed within the EIA Report. All findings, specifications, recommendations and mitigation measures must be indicated. f) Due to several existing developments and future development within the area of the study area, it is recommended that a Noise Impact study of the proposed road alignments be conducted on the properties and residents and land-owners in the area. The findings, mitigation measures and recommendations should be clearly discussed within the EIA Report. g) The Department is of the opinion that the ecological impact of Alternative 5 be investigated in the EIA Report. Although some opposition from landowners on Alternative 5 where received, the sensitivity in regards to ecological impacts have not been addressed. Should a decision be made, all impacts including the social, economical and ecological should inform the decision. h) A general Rehabilitation plan shall be included within the EIA Report which will aim to prevent erosion and aid the return of natural, endemic and indigenous</p>		<p>c) Storm water management Plan will be conducted and included in the Final EIA Report.</p> <p>d) A detailed fauna and flora study will be conducted during the EIA phase and will be included in the EIA Report.</p> <p>e) A Cultural and Historical Study will be conducted for the road alignments and discussed within the EIA Report. All findings, specifications, recommendations and mitigation measures will be indicated.</p> <p>f) A Noise Impact study of the proposed road alignments will be conducted on the properties and residents and land-owners in the area. The findings, mitigation measures and recommendations will be clearly discussed within the EIA Report.</p> <p>g) Please note that alignment 5 was discarded during the EIA phase.</p> <p>h) A general Rehabilitation plan shall be included within the EIA Report.</p> <p>i) An Environmental Management Plan shall be included within the EIA Report.</p>
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<p>vegetation cover to at least 80% of the rehabilitated area. The proposed rehabilitation plan should be included for the road servitudes as well as any sensitive water and wetland crossings. i) An Environmental Management Plan should be included within the EIA Report. The EMP should address impacts and mitigation measures for the pre-construction, construction and post-construction activities. All issues and recommendations from Specialist studies should be included within the final and approved EMP. An Environmental Control Officer and contact details should also be included within the EMP. j) All Alien invasive plant species should be eradicated on the study area in accordance to the Conservation of Agricultural Resources Act (Act no.43 of 1983). An Invasive species control plan should be implemented at least every 3 months after construction and should be included within the EIA Report and EMP. k) The proposed activity must comply to all Municipal By-Laws.</p>		<p>j) All Alien invasive plant species will be eradicated on the study area in accordance to the Conservation of Agricultural Resources Act (Act no.43 of 1983).</p> <p>k) The proposed activity will comply to all Municipal By-Laws.</p>
<p>After numerous discussions and requests to move the alignments running across our property, portion 159, there are again two alignments running across it. It was explained that all the options needed to be included and put on the table, but then how did the alignment running over Dr Herman Joubert's property change?</p>	<p>Elana Siegruhn  <a href="mailto:elana@salbro.co.za">elana@salbro.co.za</a></p>	<p>A focus group meeting will be held to discussed the alternatives and a final decision shall be made during the EIA phase.</p>
<p>Alignments west of rail will bring traffic much closed to southdown estate and my house. Mitigation measures will most probably not be effective in reducing sound pollution resulting increased traffic.</p>	<p>M.W von Wieligh  <a href="mailto:matievon@global.co.za">matievon@global.co.za</a></p>	<p>Noted.</p>
<p>Accoding to the plan accompanying your letter, the K105 will cross Nellmapius Drive between Cornwall Hill Estate and the Irene Middle School. This will have the following negative effects for Cornwall Hill College. - Currently Nellmapius Drive suffers from major traffic congestion, especially at rush hour. THis results in pupils arriving late</p>	<p>Eddie Bielfeld  <b>Cornwall Hill College</b>  <a href="mailto:E.Bielfeld@cornwall.co.za">E.Bielfeld@cornwall.co.za</a></p>	<p>Noted.</p>

<p>for school and parents having difficulty in leaving the campus to go to work. In 2012 we actually recorded 1675 incidences where pupils were late due to traffic. For the first two schools weeks of this year we had 2013 'latenesses' due to traffic. We believe the new K105 will aggravate the situation as it will attract more traffic and bring the main cause for the congestion - the intersection of Nellmapius and Main - even closer to the school. To put the matter in perspective, we have 1710 students who are brought to school and collected daily. - MAin Road is attracting more and more heavy-vehicle traffic, and the proposed route will bring this source of noise too close to the school and the adjoining residential area. - The introduction of e-tolling will result in vehicles avoiding the freeways and making use of alternative routes. The K105 will become a popular alternative to the R21, adding to the congestion and noise pollution.</p>		
<b>EIA PHASE</b>		
<p>I would like to confirm Irene Estate's, as owner of Portion 1 of Farm Doornkloof 391 JR, strong objection to the proposed K105 Black route/Alternative 5.</p> <p>This Company's preferred route remains the Blue Route.</p>	<p>Adrian van der Byl  <b>Irene Estate</b>  <a href="mailto:Adrian@IreneEstate.co.za">Adrian@IreneEstate.co.za</a></p>	<p>Noted.</p>
<p>The proposed routes all appear to run very close to the Twin Rivers residential estate of which I am one of the owners. The project is a big concern to me as it will greatly affect the character of the estate and surrounding environment and could ultimately have a significant negative impact on my property value. It will also affect the same for the Smuts house and the Irene craft market.</p> <p>Traveling down Jan Smuts Ave it is clear that this is a beautiful piece of earth which to date has remained unspoiled by urban development. A major access route will destroy an area frequented by runners, mountain bikers, photographers, families pick nicking etc.</p>	<p>Nico Maritz  <a href="mailto:nemcon@mweb.co.za">nemcon@mweb.co.za</a></p>	<p>The public meeting will be held on the 12<sup>th</sup> of June 2014 at the Cornwall hill high school.</p>

<p>Being one of the affected parties I request that you forward additional information on the project to me disclosing details of the planned road i.e. width, expected (volume and type), proposed routes in higher definition (kmz or GIS files will be very welcome), project schedule etc. from where I endeavor to submit my concerns formally.</p> <p>Please do advice on any public participation meetings that you have planned for the execution of your ESIA studdy.</p> <p>I look forward to meaningful interaction with your company on this study.</p>		
<p>Urban Dynamics represented the following property owners at the time of the scoping phase (May 2012):</p> <ul style="list-style-type: none"> <li>- Southdown HOA</li> <li>- Centurus(Pty) Ltd and its successors in title</li> <li>- Irene Estate (Land Owner, Irene Dairy)</li> <li>- Southdowns College</li> </ul> <p>Your office forwarded all I &amp; AP's an invitation to review the Draft Report on 4 May 2012. In terms of the amended documents downloaded from your website at the time, we received confirmation that your Alternative 5 would not be considered as a viable alternative. Quoted from that document, the following statement on page 127:</p> <p>“In order to prevent unnecessary costs and social mobilization against the road, which could cause severe delays in the application process, it was decided to exclude alternatives 2 and 5 from the EIA Phase”.</p> <p>We are very concerned that you are now continuing with the EIA inclusive of this previously discarded alignment.</p>	<p>Jon Busser <b>Urban Dynamics</b></p>	<p>Alternative 5 was discarded during the EIA phase.</p>

<p>WE accordingly request the following:</p> <ol style="list-style-type: none"> <li>1. Confirm again, in writing that this alternative (5) was already discarded in 2012 and issue an amended notice that excludes it from your Locality Map, or</li> <li>2. Give conformation if you intend to persue this alternative again, in which case we will again register the property owners and representing organizations in your public participation process.</li> </ol>		
<p>I have a number of comments and questions which are listed below:</p> <ol style="list-style-type: none"> <li>1. In your latest mail you have indicated that two alternatives have been discarded. One of these (alignment two) appears to be nominal and related to passage under existing power infrastructure. The second alternative which has been discarded (alignment five) would appear to be a very pragmatic and reasonable alternative in terms of limiting disruption to established residential areas in proximity to Smuts house. Would you please clarify why this alternative has been discarded. I trust that the draft scoping report and draft EIA report will contain consideration of all alternatives and reflect considered evaluation (technically environmentally and economically) of these alternatives.</li> <li>2. Secondly, all alternatives presented tie in at their Northern extent with Nellmapius Road. As residents in the area we have previously seen an extension plan for the proposed K105 through to the Botha Road off ramp of the N1. Is it the intent of the applicant that the portion of the K105 that forms part of the current application be extended further to the north through to the Botha Rd area in the future?</li> <li>3. If this is the case (the scenario posed as question two above), why does the full extent of the proposed road not form part of the current application, or at the very least, form</li> </ol>	<p>Brent Baxter  <a href="mailto:BBaxter@golder.co.za">BBaxter@golder.co.za</a></p>	<ol style="list-style-type: none"> <li>1. From an engineer pint of view alternative 5 was discarded.</li> <li>2. The northern part of the proposed K105 will traverse from Nellmapius drive to River road in the Botha road off ramp area.</li> <li>3. The reason why the full extent of the road does not form part of the current application is because the north and south section of the road is divided between 2 different applicants therefore there are 2 applications.</li> </ol> <p>The K105 from Nellmapius to River road the applicant is M&amp;T developments.</p>



part of the route selection? It strikes me that the alignment of the section of road that is the subject to your current application could have material influence on the further extension of this road through to the N1. I suspect that the northern extension beyond Nellmapius Road may be equally controversial, and potentially could result in significant impact to the established Irene residential area. My question, in two parts:

- a) To be answered by the applicant: Is the Gauteng Department of Roads and Transport asking the Gauteng Department of Agriculture and Rural Development (GDARD) to make an incremental decision on the K105 alignment by only considering part of the K105 extension which ends at Nellmapius Road?
- b) To be answered by the EAP: Is the EAP aware of any northern extension of the K105 Road? If so, please clarify how you plan to avoid introduction of a potentially serious process risk to your impact assessment through knowingly submitting an application which is requiring the regulator to make an incremental decision which could have a material impact on route selection for the northern extension of this road?

As a resident in the area I am raising a real concern that the alignment of the K105 is being tackled in a piecemeal and incremental manner.

- 4. Lastly, could you clarify the timelines for the impact assessment process that you are running and when stakeholders can expect to have access to reasonable briefing information to comment meaningfully into your scoping process. In your communication there is no indication of the timeline within which you are scoping this impact assessment and when you are likely to reach completion on the impact assessment. Please would you

- 4. The draft EIA will be available to all interested and affected parties as well as the stakeholders in December 2014.

<p>clarify this. In any public meeting or open house planned?</p>		
<p>With reference to the above, Salbro Property Holdings (Pty) Ltd again notes an objection to the 'Alignment 4' which crosses the Salberg Park property (Portion 159 of the Farm Doornkloof 391 JR). We are not, and will never be, in favour of any alignment over our property.</p> <p>Furthermore, in a letter received from Bokamoso in February 2013, it was confirmed that Bokamoso would include the additional proposed K105 alignment alternative, as indicated on Road layout Plan_Rev L compiled by WSP Civil and Structural Engineers, to be investigated and assessed during the EIA phase. We have not seen this alignment included so far. Please can you provide feedback regarding the matter.</p>	<p>Elana Siegruhn  <a href="mailto:elana@salbro.co.za">elana@salbro.co.za</a>  <b>Salberg</b></p>	<p>The final alternatives will be made available during the EIA phase.</p>
<p>Below are some questions regarding the proposed K105 route south of Nellmapius that I can't get clarity on at the moment? I hope you will be able to help me in this regard.</p> <ol style="list-style-type: none"> <li>1. Who is the governing body over this road? If Gautrans, how does one get a hold of them to discuss future access to and from the road (as one of the proposed routes will run through a property that I, as a representative, take interest in).</li> <li>2. In your knowledge of similar roads how would access to an adjacent site work?</li> <li>3. Is there any clarity yet on which route the road will take?</li> <li>4. Might you forward the latest route information or a website with the latest reports so far?</li> <li>5. When might the project commence and complete?</li> </ol>	<p>Madeleine Louw  <a href="mailto:Shiftmail.madeleine@gmail.com">Shiftmail.madeleine@gmail.com</a></p>	<p>We are in the process of arranging focus group meetings with stakeholders. Please send us the details of the property you are interested in and we will invite you to the relevant focus group meeting. We will then be able to supply you with information as requested.</p>

**Communication between Herman Joubert, Richard Matchett & Willem Groenewald**

I have given some thought to the proposals at the meeting.

1. The original alignment would by far be the most beneficial for us as land owners. However, in order to accommodate our neighbours (e.g. Twin Rivers) and the heritage/environmental impact of this route to the north of our property, we are willing to accept the alternative west of the Olifantspruit, provided that reasonable access will be available to our properties, both for the current situation without any provincial roads, as well as with the future scenarios when K105 and/or K54 have been constructed. Although these routes are essential from a road network perspective, we do not rely on them as far as access to our properties is concerned because there is no certainty regarding their implementation. We therefore have to assume that neither road will be constructed within the next ten years. Finality regarding these routes and extremely importantly, the access routes and local road network that are directly affected by these roads, must be achieved to allow sensible planning and development to proceed.
2. Our requirements regarding property access include the following:
  - a. Further extension of Brakfontein Road extension.

The most important municipal road in this area is the further extension of the Brakfontein Road extension, which has already been constructed as a link from the N1 Ben Schoeman national road in the west up to M18 (Main Road)(provincial road P38-1), to link with the R21 national road (Tshwane to OR Tambo and Ekurhuleni), including an intersection on M57 (P122-1). This road forms part of the

Herman Joubert  
[hsj@tiq.co.za](mailto:hsj@tiq.co.za)

Noted.

City of Tshwane Road Master Plan and is, inter alia, an important regional feeder route to the Pinedene station.

b. Quarter link between K54 and K105.

We would be far prefer the quarter link on the north-eastern quadrant of the intersection of K54/K105 as previously suggested by Civil Concepts. However, a quarter link in the south-eastern quadrant is acceptable provided that the property to the north obtains full access from the junction of the quarter link and K54, plus an eastern extension of the quarter link road to provide access to the land south of K54.

c. New intersection on K54 to the land south and north of K54) +- 600 metres to the east) of the quarter link junction.

This intersection will effectively replace the original K54/K105 intersection.

d. A local road link north of K54 that connects the quarter link junction, as well as the new intersection on K54 to the existing road, 23<sup>rd</sup> Street West.

For topographical reasons, our preference is that this connection should be access the adjoining property to the north to a position in the vicinity of the access to the Smuts House museum.

e. A local road link south of K54 from the quarter link to the existing access on M57 (provincial road P122-1)

The planning of K54 provides for an intersection to give access to the local road network to the south and to the

north. The proposed road link should connect the quarter link, the new intersection on K54 +/- 600m to the north thereof, as well as the planned intersection on the K54 further to the east.

- f. Access to the south via the Salberg internal street system.
- g. Local road link to the south.

Although not an essential minimum requirement, we are of the opinion that a local road link essentially along the original K105 alignment (along the boundary between Salberg and M&T) would be the most efficient way to provide access to our land, Salberg and M&T in the period until K54 or K105 has been constructed.

- h. Access to the southern part of our land, both east and west of K105.
  - i. Access to our land south of Salberg/M&T on both the eastern and western sides of the K105.
3. I would appreciate if these comments that were also raised during the Focus Group meeting on 10 June 2014 at the offices of Bokamoso are reflected in the feedback at the public meeting on 12 June 2014.

Your willingness to discuss our needs and to mitigate the impact of the proposed K105, as well as to reinstate access to our properties is greatly appreciated.

<p>Dear Herman,</p> <p>Thank you for the clear description of your suggested access road scheme. We will take this into consideration in the compilation of our updated plans.</p> <p>Dear Barbara,</p> <p>The suggested road across your property seems to match the general shape of roads on the site plan for your property, can you confirm that this is correct, notwithstanding the scale of the sketch? (Willem, perhaps you can comment?) The access scheme would seem to be of mutual benefit to “Salberg” and “Cross Wise Estate”.</p>	<p>Richard Marchett <a href="mailto:Richard.matchett@wspgroup.co.za">Richard.matchett@wspgroup.co.za</a></p>	<p>Noted.</p>
<p>Dear Richard &amp; Herman,</p> <p>Herman, thank you for your documented thoughts and proposals with regard to the local/access road network, linking with the K105 alignment alternative.</p> <p>I have briefly perused your document and plan and telephonically discussed same with my clients, Russel and Barbara of Salberg. My brief comments, prior to tonight’s public meeting and specifically where Salberg’s property is affected, are as follows:</p> <p><u>K105:</u> We are in agreement with the K105 alignment as indicated (Alignment 3 – Light blue Line as indicated on Bokamoso’s plan);</p> <p><u>G – Local Road South:</u> We are in support of this proposed, local road link – south, which connects with the Brakfontein Road Extension, as</p>	<p>Willem Groenewald <a href="mailto:willem@land-mark.co.za">willem@land-mark.co.za</a></p>	<p>Noted.</p>

<p>it improves access to Salberg's property along the south-eastern boundary (i.e. approximately at the same access point on the original K105 alignment);</p> <p><u>F – Access to the south via the Salberg internal street system:</u>          Considering that the project team is currently still in the planning phases of finalizing the future development of Salberg, which will also be dependent on market forces, the internal road might be a private road with access control. We are, therefore, currently not in a position to agree to the details of this local road and its linkage to the north. We note that there is also an access possibility from Local Road g alongside our northern property boundary, linking with Local road f, which would be investigated in further detail.</p>		
<p>Please note that access to our property to the north of Salberg via the Salberg internal road network is a specific agreement reached during the DFA hearing. It is unfortunately an existing condition and is not negotiable.</p>	<p>Herman Joubert  <a href="mailto:hsj@tiq.co.za">hsj@tiq.co.za</a></p>	<p>Noted.</p>
<p>What is the intended content and agenda of tonight's meeting, feedback on progress or communication of final report content?</p>	<p>Matie von Wielligh  <a href="mailto:matievon@global.co.za">matievon@global.co.za</a></p>	<p>The purpose of the meeting is to give feedback on the EIA process, Specialist Studies and to present the proposed alignments.</p> <p>Agenda:</p> <ol style="list-style-type: none"> <li>1. Welcome/Introduction</li> <li>2. Description of EIA Process</li> <li>3. Project Background</li> <li>4. Alternatives</li> <li>5. Specialist Studies</li> <li>6. Issues identified</li> </ol>



		<p>7. Way forward</p> <p>8. Questions, Comments &amp; Issues</p>
<p><b>After Public EIA Meeting</b></p>		
<p>Require Noise Impact Assessment on Twin River Estate Properties especially on most southern houses, need information on Visual Impact of the Road.</p> <p>Please provide contact details of SCIP Engineers, effect of road on flood lines?</p>	<p>Frits Schutte  <a href="mailto:fritss@boogertmanpta.co.za">fritss@boogertmanpta.co.za</a></p>	<p>Noted. Send details of Engineers.</p>
<p>Smuts Museum &amp; surrounds is such a unique area in Gauteng that so many people enjoy it would be devastating that it would be compromised.</p>	<p>Heidi Broamer</p>	<p>Noted.</p>
<p>Herewith confirmation of the queries logged at the public meeting for further action in the EIA process with specific reference to the effect of the preferred road routing on the Twin Rivers Homeowners.</p> <ul style="list-style-type: none"> <li>- Noise Impact Assessment to be done.</li> <li>- Visual Impact. The preferred routing of the road is now located east of the railway line and the planned level of the road (height above the river) is unknown to us. We are extremely concerned on the visual impact that the road will have to the homeowners.</li> <li>- Possible impact of the road on flood patterns and flood lines along the river. The Twin Rivers even along the river are extremely vulnerable to flooding due to possible changing flood lines.</li> </ul>	<p>Frits Schuite  <a href="mailto:fritss@boogertmanpta.co.za">fritss@boogertmanpta.co.za</a></p>	<p>Noted.</p>

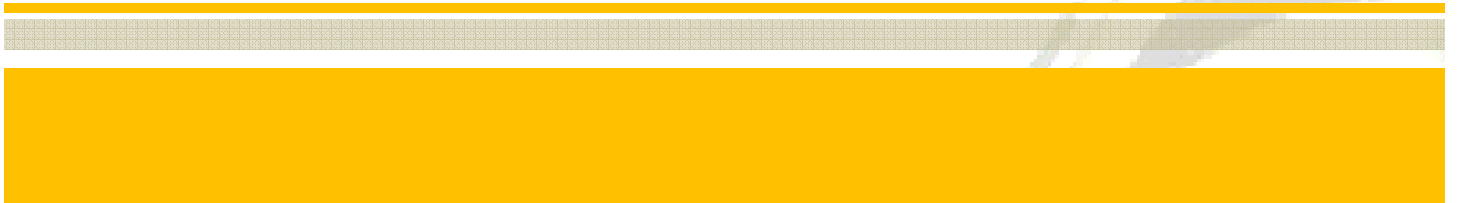
<p>'n Eiendomsagent het my genader of ons sou belangstel om Taurus te koop. Ek heg 'n kaart aan van waar Taurus gelee is.</p> <p>Elize Hall Naude Attorneys Real Estate Cell: 082 337 3511</p> <p>Ek het vir haar jou besonderhede gegee omdat die beplande K105 reg oor hierdie gronde loop. Sy was nie eers bewus van waarmee julle besig is rondom die K105 nie.</p> <p>Ek het haar nou weer geskakel en dit klink asof daar reeds 'n R22 miljoen aanbod op die tafel is hiervoor.</p> <p>EK dink nie sy het julle gekontak hieroor nie.</p> <p>Ek hoop nie hulle probeer die grond verkoop sonder dat die koper bewus is daarvan dat die grond in twee gedeel sal word as julle die pad hier bou nie.</p> <p>Neem dus asb kennis hiervan en besluit hoe om dit te hanteer.</p> <p>Ek sal bly wees as jy my op hoogte kan hou, want Cornwall Hill Estate sal dalk belangstel in die gedeelte suid van die Estate – veral as die pad die grond in twee gaan verdeel. Ek aanvaar die 50 jaar en 100 jaar vloedlyn sal beteken dat 'n groot deel van hierdie gedeelte nie boubaar sal wees nie. Daar is ook 'n geweldige bos op hierdie grond.</p>	<p>Dirk Heyns <a href="mailto:manager@cornwallhill.co.za">manager@cornwallhill.co.za</a></p>	<p>Noted.</p>
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<p>My gevoel is as ons die gedeelte kan koop sal ons dit nie noodwendig wil integreer in die Estate nie, maar kan ons plakkers en sluipslapers ens wettiglik weghou.</p>		
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# **Annexure H**

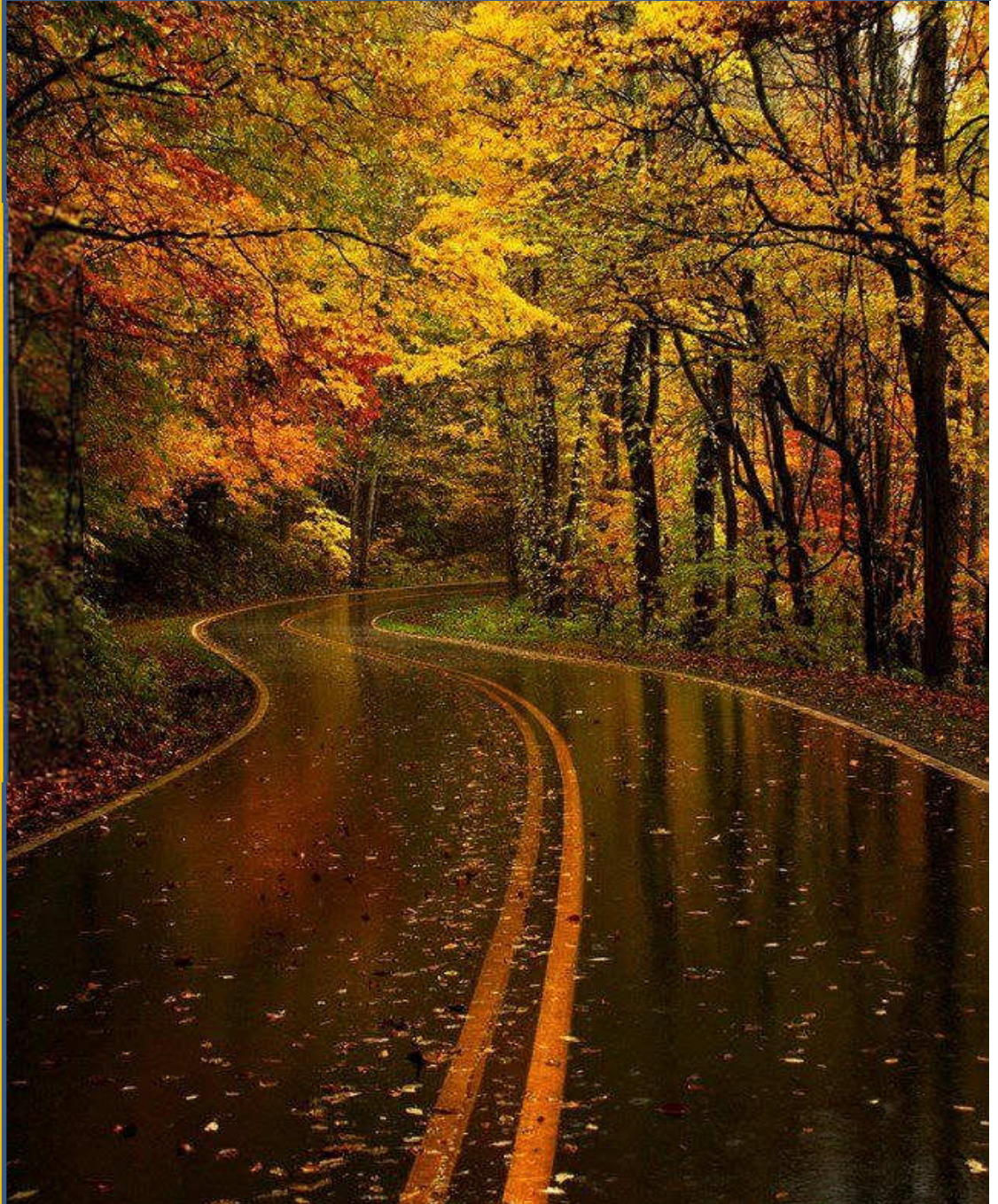
## ENVIRONMENTAL MANAGEMENT PLAN



# AMENDED DRAFT ENVIRONMENTAL MANAGEMENT PLAN FOR THE K105 FROM NELLMAPIUS DRIVE TO K220

NOVEMBER 2015

GAUT: 002/10-11/E0208



**BOKAMOSO**  
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ENVIRONMENTAL CONSULTANTS CC  
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## 1 Project Outline

### 1.1 Background

**Bokamoso Landscape Architects and Environmental Consultants** were appointed by **Gauteng Department of Roads and Transport** as **independent consultants** to prepare the applicable environmental reports and GDARD accepted the application that was submitted on 30 March 2011. The Reference Number issued by GDARD for the project is **Gaut: 002/10-11/E0208**.

### 1.2 Project description

The application is made for authorization of the section of the south-north stretching alignment of **Road K105 between the proposed K220 and Nellmapius Drive (M31)**. This section of the alignment, which is approximately **6km** in extent, commences in the area of jurisdiction of the **Ekurhuleni Local Authority** (from the proposed east-west stretching K220) and eventually ends at Nellmapius Drive (the M31), which falls within the area of jurisdiction of the City of Tshwane Metropolitan Municipality. **(Refer to Figure 1: Locality Map and Figure 2: Aerial Map).**

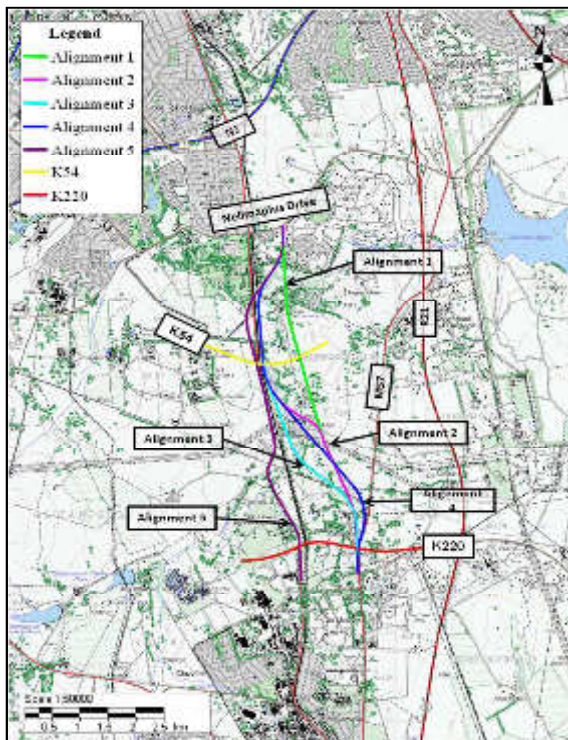


Figure 1 – Locality

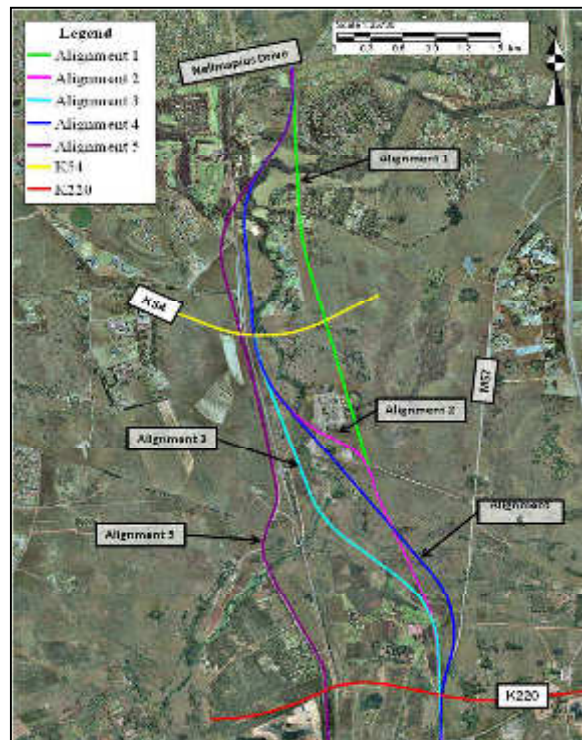


Figure 2 – Aerial Map

**Timeframe for construction:**

The expected timeframe for construction is approximately 18 months.

**The EMP will be a binding document for purposes of compliance.**

### 1.3 Receiving Environment

**Geology:**

The route transects the following geological formations: The Halfway House Granite, the Black-Reef Formation, dolomite from the Malmani Subgroup i.e. Monté Christo, Lyttelton and Eccles Formations. Various Pilanesberg age syenite intrusions are also present, especially in the Black Reef Formation and the lower part of the dolomite Monté Christo Formation. The soil cover on the chert poor dolomite Lyttelton Formations is expected to be thin.

**Hydrology:**

The study area is located in a natural depression which predominantly drains towards the Olifantspruit and eventually the Sesmyspruit system which traverses and congregate with the Olifantspruit at the most northern extent of the site.

**Fauna and flora:**

Galago Environmental identified five study units that are crossed by the involved section of the proposed road and alternative alignments:

- Mixed alien and indigenous vegetation;
- Riparian vegetation;
- Natural mixed grassland on shallow dolomite;
- Chert outcrop vegetation;
- Natural mixed grassland.

The Natural mixed grassland, the Mixed grassland on shallow dolomite, the Chert outcrop vegetation and the Riparian vegetation are deemed sensitive and construction activities within these areas should be kept strictly within the road reserve. It was determined through the biodiversity studies that the proposed **Alignment 1** runs through a very sensitive area with red listed plant species and habitat for the red listed *Ichneustoma stobbiai*, a very scarce beetle species. A section of the proposed **Alignment 2** route also joins with **Alignment 4** and goes through this sensitive plant and invertebrate habitat. It is therefore recommended that all efforts be made to rather implement and build the proposed **Alignment 5** route which follows existing roads and road verges, therefore not disturbing sensitive fauna and flora species.

**Cultural /Historical:**

- No obvious features, sites or artefacts of cultural significance that could be impacted on by the proposed development were identified.



**Visual:**

- Due to the topography the entire road will be visible from the various view sheds that surround the study area (i.e. Cornwall Hill, Twin Rivers, Southdowns, Salberg and proposed Rietvlei X 12, 13 & 14, Rietvlei X 10, 11 & 15 and Strawberry farm developments).

**Noise:**

- The involved section of the K105 could have a noise impact on existing residential developments (i.e. Cornwall Hill) and future developments (i.e. Rietvlei X 12, 13 & 14, Rietvlei X 10, 11 & 15 and Strawberry farm) in the area.

**Dust:**

- Dust could impact the surrounding residences if the construction will be done during the dry and windy months. It is proposed that regular damping down of the study area must be done if constructed during dry and windy months.

## **2 EMP Objectives and context**

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### **Objectives**

The objectives of this plan are to:

- Identify the possible environmental impacts of the proposed activity;
- Develop measures to minimise, mitigate and manage these impacts;
- Meet the requirements of the Record of Decision of GDARD and other of other Authorities; and
- Monitor the project.

### **EMP context**

This EMP fits into the overall planning process of the project by carrying out the conditions of consent set out by the GDARD. In addition, all mitigation measures recommended in the EIA report are included in the EMP.

This EMP addresses the following three phases of the development:

- Pre-construction planning phase;
- Construction phase; and
- Operational phase.

## **3 Monitoring**

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In order for the EMP to be successfully implemented all the role players involved must have a clear understanding of their roles and responsibilities in the project.

These role players may include the Authorities (A), other Authorities (OA), Developer/proponent (D), Environmental Control Officer (ECO), Project Manager (PM), Contractors (C), Environmental Assessment Practitioner (EAP) and Environmental Site

Officer (ESO). Landowners interested and affected parties and the relevant environmental and project specialist's area also important role players.

### **3.1 Roles and responsibilities**

#### **Developer (D)**

The developer is ultimately accountable for ensuring compliance with the EMP and conditions contained in the RoD. The developer must appoint an independent Environmental Control Officer (ECO), for the duration of the pre-construction and construction phases, to ensure compliance with the requirements of this EMP. The developer must ensure that the ECO is integrated as part of the project team.

#### **Project Manager (PM)**

The project Manager is responsible for the coordination of various activities and ensures compliance with this EMP through delegation of the EMP to the contractors and monitoring of performance as per the Environmental Control Officer's monthly reports.

#### **Environmental Control Officer (ECO)**

An independent Environmental Control Officer (ECO) shall be appointed, for the duration of the pre-construction and construction phase of the services and bulk infrastructure, by the developer to ensure compliance with the requirements of this EMP.

#### **Contact details of appointed ECO**

**ECO details will be available as soon as developer appointed a company.**

- The Environmental Control Officer shall ensure that the contractor is aware of all the specifications pertaining to the project.
- Any damage to the environment must be repaired as soon as possible after consultation between the Environmental Control Officer, Consulting Engineer and Contractor.
- The Environmental Control Officer shall ensure that the developer staff and/or contractor are adhering to all stipulations of the EMP.
- The Environmental Control Officer shall be responsible for monitoring the EMP throughout the project by means of site visits and meetings. This should be documented as part of the site meeting minutes.
- The Environmental Control Officer shall be responsible for the environmental training program.
- The Environmental Control Officer shall ensure that all clean up and rehabilitation or any remedial action required, are completed prior to transfer of properties.
- A post construction environmental audit is to be conducted to ensure that all conditions in the EMP have been adhered to.

**Contractor (C):**

The contractors shall be responsible for ensuring that all activities on site are undertaken in accordance with the environmental provisions detailed in this document and that sub-contractor and laborers are duly informed of their roles and responsibilities in this regard.

The contractor will be required, where specified to provide Method Statements setting out in detail how the management actions contained in the EMP will be implemented.

The contractors will be responsible for the cost of rehabilitation of any environmental damage that may result from non-compliance with the environmental regulations.

**Environmental Site Officer (ESO):**

The ESO is appointed by the developer as his/her environmental representative to monitor, review and verify compliance with the EMP by the contractor. The ESO is not an independent appointment but must be a member of the contractor's management team. The ESO must ensure that he/she is involved at all phases of the construction (from site clearance to rehabilitation).

**Authority (A):**

The authorities are the relevant environmental department that has issued the Environmental Authorization. The authorities are responsible for ensuring that the monitoring of the EMP and other authorization documentation is carried out by means of reviewing audit reports submitted by the ECO and conducting regular site visits.

**Other Authorities (OA):**

Other authorities are those that may be involved in the approval process of the EMP.

**Environmental Assessment Practitioner (EAP):**

According to section 1 of NEMA the definition of an environmental assessment practitioner is "the individual responsible for the planning, management and coordination of environmental impact assessments, strategic environmental assessments, environmental management plans or any other appropriate environmental instruments through regulations".

### **3.2 Lines of Communication**

The Environmental Control Officer in writing should immediately report any breach of the EMP to the Project Manager. The Project Manager should then be responsible for rectifying the problem on-site after discussion with the contractor. Should this require additional cost, then the developer should be notified immediately before any additional steps are taken.

### **3.3 Reporting Procedures to the Developer**

Any pollution incidents must be reported to the Environmental Control Officer immediately (within 12 hours). The Environmental Control Officer shall report to the Developer on a regular basis (site meetings).

### **3.4 Site Instruction Entries**

The site instruction book entries will be used for the recording of general site instructions as they relate to the works on site. There should be issuing of stop work order for the purposes of immediately halting any activities of the contractor that may pose environmental risk.

### **3.5 ESA/ESO (Environmental Site Officer) Diary Entries**

Each of these books must be available in duplicate, with copies for the Engineer and Environmental Site Officer. These books should be available to the authorities for inspection or on request. All spills are to be recorded in the ESA/Environmental Site Officer's diary.

### **3.6 Methods Statements**

Methods statements from the contractor will be required for specific sensitive actions on request of the authorities or ESA/ESO (Environmental Site Officer). All method statements will form part of the EMP documentation and are subject to all terms and conditions contained within the EMP document. For each instance wherein it is requested that the contractor submit a method statement to the satisfaction of ESA/ESO, the format should clearly indicate the following:

- What – a brief description of the work to be undertaken
- How- a detailed description of the process of work, methods and materials
- Where- a description / sketch map of the locality of work; and
- When- the sequencing of actions with due commencement dates and completion date estimate.

The contractor must submit the method statement before any particular construction activity is due to start. Work may not commence until the method statement has been approved by the ESA/ESO.

### **3.7 Record Keeping**

All records related to the implementation of this management plan (e.g. site instruction book, ESA/ESO diary, methods statements etc.) must be kept together in an office where it is safe and can be retrieved easily. These records should be kept for two years at any time be available for scrutiny by any relevant authorities.

### 3.8 Acts

#### 1. The National Water Act, 1998 (Act No: 36 of 1998)

The purpose of this Act is to ensure that the nation's water resources are protected, used, developed, conserved, managed and controlled in ways that take into account, amongst other factors, the following:

- Meeting the basic human needs of present and future generations;
- Promoting equitable access to water;
- Promoting the efficient, sustainable and beneficial use of water in the public interest;
- Reducing and preventing pollution and degradation of water resources;
- Facilitating social and economic development; and
- Providing for the growing demand for water use.

#### Impact on proposed Development:

**Not Significant –** No water licences will be necessary for the proposed road in terms of the Section 21 of the National Water Act. The study area is affected by a perennial and non-perennial rivers and therefore by 1:50 and 1:100 year flood lines. In terms of the Section 21 of the National Water Act the 1:100 year floodline must be indicated on layout maps.

#### 2. National Environmental Management: Air Quality Act (Act No. 39 of 2004)

This act replaced the Atmospheric Pollution Prevention Act (Act No. 45 of 1965), however Part 2 of this act is still applicable. Part 2 of the act deals with the control of noxious or offensive gases. The proposed development will not release any of the listed gases into the atmosphere and this act is therefore not applicable to the proposed development.

The purpose of the Act is "To reform the law regulating air quality in order to protect the environment by providing reasonable measures for the prevention of pollution and ecological degradation and for securing ecologically sustainable development while promoting justifiable economic and social development; to provide for national norms and standards regulating air quality monitoring, management and control by all spheres of government; for specific air quality measures; and for matters incidental thereto."

The purpose of the Act is "To provide for the prevention of the pollution of the atmosphere, for the establishment of a National Air Pollution Advisory Committee, and for matters incidental thereto".

The Atmospheric Pollution Prevention Act was traditionally administered by the Department of Health until 1995, when it was transferred to the jurisdiction of the Department of Environmental Affairs and Tourism. The Act controls four forms of air pollution:

- Part II                    Noxious or Offensive gases
- Part III                   Atmospheric Pollution by Smoke
- Part IV                   Dust Control
- Part V                    Air Pollution by Fumes Emitted by Vehicles

**Impact on proposed Development:**

**Significant** – During the construction phase dust pollution can become a significant factor, especially to the surrounding developments and landowners. Dust control would be adequately minimized during this phase by way of water spraying and possible dust-nets, when required.

The additional vehicles generated by the proposed development will have an insignificant impact on the air pollution due to emissions gasses created by any additional vehicles or traffic of the proposed development.

**3. National Environmental Management Act (Act 107 of 1998)**

The NEMA is primarily an enabling Act in that it provides for the development of environmental implementation plans and environmental management plans. The principles listed in the act serve as a general framework within which environmental management and implementation plans must be formulated.

The principles in essence state that environmental management must place people and their needs at the forefront of its concern and that development must be socially, environmentally and economically sustainable.

**Impact on proposed road:**

**Significant** – The proposed K105 road south is listed under the activities as regulated under NEMA.

**4. The Municipal Systems Act (Act 32 of 2000)**

This Act was introduced to provide for the core principles, mechanisms and processes that are necessary to enable municipalities to move progressively towards the social and economic upliftment of local communities, and ensure universal access to essential services that are affordable to all.

The proposed development will support the local authority in complying with the principles of the Municipal Systems Act, by assisting in providing the community with essential services, such as water and sewage infrastructure.

**Impact on proposed Development:**

**Not Significant** – The proposed K105 road south will not contribute to the Municipal system.

**5. The Draft Red Data Species Policy**

This policy is provided for the protection, conservation and maintenance of Red Data species within the Gauteng Province.

**Impact on proposed Development:**

**Not significant** – No red listed species were identified on site.

**6. National Veld and Forest Fire Act, 1998 (Act No. 101, 1998)**

The purpose of this Act is to prevent and combat veld, forest and mountain fires throughout the Republic. Furthermore the Act provides for a variety of institutions, methods and practices for achieving the prevention of fires.

**Impact on proposed Development:**

**Significant** – Fires of construction workers may only be lit in the designated site camp as indicated in assistance with the ECO. It is important that a site development camp be located on a part of the application site that is already disturbed.

**7. National Heritage Resources Act, 1999 (Act No. 25 of 1999)**

The National Heritage Resources Act legislates the necessity and heritage impact assessment in areas earmarked for development, which exceed 0.5ha. The Act makes provision for the potential destruction to existing sites, pending the archaeologist's recommendations through permitting procedures. Permits are administered by the South African Heritage Resources Agency (SAHRA).

**Impact on proposed Development:**

**Not significant** – No features of Heritage importance are present on site.

**8. Conservation of Agricultural Resources Act (Act No. 43 of 1983)**

This Act provides for control over the utilization of the natural agricultural resources of the Republic in order to promote the conservation of the soil, the water sources and the vegetation and the combating of weeds and invader plants; and for matters connected therewith.

**Impact on proposed Development:**

**Not significant** – The study area is not located within an Agricultural Hub, an area identified for agricultural use by GDARD according to the **Draft Policy on the Protection of Agricultural Land (2006)**.

**9. Water Services Act, 1997 (Act No. 108 of 1997)**

This Act provides for the minimum standards and measures of which the following Water Services should adhere to:

- o Basic sanitation



- Basic water supply
- Interruption in provision of water services
- Quality of potable water
- Control of objectionable substances
- Disposal of grey water
- Use of effluent
- Quantity and quality of industrial effluent discharged into a sewerage system
- Water services audit as a component in the Water Services Development Plan
- Water and effluent balance analysis and determination of water losses
- Repair of leaks
- Consumer installations other than meters
- Pressure in reticulation system

**Impact on proposed Development:**

**Not Significant** – The proposed K105 road does not apply to the water service act

**10. National Environmental Management Act: Biodiversity Act (Act No. 10 of 2004)**

The purpose of the Biodiversity Act is to provide for the management of South Africa's biodiversity within the Framework of the NEMA and the protection of species and ecosystems that warrant National protection. As part of the implementation strategy, the National Spatial Biodiversity Assessment was developed.

**Impact on proposed Development:**

**Not significant** – No red listed species were identified.

**11. National Spatial Biodiversity assessment**

The National Spatial Biodiversity Assessment (NSBA) classifies areas as worthy of protection based on its biophysical characteristics, which are ranked according to priority levels.

**Impact on proposed Development:**

**Significant** – The Natural mixed grassland on shallow dolomite, the Natural mixed grassland and the Chert ridge vegetation were deemed sensitive.

**12. Protected Species – Provincial Ordinances**

Provincial ordinances were developed to protect particular plant species within specific provinces. The protection of these species is enforced through permitting requirements associated with provincial lists of protected species. Permits are administered by the Provincial Departments of Environmental Affairs.

**Impact on proposed Development:**

**Not significant** – No red listed plant species were identified.

### **13. National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003)**

The purpose of this Act is to provide for the protection, conservation and management of ecologically viable areas representative of South Africa's biological biodiversity and its natural landscapes.

#### **Impact on proposed Development:**

**Not Significant** – No area was identified as a system which needs protection, conservation and management.

### **14. Gauteng Transport Infrastructure Act, 2001**

To consolidate the laws relating to roads and other transport infrastructure in Gauteng; and to provide for the planning, design, development, construction, financing, management, control, maintenance, protection and rehabilitation of provincial roads, railway lines and other transport infrastructure in Gauteng.

#### **Impact on proposed Development:**

**Significant** – The proposed K105 road will serve the community.

### **15. National Road Traffic Act, 1996 (Act No. 93 of 1996)**

This Act provides for all road traffic matters which shall apply uniformly throughout the Republic and for matters connected therewith.

#### **Impact on proposed Development:**

**Significant** – The proposed K105 road will serve the community and applies directly to the National Road Traffic Act.

### **16. Environmental Conservation Act: Noise Regulations, 1989 (Act no.73 of 1989)**

The purpose of this Act is to provide measures and management relating Noise levels. This Act enables Noise levels to be acceptable to standards within a specific area and community.

#### **Impact on proposed Development:**

**Significant** – The proposed development may include some noisy activities with the construction of the proposed interchange and also during the operational phase.

## 4 Project activities

### 4.1 Pre-Construction Phase

<i><b>TYPE</b></i>	<i><b>Environmental risk or issue</b></i>	<i><b>Objective or requirement</b></i>	<i><b>Mitigation measure</b></i>	<i><b>Performance indicator</b></i>	<i><b>Responsibility</b></i>	<i><b>Frequency of Action</b></i>	<i><b>Applicable Act no.</b></i>
<b>General</b>	<b>Project contract</b>	To make the EMP enforceable under the general conditions of the contract.	The EMP document must be included as part of the tender documentation for all contractor appointments	The EMP is included as part of the tender documentation	Developer	-	3
<b>Design and planning</b>	<b>Stability of structures and restriction of land use due to geology</b>	To ensure stability of structures	1) The proposed K105 from Nellmapius to K220 must be designed to the standards of Gautrans, and must also apply the specifications set out by the NHBRC for dolomitic soils.	The land uses and layout corresponds to the recommended stability zonation and development types.	Individual Developer Engineer	-	
	<b>Storm water design</b>	To prevent and restrict erosion, siltation and groundwater pollution	1) A detailed storm water management plan must be approved by the Local Authority prior to commencement of construction activities. Such approval must be submitted to DWA together with a copy of the original stormwater management plans. Must be implemented according to guidelines provided by the relevant Local Authority Departments. 2) The storm water design for the proposed development must be designed to: Reduce and/ or prevent siltation, erosion and water pollution. 3) Storm water runoff should not be concentrated as far as possible and sheet flow should be implemented. 5) Energy dissipaters must be installed on the study area to break the speed of the	Compilation and approval of storm water management plan	Engineer Individual Developer	-	9

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
			water. 6) Surface storm water generated as a result of the development must not be channeled directly into any natural drainage system or wetland. 7) The storm water management plan should be designed in a way that aims to ensure that post development runoff does not exceed predevelopment values in: - Peak discharge for any given storm; - Total volume of runoff for any given storm; - Frequency of runoff; and - Pollutant and debris concentrations reaching water courses.				
	<b>Light pollution</b>	To minimise light pollution	The generation of light by night events, security lighting and other lighting shall be effectively designed so as not to spill unnecessary outwards into the oncoming traffic on the passing Nellmapius and the K220.	Lighting effectively designed.	Architect	-	
<b>Climate</b>	<b>Extreme change in micro climate temperatures</b>	To prevent the extreme change in micro climate temperatures	The proposed road will create a warm micro climate on the application site and can be mitigated though the planning of trees next to the road by the City of Tshwane once construction has been completed.	Landscape Development Plan complies	Landscape Architect	-	
<b>Geology and Soils</b>	<b>Unsuitable Geotechnical conditions</b>	To prevent unsuitable Geotechnical conditions	The special precautionary measures, as indicated within the Geotechnical Report must be adhered to at all times. 1) A storm water management plan must be implemented on the study area to prevent the erosion of soil. 2) A pro-active maintenance strategy for water bearing services and other infrastructure should be implemented.	Precautionary measures implemented	Geotechnical engineer Dolomite Risk Manager	-	9
	<b>Loss of sensitive</b>	To ensure some of	Care must be taken to ensure that	Medicinal plants	Qualified		

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
	<b>vegetation</b>	the existing natural grassland areas on the study area.	construction activities remain within the boundary of the planned road reserve.	rescued prior to construction	specialist		
<b>Preparing Site Access</b>	<b>Environmental integrity</b>	To avoid erosion and disturbance to indigenous vegetation	Designated routes shall be determined for the construction vehicles and designated areas for storage of equipment. Clearly mark the site access point and routes on site to be used by construction vehicles and pedestrians. Provide an access map to all contractors whom in turn must provide copies to the construction workers. Instruct all drivers to use access point and determined route.	Access to site is erosion free.  Minimum disturbance to surrounding vegetation.  Vehicles make use of established access routes.	Contractor	Continuous	
	<b>Waste storage</b>	To control the temporary storage of waste.	Temporary waste storage points on site shall be determined. These storage points shall be accessible by waste removal trucks and these points should not be located in sensitive areas /areas highly visible from the properties of the surrounding land-owners/tenants/in areas where the wind direction will carry bad odours across the properties of adjacent tenants or landowners.		Contractor ESO	-	
		Ensure waste storage area does not generate pollution	Build a bund around waste storage area to stop overflow into storm water and the drainage channel on the application site.		Contractor	-	

## 4.2 Construction Phase

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
<b>Contractor's Camp</b>	<b>Loss of Vegetation and topsoil</b>	To minimize damage to and loss of vegetation and retain quality of topsoil	Site to be established under supervision of ECO/ESO.	Minimal vegetation removed/ damaged during site activities.	Contractor	Before any construction activity commences and as and when required	5, 10, 11, 13
	<b>Surface and ground water pollution</b>	To minimize pollution of surface and Groundwater resources.	1) Sufficient and temporary facilities including ablution facilities must be provided for construction workers operating on the site. 2) A minimum of one chemical toilet shall be provided per 10 construction workers. The contractor shall keep the toilets in a clean, neat and hygienic condition. Toilets provided by the contractor must be easily accessible and a maximum of 50m from the works area to ensure they are utilized. The contractor (who must use reputable toilet-servicing company) shall be responsible for the cleaning, maintenance and servicing of the toilets. The contractor (using reputable toilet-servicing company) shall ensure that all toilets are cleaned and emptied before the builders' or other public holidays. 3) No person is allowed to use any other area than chemical toilets. 4) No French drain systems may be installed. 5) No chemical or waste water must be allowed to contaminate the run-off on site. This could possibly contaminate the drainage channel.	Effluents managed Effectively.  No pollution of water resources from site.  Workforce use toilets provided.	Contractor ESO	As and when required	

TYPE	Environmental risk or issue	Objective or requirement	Mitigation measure	Performance indicator	Responsibility	Frequency of Action	Applicable Act no.
			6) The chemical toilets may not be placed in close proximity of the adjacent dwellings to prevent odors from causing uncomfortable situations. 7) Avoid the clearing of the site camp (of specific phase) or paved surfaces with soap.				
		To minimize pollution of surface and Groundwater resources due to spilling of materials.	1) Drip trays and/ or lined earth bunds must be provided under vehicles and equipment, to contain spills of hazardous materials such as fuel, oil and cement. 2) Repair and storage of vehicles only within the demarcated site area. 3) Spill kits must be available on site. 4) Oils and chemicals must be confined to specific secured areas within the site camp. These areas must be banded with adequate containment (at least 1.5 times the volume of the fuel) for potential spills or leaks. 5) All spilled hazardous substances must be contained in impermeable containers for removal to a licensed hazardous waste site. 6) No leaking vehicle shall be allowed on site. The mechanic/ the mechanic of the appointed contractor must supply the environmental officer with a letter of confirmation that the vehicles and equipment are leak proof. 7) No bins containing organic solvents such as paints and thinners shall be cleaned on site, unless containers for liquid waste disposal are placed for this purpose on site. <b>8) If any pollution incident is experienced, DWA must be notified immediately.</b>	No pollution of the environment	Contractor ESO	Daily	
		To minimize pollution of surface and	The mixing of concrete shall only be done at specifically selected sites, as close as possible to the entrance, on mortar boards	No evidence of contaminated soil on the	Contractor ESO	Daily	



<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
		groundwater resources by cement	or similar structures to prevent run-off into drainage line, streams and natural vegetation.	construction site.			
		To minimize pollution of surface and Groundwater resources due to effluent.	No effluent (including effluent from any storage areas) may be discharged into any water surface or ground water resource, especially the drainage channel on site.	No evidence of contaminated water resources.	Contractor ESO	Daily	
	<b>Pollution of the environment</b>	To prevent unhygienic usage on the site and pollution of the natural assets.	1) Weather proof waste bins must be provided and emptied regularly. 2) The contractor shall provide laborers to clean up the contractor's camp and construction site on a daily basis. 3) Temporary waste storage points on the site should be determined. THESE AREAS SHALL BE PREDETERMINED AND LOCATED IN AREAS THAT IS ALREADY DISTURBED AND NOT WITHIN CLOSE PROXIMITY OF DRAINAGE LINES. These storage points should be accessible by waste removal trucks and these points should be located in already disturbed areas /areas not highly visible from the properties of the surrounding land-owners/ in areas where the wind direction will not carry bad odours across the properties of adjacent landowners. This site should comply with the following: <ul style="list-style-type: none"> <li>• Skips for the containment and disposal of waste that could cause soil and water pollution, i.e. paint, lubricants, etc.;</li> <li>• Small lightweight waste items should be contained in skips with lids to prevent wind littering;</li> <li>• Bunded areas for containment and holding of dry building waste.</li> </ul>	No waste bins overflowing  No litter or building waste lying in or around the site	Contractor ESO	Daily Weekly	5,13

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
			4) No solid waste may be disposed of on the site. 5) No waste materials shall at any stage be disposed of in the open veld of adjacent properties or within the drainage lines (No-Go areas). 6) The storage of solid waste on the site, until such time as it may be disposed of, must be in a manner acceptable to the local authority and DWA. 7) Cover any wastes that are likely to wash away or contaminate storm water.				
		<b>Recycle material where possible and correctly dispose of unusable wastes</b>	1) Waste shall be separated into recyclable and non-recyclable waste, and shall be separated as follows: <ul style="list-style-type: none"> <li>• General waste: including (but not limited to) construction rubble,</li> <li>• Reusable construction material.</li> </ul> 2) Recyclable waste shall preferably be deposited in separate bins. 3) All solid waste including excess spoil (soil, rock, rubble etc) must be removed to a permitted waste disposal site on a weekly basis. 4) No bins containing organic solvents such as paints and thinners shall be cleaned on site, unless containers for liquid waste disposal are placed for this purpose on site. 5) Keep records of waste reuse, recycling and disposal for future reference. Provide information to ESO.	Sufficient containers available on site  No visible signs of pollution	Contractor ESO	Daily Weekly	
	<b>Increased fire risk to site and surrounding areas</b>	<b>To decrease fire risk.</b>	1) Fires shall only be permitted on the application site. 2) No food vendors shall be allowed. 3) Fire extinguishers to be provided in all vehicles and fire beaters must be available on site.	No open fires on site that have been left unattended	Contractor	Monitor daily	6

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
			4) Emergency numbers/ contact details must be available on site, where applicable.				
<b>Construction site</b>	<b>Geology and soils</b>	To prevent the damaging of the existing soils and geology.	1) The top layer of all areas to be excavated for the purposes of construction shall be stripped and stockpiled in areas where this material will not be damaged, removed or compacted. 2) All surfaces that are susceptible to erosion, shall be protected either by cladding with biodegradable material or with the top layer of soil being seeded with grass seed/planted with a suitable groundcover.	Excavated materials correctly stockpiled  No signs of erosion	Contractor	Monitor daily	
		To prevent the loss of topsoil  To prevent siltation & water pollution.	1) Stockpiling will only be done in designated places where it will not interfere with the natural drainage paths of the environment. 2) In order to minimize erosion and siltation and disturbance to existing vegetation, it is recommended that stockpiling be done/ equipment is stored in already disturbed/exposed areas. 3) Cover stockpiles and surround downhill sides with a sediment fence to stop materials washing away. 4) Remove vegetation only in areas designated during the planning stage and for the purpose of construction. 5) Rehabilitation/ landscaping to be done immediately after the involved works are completed (will prevent erosion of the topsoil layer on site). 6) All compacted areas should be ripped prior to them being rehabilitated/landscaped by the contractor. 7) The top layer of all areas to be excavated must be stripped and stockpiled in areas where this material will not be damaged,	Excavated materials correctly stockpiled  No visible signs of erosion and sedimentation  Minimal invasive weed growth  Vegetation only removed in designated areas	Contractor of Developer	Monitor daily	4,9

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
			<p>removed or compacted. This stockpiled material should be used for the rehabilitation of the site and for landscaping purposes.</p> <p>8) Strip topsoil at start of works and store in stockpiles no more than 1, 5 m high in designated materials storage area.</p> <p>9) During the laying of any cables, pipelines or infrastructure (on or adjacent to the site) topsoil shall be kept aside to cover the disturbed areas immediately after such activities are completed. Rehabilitation of these areas shall be done directly after infill of the trenches. No rocks shall be placed on the topsoil after re-filling.</p>				
	<b>Erosion and siltation</b>	To prevent erosion and siltation	<p>1) It is recommended that the construction of the development be done in phases.</p> <p>2) Each phase should be rehabilitated immediately after the construction for that phase has been completed. The rehabilitated areas should be maintained by the appointed rehabilitation contractor until a vegetative coverage of at least 80% has been achieved.</p> <p>3) Mark out the areas to be excavated.</p> <p>4) Large exposed areas during the construction phases should be limited. Where possible areas earmarked for construction during later phases should remain covered with vegetation coverage until the actual construction phase. This will prevent unnecessary erosion and siltation in these areas.</p> <p>5) Unnecessary clearing of flora resulting in exposed soil prone to erosive conditions should be avoided.</p> <p>6) All embankments must be adequately compacted and planted with grass to stop</p>	<p>No erosion scars</p> <p>No loss of topsoil</p> <p>All damaged areas successfully rehabilitated</p>	Contractor ESO	Monitor daily	

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
			any excessive soils erosion and scouring of the landscape if required. 7) The eradication of alien vegetation should be followed up as soon as possible by replacement with indigenous vegetation to ensure quick and sufficient coverage of exposed areas. 8) Storm water outlets shall be correctly designed to prevent any possible soil erosion. 9) All surface run-offs shall be managed in such a way so as to ensure erosion of soil does not occur. 10) Implementation of temporary storm water management measures that will help to reduce the speed of surface water by the individual erf owner / developer. 11) All surfaces that are susceptible to erosion shall be covered with a suitable vegetative cover as soon as construction is completed by the individual erf owner / developer.				
	<b>Stability of structures due to geology</b>	To ensure stability of structures.	Preventative foundation designs shall be done Detailed foundation inspections should be carried out at the time of construction to identify any variances and adjust foundation designs accordingly if need be. The foundation recommendations and geotechnical measures from the geotechnical engineers must be adhered to.		Engineers / Contractor / Individual Developer	When required	
			The normal drainage precautionary measures and special installation measures for underground wet services, applicable to dolomitic terrain and in compliance with the Tshwane Metropolitan Municipality requirements, should be adhered to.	Drainage precautions implemented	Engineers Contractors		

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
	<b>Hydrology</b>	Groundwater management	1) Ongoing monitoring of groundwater levels on and in the immediate vicinity of the site is recommended.	No deviation from baseline data during regular sampling	Engineer	Monthly	
		To minimise pollution of soil, surface and groundwater	1) Increased run-off during construction must be managed using berms and other suitable structures as required to ensure flow velocities are reduced. 2) The contractor shall ensure that excessive quantities of sand, silt and silted water do not enter the storm water system.	No visible signs of erosion.  No visible signs of pollution	Contractor	Monitor daily	
	<b>Fauna and flora</b>	To protect the existing fauna and flora.	1) The proposed interchange will eradicate exotic invaders. Indigenous plant species will be preserved where possible if not the species must be relocated prior to the commencing of construction.	Shall be determined by Fauna and Flora specialist.	Fauna and Flora specialist ESO?	Prior to construction.	10,11,13
		To protect the existing fauna and flora.	1) Trees that are intended to be retained shall be clearly marked on site. 2) Snaring and hunting of fauna by construction workers on or adjacent to the study area are strictly prohibited and offenders shall be prosecuted. 3) Should hedgehogs be encountered during the development, these should be relocated to natural grassland areas in the vicinity; 4) Wood harvesting of any trees or shrubs on the study area or adjacent areas shall not be allowed, especially within the Non-perennial drainage line. OFFENDERS WILL BE PROSECUTED AND A FINE WILL BE ISSUED IN ACCORDANCE WITH THE GDARD. 5) Where possible, work should be restricted to one area at a time. 6) Noise should be kept to a minimum and the development should be done in phases	No measurable signs of habitat destruction	Contractor ESO	As and when required	5,10,11,13, 16

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
			to allow faunal species to temporarily migrate into the conservation areas in the vicinity. 7) The contractor must ensure that no fauna species are disturbed, trapped, hunted or killed during the construction phase. Conservation-orientated clauses should be built into contracts for construction personnel, complete with penalty clauses for non-compliance;				
<b>Social</b>	<b>Noise impact</b>	To maintain noise levels below "disturbing" as defined in the national Noise Regulations.	1) Site workers must comply with the Provincial noise requirements as outlined. 2) Noise activities shall only take place during working hours	No complaints from surrounding residents and I & AP	Contractor	Monitored daily	16
	<b>Dust impact</b>	Minimise dust from the site	1) Dust pollution could occur during the construction works, especially during the dry months. Regular and effective damping down of working areas (especially during the dry and windy periods) must be carried out to avoid dust pollution that will have a negative impact on the surrounding environment. 2) When necessary, these working areas should be damped down in the mornings and afternoons.	No visible signs of dust pollution  No complaints from surrounding residents and I & AP	Contractor	Monitored daily	2
	<b>Safety and security</b>	To ensure the safety and security of the public.	1) Although regarded as a normal practice, it is important to erect proper signs indicating the operations of heavy vehicles in the vicinity of dangerous crossings and access roads or even in the development site if necessary. 2) With the exception of the appointed security personnel, no other workers, friend or relatives will be allowed to sleep on the construction site (weekends included)	No incidences reported	Contractor ECO	Monitored daily	



<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
			3) Construction vehicles and activities to avoid peak hour traffic times 4) Presence of law enforcement officials at strategic places must be ensured 5) Following actions would assist in management of safety along the road <ul style="list-style-type: none"> <li>▪ Adequate road marking</li> <li>▪ Adequate roadside recovery areas</li> <li>▪ Allowance for pedestrians and cyclists where necessary</li> </ul> Although regarded as a normal practice, it is important to erect proper signs indicating the danger of the excavation in and around the development site. Putting temporary fencing around excavations where possible.				
	<b>Influx of people from other areas</b>	In order to limit the influx of people from other areas	It is recommended that (where possible) only people from the local communities in and around the application site are employed.	People from local community employed.	Contractor	When required	
	<b>Cultural Resources</b>		Although no features of Cultural or Historical significance is located on site or in the direct vicinity, it is recommended that if any graves or archaeological sites are exposed during construction work it should immediately be reported to a museum. The report from the archaeologist must be provided to the local authorities if any graves are recovered.	No destruction of or damage to archaeological sites	Contractor ECO	Monitor daily	7
	<b>Visual impact</b>	In order to minimise the visual impact	1) The disturbed areas shall be rehabilitated immediately after the involved construction works are completed. 2) Shade cloth must be used to conceal and minimise the visual impact of the site camps and storage areas	Visual impacts minimized	Contractor ESO	Monitor daily	
	<b>Vegetation</b>	Landscaping	1) When planting trees, care should be taken to avoid the incorrect positioning of trees and other plants, to prevent the roots of trees planted in close proximity to the line	Landscaping done according to landscape development	Landscape architect Contractor	When required	

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
			of water-bearing services from causing leaking in, or malfunctioning of the services. 2) The proposed planting materials for the areas to be landscaped should preferably be endemic and indigenous. 3) All new trees and shrubs to be planted on the study area shall be inspected for pests and diseases prior to them being planted. 4) The inspection shall be carried out by the maintenance contractor at the property of the supplier and not on the study area. 5) All trees to be planted shall be in 20L containers with a height of approximately 1,8 metres and a main stem diameter of approximately 300 mm.	plan			
		Loss of plants	1) Aerate compacted soil and check and correct pH for soils affected by construction activities. 2) Make sure plant material will be matured enough and hardened off ready for planting. Water in plants immediately as planting proceeds. 3) Apply mulch to conserve moisture Plant according to the layout and planting techniques specified by the Landscape Architect in the Landscape Development plans for the site.	Landscaping done according to landscape development plan	Landscape architect Contractor	When required	
		Spread of weeds	Ensure that materials used for mulching and topsoil/ fertilisers are certified weed free. Collect certifications where available. Control weed growth that appears during construction.	Weed growth controlled	Landscape architect Contractor	When required	
		To ensure rehabilitation of the site	1) Compacted soils shall be ripped at least 200mm. 2) All clumps and rocks larger than 30mm diameter shall be removed from the soil to be rehabilitated	Grass have hardened off	Landscape architect Contractor	Once a day Then every 4 days	

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Performance indicator</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
			3) The soil shall be leveled before seeding 4) Hydro-seed the soil with Potch mixture or plant with suitable indigenous ground covering as specified) 5) Watering shall take place at least once per day for the first 14 days until germination of seeds have taken place 6) Thereafter watering should take place at least for 20 minutes every 4 days until grass have hardened off.				

### 4.3 Operational Phase

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
<b>SITE CLEAN UP AND PREPARED FOR USE</b>	<b>Storm water pollution</b>	Do not allow any materials to wash into the storm water system.	Remove erosion and sediment controls only if all bare soil is sealed, covered or re-vegetated. Sweep roadways clean and remove all debris from kerb and gutter areas. Do not wash into drains.	Contractor	-	
		Minimise waste	Decontaminate and collect waste in storage area ready for off-site recycling or disposal Arrange for final collection and removal of excess and waste materials.	Contractor	-	
<b>ESTABLISHING PLANTS</b>	<b>Slow or no re-vegetation to stabilise soil; loss or degradation of habitat</b>	To ensure re-vegetation to stabilize soil	Agreed schedule for regular follow-up watering, weed control, mulch supplements and amenity pruning, if needed. Replace all plant failures within three month period after planting.	Contractor	To be agreed	
<b>DRAINAGE FAILURE</b>	<b>On-site and downstream drainage</b>	Storm water management plan	Inspect all site drainage works and repair any failures. Confer with design engineer and to correct site problems.	Contractor	-	

<b>TYPE</b>	<b>Environmental risk or issue</b>	<b>Objective or requirement</b>	<b>Mitigation measure</b>	<b>Responsibility</b>	<b>Frequency of Action</b>	<b>Applicable Act no.</b>
	<b>pollution or flooding</b>					
<b>SITE AUDIT</b>	<b>Eventual project failure</b>	Successful project establishment	Routinely audit the works and adjust maintenance schedule accordingly.	Contractor	-	
<b>GENERAL</b>			Open fires and smoking during maintenance works are strictly prohibited.	Contractor	-	6
<b>GEOLOGY</b>	<b>Erosion of topsoil</b>	Prevent topsoil erosion	Due to lose topsoil, the soil must be covered by means of re-seeding and vegetation with suitable ground covering.	Engineer / Contractor /	Once off	
			A dolomite risk management plan must be compiled for this township in general and copies must be submitted to the Council for Geoscience and the NHBR. This system must be practical with detailed requirements applicable to the township. This can, however, only be done after the township established has been approved.  Groundwater monitoring must form an integral part of the risk management plan. The local authority in association with the Department of Water Affairs must also ensure that the groundwater level is not drawn down.  The normal drainage precautionary measures and special installation measures for underground wet services, applicable to dolomitic terrain and in compliance with the Tshwane Metropolitan Municipality requirements, should be adhered to.	Dolomite risk management plan compiled	Engineer	
<b>Geology</b>	<b>Erosion of topsoil</b>	Prevent topsoil erosion	Due to lose topsoil, the soil must be covered by means of re-seeding and vegetation with suitable ground covering.	Engineer/ Contractor	Once off	
	<b>Air pollution</b>	To mitigate air pollution	1) The air pollution impact can be mitigated by screening through the planting of trees.	City of Tshwane		2

<b><i>TYPE</i></b>	<b><i>Environmental risk or issue</i></b>	<b><i>Objective or requirement</i></b>	<b><i>Mitigation measure</i></b>	<b><i>Responsibility</i></b>	<b><i>Frequency of Action</i></b>	<b><i>Applicable Act no.</i></b>
			2) Dust pollution could be mitigated by identifying the source and to recommend the regular dumping down during windy periods.			

## **5 Procedures for environmental incidents**

---

### **5.1 Leakages & spills**

- Identify source of problem.
- Stop goods leaking, if safe to do so.
- Contain spilt material, using spills kit or sand.
- Notify Environmental Control Officer
- Remove spilt material and place in sealed container for disposal (if possible).
- Environmental Control Officer to follow Incident Management Plan.

### **5.2 Failure of erosion/sediment control devices**

- Prevent further escape of sediment.
- Contain escaped material using silt fence, hay bales, pipes, etc.
- Notify ECO.
- Repair or replace failed device as appropriate.
- Dig/scrape up escaped material; take care not to damage vegetation.
- Remove escaped material from site.
- ECO to follow Incident Management plan.
- Monitor for effectiveness until re-establishment.

### **5.3 Bank/slope failure**

- Stabilize toe of slope to prevent sediment escape using aggregate bags, silt fence, logs, hay bales, pipes, etc.
- Notify ECO.
- ECO to follow Incident Management plan.
- Divert water upslope from failed fence.
- Protect area from further collapse as appropriate.
- Restore as advised by ECO.
- Monitor for effectiveness until stabilized.

### **5.4 Discovery of rare or endangered species**

- Stop work.
- Notify ECO.
- If a plant is found, mark location of plants.
- If an animal, mark location where sighted.
- ECO to identify or arrange for identification of species and or the relocation of the species if possible.
- If confirmed significant, ECO to liaise with Endangered Wildlife Trust.
- Recommence work when cleared by ECO.

### **5.5 Discovery of archeological or heritage items**

- Stop work.
- Do not further disturb the area.
- Notify ECO.
- ECO to arrange appraisal of specimen.
- If confirmed significant, ECO to liaise with National, Cultural and History Museum.  
P.O. Box 28088  
SUNNYSIDE  
0132  
Contact Mr. J. van Schalkwyk

or  
Mr. Naude

- Recommence work when cleared by ECO.

## **6 EMP review**

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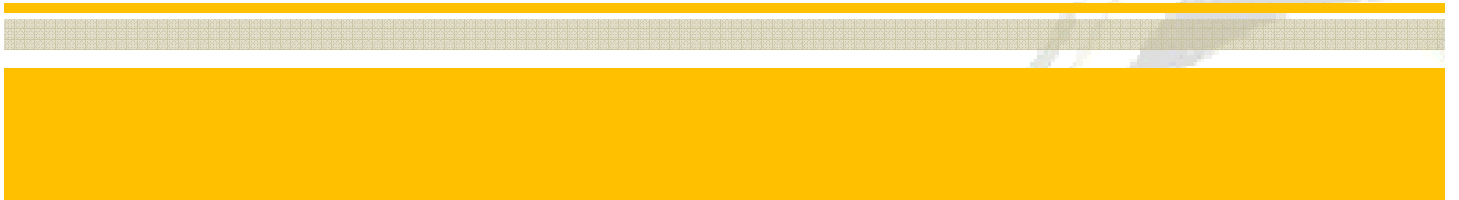
1. The Site supervisor is responsible for ensuring the work crew is complying with procedures, and for informing the work crew of any changes. The site supervisor is responsible for ensuring the work crew is aware of changes that may have been implemented by GDARD before starting any works.
2. If the contractor cannot comply with any of the activities as described above, they should inform the ECO with reasons within 7 working days.





# **Annexure I**

## NOISE IMPACT SURVEY



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Gauteng Department of Roads and Transport	Report G1104-R1
Route K105 Section between Route K220 and Nellmapius Drive Noise Study for Environmental Impact Assessment	
	Report Updated: 05-Jun-2014

### Declaration of independence

I am a single proprietor, independent acoustic consulting engineer. I have no commercial interest in Gauteng Department of Roads and Transport, or in Cornwall Hill Estate.

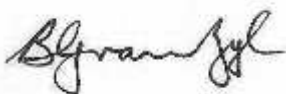
A personal curriculum vitae in support of my qualifications, expertise and experience to undertake studies of this nature, is attached in Appendix B of this report.

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### Executive Summary

This report presents the results of a specialist noise study which was carried out in support of an Environmental Impact Assessment of the proposed Route K105 conducted by Bokamoso. The study finds that the traffic noise for alignments currently considered will have a high impact on a large part of Cornwall Hill. Day-night (24-hour average) ambient noise is expected to be elevated from the present 50 dBA to levels well above the SANS 10103 and internationally accepted norm of 55 dBA for Urban Residential districts. Along sections of the western boundary of Cornwall Hill levels are expected to exceed 60 dBA, which would result in a substantial deterioration of character and living comfort for residents. The extent of the 60 dBA and 55 dBA footprints are approximately 120 m and 250 m, respectively, measured from the paved edges of the road.

Analyses show that in principle, the noise impact of Route K105 may be effectively mitigated by construction of a noise barrier. The feasibility of such a solution, as well as the construction, distance and height specifications can only be determined in consultation with the road design engineer once the horizontal and vertical alignments have been confirmed.



Dr B G van Zyl MSc (Eng) PhD  
Acoustical Engineer

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## Definitions and Acronyms

### Acoustic terminology

Term	Label	Unit	Definition
<b>A-weighting</b>			Frequency-dependent weighting applied to band-filtered or spectral sound levels, corresponding to the frequency characteristics of human hearing
<b>A-weighted level</b>	$L_A$	dBA	A-weighted sound pressure or sound power level
<b>dBA</b>			A-weighted unit of magnitude on a logarithmic scale
<b>Decibel</b>		dB	Unit of sound magnitude on a logarithmic scale defined as $10 \log (\{W\}/W_o)$ $\{W\}$ is proportional to the acoustic power or intensity of the sound or noise $W_o$ is a power or intensity reference
<b>Sound or Noise Level</b>	L, LP	dB	Pressure Level representing the magnitude of the sound or noise on the decibel scale
<b>Sound Power Level</b>	LW	dB	Sound Power Level [dB] defined as $10 \log (W/W_o)$ where W is the sound power [W], $P_o = 10 \text{ pW}$ , the international standard reference of sound power
<b>Sound Pressure Level</b>	LP	dB	Magnitude of sound or noise [dB] defined as $10 \log (P^2/P_o^2)$ where P is the sound pressure [Pa], $P_o = 20 \text{ }\mu\text{Pa}$ , the international standard reference of sound pressure
<b>Equivalent continuous level</b>	$L_{eq,T}$	dB	The average level of a sound or noise determined by integrating and averaging the acoustic energy over a measurement period T The level of a sound with constant amplitude which would have the same average over time T
<b>A-weighted equivalent continuous sound level</b>	$L_{Aeq}$	dBA	Average level of a sound or noise determined by integrating and averaging the A-weighted acoustic energy over a measurement period T

## 1 Introduction

### 1.1 Project Description

Bokamoso is facilitating an application for the Environmental Impact Assessment (EIA) Authorization for a section of Route K105 between the K220 and Nellmapius Drive. The section of the K105 under consideration in the current assessment is approximately 6,5 km in extent as shown in Figure 1-1. This is only a small section of the total Provincial Route, which forms an important link in the Gauteng Road Network system.

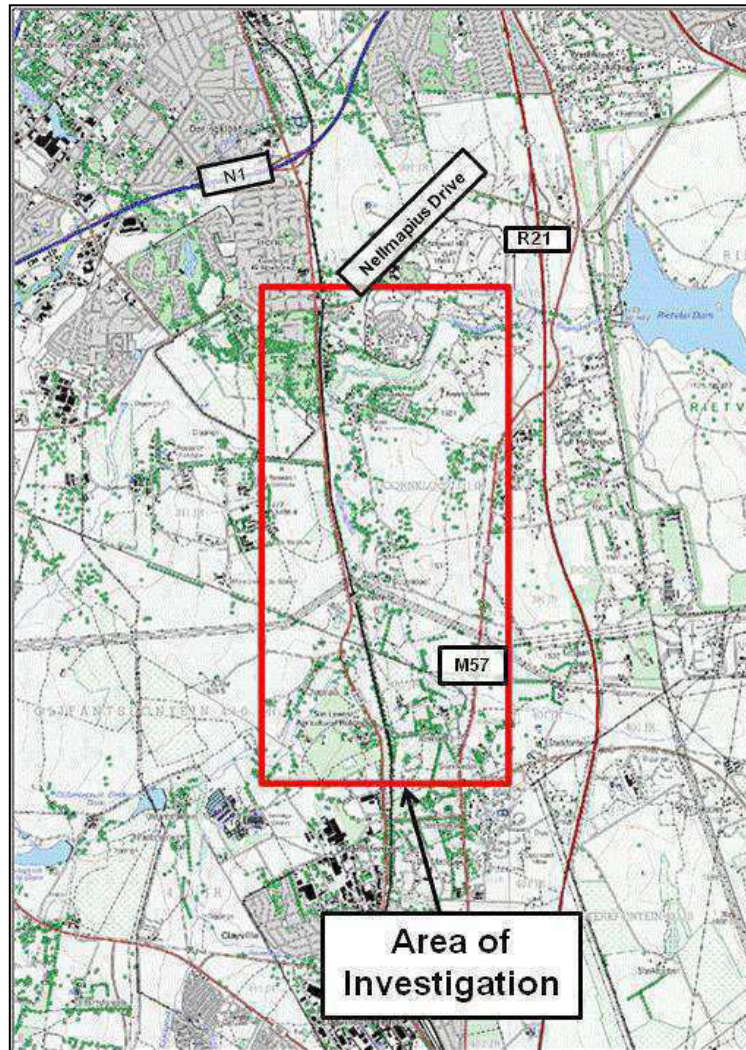


Figure 1-1

Route K105 EIA area of investigation

### 1.2 Noise study

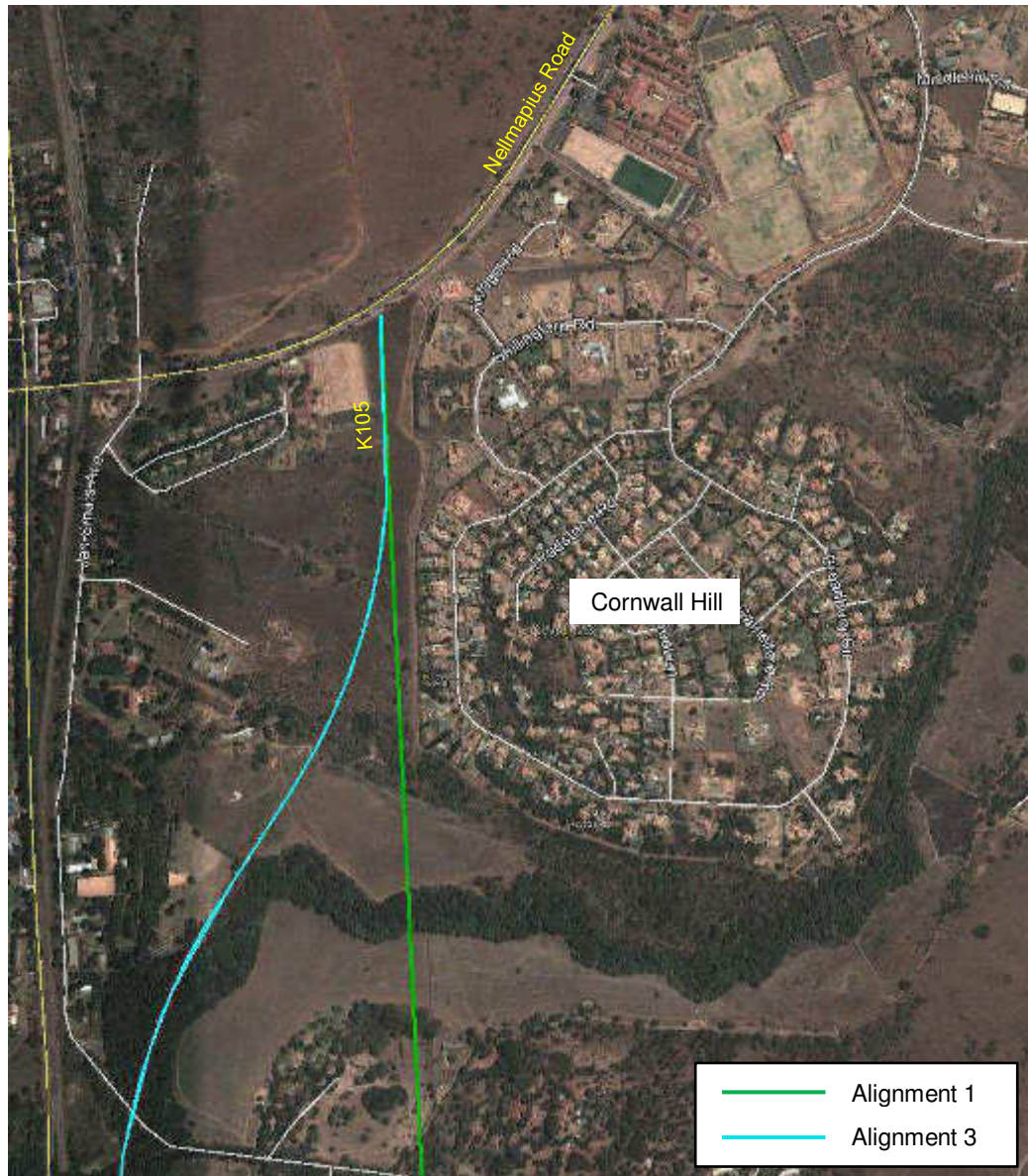
Acusolv was appointed by Bokamoso to undertake a noise study in support of the EIA in which the objective was to assess the noise implications of the above-mentioned section of the road for specified route alternatives.



## 2 Noise Study Overview

### 2.1 Terms of reference

The brief for the noise study was to investigate the noise implications of the proposed K105 road project for two alignment alternatives, with the focus on the potential noise impact on the residents of Cornwall Hill Estate. The noise study area and the two route alternatives (Alignments 1 and 3) considered in the study, are shown on the map in Figure 2-1.



**Figure 2-1**

Route K105 noise study area and route alignment alternatives

## 2.2 Scope of the Noise Study

Focusing on potential impacts on the residents of Cornwall Hill Estate, the noise study involved the following two main tasks:

### **Scoping and baseline study**

Physical scoping assessments were conducted to assess the location of the estate, the topography and the location of the proposed Route K105 alignments. Surveys were also conducted to assess the existing noise climate and to probe and quantify typical outdoor ambient noise levels in the estate.

### **Predictive noise impact study**

A predictive study was carried out in which the noise expected to be generated by future traffic on Route K105 was estimated by noise modelling. This enabled determination of the change in ambient level relative to the “No-Go” option, for each of the two route alignments. The study also considered the necessity and options for mitigation.

This report presents the results of the baseline ambient survey and the findings of the predictive noise study.



### 3 Methodology

The Route K105 noise study was carried out in accordance with SANS 10328 [1], a South African Standard providing guidelines on procedures to conduct noise assessments.

#### 3.1 Methodology - Baseline Study

##### 3.1.1 General precautions and practical considerations

###### Selection of noise monitoring locations

Criteria and practical considerations which influence the selection of suitable locations for noise monitoring, include the following:

- **Community concerns:** In selecting locations for noise monitoring, concerns raised by interested and affected parties should be taken into account.
- **Worst-case impact:** Focus on areas where maximum noise impact is expected.
- **Suitability for future surveys:** As far possible, select locations likely to be accessible in future surveys.
- **Avoid interference:** As far as practically possible, prevent proximity interference and distortion of data by staying clear of prominent sources of noise. Examples are power distribution boxes, barking dogs, speech interference and insects in close proximity of the microphone.

###### Meteorological considerations

Outdoor noise measurement is not permitted under certain weather conditions. Rain, drizzle or fog affects the conductivity of measurement microphones, resulting in faulty readings. It may also damage the microphone and measuring equipment. Secondly, although measurement often has to be performed in the presence of wind, care should be taken to verify that the noise generated by wind turbulence on the microphone capsule is negligible compared to the level of the sound under investigation (the signal). There is no fixed upper limit for permissible wind speed - it all depends on the level of the sound being measured. Another weather-related phenomenon which may cause interference and distort measurement data is thunder.

###### Sampling considerations

To be of any use as an environmental management tool, noise monitoring has to produce accurate and relevant data. As a minimum requirement, the right equipment should be used and measurements performed with the necessary precision and accuracy as laid down in SANS 10103 [2]. To account for the intrinsic 24-hour cyclic variation, measurements should be taken within the relevant period of interest, e.g. daytime, night-time or a 24-hour cycle. Noise regulations require that the noise investigated must be measured (averaged) over a period of at least 10 minutes; i.e. 10 minutes or longer.

##### 3.1.2 Noise surveys conducted in the Route K105 study

Baseline surveys intended to assess the character and to establish typical levels of existing ambient noise inside the boundaries of Cornwall Hill Estate were carried out during the period 03 to 05-Feb-2014. Accompanied by the Estate Manager (Dr. Dirk Heyns), a scoping

investigation was first carried out to appraise the topographical characteristics of the area, to identify locations suitable for noise monitoring and to obtain permission for access to premises for setting up noise monitoring stations.

Based on this assessment and bearing the factors outlined in Section 3.1.1 in mind, three locations shown on the map in Figure 3-1 were selected as reference points for purposes of ambient noise monitoring. Two of these locations were at houses in Broadbury Circle (No's. 607 and 621) on the western border of the estate and facing the proposed Route K105 alignments. The third location was at the west end of Boohay Lane higher up against the slope, but also with a view of the proposed Route K105 alignments.

Ambient noise was monitored and recorded over a period of 48 hours at each of the three locations. The data was analysed in sequences of 10 Minute intervals, as well processed to obtain 24-hour averages ( $L_{dn}$  dBA) of the ambient level at each location. In all recordings, A-weighted, equivalent continuous sound pressure levels  $L_{Aeq}$  (dBA) were measured, using an integrating sound analyser. Audio recordings were made as well, which made it possible in the post-processing of data to identify sources of noise, to detect data-distorting events and to filter out distorted data.

### 3.1.3 Test equipment

#### Noise level measurements

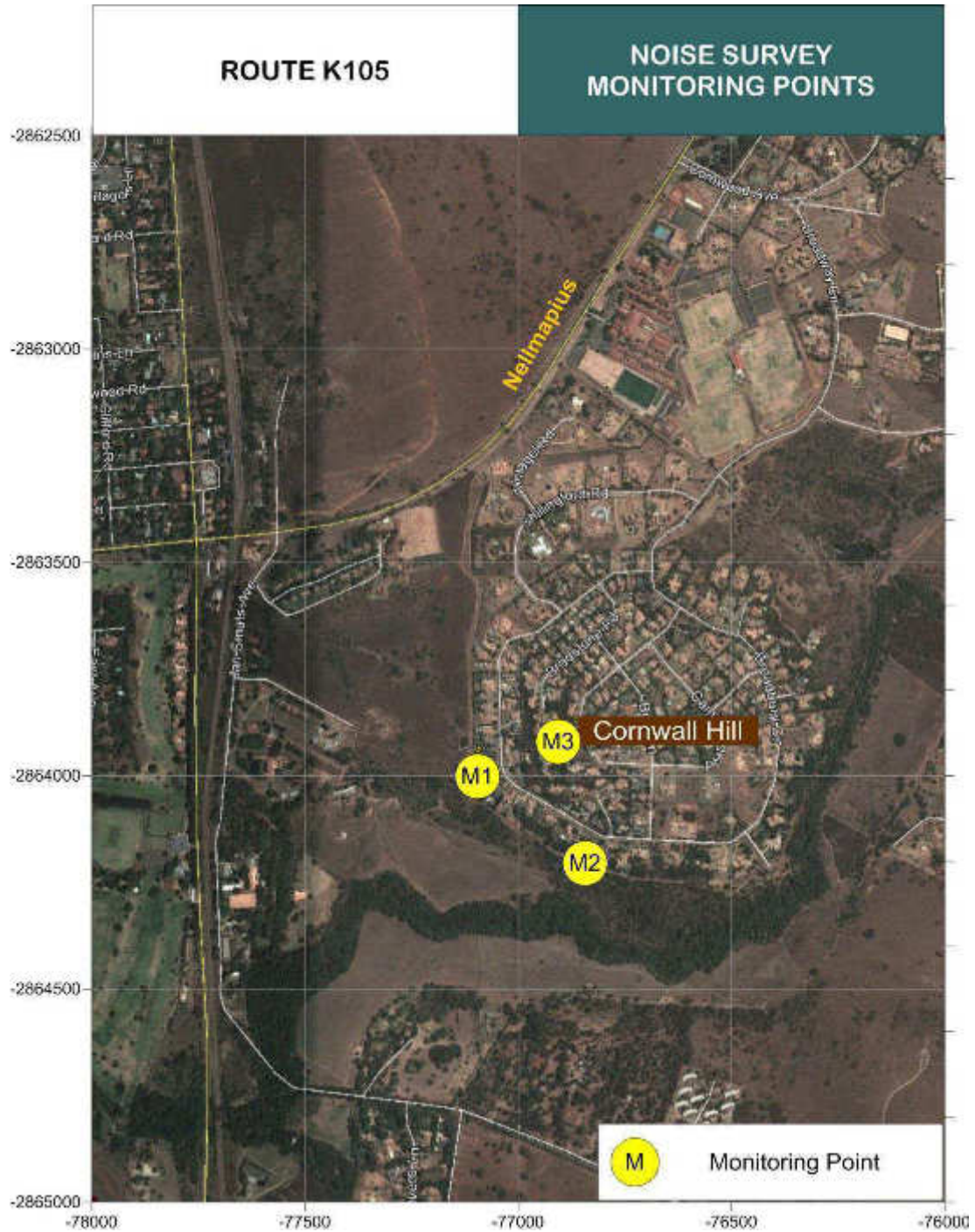
- (a) Brüel & Kjaer Type 2260 Modular Precision Sound Analyser (Ser no. 1875497)
- (b) Brüel & Kjaer Type 4189 Measurement Microphone (Ser no. 1858498)
- (c) Brüel & Kjaer Type 4231 Sound Calibrator (Ser no. 2606011)

Equipment conformed to IEC 61672-1 Electro-Acoustics – Sound Level Meters – Part 1: Specifications.

Calibration: National Metrology Institute of SA Certificate No AVAS-4251-R

#### Data recording equipment

- (a) MS1 Acoustic Data Logger (Ser no. 200109647)
- (b) MS2 Acoustic Data Logger (Ser no. 200114547)
- (c) MS3 Acoustic Data Logger (Ser no. 200108967)



**Figure 3-1**

Noise monitoring locations

Monitoring location	Coordinate	Monitoring location	Coordinate
M1 Broadbury Circle 621	S25 52 54.7 E28 13 49.4	M3 Boohay Lane west end	S25 52 52.6 E28 13 57.8
M2 Broadbury Circle 607	S25 53 02.2 E28 13 59.6		

## 3.2 Methodology – Predictive Impact Assessment

### 3.2.1 Noise Modelling

Calculation of noise propagation and dispersion in the Route K105 study was based on the principles of the Concauwe method. CONCAWE (Conservation of Clear air and water in Europe) is an organisation established by a group of oil companies in 1963. A noise propagation model developed by CONCAWE [3] has been validated over and over and has internationally become one of the most widely used methods in the simulation of small and large sources of noise and in the prediction of noise for purposes of environmental noise impact assessment [4], [5]. In South Africa this method has been adopted in SANS 10357:2000 [6].

The model takes into account factors such as source emission characteristics, geometric divergence, losses, atmospheric propagation, ground effects and screening.

### 3.2.2 Key Assumptions

Route alignments assessed in accordance with the brief for the noise study are Alignment 1 (Initial) and Alignment 3 (Preferred) as shown in Figure 2-1. Table 2.1 summarises key assumptions made in the simulation. Road design and traffic flow data was obtained from the traffic study report by WSP SA Civil And Structural Engineers [7]. Noise levels for purposes of this assessment were calculated for 2025 projected traffic volumes for Route K105, as well as existing roads.

**Table 2.1**

Road traffic	All projections are for the year 2025
	A.m. peak-hour traffic Alignment 1: 4 128 vehicles/hour total both directions
	A.m. peak-hour traffic Alignment 3: 4 322 vehicles/hour total both directions
	Design Speed 100 km/h
	Percentage heavy vehicles 3,9%
	Paved, smooth road surface
	50% Acoustic soft ground between road and nearest house
	Meteorological Category 4 (neutral conditions)

### 3.2.3 Noise Assessment Criteria

#### 3.2.3.1 South African Noise Regulations

##### General provisions

Noise Regulations for the Province of Gauteng were promulgated in 1999 by the Department of Agriculture, Conservation and Environment under Section 25 of the Environment Conservation Act (Act 73 of 1989) [8]. In regard to Land-use, these regulations prohibit any changes to existing facilities, or uses of land, or buildings or the erection of new buildings, if these will house activities that will cause a disturbing noise, unless precautionary measures to prevent such disturbing noises have been taken to the satisfaction of the local authority. Erect also means alter, convert, extend or re-erect.

A disturbing noise means a noise that causes the ambient noise level to rise above the designated zone level, or if no zone level has been designated, the typical rating levels for ambient noise in districts, as defined in Table 2 of SANS 10103 [2].

A local authority may, before any changes or new erections take place, require that noise impact assessments or tests be conducted by the developer. The owner may be requested to furnish proof to the local authority's satisfaction that no disturbing noise shall be caused by or on the premises.

### **Provisions relating to road traffic noise**

SANS 10103 (See Section 3.2.3.2) defines various ratings for purposes of general ambient noise assessment. In addition to daytime and night-time ratings, it also defines a day-night rating  $L_{dn}$ , which is an average measured over a 24-hour period, with different weightings applied to daytime and night-time levels. When dealing with road traffic noise, Gauteng Noise Regulations employs a slightly different rating  $L_{24h}$ <sup>1</sup> in making provision for the designation of a controlled area. A controlled area may be designated if the 24-hour average  $L_{24h}$  of traffic noise exceeds 60 dBA. No residential, flat, educational, hospital, church or office building may be erected in a controlled area, unless acoustic screening measures have been provided in such buildings to limit noise levels inside the buildings to less than 40 dBA. This is relatively easy to achieve in office buildings which are normally air-conditioned. However, because air-conditioning is generally not affordable in conventional houses, flats and dwellings, soundproofing of residential units for protection against traffic noise levels exceeding 60 dBA, is not a viable option.

Land intersected or bordered by dual carriage highways and major road infrastructure will inevitably have zones parallel to the roads where outdoor traffic noise levels exceed  $L_{24h} = 60$  dBA. Unless mitigation can be implemented to reduce noise levels to less than 60 dBA, residential development should not be allowed within such zones. In the case of a new road system being introduced in the vicinity of an existing residential area, the road should not be allowed to create a 60 dBA zone within the residential area. Any development, whether noise-generating or noise-sensitive, which is expected to create such zones, should be subject to implementation of special road design measures, such as noise screening and the creation of buffer zones. The latter may comprise of open spaces, or it could be achieved by locating less noise-sensitive buildings, such as offices and retail, between the road and residential areas.

Over and above the aforementioned provisions intended to avoid exposure to levels exceeding 60 dBA, every effort should be made in the planning stage to limit ambient noise to  $L_{dn} = 55$  dBA, internationally considered to be an acceptable level in urban residential areas.

### **3.2.3.2 SANS 10103 - Acceptable ambient levels**

Noise regulations require the rating level of the ambient noise to be compared with the rating level of the residual noise (where this can be measured), or alternatively (where the noise source cannot be switched off or interrupted), with the appropriate rating level given in SANS 10103. SANS 10103 lays down guidelines and criteria in respect of acceptable ambient noise levels applicable in land use planning and noise impact assessment. These criteria, which are in line with longstanding international norms and which have been adopted in Noise

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<sup>1</sup>  $L_{24h}$  and  $L_{dn}$  are both 24-hour averages measured in dBA, but unlike  $L_{dn}$  which adds a 10 dB weighting to night-time levels, no weighting is applied in the determination of  $L_{24h}$ . Although the same nominal table values are often assigned to  $L_{24h}$  and  $L_{dn}$ , actual  $L_{24h}$  levels measured in the field are lower than the corresponding  $L_{dn}$  levels. The difference between the two depends on the difference between day and night levels in an area. In urban areas where night-time levels are typically 8 to 10 dB lower than daytime levels,  $L_{24h}$  is typically 2 to 3 dB lower than the corresponding  $L_{dn}$  level.

Regulations country-wide, specify acceptable ambient sound levels for various districts, ranging from rural to industrial. In principle, the acceptable or characteristic level in any area increases with the level of road infrastructure, as well as the density of commercial, retail and industrial development. Table 3-2 summarises SANS 10103 criteria for acceptable ambient levels in various districts. Ratings increase in steps of 5 dB from one to the next higher category and in general, regardless of the type of district, ambient noise levels tend to decline by typically 10 dB from daytime to night-time.

**Table 3-2**

Typical outdoor ambient noise levels (dBA) in various districts (SANS 10103)

Type of district	Day-Night	Day-time	Night-time
	$L_{dn}$	$L_d$	$L_n$
(a) Rural	45	45	35
(b) Suburban – With little road traffic	50	50	40
(c) Urban	55	55	45
(d) Urban - With some workshops, business premises & main roads	60	60	50
(e) Central business districts	65	65	55
(f) Industrial districts	70	70	60

A 24 hour cycle is divided into the following periods:

Day-time (06:00 – 22:00)  
 Night-time (22:00 – 06:00)  
 Day-Night (24-hour day-night period)

The day-night level  $L_{dn}$  represents a 24-hour average of the ambient noise level, with a weighting of +10 dB applied to night-time levels, yielding numerically equal values for daytime and day-night levels. Nominal table values for  $L_{dn}$  are numerically equal to  $L_{24}$  referred to in the Noise Regulations.

SANS 10103 also gives guidelines in relation to expected community response to different levels of noise impact (increase in noise level), as summarized in Table 3-3.

**Table 3-3**

Expected community response to an increase in ambient noise level (SANS 10103)

Increase in ambient level [dB]	Expected community reaction
0 - 10	Sporadic complaints
5 - 15	Widespread complaints
10 - 20	Threats of community action
More than 15	Vigorous community action

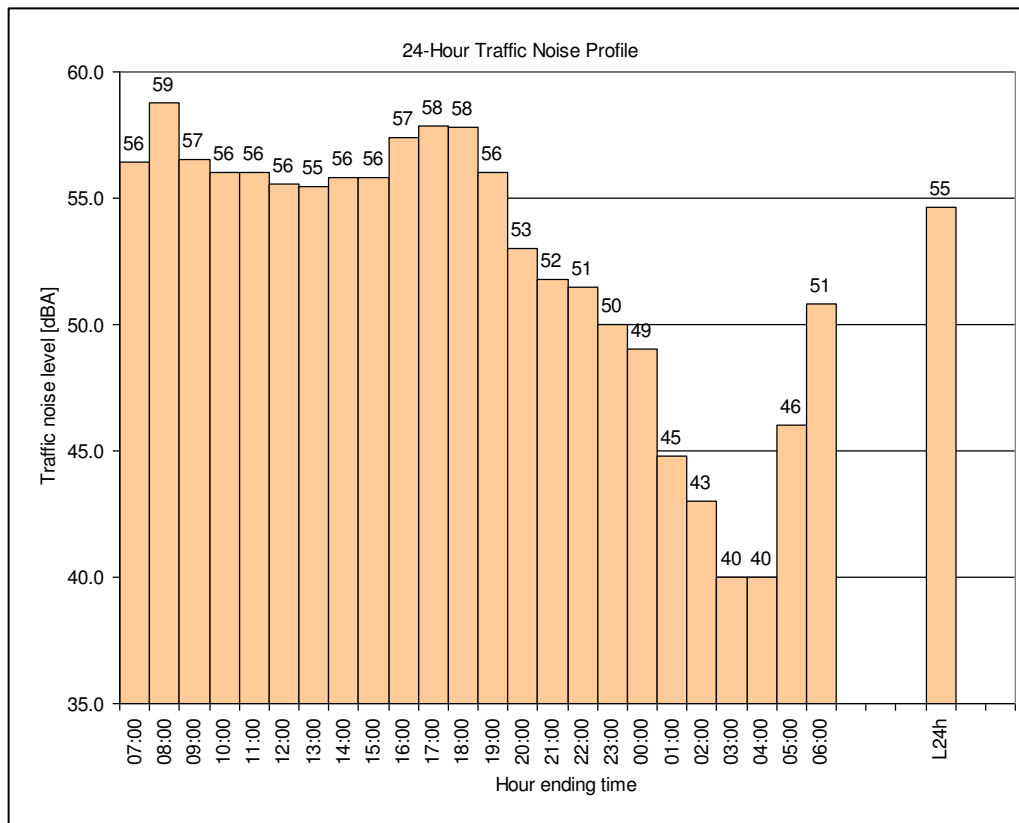
### 3.2.3.3 Traffic Noise Assessment

#### Traffic and Ambient Noise Ratings

SANS 10103 residential district noise ratings increase in steps of 5 dB as shown in Table 3-2. For each category, limits are specified for various segments of a 24-hour period. In addition to daytime and night-time ratings  $L_d$  and  $L_n$ , it also specifies the weighted 24-hour average rating  $L_{dn}$ . The latter is the most suitable and relevant parameter for purposes of road traffic noise assessment<sup>2</sup>. Internationally,  $L_{dn}$  has become the preferred rating for the assessment of ambient noise dominated by traffic noise and is adopted in all new and revised SANS standards, such as SANS 10103. Since the K105 assessment does not consider the possibility of a controlled area,  $L_{dn}$  rather than  $L_{24h}$  is employed in the rating of ambient levels and in noise impact assessment.

#### Characteristic Urban Traffic Noise Profiles

For purposes of impact assessment, ratings are assigned to areas of similar character, rather than specific points on a map. The actual ambient level in any area or at any specific location will under normal circumstances vary considerably during the day, the night, or over the course of a 24 hour period. In an area classified as “Urban” in terms of SANS 10103, the hourly average ambient level for typical urban traffic flow patterns will vary as shown in Figure 3-2.



**Figure 3-2**

Typical ambient noise profile in Urban Districts over a 24-hour period

<sup>2</sup> In dealing with the provisions for the designation of Controlled Areas, Gauteng Noise Regulations employ the 24-hour average  $L_{24h}$ , instead of  $L_{dn}$ .



During peak-hour traffic early in the morning and late in the afternoon, noise in Urban Districts reaches typical levels of 58 to 59 dBA, while night-time levels fall as low as 40 dBA. But the area is assessed in terms of the average level over a 24-hour period  $L_{dn}$ , which for the profile in Figure 3-2 turns out to be 55 dBA<sup>3</sup>. Despite the much higher peak-hour levels, people living in such Urban Districts normally experience the noise climate as quite acceptable. Bearing in mind that, for all practical purposes, ambient noise in the developed world is determined by traffic noise, a time profile similar to the one in Figure 3-2 appears in all types of residential district, though with different overall average levels. In sub-urban districts or areas away from main roads, the typical 24-hour average (Table 3-2) is 50 dBA. The 24-hour average in any district also varies with location, depending on its proximity to main traffic routes.

### Natural growth in Traffic Noise

Urban development and sprawl inevitably results in a progressive increase in ambient level with districts continually evolving from rural to sub-urban; from sub-urban to urban districts and so on, with the corresponding typical 24-hour ambient levels rising from 45, to 50 and 55 dBA, respectively. A person buying a house in an urban area, cannot and generally does not expect ambient noise levels to be as low as in rural areas. Similarly, the occupant of a CBD flat cannot expect outdoor noise levels to correspond to the rating for urban residential districts. But since typical outdoor ambient levels in CBD districts at 65 dBA or more, are simply too high for living comfort, it is necessary to apply special measures in the design of office and residential buildings in CBD areas, such as hotels, to ensure that indoor noise is reduced to acceptable levels.

Ideally, but unfortunately not always practically and cost viable, it should be endeavoured in the planning of new residential as well as infra-structure development to limit outdoor ambient levels to  $L_{dn} = 55$  dBA, which internationally, is deemed to be an acceptable rating for Urban Districts. The upper limit above which no residential unit should be exposed, is  $L_{dn} = 60$  dBA, which is the rating level for "Urban Districts - With some workshops, business premises & main roads" (Table 3-2).

#### 3.2.3.4 Criteria employed in the Route K105 study

Ambient noise in this noise study is rated and assessed in terms of  $L_{dn}$ . In the Route K105 noise study, actual existing ambient levels were sampled by means of 24-hour ambient noise surveys conducted in Cornwall Hill Estate. The noise impact  $dL$  of Route K105 is deemed to be the difference between the ambient levels with and without the existence of Route K105, with all predictions based on projected 2025 traffic volumes:

$$dL = L_1 - L_0 \quad [\text{dB}]$$

Where

$L_{dn1}$  = Day-night average ambient level [dBA] in 2025 with Route K105 constructed and carrying traffic at full design capacity

$L_{dn0}$  = Day-night average ambient level [dBA] in 2025 without Route K105 ("No-Go" option).

<sup>3</sup> Note that this is not a simple arithmetic average, but is determined by energy-averaging of the linear equivalents of the logarithmic decibel values.

## 4 Results and Findings

### 4.1 Existing Ambient levels

#### Results of noise surveys

Figure 4-1 shows the results of the noise surveys conducted at three locations in Cornwall Hill Estate. The  $L_{dn}$  levels shown on the map are 24-hour averages obtained from surveys which covered 48 hour periods. The results of these samples show that typical existing ambient noise levels  $L_{dn}$  in parts of Cornwall Hill overlooking the proposed Route K105 and most likely to be affected it, are in the order of 50 dBA. According to SANS 10103 criteria, this corresponds to the typical noise climate of a Suburban Residential District with little road traffic (Table 3-2).

#### Future ambient levels (2025) without Route K105

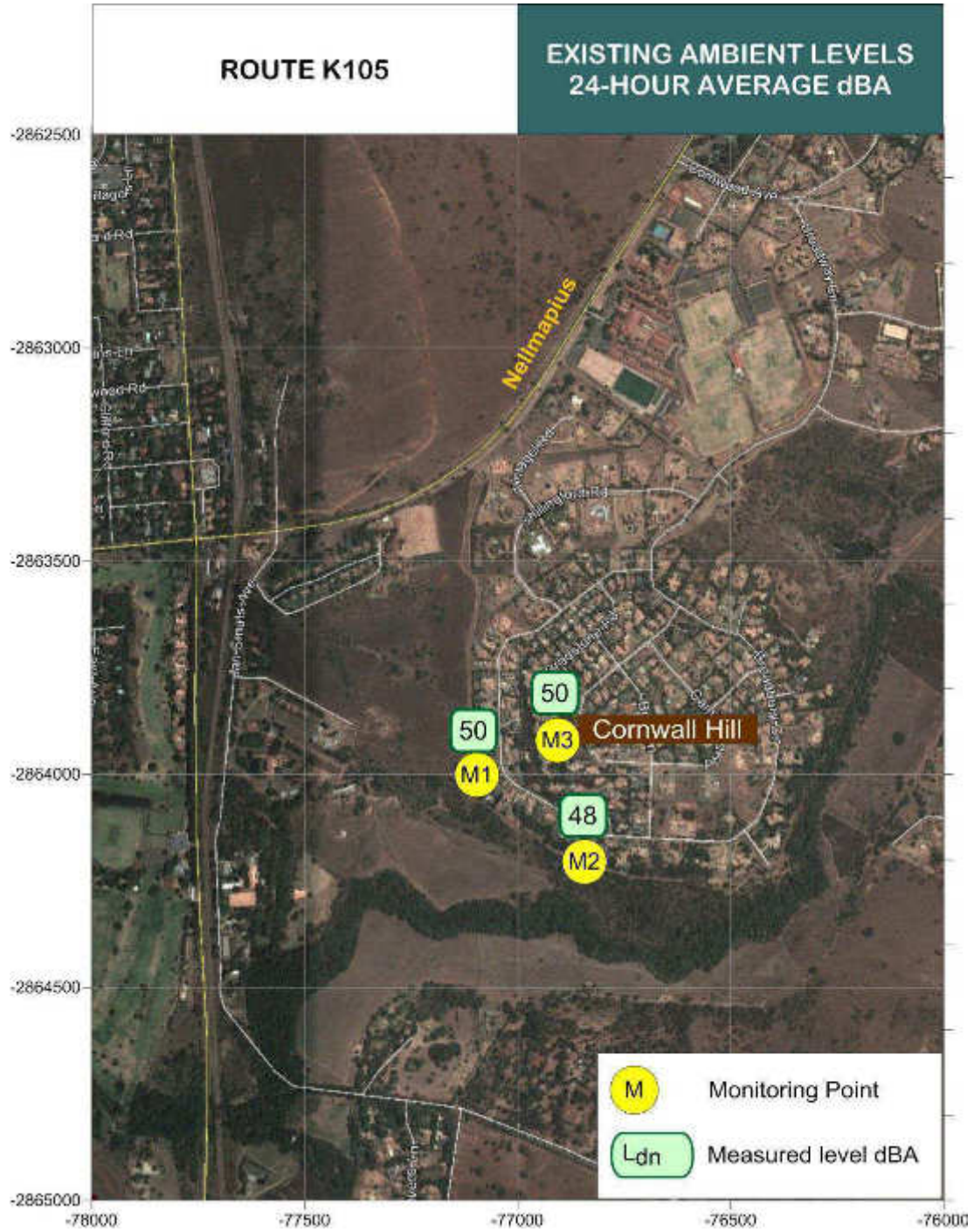
In considering the impact of Route K105, it should be borne in mind that Cornwall Hill cannot be isolated from future influences of urban, commercial and road development. Even without the introduction of Route K105, ambient levels are bound to rise from the current 50 dBA up to a level in the order of 55 dBA, with the character changing from that of a typical Sub-Urban district with little road traffic to the character of Urban districts. This will be as a result of urban, commercial and road network growth in the larger area, not necessarily on property bordering on the estate.

An estimate of expected ambient levels in 2025 without the introduction of the proposed Route K105 ("No-Go" Option), was obtained by modelling, using projected traffic volumes for 2025 provided by WSP SA Civil and Structural Engineers. The result is shown on Noise Map 4-1. The contours show the net result of projected traffic noise on local main roads added to the residual background ambient level. The latter is taken as 50 dBA as determined in the noise surveys conducted in Cornwall Hill Estate study. These future levels constitute the reference condition in the estimation of the incremental noise impact of Route K105 in 2025.

#### Recommended Planning Target

Ideally, it should be endeavoured in the planning of new residential as well as infra-structure development to limit outdoor ambient levels in residential areas to  $L_{dn} = 55$  dBA, which internationally, is deemed to be the acceptable rating and recommended planning target for Urban Districts. Against this background, it is advised that 55 dBA be set as a planning target for Route K105 as well. As far as possible,  $L_{dn}$  in Cornwall Hill Estates should not be allowed to exceed 55 dBA as a result of the introduction of Route K105. Noise Map 4-1 shows that this should be possible in most of the Estate, except in the north-western corner where the level produced by other roads in the area (without Route K105) will already exceed 55 dBA by 2025.

In order to prevent ambient levels inside the remainder of the estate from exceeding 55 dBA, it is advised that Route K105 noise levels on their own should not be allowed to exceed 50 dBA at the property boundary. At 50 dBA, the level of Route K105 traffic noise would be equal to the average background ambient level in Cornwall Hill and would elevate it by 3 dB to 53 dBA. A significant impact in this noise study is deemed to occur if Route K105 elevates the ambient level inside the borders of Cornwall Hill to more than 55 dBA.

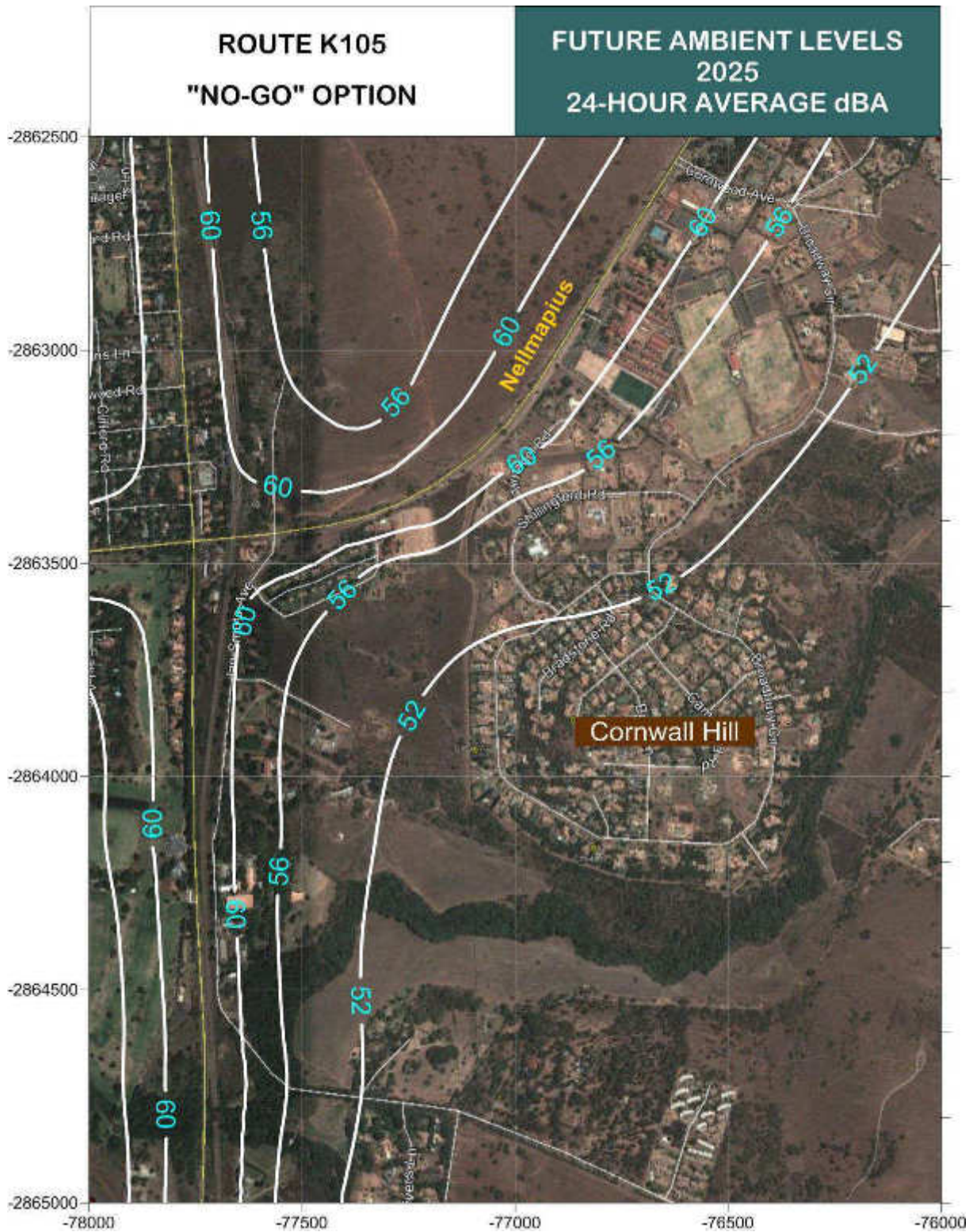


**Figure 4-1**

Existing Ambient Levels measured in Noise Surveys  $L_{dn}$  dBA

Monitoring location	Coordinate	Monitoring location	Coordinate
M1 Broadbury Circle 621	S25 52 54.7 E28 13 49.4	M3 Boohay Lane west end	S25 52 52.6 E28 13 57.8
M2 Broadbury Circle 607	S25 53 02.2 E28 13 59.6		





**Noise Map 4-1**

Route K105 ("No-Go" Option)  
Ambient noise levels with 2025 projected traffic on local main roads

## 4.2 Future Noise Impact of Route K105

### 4.2.1 Route K105 “No-Go” Option

Without the introduction of Route K105 (“No-Go” Option), ambient levels will remain as predicted for 2025 in Noise Map 4-1. Ambient levels will have increased due to traffic growth on other main roads in the area, but Route K105 will have zero impact.

The “No-Go” Option noise map represents future ambient background conditions, i.e. the future baseline in the absence of the K105. Note that Nellmapius Road on its own is expected to produce 55 dBA and 60 dBA footprints extending into Cornwall Hill along the Estate’s north-west boundary. Except for a slight difference in magnitude, the impact of Nellmapius road shown on the 2025 map already exists in 2014.

### 4.2.2 Route K105 Alignments 1 and 3

Introduction of Route K105 is expected to result in overall ambient levels as shown on Noise Map 4-2 (Alignment 1) and Noise Map 4-3 (Alignment 3). Noise contours depict net ambient levels calculated as the energy-based sum of the following components:

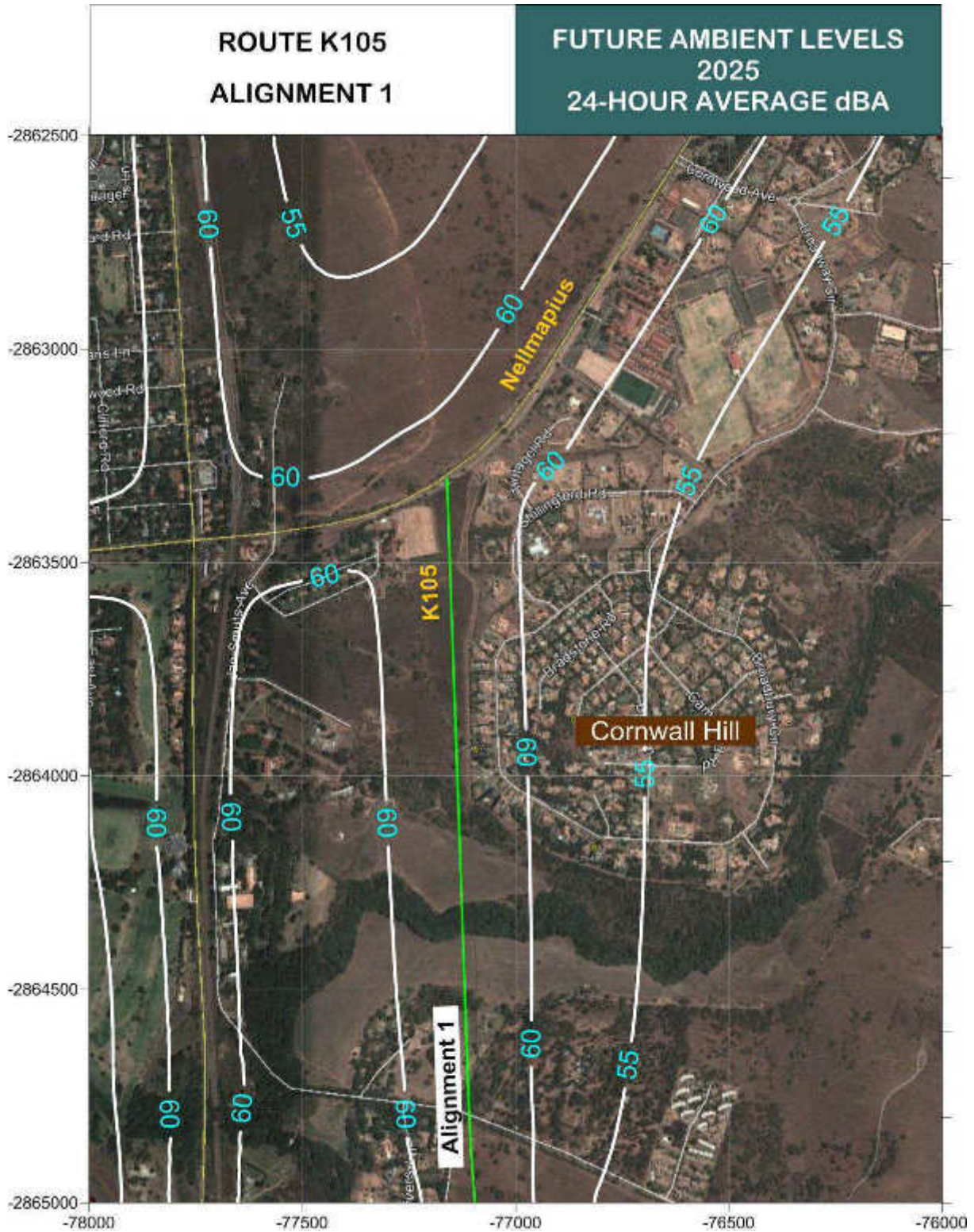
- (a) Residual background ambient level (50 dBA);
- (b) Noise expected to be generated in 2025 on main roads in the area;
- (c) Noise expected to be generated in 2025 by traffic on Route K105.

Noise Map 4-2 shows that for Alignment 1, Route K105 road traffic noise levels will exceed 55 dBA in a large part of Cornwall Hill. A moderate to high impact will be experienced in almost the entire western side overlooking the road. Along a section of the western border, the first two rows of houses are expected to experience noise levels of up to and exceeding 60 dBA. This would be a high impact resulting in a substantial deterioration of character and living comfort for residents. Alignment 1, however is not the preferred road planning option.

Alignment 3, the preferred road planning option, turns away from Cornwall Hill which reduces traffic noise levels for a portion of Cornwall Hill. Noise Map 4-3 shows a much smaller noise footprint inside Cornwall Hill compared to Alignment 1. But there is still a large area where Route K105 traffic noise levels will elevate the ambient level above 55 dBA, as well as a zone along the western border where the level will exceed 60 dBA. The extent of the 60 dBA and 55 dBA footprints on either side of the road, are approximately 120 m and 250 m, respectively, measured from the paved edges of the road.

The impact referred to in this discussion is the impact of K105 only, i.e. the footprints shown on either side of the K105 alignment. The K105 is not responsible for the 55 dBA and 60 dBA noise footprints along Nellmapius north-west of Cornwall Hill. Note that the impact of the K105 on the nearest houses along Cornwall Hill western border, which is rated as significant in this noise assessment, will be similar to the existing impact of Nellmapius on Cornwall Hill along the north-west boundary.

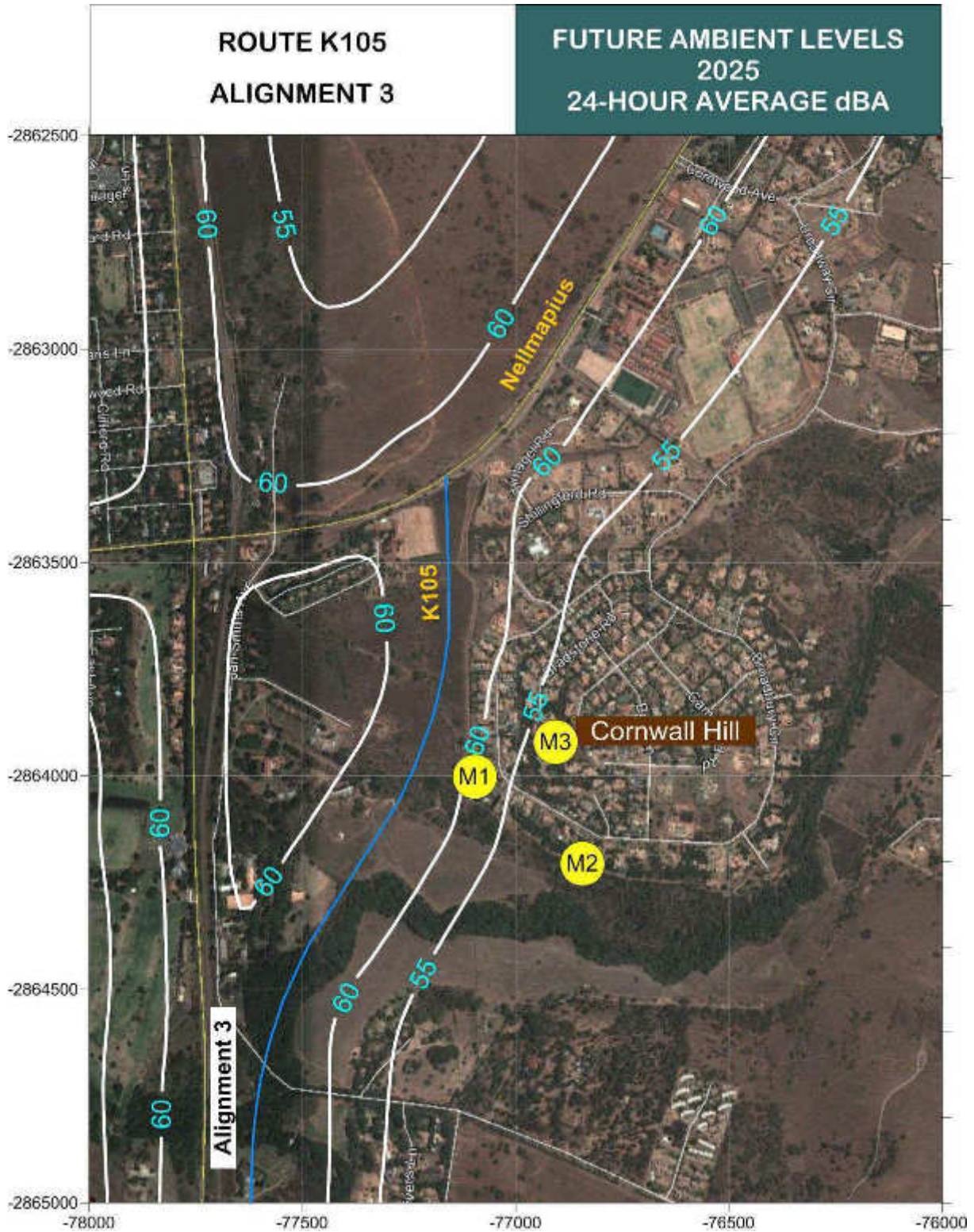




**Noise Map 4-2**

Route K105 Alignment 1  
2025 Ambient noise levels of local main roads and Route K105  
Includes background level of 50 dBA  
A significant impact occurs inside the 55 dBA contour





**Noise Map 4-3**

Route K105 Alignment 3  
 2025 Ambient noise levels of local main roads and Route K105  
 Includes background level of 50 dBA  
 A significant impact occurs inside the 55 dBA contour



## 5 Mitigation

Analyses show that in principle, the noise impact of Route K105 may be effectively mitigated by construction of a noise barrier. The following discussion considers the general guidelines and options for mitigation of road noise. The feasibility, as well as the construction, distance and height requirements for the K105 can only be determined in consultation with the road design engineer once the horizontal and vertical alignments have been confirmed.

### 5.1 General Options

Road traffic noise depends on several operating and environmental parameters, most of which in the case under consideration (e.g. speed and traffic flow rates) are given; not adaptable for purposes of noise control. There are generally no simple solutions or quick fixes for noise reduction along main roads. On a clean slate, cost and practical feasibility considerations aside, the broad options which may be considered for effective mitigation of road traffic noise, are as follows:

(a) **The use of open space as a noise buffer zone:**

The noise level generated by road traffic falls off with distance, the rate depending on certain road parameters, atmospheric, topographical and ground surface properties. By maintaining sufficient distance (leaving an open space) between a road and residential boundaries, noise may be limited to acceptable levels.

In the case of Route K105, reduction of road traffic noise to 55 dBA would require a buffer zone at least 250 m wide, i.e. Route K105 would have to clear the western boundary of Cornwall Hill by at least 250 m. This is probably not a viable option considering the available space and the presence of other occupied properties to the west.

(b) **The use of less noise-sensitive buildings as a noise buffer**

In some developments, noise screening may be achieved by locating less noise-sensitive buildings (e.g. office or retail) between the road and the nearest residential buildings.

(c) **Noise barriers:** Construction of noise barriers between the road and residential boundaries.

(d) **Road surface:** It is already assumed in the analysis and noise predictions that smooth bitumen road surfaces will be used in Route K105 road construction.

### 5.2 Route K105 Noise Screening

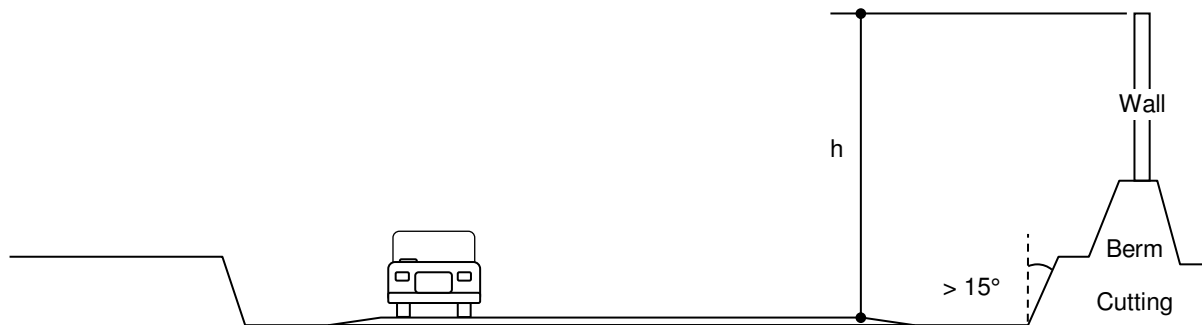
The most viable solution for mitigation of Route K105 traffic noise is probably to screen off the road acoustically by construction of a noise barrier between Route K105 and Cornwall Hill. Whether this would be a practically viable and cost-effective option from a road design perspective, cannot be determined by the noise specialist in isolation; it can only be determined in consultation with the road design engineer once the horizontal and vertical alignments have been confirmed.

### 5.3 Guidelines for the construction of noise barriers and screens

The effective noise screening height of a noise berm may comprise of any of three components:

- A road cutting;
- A berm, comprising of an earthen mound or landscaping;
- A noise screen, comprising of a solid wall;
- A combination of the above.

The principle of noise barrier construction is illustrated in Figure 5-1, which shows a barrier with an effective screening height  $h$  relative to the road surface, comprising of a combination of all three of the above-mentioned elements. The barrier may comprise of only one or any combination of aforementioned three components, as long as the total height as specified, is achieved.



**Figure 5-1**

Principle of noise barrier construction  
barrier with effective height  $h$   
comprising of a combination of a road cutting, berm and wall

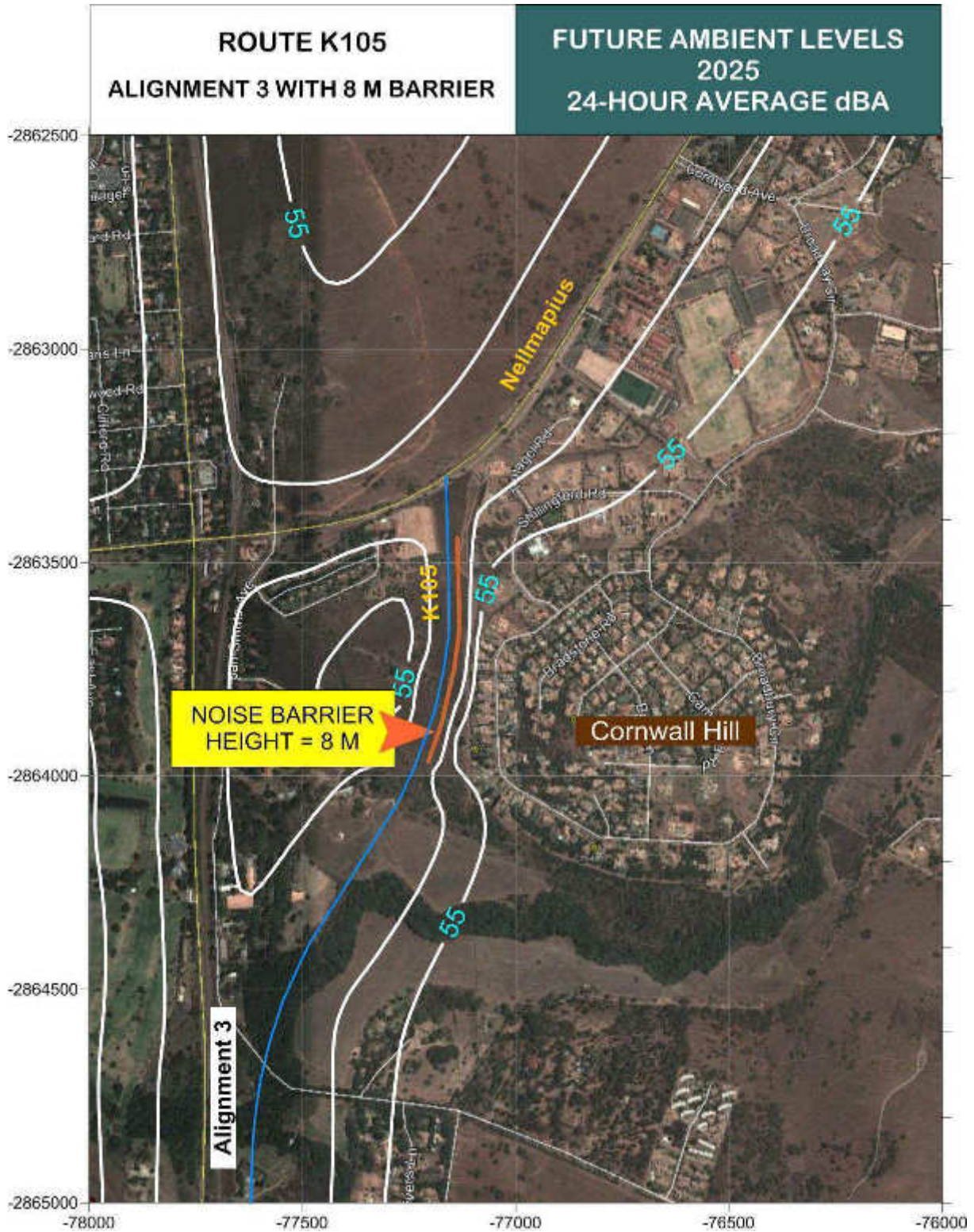
For a barrier to act as a noise screen, it must be at least obstruct the line-of-sight between a point 2 m above any location on the dual carriage road surfaces, to the rooftop of the buildings to be protected against traffic noise. What is specified in this recommendation, is the total height required. The component heights of any additional berms or walls that may be required, will vary along the trajectories of the road under consideration, depending on the final depths of cuttings and the heights of berms resulting from conventional road construction. The additional barrier height over and above the sum of cutting depth and construction berm height, is best determined by the road design engineers in the final design and eventual construction of the road.

In designing and constructing noise barriers and screens, the following rules and guidelines should also be observed:

- An earthen berm is the most effective and desirable element to employ as a noise screen. The reason is that, in its natural form, the surface properties and mound shape present a slope which partly absorbs sound, whilst reflecting the remainder in a preferred direction, i.e. skywards, rather than parallel with the ground.
- Similar arguments apply to a cutting.
- Except for entrances and road junctions, the barrier must be continuous, with no openings.
- If a noise screening wall is considered as part of the solution, a solid panel with a specified minimum surface density is required. For the reductions required for Route K105, the material or panel used in the construction of such a screen must have a minimum surface density of 8 kg/m<sup>2</sup>. Examples of materials that may be considered for this purpose, are:
  - 10 mm Nutec asbestos-free fibre cement panels (Everite);
  - 1,0 mm Galvanised corrugated or flat steel, or a composite panel comprising of two 0,5 mm Chromadek skins;
  - A wall constructed of the Isowall system, comprising of steel cladding on the outside with a polystyrene core, where the polystyrene would be purely a structural, rather than an acoustical element;
  - A solid brick or concrete wall will be more than adequate in terms of the surface density required. The thickness in this case would be determined by structural, rather than acoustical requirements.
  - Because of their poor fitting and non-sealing joints, pre-cast panels are not recommended.
- Trees provide practically no screening and cannot be used as a substitute for any component of the specified noise barrier.
- Grass or other lush ground cover constitutes so-called acoustic soft ground and provides a small additional reduction, which only becomes significant over larger distances. Over a distance of 20 m, this could amount to 1,5 to 2 dB. It would therefore be beneficial, although not a solution on its own, to have such cover on a berm and on the road reserve.

#### 5.4 Illustration of Berm potential noise screening

Noise Map 5-1 shows the reduction that can be achieved with a noise barrier, calculated for Alignment 3. This map is intended for illustration purposes only; the feasibility, as well as the construction, distance and height requirements for the K105 can only be determined in consultation with the road design engineer once the horizontal and vertical alignments have been confirmed.

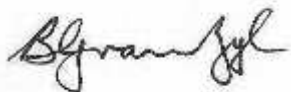


**Noise Map 5-1**

Illustration of potential noise screening provided by a berm  
Calculated for 8 m effective berm height  
Route K105 Alignment 3

## 6 References

- [1] SANS 10328 (South African National Standards). 2004. Methods for environmental noise impact assessments.
- [2] SANS 10103 (South African National Standards). 2004. The measurement and rating of environmental noise with respect to land use, health, annoyance and to speech communication.
- [3] Concawe Report 4/81, Manning et al, The propagation of noise from petroleum and petrochemical complexes to neighbouring communities, Den Haag, May 1981.
- [4] International Standards Organisation, ISO 9613-1: Attenuation of sound during propagation outdoors – Part 1: Calculation of the absorption of sound by the atmosphere.
- [5] International Standards Organisation, ISO 9613-2: Attenuation of sound during propagation outdoors – Part 2: General method of calculation.
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- [8] Gauteng Department of Agriculture, Conservation and Environment: Gauteng Noise Control Regulations under the Environment Conservation Act,1989 (Act 73 of 1989).



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Acoustical Engineer

**Appendix A:** Noise survey processed data sets

Figure A.1 Monitoring Point M1 Location: Broadbury Circle 621 03 to 05 Feb 2014  
 Ambient noise levels averaged in 10 minute intervals (Equivalent continuous A-Weighted sound pressure levels  $L_{Aeq, 10 Min}$  dBA)

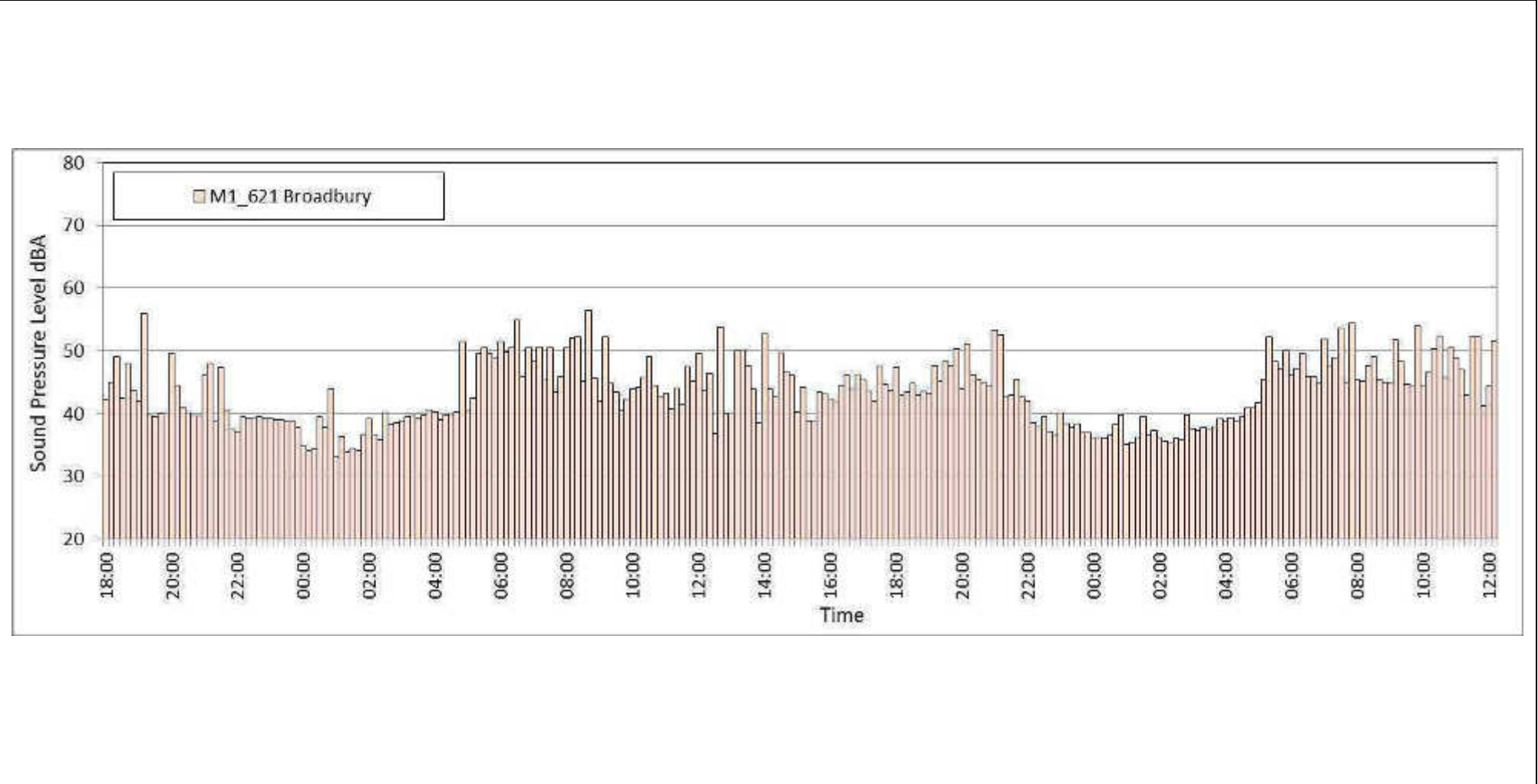




Figure A.2 Monitoring Point M2 Location: Broadbury Circle 607 03 to 05 Feb 2014  
 Ambient noise levels averaged in 10 minute intervals (Equivalent continuous A-Weighted sound pressure levels  $L_{Aeq, 10 Min}$  dBA)

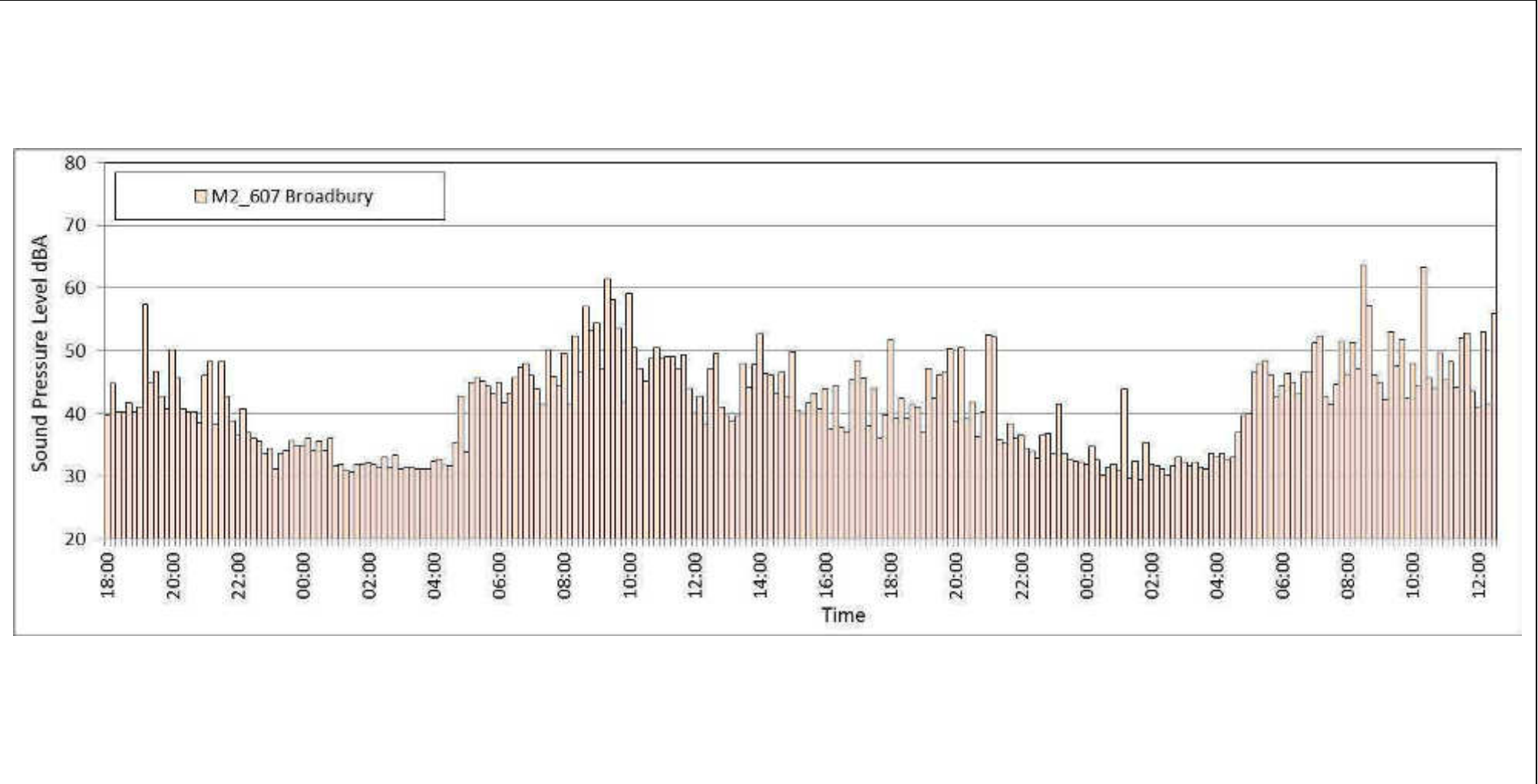
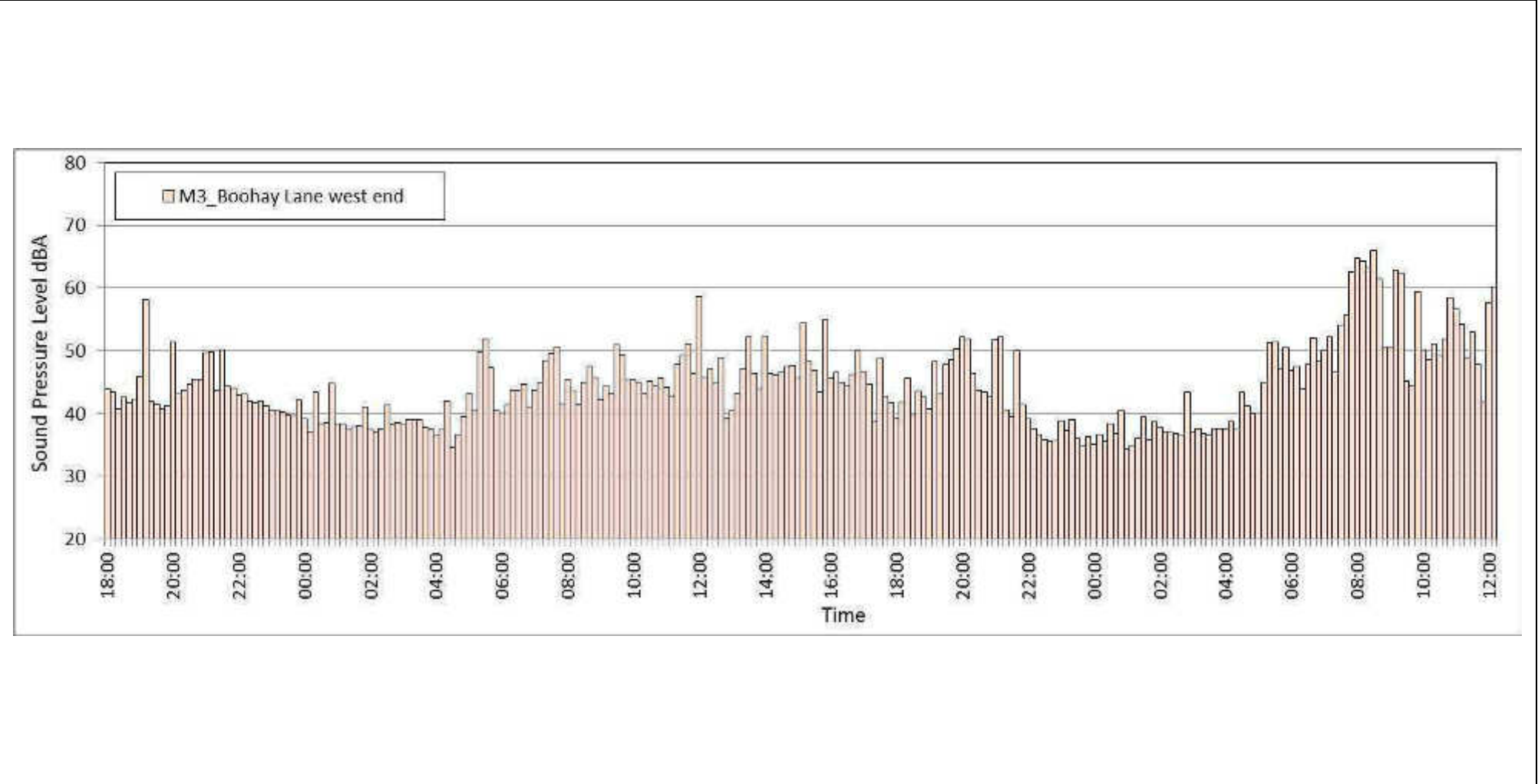


Figure A.3 Monitoring Point M3 Location: Boohay Lane west end 03 to 05 Feb 2014  
 Ambient noise levels averaged in 10 minute intervals (Equivalent continuous A-Weighted sound pressure levels  $L_{Aeq, 10 \text{ Min}}$  dBA)



## Appendix B: Curriculum Vitae

Barend Gideon van Zyl - ID No 4605105089082

P O Box 70 596, Die Wilgers, 0041; 542 Verkenner Ave, Die Wilgers, Pretoria

Qualifications	Institution	Year Completed
(1) BSc (Eng) Elec	University of Pretoria	1970
(2) BSc (Eng) Hon Elec	University of Pretoria	1972
(3) MSc (Eng) (Cum Laude)	University of Pretoria	1974
(4) PhD	University of Natal	1986

MSc thesis: Sound intensity vector measurement

PhD thesis: Sound transmission analysis by measurement of sound intensity vector

### Professional registration and membership

- Southern African Acoustics Institute (Fellow) Member since 1974

### Career

CSIR 1971 – 1989	<p>Join the Acoustics Division of the Council for Scientific and Industrial Research (CSIR) in 1971; Chief Specialist Research Engineer 1981 - 1989.</p> <ul style="list-style-type: none"> <li>• Undertake basic and applied acoustic research &amp; development projects;</li> <li>• Pioneer technique and instrumentation for measurement of sound intensity vector, leading to sponsored research &amp; consulting work in the Netherlands (TNO 1978) and Denmark (Brüel &amp; Kjaer 1981).</li> <li>• Acoustic consulting engineering services rendered in the fields of building acoustics, industrial noise control, acoustic materials development &amp; environmental acoustics.</li> </ul>
Advena 1989 – 1990	<ul style="list-style-type: none"> <li>• SA Space Programme: Manager Systems Integration &amp; Environmental Test Laboratories;</li> <li>• Design and commissioning of ultra-high noise simulation facilities for endurance testing of rocket launch vehicles, spacecraft, satellites, instrumentation and payload.</li> </ul>
SABS 1991 – 1994	<ul style="list-style-type: none"> <li>• Acoustic consulting engineering services rendered to industry</li> <li>• Building acoustics, industrial noise control and environmental acoustics.</li> </ul>
Acusolv Private Practice Since 1995	<p>Private practice - Sole proprietor - Acoustic consulting engineering</p> <ul style="list-style-type: none"> <li>• EIA noise surveys; Blast noise measurement &amp; assessment</li> <li>• Acoustical engineering design &amp; problem solving: Industrial &amp; Machinery noise, Vehicle noise (road, rail &amp; air)</li> <li>• Theatre Acoustics, Building Acoustics</li> <li>• Specialised services: Theoretical analysis &amp; design of multi-layered acoustic panels.</li> <li>• SABS Laboratory &amp; Field testing: Building systems and materials, Equipment &amp; machinery noise</li> </ul>

### Papers and publications

- Several papers presented at international congresses and symposia.
- Several papers published in international acoustic journals, such as

*Journal of the Acoustical Society of America; Applied Acoustics; Noise Control Engineering Journal.*

- Several papers published in Southern African journals.

### Other

- Part-time lecturer: Architectural acoustics, Department of Architecture, University of Pretoria;
- Associate of and specialist advisor to SABS Laboratory for Sound and Vibration

**Ben van Zyl** PhD MSc (Eng)



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## Practice Profile

**Sole Proprietor:** Dr Ben van Zyl

Practicing since 1995.

Based in Pretoria South Africa, Ben van Zyl T/A Acusolv is an independent sole proprietor acoustic consulting engineering practice with in-house expertise and experience in various acoustic disciplines, including:

- Building acoustics: Theatre design, offices, Green Star Rating design and assessment
- Environmental noise: EIA studies; noise modelling, noise monitoring surveys
- Blast noise monitoring and assessment
- Industrial noise: Testing, problem investigation and problem solving
- Engineering design for noise reduction
- Test and evaluation
- Acoustic materials development.

Acusolv is equipped with state-of-the-art acoustic measuring instruments employed in noise monitoring surveys, measurement of blast noise, laboratory and field testing of systems and materials and as diagnostic aid in the investigation and solving of noise problems.

**Ben van Zyl** PhD MSc (Eng)

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**Examples of projects****Acoustic Field:** Environmental Noise & EIA

Project	For	Aspects
• Gauteng Waste Plant	S E Solutions	Impact study: New waste plant
• Swartland	Centurus	Residential and commercial development - traffic
• Mapoch II	Marlin Granite	Quarry Impact study: Blasting, open cast mining
• Delmas Extension: mining dev	Ingwe Coal Corp	Noise EIA – Plant, conveyors, trains, roads
• Twistdraai new access roads	Sasol Coal	Noise EIA – Roads, conveyors
• Bosjesspruit shaft ventilation fans	Sasol Coal	Noise EIA; shaft & ventilation fan noise rural area
• Hillendale new mining development	Iscor Heavy Minerals	Noise EIA – Plant, road transport
• Empangeni Central Processing Plant	Iscor Heavy Minerals	Noise EIA – Large processing plant
• Rooiwater mining development	Iscor Mining	Noise EIA – Plants, road & rail transport
• Sigma overland conveyor	Sasol Mining	Conveyors: Analyse sources of conveyor noise
• Sigma overland conveyor	Sasol Mining	Noise EIA – Conveyors measurement survey
• Maputo steel project	Gibb Africa	Noise EIA peer review: trains, slurry pipe
• Pump station noise	Transvaal Suiker Bpk	Noise EIA & Design for noise reduction
• GPMC Environmental Resources Plan	GPMC	Noise policy & resources plan
• Damelin College Randburg	Titan Construction	Assess impact of traffic noise on college + design
• Atterbury Value Mart	Parkdev	Land use planning - City Council requirements noise
• Holmes Place HAC London	V Z de Villiers	Land use planning - City Council requirements noise
• Elmar College Pretoria	Iscor Pension Fund	Assess impact of traffic noise on college + design
• Sanae 4 Base Antarctica	Dept Public Works	Noise impact design for control - Plant rooms
• New truck fuel & service station	Bulktrans	Noise EIA & Design for noise control
• Country Lane	Country Lane Dev	Land use planning – Road traffic noise impact
• Randburg Water Front	Randburg City	Advisor & specialist court witness
• Syferfontein overland conveyor	Sasol Coal	Noise impact as function of idler properties
• Twistdraai East mining noise	Sasol Coal	Mitigation of noise impact on neighbouring farm
• Little Loftus – The Rest Nelspruit	TAP de Beer	Sports bar - Impact study
• Blast noise	Somchem	Blast noise impact assess & design noise control
• Syferfontein overland conveyor	Sasol Coal	Noise impact as function of conveyor design
• Leeuwpan Mine Delmas district	Iscor/Ticor	Noise EIA – Plant noise, loading
• Fairbreeze open cast mine KwaZulu	Iscor/Ticor	Noise EIA – Open cast mining; plant, transport
• Brandspruit mine	Sasol	Noise EIA - Ventilation fan noise rural area
• Irene Ext 47	Irene Land Dev Corp	Noise EIA - Mixed development; road traffic noise
• Irene Ext 55	Irene Land Dev Corp	Noise EIA - Residential; road traffic noise
• Lynnwood filling station & car wash	Town Planning Hub	Noise EIA: Filling station & car wash in residential
• Lyttleton 190	Ferero	Noise EIA: Residential next to N1 highway
• Twistdraai N-East Mine shaft	Sasol Mining	Noise EIA; shaft & ventilation fan noise rural area

**Acoustic Field:** Environmental Noise & EIA (Continued)

Project	For	Aspects
• Wesput open cast mine	Petmin	Noise EIA: Blasting, excavation & transport
• Gedex open cast mine	Petmin	Noise EIA: Open cast excavation & transport
• Kensington college	Centurus	Noise EIA: Sport grounds, roads
• Spandow mine shaft	Sasol Mining	Noise EIA; shaft & ventilation fan noise rural area
• Twistdraai Central Mine Shaft	Sasol Mining	Noise EIA; shaft & ventilation fan noise rural area
• Addington Hospital	Delen Oudkerk	Equipment outdoor noise impact & mitigation
• Fourways Gardens Country Club	Fourways Gardens	Music noise impact assess & design for mitigation
• Irene Ext 29	Irene Land Dev Corp	Noise EIA: New township & highway noise
• Pick 'n Pay Warehouse Meadowbrook	Pick 'n Pay	Truck movement & loading: Assessment
• Irene Sports Academy	Centurus	Impact assessment: Sports grounds & road traffic
• Jameson substation transformer	EThekweni Municipal	Transformer noise: Assess & design mitigation
• Eugene Marais Hospital	Eugene Marais Hosp	Plantroom & outdoor equipment impact & mitigate
• Klipspruit mine wash plant	Billiton & DRA	Coal wash plant infra-sound: design for mitigation
• Eagle Quarry	Mapochs Action	Quarry new application: peer review
• Blast Test Facility Somchem	Denel	Blast noise impact: assess & design for mitigation
• Virgin Active Sandton Gym	Virgin Active	Aerobics, squash & equipment: assess & mitigate
• Conveyor noise study	Bateman	Overland conveyor noise: Causes & parameters
• Zuid Afrikaans Hospital	Z A Hospital	Chiller outdoor noise: design for mitigation
• K54 Road	Tshwane	Noise Study: Future road through residential
• PWV6 Road	Gautrans	Noise Study: Future highway noise contours
• Zandfontein mine shaft	Sasol Mining	Noise Study: Mine shaft & fan noise outdoor impact
• Pierre van Ryneveld Ext 24	Van Vuuren Dev	Noise EIA: New township & highway noise
• PFG Glass new float plant	PFG Glass	Noise EIA: Future plant noise in residential area
• Sterkfontein residential development	M&T	Noise EIA: Road noise impact mitigation
• Sasol future Irenedale mine	Sasol	Noise EIA: Prediction of shaft & conveyor noise
• Ammunition demolition	SA Army	Noise EIA: Long distance noise impact assess
• Rietvlei Ridge residential development	M&T	Noise EIA: Road noise impact mitigation
• Mooiplaats / Hoekplaats	Chieftain	Noise EIA: Road noise impact mitigation
• Sasol Syferfontein conveyor	Bateman	Noise EIA: Noise complaints from farmers
• Madagascar Toliara Sands	Exxaro	Noise EIA: Future mining, plant, transport
• Rooipoort Mine	Sasol Mining	Noise EIA: Mining and conveyor noise
• Vlakplaats	Quantum	Noise EIA: Residential development
• Polokwane 2010 Soccer stadium	Africon	Noise EIA: Stadium noise in residential area
• New Clydesdale colliery	Exxaro	Noise EIA: Open cast mining, blasting and plant
• Grootfontein ventilation shaft	Sasol Mining	Noise EIA: Ventilation shaft & surface fan
• Cicada Pycna mating call study	Anglo Platinum	Cicada mating call – Mining noise interference
• Weltevreden ventilation shaft	Sasol Mining	Noise EIA: Ventilation shaft & surface fan
• Leandra North new colliery	Ingwe	Noise EIA: Mining development
• PTM new platinum mine	PTM Platinum	Noise EIA: Mining development
• Lyttleton X191	Pro-Direct	Noise EIA, new residential development
• Barking noise nuisance	Vd Merwe	Barking noise measurements, specialist report

**Acoustic Field:** Environmental Noise & EIA (Continued)

Project	For	Aspects
• Vanggatfontein	Exxaro/Metago	Noise EIA: Open-cast mine
• Forfar clay mining extension	Forfar/Zimbiwe	Noise EIA: Open-cast clay mining operations
• Luhfereng Doringkop development	Bigen	Noise EIA: Mixed development, train noise
• K113 Road noise study	Heartland/Bokamoso	Noise EIA: Road, mixed development
• Eland Mine	Exstrata/Metago	Noise EIA: New access road for product transport
• Sheraton Hotel	Pan Pacific Property	Noise EIA: Hotel impact on residential area
• Sishen Infrastructure Relocation	Kumba/Synergistics	Noise EIA: Railway route options evaluation
• Tharisa Mine noise monitoring	Tharisa/Metago	Baseline noise monitoring surveys
• Sishen Mine baseline monitoring	Kumba/Synergistics	Baseline noise monitoring surveys
• Sishen Mine Protea discard dump	Kumba/Synergistics	Discard dump location - Noise screening assess
• Eastplats	Barplats/Metago	Noise EIA: New vertical shaft
• Inyanda Mine noise disturbance	Exxaro	Noise surveys: Noise complaints investigation
• Irenedale Mine commissioning	Sasol Mining	Noise Monitoring: New shaft operational phase
• Honey Ridge indoor shooting range	Insul-Coustic	Design for noise reduction
• Sishen Mine expansion project 2	Kumba/Synergistics	Noise EIA: New processing plant Sishen mine
• Sishen Mine noise monitoring	Kumba Iron Ore	Peer review: Baseline survey
• Sishen Mine new 10 Mton plant	Kumba/AGES	Noise EIA: New 10 Mton processing plant
• Khameni Kalkfontein/Tamboti Mine	Khameni/Metago	Noise EIA: New opencast mine and plant
• Exxaro Kalbasfontein rail load-out	Exxaro	Noise survey: Assess impact of railway loud-out
• Sishen Mine Lylyveld development	Kumba/EGES	Noise EIA: New opencast mine & transport
• Haasfontein new opencast mine	Exxaro/Synergistics	Noise EIA: New underground mine + conveyor
• Westlake mixed development	Heartland/SEF	Noise EIA: New urban mixed development
• Marlboro road M60	Heartland/SEF	Noise EIA: New road traffic noise modelling
• Driefontein Mine	Goldfields	Noise scoping assessment and recommendations
• Bokfontein Chrome Mine	Hernic/Metago	Noise EIA: New furnaces and beneficiation plant
• Eland opencast mine extensions	Exstrata/Metago	Noise EIA: Opencast mine extensions
• Tharisa Mine EMP noise monitoring	Tharisa/Metago	EMP noise monitoring survey 1
• Dragline noise reduction Kriel	Anglo Coal	Dragline noise – Design for noise reduction
• Ivory Coast noise studies	Metago	Peer review
• Eskom Grootvlei Power Station	Insul-Coustic	Design for noise reduction - internal
• Inyanda Mine	Exxaro	Design for plant noise reduction - enviromental
• Swakkop Uranium Husab Project	Swakkop Uranium	Noise EIA: New open-cast operation & plant
• Sasol Shondoni Shaft	Sasol Mining	Noise EIA: New shaft and overland conveyor
• Vanggatfontein EMP	Keaton	EMP annual noise surveys
• Doornpoort Plaza Service Station	Petroland	Noise EIA: New service station on N4 highway
• Hawerklip railway load facility	Exxaro	Noise EIA: New railway coal loading facility
• Lusthof Coal Mine	Black Gold	Noise EIA: New open-cast coal mine
• Conveyor noise parameters	Melco	Research investigation: Conveyor noise
• Sishen discard dumps	Kumba	Noise EIA: New discard dumps at Sishen
• Impala Shafts 18 & 19	Impala Platinum	Noise EIA: New shafts & infrastructure
• Tharisa noise complaint investigation	Tharisa Minerals	Noise complaint investigation, survey & assessment
• Moonlight Iron Ore Project	Turquoise Moon	Noise EIA: New Open-cast mine and plant
• New Largo	Anglo Coal	Noise EIA: New Open-cast mine



**Acoustic Field:** Environmental Noise & EIA (Continued)

<b>Project</b>	<b>For</b>	<b>Aspects</b>
• Phola-Kusile conveyor	Anglo Coal	Noise EIA: New conveyor to Kusile Power Station
• Leeuw Colliery	Leeuw Mine	Noise EIA: Leeuw Utrecht Colliery
• Letaba Crushers	F Kruger	Noise complaint investigation, survey & assessment
• Sasol Shondoni Conveyor	Sasol	Design measures for conveyor noise reduction
• Aquarius Everest Mine	SLR Metago	Noise EIA: New shafts and infrastructure
• Anglo Kriel Beneficiation Plant	SRK	Noise EIA: New coal beneficiation plant
• Tharisa Mine expansions	SLR Metago	Noise EIA: Plant and opencast mine expansion
• NN Metals processing plant	Bokamoso	Noise EIA and certification Tshwane
• Magazynskraal Mine	SLR Metago	Noise EIA: Future opencast mine
• Anglo Kriel Block F	AACT	Noise EIA: Future underground mine & shafts
• Wallmannsthal Fluor Spar	AGES	Noise EIA: Future Opencast mine & Plant
• Thubelisha Conveyor	Sasol Mining	Conveyor noise tests & impact assessment
• SANDF Bethlehem Demolition Range	Rheinmetall	Blast noise: Tests & impact assessment
• SANDF Kroonstad Demolition Range	Rheinmetall	Blast noise: Tests & impact assessment
• Tharisa West Mine	Tharisa Minerals	Noise monitoring & assessment
• Impala Platinum Shaft 18	SLR Metago	Noise EIA: Future Shaft development
• Kitumba Copper Mine Zambia	AGES	Noise EIA: Future mine and Plant
• Anglo New Denmark Destoning Plant	SRK	Noise EIA: New Destoning Plant
• Nyumba Gold & Copper Mine (DRC)	SRK	Noise EIA: Cement Plant and Quarry
• Kamoto (DRC)	SRK	Noise EIA: Copper opencast mine and plant
• Exxaro Inyanda Mine	Exxaro	Noise complaints investigation, monitoring
• Exxaro Inyanda Mine	Exxaro	Develop Plant Noise Reduction Strategy
• Frontier Saldanha Plant	AGES	Noise EIA: Separation Plant
• Sedex REE Mine Gharries	AGES	Noise EIA: Mine and Processing Plant

**Acoustic Field:** Building acoustics & speech intelligibility

<b>Project</b>	<b>Client</b>	<b>Main acoustic design aspects</b>
• New Constitutional Court of SA	Dept Public Works	Court chambers, auditoria, library, offices, PAS
• Kroonstad Magistrate Courts	Dept Public Works	Speech intelligibility, acoustic comfort, noise control
• Mpumalanga Legislative Buildings	MPT Architects	Legislative assembly, translation booths, plantrooms
• Germiston Council Chamber	Ekurhuleni Municipal	Speech intelligibility, acoustic comfort, noise control
• Associate of SABS LVA	SABS	Specialist advisor for SABS Acoustics Laboratory
• Customer Service Branches	Telkom	Teller-customer speech intelligibility problem solving
• Sandton Convention Centre	LKA	Design peer review
• Hillside Aluminium Public Address Sys	Hillside Aluminium	Design specification Public Address System
• Telephone Hood	Symo Corporation Ltd	Speech intelligibility tests & assessment ITU-T P.32
• Telematic Learning Centre	University Pretoria	Open plan space speech privacy
• Sapos Mail Centres Pta & Kempton P	Sapos	Office & work area protection against aircraft noise
• Logan Conference Centre	Moneyline 718	Design for good acoustics & speech intelligibility
• Unisa Sunnyside Conference hall	Unisa	Variable acoustics: concert hall to conference hall
• PHC Synagogue	Pta Hebrew Comm	Design for good acoustics & speech intelligibility
• St Peters Lutheran Church Pretoria	St P Lutheran Comm	Public address system design
• T & M training centre	T & M Staff Hire	Design to rectify existing poor speech intelligibility
• Park City Railway Concourse	Spoornet	Building acoustics & public address system design
• Botswana TV & Broadcast centre	Atlantic Technology	Design re plantroom & air-con noise control
• Cape Town Main Station	Spoornet	Building acoustics & public address system design
• South African Airways training centre	SAA	Speech intelligibility, air-con & aircraft noise control
• Unisa lecture halls (Several)	Unisa	Speech intelligibility, noise control, PAS design
• Damelin College Randburg	Titan Construction	Impact study & acoustic design
• Wembley Stadion Johannesburg	Jhb Metro Council	Problem solving – total lack of speech intelligibility
• Sound recording studios Midrand	Solo	Studio design – speech intelligibility, low noise
• Sanae 4 Base Antarctica	Dept Public Works	Acoustic design – Plantroom noise control
• Certification of building systems	Agreement S A, CSIR	Acoustic evaluation of new building systems
• Health Land Gyms in UK (Several)	Health Land UK	Activity & equipment internal & external noise
• Evolution night club	Evolution night club	Problem solving re residential noise disturbance
• Caesars Palace – Casino	Global Resorts	Acoustic design, plantrooms & air-con noise control
• Telkom Call Centre Pretoria	TFMC	Solution for open plan area speech interference
• Botswana Bureau of Standards	Botswana B S	Metrology labs floating floors; conference room
• Germiston civic centre	Ekurhuleni Municipal	Legislative assembly hall and associated facilities
• E-TV Hyde Park	Anglo Ital	Television studio design
• Freestate Technicon Student Hall	Freestate Technicon	Hall sound system problem solving
• Eskom Meggawatt Park Offices	Eskom	Offices, boardrooms sound proofing & privacy
• Polokwane Community Hall	Polokwane Municipal	Acoustic design multipurpose hall - Speech & music
• Home Theatre House Alberts	Tempel & Associates	Home theatre design for music reproduction
• Polokwane Premiers Offices	Tempel & Associates	Atrium sound proofing & equipment noise reduction
• Atlas Studios Johannesburg	Anglo Ital	Television studios: Studio acoustics & air-con noise
• Longland Restaurant Fourways	Longland Investment	Restaurant internal acoustics & music breakout
• Ithala Restaurant Durban Waterfront	Ithala	Restaurant internal acoustics & music breakout
• Reddam School Hall	Centurus	School Hall – Design speech intelligibility

**Acoustic Field:** Building acoustics & speech intelligibility (Continued)

Project	Client	Main acoustic design aspects
• Lynnwoodrif NG Church Auditorium	Lynnw NG Church	Auditorium speech and music acoustic design
• Performer Theatre Pretoria	Dezzo	Noise breakout control
• Kentron Open Space Offices	Denel Kentron	Open space offices – Remedy speech privacy
• Unisa Music Practice Rooms	Unisa	Music room acoustics & prevent noise breakout
• Botswana Geological Survey Head Q	Botswana Govt	Offices and laboratories – Acoustics & noise intrus
• Unisa Student Centre	Unisa	Student centre – Study halls, boardrooms, offices
• Le Bocage Community Hall Mauritius	Mauritius Govt	Community Hall – Acoustic design
• Carltonville Conference Centre	Guido Willems Arch	Conference Centre – Acoustic design
• Virgin Active Gym Sandton	Virgin Active	Remedy noise breakout squash, aerobics & equipm
• Pullman Dance School	Pullman	Design control of music noise breakout
• Fourmall Office Building	Matrix	Offices, boardrooms – speech intelligibility & privacy
• Unisa East & West House	Unisa	Offices & boardrooms – Speech privacy & air-con
• SAA Airport Ramp Services Building	SA Airways	Airport Ramp services building soundproofing
• Mail sorting centre	Telkom Sapos	Next to airport - Control of aircraft noise intrusion
• Roodepoort Gholf Club Hall	Insul-Coustic	Design multi-purpose hall acoustics
• SAA Airport Hanger Offices	SAA	Offices in airport hanger - Soundproofing
• Bourbon Street Disco	Bourbon Street	Design control of music noise outbreak
• Abraxas New Office Building	EQF	New office building – Acoustics & traffic noise intrus
• Clover offices development	Clover SA	Private boardroom, executive & open plan offices
• Absa The Glen	Hyprop	Sound insulation between bank & cinemas
• Nooitgedacht Church	Nooitgedacht Church	Modifications to solve poor acoustics problems
• Axiz auditorium	PCN Projects	Auditorium acoustic design
• SARS Alberton assessment centre	Meyer Pienaar arch	Boardrooms & offices design
• Carlton Centre	Transtel	Emergency evacuation system
• BMW wax & seal test facility	BMW	Sound-proof test cell design
• The Sails Point	BFBA	Apartment air-conditioning noise
• Kwa-Zulu Premiers offices	BFBA	Assembly hall, auditorium, boardrooms, plantrooms
• Bolivia multi-purpose hall	Bolivia Lodge	Design for conference, music, sub-division of hall
• Unisa Buildings 13 & 14	Unisa	Upgrade of buildings into study and lecture halls
• Botswana College Applied Arts	Paledi Morison	Design acoustic doors and windows TV studio
• Unisa film theatre and concert hall	Unisa	Concert hall design
• PMokaba Soccer Stadium	Africon	Stadium roof and sound system acoustic design
• Unisa new entrance building	Unisa	Auditorium acoustics & plantroom noise control
• Montana Catholic Church	Montana Church	Acoustic design
• Zambesi Animal Hospital	Kollonade Animal	Animal hospital soundproofing design
• Brunstad conference hall	Brunstad	Conference hall acoustic design
• Mopani new council chamber	Africon	Council chamber acoustic design
• Artscape Theatre	C A dut Toit	New air-conditioning system noise
• Silvertown Apostolic Church	C A du Toit	Acoustics & New air-conditioning system noise
• Atterbury Theatre – Lynnwood Bridge	Atterbury	New Theatre acoustic design
• Afrikaans Hoër Meisies School	AHMS	School Hall upgrade
• NG Church Waterkloof	NG Church W	Upgrade project
• University of North-West	UNW	New engineering buildings – Lecture hall acoustics
• Aurecon New Building	Aurecon	Green Star Rating – IEQ 12 Noise
• Botswana Central Bank	BCB	Acoustics Processing Area

**Acoustic Field:** Industrial, machinery & equipment noise control

Project	For	Aspects
• Iscor New Compressor House	Voest Alpine	Design for noise reduction, inspection & testing
• Botswana TV centre Air-con system	Atlantic Tech	Design for control of plantroom & ducted noise
• Granulation plant	DOW Plastics	Design for noise reduction, inspection & testing
• CS2 Xantate plant	DOW Chemicals	Design for noise reduction, inspection & testing
• Alkylate chemical plant	DOW Chemicals	Design for noise reduction, inspection & testing
• SAP 4 Acid plant	Sasol Agri Palaborwa	Design for noise reduction, inspection & testing
• Motor pump enclosures	Sulzer	Design of noise hoods for large motor-pump units
• Rite Value Refrigeration Plant	Rite Value	Problem solving & design for noise reduction
• Sugar mills pump station	TSB	Design for noise reduction – noise impact control
• Pferd factory noise reduction	Pferd SA	Problem solving & design factory noise reduction
• Alusaf Bayside compressor plant	Alusaf	Problem solving & design for noise reduction
• Alusaf Bayside blower plant	Alusaf	Problem solving & design for noise reduction
• Alusaf Bayside cold rolling mill	Alusaf	Problem solving & design for noise reduction
• Sinter plant Van der Bijl Park	Iscor	Noise reduction strategy & requirements
• Blast furnace fan noise	Universal Fans	Design for fan noise reduction
• Aircraft Engine test facility	Kentron	Design for noise control – environmental impact
• Sulphuric acid plant noise	Fedmis	Design for noise reduction, inspection & testing
• Automotive assembly line	Nissan	Design & commissioning noise reduction canopies
• Scrubber fan noise	RBM	Design for noise reduction
• Ship unloader machine room noise	Algroup Alusuisse	Design for noise reduction
• Paint plant noise	Daimler Chrysler	Design for noise reduction on skid cleaner
• Mail sorting centre plantroom noise	Telkom Sapos	Design for plantroom noise control
• Scrubber system and fan noise	Aquachlor	Design for noise reduction
• Power station turbine hall noise	Eskom	Design for noise reduction
• Mill noise	PPC	Design for noise reduction in control rooms & offices
• Plantroom noise	Vodacom	Design for noise control in offices
• G6 armoured veh power plant noise	SME	Design enclosure for noise control
• Carltonville hospital boiler plant noise	Gauteng Health Dept	Design for noise reduction
• Refinery noise	Rand Refineries	Diagnostic investigation & strategy for noise reduct
• Engine test facility ultra-high noise	Sasol	Design for sound proofing engine test facility
• Chiller plant noise	Dep Public Works	Design for noise reduction
• New Chipper Plant	Sappi Tugela	Plant building design for external noise control
• Transformers	Hawker Siddeley	Acoustic test and evaluation
• Sappi Enstra Paper Mill	Sappi SA	Noise reduction programme and design
• Blast noise	Somchem	Blast noise eval; test facility design for noise control
• Mill noise	Anglo Platinum	Bond mill & sieve shaker design for noise reduction
• Vibration screen infra-sound problem	Billiton	Problem analysis and design for infra-sound control
• Bucket repair workshop	S A Coal Estates	Design enclosures & screens for noise reduction
• LoadHallDump vehicle noise reduction	Anglo-Coal	Design ventilated hood for noise reduction
• PMR Precious metal refinery	Anglo Platinum	Excessive ventilation noise: design to reduce
• Pebble bed ball impact test facility	Necsa	Noise control booth design

**Acoustic Field:** Industrial, machinery & equipment noise control (Continued)

<b>Project</b>	<b>For</b>	<b>Aspects</b>
• Sasol Syferfontein conveyor	Sasol Mining	Design: Overland conveyor noise reduction
• SARS Alberton new building	SARS	Plantroom design for noise impact control
• Sulzer large flow bend	Insul-Coustic	Design bend treatment for flow noise control
• BMW wax & seal test facility	Insul-Coustic	Test facility soundproofing design - Metal cutting
• Kumba induction panel test facility	Kumba	Test facility soundproofing
• KZN P Maritz B new legislative offices	KZN Dept P Works	Plantrooms and machinery design for noise control
• Alstom 32 MVA Power transformer	Alstom	Power transformer noise output tests
• Waterfall Boven	Nkhalanga Municipal	New water purification design for noise control
• Conveyor noise study	Bateman	Overland conveyor noise: Causes & parameters
• Harvest House Pretoria	Desmo Eng	Chiller & cooler plant design noise screening meas
• Ventilation fan noise problem	Anglo Coal	Surface ventilation fan - Design noise reduction
• Sasol Syferfontein conveyor	Sasol Mining	Diagnostic analysis: noise generating mechanisms
• Sasol Syferfontein conveyor	Sasol Mining	Design: Overland conveyor noise reduction
• Metal press noise	TRW	Design enclosures & screens for noise reduction
• Stone Duster Vehicle	Bird Machines	New vehicle – Design & achieve noise spec
• Gautrain	Insul-Coustic	Construction sites – Design noise enclosures
• Exxaro High-frequency generator	Insul-Coustic	Noise enclosure and soundproofing design
• Unisa new registration building	Unisa	Plantroom noise predictions and design inputs
• Columbus Steel	Insul-Coustic	Control room and pulpit soundproofing design
• Sesane TV studios	Insul-Coustic	Plantroom and machinery noise reduction design
• Safour air plant noise reduction	Insul-Coustic	Compressor enclosure and soundproofing design
• Rustenburg Mine Laboratories	Rustenburg Mine	Design for machine noise reduction
• Anglo Research Lab Mills	Anglo American	Research lab mills, design for noise reduction
• Safripol Blowers	Safripol	Blower noise, design for noise reduction
• Eskom Grootvlei Power Station	Insul-Coustic	Design NR, boardrooms, offices
• Exxaro Inyanda Mine	Exxaro	Noise Reduction Strategy
• Locomotive air-conditioning system	Booyco	Design to meet Alstom noise spec
• Gecko Rapid Deployment Vehicle	LMT	Noise Reduction – Strategy and Design

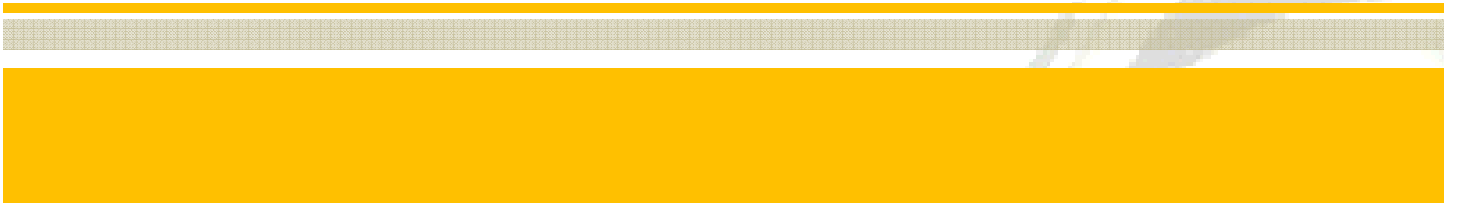
**Acoustic Field:** Specialised services

<b>Project</b>	<b>For</b>	<b>Aspects</b>
• Specialist advisor to SABS LVA	SABS	Specialist advisor for SABS Acoustics Laboratory
• Pakistan Airforce: Missile assessment	Dep Trade & Industry	Assessments non-proliferation treaty
• Taiwan push-pull loco bullet train	Union Carriage	Driver's cabin speech intelligibility & noise control
• NRZ rail coaches	Union Carriage	Acoustic design for noise reduction
• Locomotive Class 9E Electrical Sishen	Alstom	Design upgrade - Noise reduction for hearing safety
• Theoretical analysis sound insulation	CSIR & several other	Predict/analyse acoustical properties of materials
• Overland coal conveyor noise	Sasol	Diagnostic analysis: noise generating mechanisms
• G6 artillery vehicle – Gun shot noise	LIW	Acoustic measurements & assessment hearing risk
• Locomotive Class 11E Electrical	Spoornet	Design upgrade - Noise reduction for hearing safety
• Dakota aircraft upgrade	Aerosud	Design for noise reduction
• Hearing damage gunshot noise	SA Police	Hearing conservation programme
• New drywall product development	BPB Gypsum	Theoretical analysis of acoustical properties
• Power generators outside broadcast	Ontrack	Noise reduction and field tests
• Ermelo – Richards Bay Locomotive	Transwerk	Design upgrade speech intelligibility & noise control
• Indoor artillery test facility	Somchem	Design for environmental noise control
• MUF building systems	Chipboard Industries	System acoustic evaluation and development
• Locomotive Class 34GM Diesel-elec	Spoornet	Design upgrade - Noise reduction for hearing safety
• Locomotive Class 35GM Diesel-elec	Spoornet	Design upgrade - Noise reduction for hearing safety
• Locomotive Class 36GM Diesel-elec	Spoornet	Design upgrade - Noise reduction for hearing safety
• Locomotive Class 37GM Diesel-elec	Spoornet	Design upgrade - Noise reduction for hearing safety
• Locomotive Class 34GE Diesel-elec	Spoornet	Design upgrade - Noise reduction for hearing safety
• Locomotive Class 35GE Diesel-elec	Spoornet	Design upgrade - Noise reduction for hearing safety
• Locomotive Class 36GE Diesel-elec	Spoornet	Design upgrade - Noise reduction for hearing safety
• SABS acoustic test lab validation	SABS	Assess & validate SABS test laboratory & method
• Mobile partitioning system	L J Doors	Design input to improve insulation performance
• Locomotive Class 7E Elec	Spoornet	Design upgrade - Noise reduction for hearing safety
• Weapons and ammunition demolition	SA Navy	Measurement of hi-explosives detonation noise
• Locomotive Class 19E Elec	UCW	New Coal-link locomotive – Low noise design
• Locomotive Class 15E Elec	UCW	New Sishen iron ore loco - Low noise design
• Soshalowa power car	Transnet	Train set power car sound-proofing design
• Locomotive hooters	Transnet	Study hooter audibility at level crossings
• Aluglass building systems	Aluglass	Acoustic panel theoretical evaluation



# **Annexure J**

COPY OF THE APPLICATION FORM  
SUBMITTED TO GDARD





APPLICATION FORM [REGULATION 12 (1)&(2)(A)(B)(I)(II)]



Gauteng Department of Agriculture and Rural Development

Application for authorisation in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended and the Environmental Impact Assessment Regulations, 2010

Kindly note that:

1. This application form is to be completed for both the Basic Assessment process and the Scoping & EIA process.
2. This application form is current as of 2 August 2010. It is the responsibility of the EAP to ascertain whether subsequent versions of the form have been published or produced by the competent authority.
3. The application must be typed within the spaces provided in the form. The sizes of the spaces provided are not necessarily indicative of the amount of information to be provided. It is in the form of a table that can extend itself as each space is filled with typing.
4. Selected boxes must be indicated by a cross and, when the form is completed electronically, must also be highlighted.
5. Incomplete applications may be returned to the applicant for revision.
6. The use of "not applicable" in the report must be done with *circumspection* because if it is used in respect of material information that is required by the competent authority for assessing the application, it may result in the rejection of the application as provided for in the regulations.
7. Three copies of this form and the attachments must be handed in at the offices of the relevant competent authority as detailed below.
8. No faxed or e-mailed applications shall be accepted. Only hand delivered or posted applications will be accepted.
9. Unless protected by law, and clearly indicated as such, all information filled in on this application will become public information on receipt by the competent authority. The applicant/Environmental Assessment Practitioner (EAP) must provide any Interested and Affected Party (I&AP's) with the information contained in this application on request, during any stage of the application process.
10. Attachments, where applicable, to this document are to be ordered in the following prescribed manner

Annexure - A	Locality map
Annexure - B1	Proof of notification of land owner
Annexure - B2	List of Land Owners
Annexure - C	List of all organs of state and State Departments of where the draft report will be submitted, their full contact details and contact person
Annexure - D	Property description list
Annexure - E	Current land use zonings list

Annexure - F	List of Local Authorities in which jurisdiction it falls
Annexure - G	List of Towns or Districts
Annexure - H	List of Coordinates
Addendum-A	Declaration of Independence by EAP to be submitted with the report if the application form was submitted by applicant

**DEPARTMENTAL DETAILS**

Gauteng Department of Agriculture and Rural Development  
 Attention: Administrative Unit of the Sustainable Utilisation of the Environment (SUE) Branch  
 P.O. Box 8769  
 Johannesburg  
 2000  
 Administrative Unit of the Sustainable Utilisation of the Environment (SUE) Branch  
 18<sup>th</sup> floor Glen Calm Building  
 73 Market Street, Johannesburg  
 Administrative Unit telephone number: (011) 355 1345  
 Department central telephone number: (011) 355 1900

# APPLICATION FORM [REGULATION 12 (1)&(2)(A)(B)(1)(II)]

(For official use only)

**File Reference Number:**

**Application Number:**

**Date Received:**

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## 1. NATURE OF THE ACTIVITY

**Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 Between Nellmapius Drive and the K220**

Select the appropriate box with regards to the application form submission

An application for conducting a basic assessment (as defined in the regulations)?

X	

A resubmission of an application for conducting a basic assessment (as defined in the regulations)?


An application for conducting a Scoping & EIA process (as defined in the regulations)

A resubmission of an application for conducting a SR & EIA process (as defined in the regulations)

If this is a class application, has a copy of approval letter to undertake such an application been attached as such application may/shall not be undertaken without an approval from this Department

--	--

Has this project or a substantial similar project which has been previously submitted by the applicant been denied authorisation by the relevant authority in the last three (3) years

YES	NO X
YES	NO

If yes will the application contain new or additional material not submitted previously

To be noted that Regulation 68 of EIA Regulations, 2010 states that no applicant may resubmit an application which is substantially similar to an application previously denied authorisation by the relevant authority unless 3 years has lapsed since the refusal or new material is to be presented

## 2. PROJECT DETAILS

Project title:

**Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 Between Nellmapius Drive and the K220**

To be noted that the project will be registered under this title and this title must be duplicated through the application life of the project

Local authority(ies) in whose jurisdiction the proposed application will fall

City of Tshwane Metro Municipality  
Kungwini Local Municipality  
Ekurhuleni Metro Municipality

## 3. ACTIVITY POSITION

Indicate the position of the activity using the latitude and longitude of the centre point of the site for each alternative site. The co-ordinates should be in decimal degrees. The degrees should have at least six decimals to ensure adequate accuracy. The projection that must be used in all cases is the WGS84 spheroid in a national or local projection.

Alternative:

Latitude (S):	Longitude (E):

In the case of linear activities:  
Alternative:

- Starting point of the activity
- Middle point of the activity
- End point of the activity

Latitude (S):	Longitude (E):



# APPLICATION FORM [REGULATION 12 (1)&(2)(A)(B)(I)(II)]

For route alternatives that are longer than 500m, please provide co-ordinates taken every 250 meters along the route and attached in the appropriate **Appendix H**

Addendum of route alternatives attached

YES

**Property description:**

(Farm name, portion etc.) Where a large number of properties (including alternatives) are involved (e.g. linear activities), please attach a list of the property descriptions to this application.

Refer to Annexure D -- List of Potential Properties that could be affected

**Activities Applied for**

An application may be made for more than one listed or specified activity that, together, make up one development proposal. All the listed activities that make up this application must be listed.

**Please Note: The Activities applied for represent a preliminary list of potential activities that could be triggered. The list of activities applied for will however be finalized and motivated during the EIA phase. Additional activities identified during the course of the application process will be re-advertised during the EIA phase**

Indicate the number and date of the relevant Government Notice:	Activity No (s) (in terms of the relevant notice): e.g. Listing notices 1, 2 or 3	Describe each listed activity as per the wording in the relevant listing notice:
Listing No. 1 R. 544, 18 June 2010	Activity 11	<p>The construction of:</p> <ul style="list-style-type: none"> <li>(i) canals;</li> <li>(ii) channels;</li> <li>(iii) bridges;</li> <li>(iv) dams;</li> <li>(v) weirs;</li> <li>(vi) bulk storm water outlet structures;</li> <li>(vii) marinas;</li> <li>(viii) jetties exceeding 50 square metres in size;</li> <li>(ix) slipways exceeding 50 square metres in size;</li> <li>(x) buildings exceeding 50 square metres in size;</li> <li>(xi) infrastructures or structures covering 50 square metres or more</li> </ul> <p>where such construction occurs within a watercourse or within 32 metres of a watercourse, measured from the edge of a watercourse, excluding where such construction will occur behind the development setback line.</p>
Listing No. 1 R. 544, 18 June 2010	Activity 16	<p>The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock from</p> <ul style="list-style-type: none"> <li>(i) a watercourse;</li> <li>(ii) the sea;</li> <li>(iii) the seashore;</li> <li>(iv) the littoral active zone, an estuary or a distance of 100metres inland of the high-water mark of the sea or an estuary, whichever distance is the greater.</li> </ul> <p>but excluding where such infilling, depositing, dredging, excavation, removal or moving</p> <p>(i) is for maintenance purpose undertaken in accordance with a management plan agreed to by the relevant environmental authority; or occurs behind the development setback line.</p>
Listing No. 1 R. 544, 18 June 2010	Activity 28	<p>The expansion of existing facilities for any process or activity where such expansion will result in the need for a new, or amendment of, any existing permit or license in terms of national or provincial legislation governing the release of emission pollution, excluding where the facility, process or activity is included in the list of waste management activities published in terms of section 19 of the National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008) in which case that Act will apply.</p>
Listing No. 1 R. 544, 18 June 2010	Activity 39	<p>The expansion:</p> <ul style="list-style-type: none"> <li>(xii) canals;</li> <li>(xiii) channels;</li> <li>(xiv) bridges;</li> <li>(xv) dams;</li> <li>(xvi) weirs;</li> <li>(xvii) bulk storm water outlet structures;</li> <li>(xviii) marinas;</li> </ul> <p>where such construction occurs within a watercourse or within 32 metres of a watercourse, measured from the edge of a watercourse, excluding where such construction will occur behind the development setback line.</p>
Listing No. 2 R. 545, 18	Activity 18	<p>The route determination of roads and designs of associated physical</p>

APPLICATION FORM [REGULATION 12 (1)&(2)(A)(B)(I)(II)]

<p>June 2010</p>		<p>infrastructure, including roads that have not yet been built for which routes have been determined before 03 July 2006 and which have not been authority in terms of the Environmental Impact Assessment Regulations, 2006 or 2009, made under section 24(5) of the Act and published in Government Notice No. R385 of 2006, -</p> <p>(i) it is a national road as defined in section 40 of the South African Roads Agency Limited and National Roads Act, 1998 (Act No. 7 of 1998);</p> <p>(ii) it is a road administered by a provincial authority;</p> <p>(iii) the road reserve is wider than 30 metres; or</p> <p>(iv) the road will cater for more than one lane of traffic in both directions.</p>
<p>Listing No. 3 R. 546, 18 June 2010</p>	<p>Activity 4</p>	<p>The construction of a road wider than 4 metres with a reserve less than 13,5 metres.</p> <p>(b) In Gauteng:</p> <p>i. A protected area identified in terms of NEMPAA, excluding conservancies;</p> <p>ii. National Protected Area Expansion Strategy Focus areas;</p> <p>iii. Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act as adopted by the competent authority;</p> <p>iv. Sites or areas identified in terms of the Ramsar Convention;</p> <p>v. Sites identified as irreplaceable or important in the Gauteng Conservation plan;</p> <p>vi. Areas larger than 2 hectares zoned for use as public open space;</p> <p>vii. Areas zoned for conservation purpose;</p> <p>viii. Any declared protected area including Municipal or Provincial Nature Reserves as contemplated by the Environmental Conservation Act, 1989 (Act No. 73 of 1989) and the Nature Conservation Ordinance (Ordinance 12 of 1983);</p> <p>ix. Any site identified as land with high agricultural potential located within the Agricultural Hubs or Important Agricultural Sites identified in terms of the Gauteng Agricultural Potential Atlas, 2006.</p>
<p>Listing No. 3 R. 546, 18 June 2010</p>	<p>Activity 13</p>	<p>The clearance of an area of 1 hectare or more of vegetation where 75% or more of the vegetation cover constitutes indigenous vegetation, except where such removal of vegetation is required for:</p> <p>(1) The undertaking of a process or activity included in the list of waste management activities published in terms of section 19 of the National Management Act, 2008 (Act No. 59 of 2008) in which case the activity is regarded to be excluded from this list.</p> <p>(2) The undertaking of a linear activity falling below the thresholds mentioned in Listing Notice 1 in terms of GN No. 544 of 2010.</p> <p>(d) In Gauteng:</p> <p>i. A protected area identified in terms of NEMPAA, excluding conservancies;</p> <p>ii. National Protected Area Expansion Strategy Focus areas;</p> <p>iii. Any declared protected area including Municipal or Provincial Nature reserves as contemplated by the Environmental Conservation Act, 1989 (Act No. 73 of 1989), the Nature Conservation Ordinance ( Ordinance 12 of 1983);</p> <p>v. Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority;</p> <p>vi. Sites or areas identified in terms of an international Convention</p> <p>vii. Sites identified as irreplaceable or important in the Gauteng Conservation plan;</p>

APPLICATION FORM [REGULATION 12 (1)&(2)(A)(B)(I)(II)]

<p>Listing No. 3 R. 546, 18 June 2010</p>	<p>Activity 16</p>	<p>The construction of: (i) jetties exceeding 10 square metres in size; (ii) slipways exceeding 10 square metres in size; (iii) buildings with a footprint exceeding 10 square metres in size; or (iv) infrastructure covering 10 square metres or more</p> <p>where such construction occurs within a watercourse or within 32 metres of a watercourse, measured from the edge of a watercourse, excluding where such construction will occur behind the development setback line.</p>	<p>(b) In Gauteng: i. A protected area identified in terms of NEMPAA, excluding conservancies; ii. National Protected Area Expansion Strategy Focus areas; iii. Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority; iv. Sites or areas identified in terms of an International Convention; v. Sites identified as irreplaceable or important in the Gauteng Conservation plan; vi. Any declared protected area including Municipal or Provincial Nature reserves as contemplated by the Environmental Conservation Act, 1989 (Act No. 73 of 1989), the Nature Conservation Ordinance (Ordinance 12 of 1983); vii. Areas zoned for conservation purpose.</p>
<p>Listing No. 3 R. 546, 18 June 2010</p>	<p>Activity 19</p>	<p>The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre.</p>	<p>(b) In Gauteng: i. A protected area identified in terms of NEMPAA, excluding conservancies; ii. National Protected Area Expansion Strategy Focus areas; iii. Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority; iv. Sites or areas identified in terms of an International Convention; v. Any site identified as land with high agricultural potential located within the Agricultural Hubs or Important Agricultural Sites identified in terms of the Gauteng Agricultural Potential Atlas, 2006; vi. All sites identified as irreplaceable or important in the Gauteng Conservation plan; vii. Any declared protected area including Municipal or Provincial Nature reserves as contemplated by the Environmental Conservation Act, 1989 (Act No. 73 of 1989), the Nature Conservation Ordinance (Ordinance 12 of 1983) and the NEMPAA.</p>
<p>Listing No. 3 R. 546, 18 June 2010</p>	<p>Activity 24</p>	<p>The expansion of (a) jetties where the jetty will be expanded by 10 square metres or more; (b) slipways where the slipway will be expanded by 10 square metres or more; (c) buildings where the buildings will be expanded by 10 square metres or more in size; or (d) infrastructure where the infrastructure will be expanded by 10 square metres or more</p>	<p>(b) In Gauteng: i. A protected area identified in terms of NEMPAA, excluding conservancies; ii. National Protected Area Expansion Strategy Focus areas; iii. Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority; iv. Sites or areas identified in terms of an International Convention; v. Sites identified as irreplaceable or important in the Gauteng Conservation plan; vi. Any declared protected area including Municipal or Provincial Nature reserves as contemplated by the Environmental Conservation Act, 1989 (Act No. 73 of 1989), the Nature Conservation Ordinance (Ordinance 12 of 1983) and the NEMPAA; vii. Areas zoned for a conservation purpose.</p>



**APPLICATION FORM [REGULATION 12 (1)&(2)(A)(B)(I)(II)]**

		where such construction occurs within a watercourse or within 32 metres of a watercourse, measured from the edge of a watercourse, excluding where such construction will occur behind the development setback line.	
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Please note that any authorisation that may result from this application will only cover activities specifically applied for.

**4. OTHER AUTHORISATIONS REQUIRED**

**4.1 DO YOU NEED ANY AUTHORISATIONS IN TERMS OF ANY OF THE FOLLOWING LAWS?**

- 4.1.1 National Environmental Management: Waste Act /No /Yes
- 4.1.2 National Environmental Management: Air Quality Act /No /Yes
- 4.1.3 National Environmental Management: Protected Areas Act (There is a possibility) /Yes /No
- 4.1.4 National Environmental Management: Biodiversity Act (There is a possibility) /Yes /No
- 4.1.5 Mineral Petroleum Development Resources Act /No /Yes
- 4.1.6 National Water Act (A Section 21 Water Use License will most probably be required) /Yes /No
- 4.1.7 National Heritage Resources Act (In terms of the National Heritage Resources Act a heritage study must be conducted if a study area is larger than 5000 m<sup>2</sup> or linear activities which exceeds 300m in length) /Yes /No
- 4.1.8 Other (please specify) /No /Yes
- 4.2 Have such applications been lodged already? /No /Yes

**5. BACKGROUND INFORMATION**

Project applicant:	Gauteng Department of Roads and Transport		
Trading name (if any):	n/a		
Contact person:	Mr. Sipho Mbele		
Physical address:	Room S601, 8 <sup>th</sup> floor, South Tower, Sage Life Building 41 Simmonds Street		
Postal address:	Private Bag X83, Marshalltown		
Postal code:	2107	Cell:	
Telephone:	+27 11 355 7158	Fax:	+27 11 355 7305
E-mail:	Sipho.Mbele@gauteng.gov.za		

Project Environmental Assessment Practitioner:	Bokamoso Landscape CC, T/A Bokamoso Landscape Architects and Environmental Consultants		
Contact person:	Mrs. Lizelle Gregory		
Postal address:	P.O. Box 11375, Maroelana		
Postal code:	0161	Cell:	083 255 8364
Telephone:	012 348 3810	Fax:	086 570 5659
E-mail:	lizelleg@mweb.co.za		
EAP qualifications & relevant experience	Registered Landscape Architect and Environmental Consultant (degree obtained at the University of Pretoria) with 17 years experience in the following fields: <ul style="list-style-type: none"> <li>• Environmental Planning and Management;</li> <li>• Landscape Architecture; and</li> <li>• Landscape Contracting</li> </ul> L. Gregory also lectured at the Tshwane University Technology and the University of Pretoria.		

APPLICATION FORM [REGULATION 12 (1)&(2)(A)(B)(I)(II)]

Professional affiliation(s)  
(if any)

Lizelle Gregory is a registered member of the South African Council of the Landscape Architects Profession (SACLAP), the International Association of Impact Assessments (IAIA), and The Institute for Landscape Architects south Africa (ILASA) and the Institute of Environmental Management and Assessment (IEMAS).

Her professional practise number is: 97078

Landowner:  
Contact person:  
Postal address:  
Postal code:  
Telephone:  
E-mail:

Form with fields for Landowner contact details: Contact person, Postal address, Postal code, Telephone, E-mail, Cell, Fax.

In instances where there is more than one landowner (including for alternative sites), please attach a list of landowners with their contact details to this application.

In instances where the landowner is not the applicant –attach proof of notification to the landowner

List of landowner s is attached **Yes X /Annexure B2**  
Proof of notification to the Landowner attached **Yes X /Annexure B1**

Local authority in whose jurisdiction the proposed activity will fall:  
Contact person:  
Postal address:  
Postal code:  
Telephone:  
E-mail:

Form with fields for Local authority contact details: Contact person, Postal address, Postal code, Telephone, E-mail, Cell, Fax.

In instances where there is more than one local authority involved (including for alternative sites), please attach a list of local authorities with their contact details to this application.

List of local authorities is attached **Yes X /Annexure F**

Empty form box for listing local authorities.

List of properties is attached **Yes X /Annexure D**

Town(s) or district(s):  
Street/Physical address:

List of Local authorities is attached in Annexure F

In instances where there is more than one town or district involved, please attach a list of towns or districts to this application.

List of towns or districts is attached **Yes X /Annexure G**

State Departments administering a law affecting the environment:  
Contact person:  
Postal address:  
Postal code:  
Telephone:  
E-mail:

Form with fields for State Departments contact details: Contact person, Postal address, Postal code, Telephone, E-mail, Cell, Fax.

In instances where there is more than one State Department involved, please attach a list of all State Departments with their contact details.

List of towns or districts is attached **Yes X /Annexure C**



# APPLICATION FORM [REGULATION 12 (1)&(2)(A)(B)(I)(II)]

Current land-use zoning:

In instances where there is more than one current land-use zoning (including alternatives), please attach a list of current land use zonings that also indicate which portions each use pertains to, to this application.

List of current land use zonings is attached Yes X / Annexure E

Locality map:

A locality map(s) (including alternatives) must be attached to the back of this document, as **Annexure A**. The scale of the locality map must be between 1:10 000 and 1:50 000. The scale must be indicated on the map. The map must indicate the following:

- an accurate indication of the project site position as well as the positions of the alternative sites, if any;
- road access from all major roads in the area;
- road names or numbers of all major roads as well as the roads that provide access to the site(s);
- all roads within a 1km radius of the site or alternative sites;
- all rivers within a 1km radius of the site or alternative sites; and
- a north arrow.

## 6. COMPLIANCE WITH CONDITIONS

Have you ever been in non-compliance with a condition of an authorisation or exemption issued by this Department or any other provincial or national environmental department in terms of the Environment Conservation Act (No 73 of 1989) or the National Environmental Management Act (No 107 of 1998) as amended?

YES	NO
X	X

If yes, indicate details of non-compliance together with reasons for non-compliance:

Attach all relevant documentation e.g. compliance audit reports, pre-directives, directives, compliance notices

## 7. ACTIVITY INFORMATION

### Socio-economic value of the activity

What is the expected capital value of the activity on completion?

What is the expected yearly income that will be generated by or as a result of the activity?

Will the activity contribute to service infrastructure?

Will the activity contribute to a public amenity?

Total number of new employment opportunities to be created in the development phase of this activity.

Of these opportunities how many are:

Women

People with disabilities

Female

Male

Youth

Female

+/- R 20 Million R 70 Million p/a (estimated additional income to surrounding businesses due to improved access)	
YES	NO
X	X
YES	NO
X	X
100 for 6 Months	
20	

Work opportunity will be provided for disabled persons
Work opportunity will be provided for disabled persons

Unknown at present, will provide more information upon request
---

**APPLICATION FORM [REGULATION 12 (1)&(2)(A)(B)(1)(II)]**

Male

What is the expected value of the employment opportunities during the development phase?  
 What percentage of this will accrue to previously disadvantaged individuals?  
 Total number of new employment opportunities to be created in the operational phase of this activity.

Of these opportunities how many are:  
 Women

People with disabilities

Female

Male

Youth

Female

Male

What is the expected current value of the employment opportunities during the first 10 years?  
 What percentage of this will accrue to previously disadvantaged individuals?

**Need and desirability of the activity**

Motivate and explain the need and desirability of the activity (including demand for the activity):

The K105 route is a Class 2 road providing north-south connectivity between Tembisa and Centurion. The road traverses Doornkloof bounded by the R21 (to the East) and the Railway line (to the west). There is currently no Class 2 access to this land. The future development of this prime land depends on efficient integration of its access into the greater network. The K105 route will provide this vital link into the greater road network.

Indicate any benefits that the activity will have for society in general:

The K105 route will provide access into the Doornkloof area and will bypass Irene, avoiding the impact on commuter traffic on the Irene community. The route will provide a vital public transport link between Tembisa and the Gautrain in Centurion.

Indicate any benefits that the activity will have for the local communities where the activity will be located:

Construction will involve the local labour community. The road will facilitate development of the area with potential employment associated with the development. The route will provide a development corridor into the Doornkloof Area.

Unknown at present, will provide more information upon request
R 1.4 Million
90 %
20
6
Work opportunity will be provided for disabled persons
Work opportunity will be provided for disabled persons
Work opportunity will be provided for disabled persons
Unknown at present, will provide more information upon request
Unknown at present, will provide more information upon request
Unknown at present, will provide more information upon request
R 20 Million
Unknown at present, will provide more information upon request

**8. DECLARATIONS**

8.1 The Applicant

I, Sipito Mbele, declare that I -

- am<sup>1</sup> the applicant in this application for **The Route determination and construction of the section of Road K105 between Nellmapius Drive and the K220**
- have appointed Bokamoso Environmental Consultants to act as the independent environmental assessment practitioner for this application
- will provide the environmental assessment practitioner and the competent authority with access to all information at my disposal that is relevant to the application;
- will be responsible for the costs incurred in complying with the Environmental Impact Assessment Regulations, 2010, including but not limited to -
  - costs incurred in connection with the appointment of the environmental assessment practitioner or any person contracted by the environmental assessment practitioner;
  - costs incurred in respect of the undertaking of any process required in terms of the Regulations;
  - costs in respect of any fee prescribed by the Minister or MEC in respect of the Regulations;
  - costs in respect of specialist reviews, if the competent authority decides to recover costs; and
  - the provision of security to ensure compliance with conditions attached to an environmental authorisation, should it be required by the competent authority;
- will ensure that the environmental assessment practitioner is competent to comply with the requirements of these Regulations and will take reasonable steps to verify whether the EAP complies with the Regulations;
- will inform all registered interested and affected parties of any suspension of the application as well as of any decisions taken by the competent authority in this regard;
- am responsible for complying with the conditions of any environmental authorisation issued by the competent authority;
- hereby indemnify the Government of the Republic, the competent authority and all its officers, agents and employees, from any liability arising out of the content of any report, any procedure or any action which the applicant or environmental assessment practitioner is responsible for in terms of these Regulations;
- will not hold the competent authority responsible for any costs that may be incurred by the applicant in proceeding with an activity prior to obtaining an environmental authorisation or prior to an appeal being decided in terms of these Regulations;
- will perform all other obligations as expected from an applicant in terms of the Regulations;
- all the particulars furnished by me in this form are true and correct; and
- I am aware that a false declaration is an offence in terms of regulation 71 and is punishable in terms of section 24F of the Act.


**For Scoping/ EIA applications I further declare under oath that**

- I will fix the site notice(s) in a conspicuous place, on the property(ies) where it is intended to undertake the activity(ies)
- I will place a notice in the required newspaper(s)
- I will provide the following with all the project information and give I&AP's an opportunity to register as an I&AP
  - landowners and occupiers of adjacent land
  - landowners and occupiers of land within 100 metres of the boundary of the property
  - the ward councillor
  - any organisation that represents the community in the area of the application
  - the municipality which has jurisdiction over the area in which the proposed activity will be undertaken
  - any organ of state that may have jurisdiction over any aspect of the activity of the applicant's intention to submit an application to the competent authority; and
- I will include on the register all persons as required per Regulation 55 (1) (c)
- The Reports as submitted will contain the same information (including layout, project design and mitigation) as provided to the registered I&APs for comment
- All issues raised by the I&APs during the public participation process will be included in the Comments and Response Report as attached

Sipito Mbele

<sup>1</sup> If this is signed on behalf of the applicant, proof of such authority from the applicant must be attached.

APPLICATION FORM [REGULATION 12 (1)&(2)(A)(B)(I)(II)]

  
Signature of the applicant<sup>2</sup> / Signature on behalf of the applicant:

DEPARTMENT OF ROADS & TRANSPORT  
Name of company (if applicable):

16/03/2011  
Date:

<sup>2</sup> If the applicant is a juristic person, a signature on behalf of the applicant is required as well as proof of such authority.

# Addendum A



ADDENDUM A

9. DECLARATIONS<sup>3</sup>

The Environmental Assessment Practitioner;

- I, Lizelle Gregory declare under oath that I -
- I act as the independent environmental practitioner for this application "The Route determination of the section of Road K105 between Nellmapius Drive and the K220 in Centurion"
  - I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant
  - I declare that there are no circumstances that may compromise my objectivity in performing such work;
  - I have expertise in conducting environmental impact assessments, including knowledge of the Act, regulations and any guidelines that have relevance to the proposed activity;
  - I will comply with the Act, regulations and all other applicable legislation;
  - I will take into account, to the extent possible, the matters listed in regulation 8 of the regulations when preparing the application and any report relating to the application;
  - I have no, and will not engage in, conflicting interests in the undertaking of the activity;
  - I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the competent authority; and - the objectivity of any report, plan or document to be prepared by myself for submission to the competent authority;
  - I will ensure that information containing all relevant facts in respect of the application is distributed or made available to interested and affected parties and the public and that participation by interested and affected parties is facilitated in such a manner that all interested and affected parties will be provided with a reasonable opportunity to participate and to provide comments on documents that are produced to support the application;
  - I will ensure that the comments of all interested and affected parties are considered and recorded in reports that are submitted to the competent authority in respect of the application, provided that comments that are made by interested and affected parties in respect of a final report that will be submitted to the competent authority may be attached to the report without further amendment to the report;
  - I will keep a register of all interested and affected parties that participated in a public participation process; and
  - I will provide the competent authority with access to all information at my disposal regarding the application, whether such information is favourable to the applicant or not
  - all the particulars furnished by me in this form are true and correct;
  - will perform all other obligations as expected from an environmental assessment practitioner in terms of the Regulations; and
  - I realise that a false declaration is an offence in terms of regulation 71 and is punishable in terms of section 24F of the Act.

Signature of the Environmental Assessment Practitioner: \_\_\_\_\_

BOKAMOSO ENVIRONMENTAL  
Name of company: \_\_\_\_\_

23-03-2011  
Date: \_\_\_\_\_

[Signature]  
Signature of the Commissioner of Oaths: \_\_\_\_\_

23/03/2011  
Date: \_\_\_\_\_

Designation: \_\_\_\_\_

Commissioner of Oaths Official stamp (below)

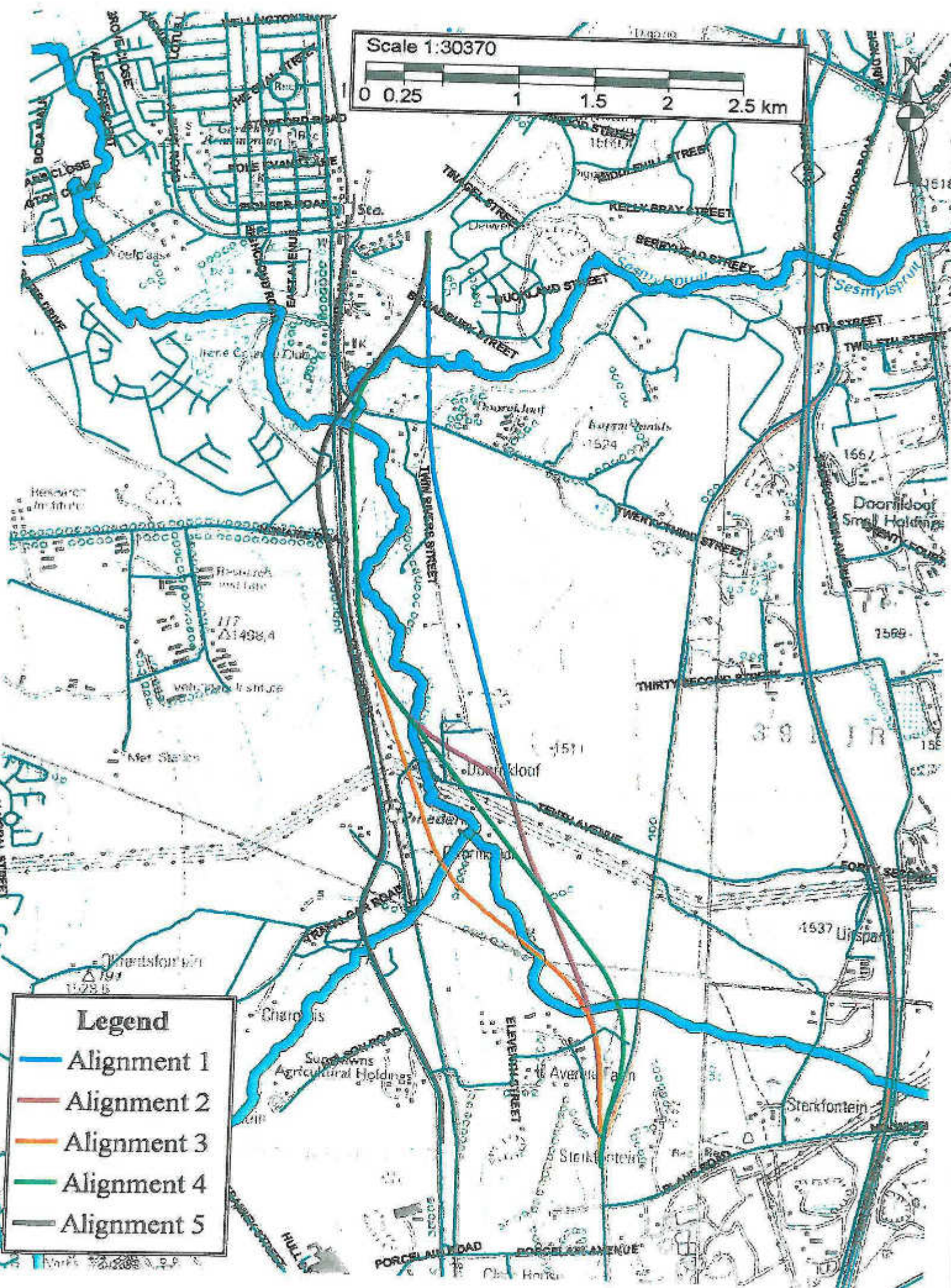
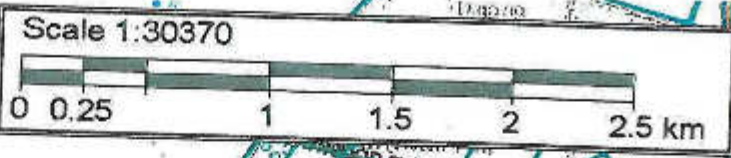
<sup>3</sup> Addendum A must be completed and submitted with the report if applicable. Form was done and submitted by the applicant.

GESERTIFIEERDE WAARSKOPPE  
VAN DIE OORSPRONKLIKE  
CERTIFIED A TRUE COPY OF THE ORIGINAL

[Signature]  
AR SWART  
Commissioner of Oaths/Kommissaris van Ede  
Professionele Rekenmeester (SAIPA). Lid no : 8140  
Chris Hougaardstr 252, Wierdapark, 0149

# Annexure A





**Legend**

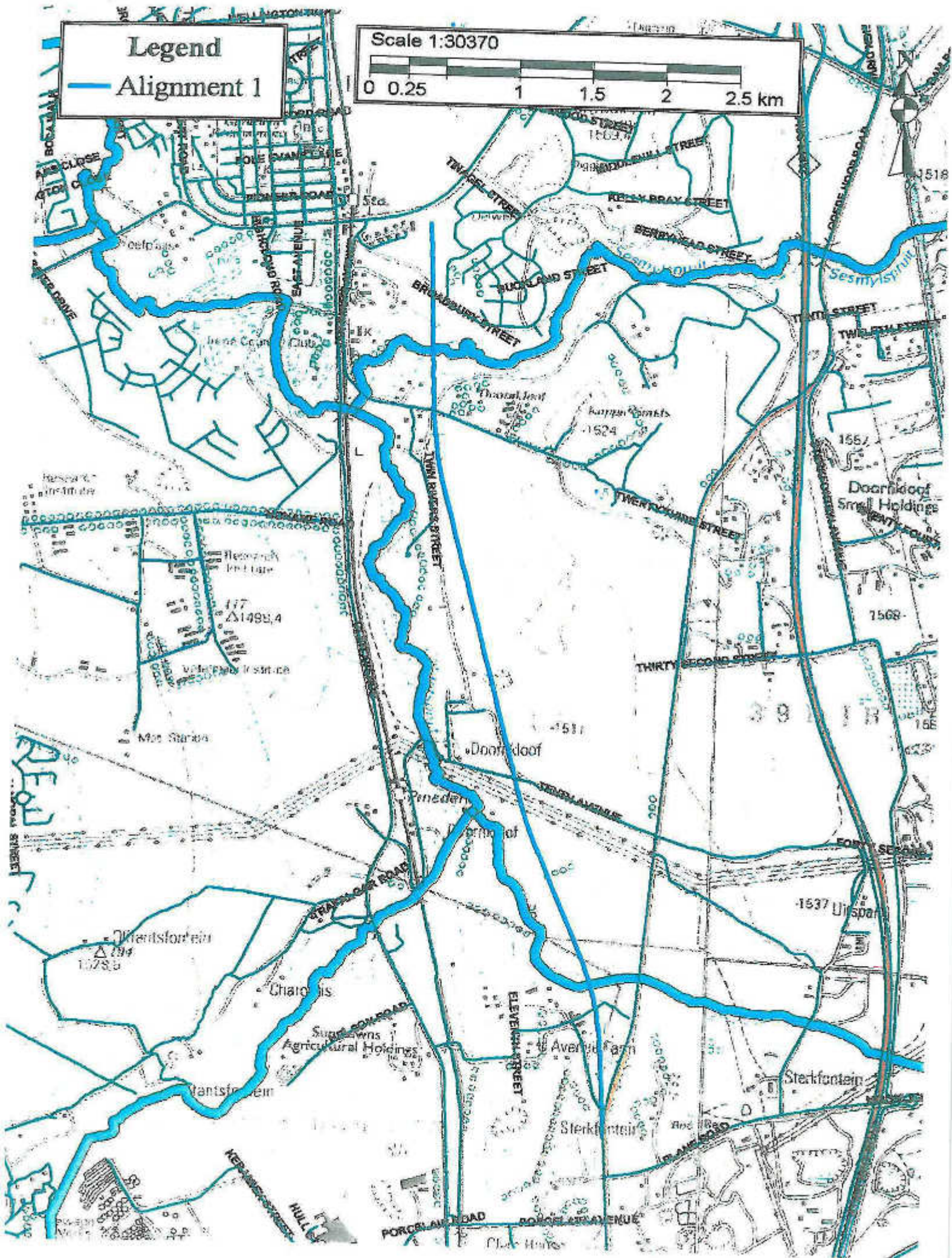
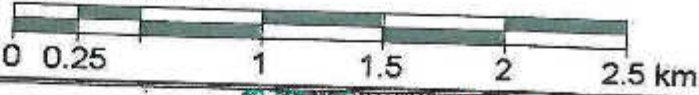
- Alignment 1
- Alignment 2
- Alignment 3
- Alignment 4
- Alignment 5



# Legend

— Alignment 1

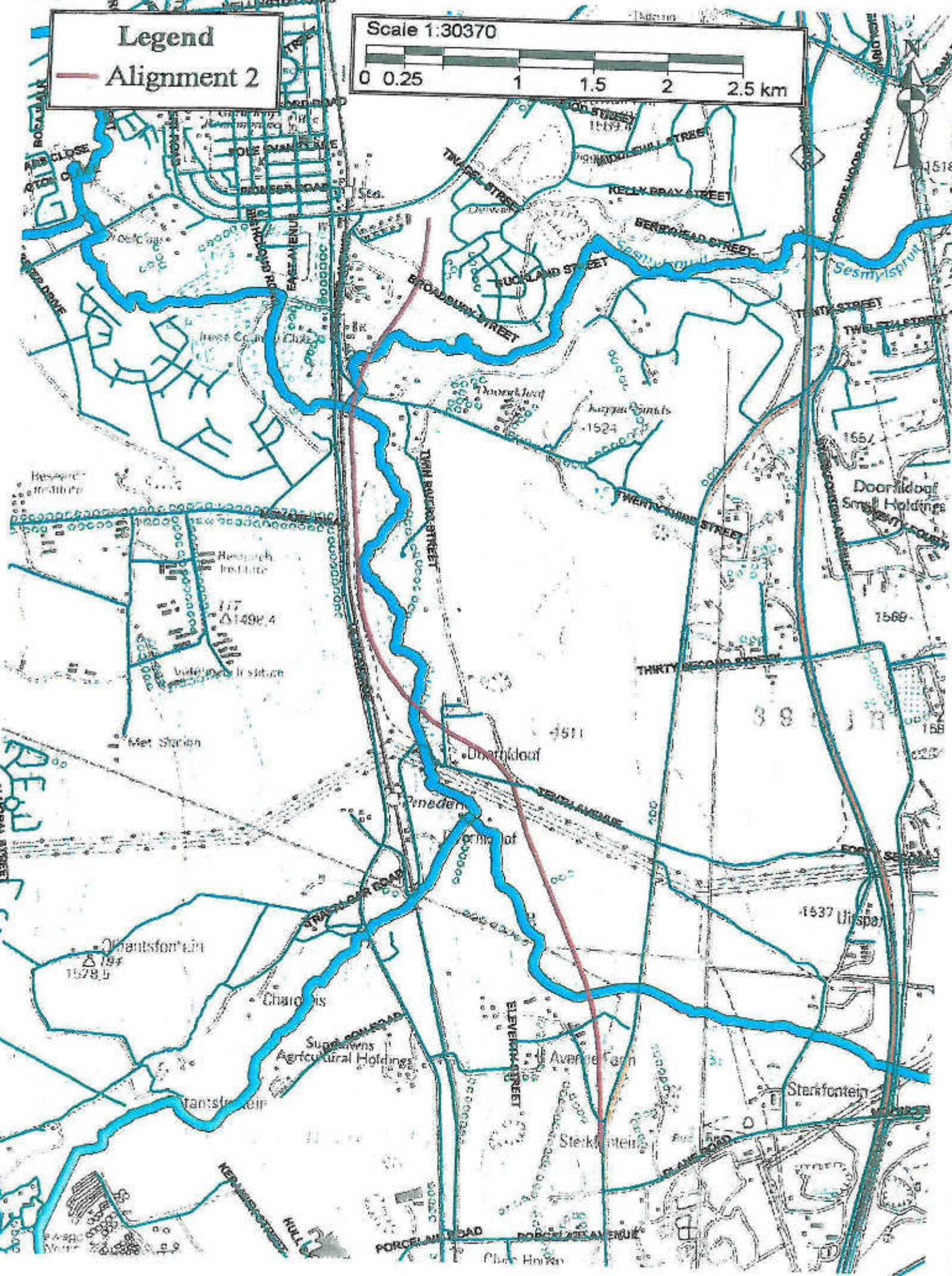
Scale 1:30370





**Legend**  
— Alignment 2

Scale 1:30370

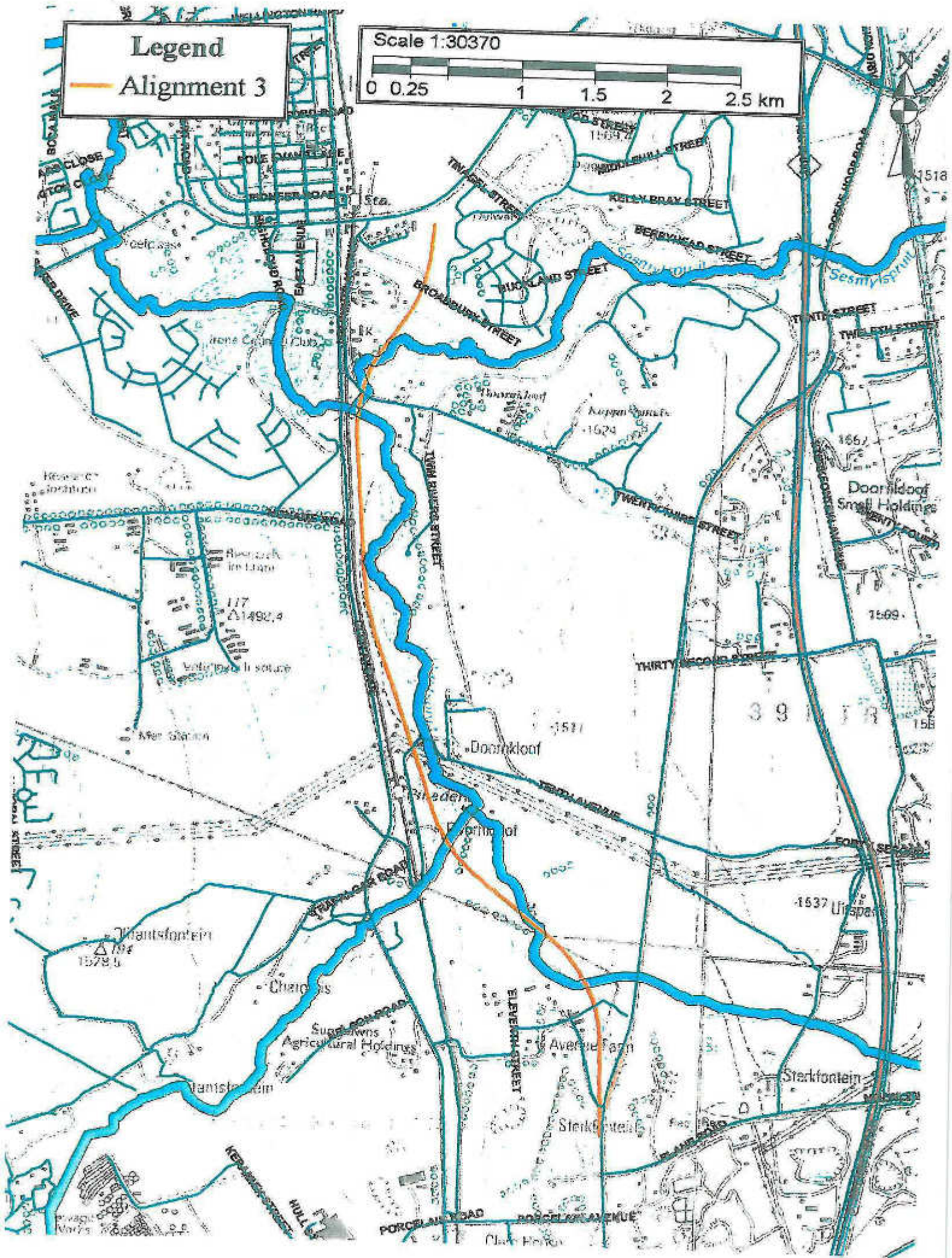




**Legend**

— Alignment 3

Scale 1:30370

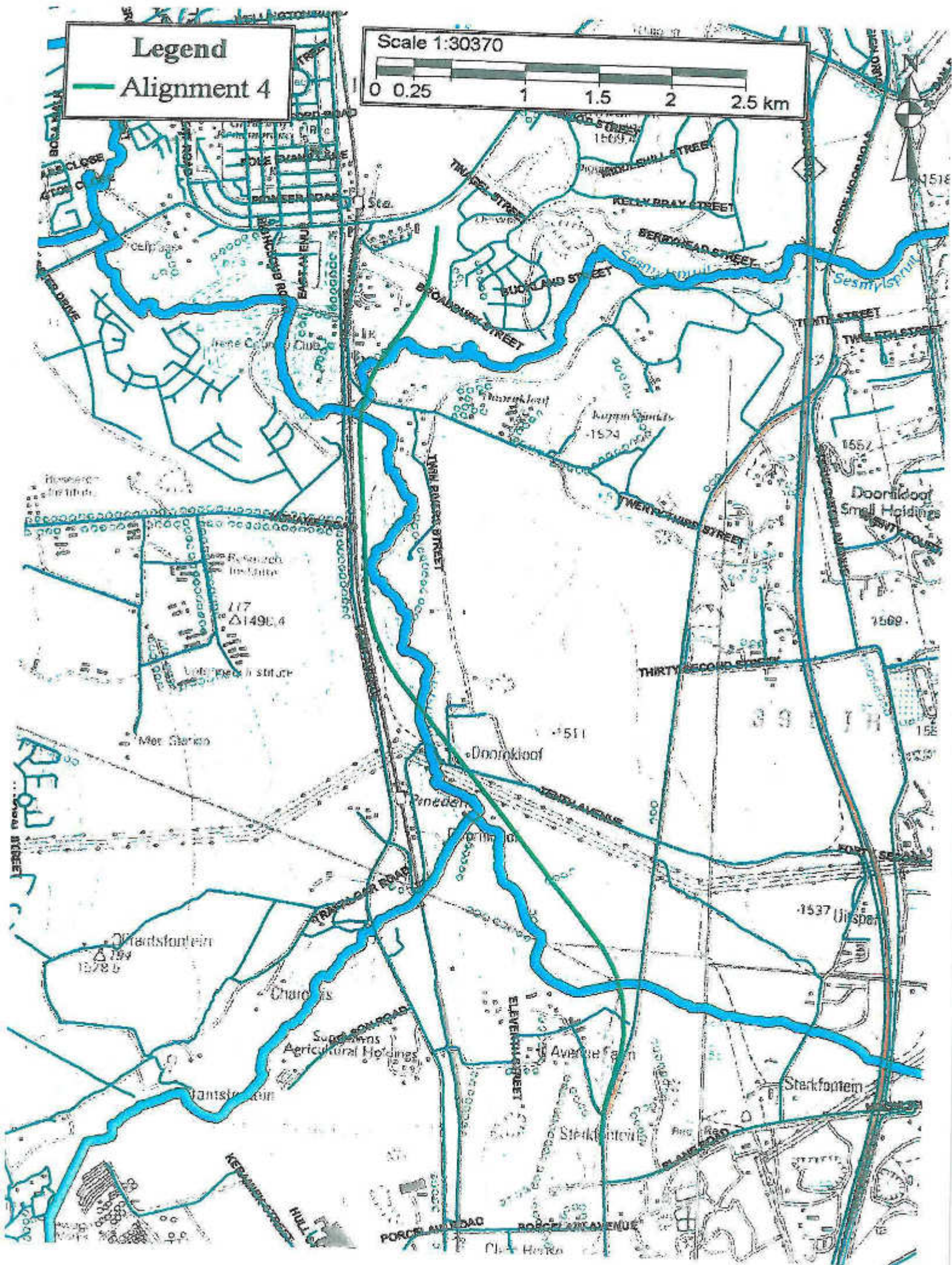
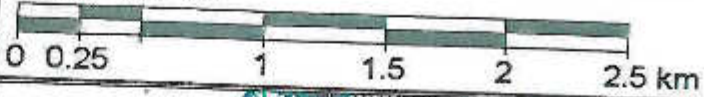




# Legend

— Alignment 4

Scale 1:30370

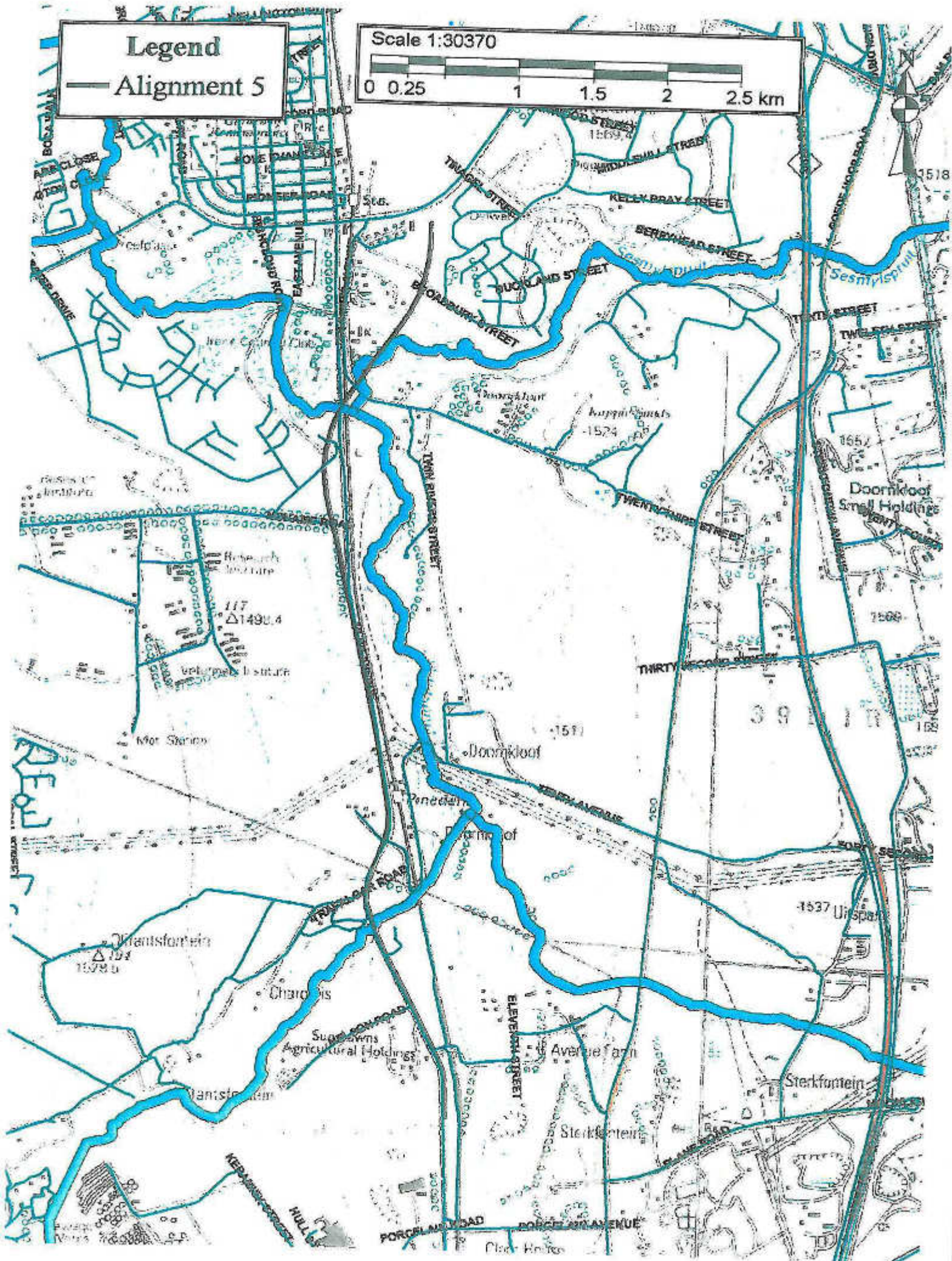
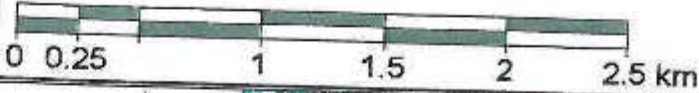




**Legend**

— Alignment 5

Scale 1:30370



# Annexure B1



**List of REGISTERED LETTERS**  
**Lys van GEREGISTREERDE BRIEWE**  
*(With an insurance option/met 'n versekeringsopsie)*



**Full tracking and tracing/Volledige volg en spoor**

Name and address of sender *Bokamoso, PO Box 11375*  
 Naam en adres van afsender *Maroelana 0161*

Enquiries/Navrae  
 Toll-free number  
 Tolvry nommer  
**0800 111 502**

No	Name and address of addressee Naam en adres van geadresseerde	Insured amount Versekerde bedrag	Insurance fee Versekeringsgeld	Postage Posgeld	Service fee Diensgeld	Affix Track and Trace customer copy Plak Volg-en-Spoor-klëntafskrif
1	<i>JR 209 Investments PO Box 75266 Lynnwood Ridge 0040</i>					REGISTERED LETTER <small>(with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 953 ZA</small>
2	<i>P.J. Meyers, PO Box 523, Gerburion 0046</i>					CUSTOMER COPY 301028R REGISTERED LETTER <small>(with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 975 ZA</small>
3	<i>Irene Village Properties, PO Box 454 Irene 0062</i>					CUSTOMER COPY 301028R REGISTERED LETTER <small>(with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 940 ZA</small>
4	<i>Praysa Trade 1162 Pty Ltd PO Box 25045, Monumentpark 0105</i>					CUSTOMER COPY 301028R REGISTERED LETTER <small>(with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 967 ZA</small>
5	<i>Ms C.Y. Cullinan PO Box 61189 Craighall 2024</i>					CUSTOMER COPY 301028R REGISTERED LETTER <small>(with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 984 ZA</small>
6						CUSTOMER COPY 301028R
7						
8						
9						
10						
Number of letters posted Getal briewe gepos		Total Totaal	R	R	R	R

Signature of client  
 Handtekening van kliënt.....

Signature of accepting officer  
 Handtekening van aanneembeampte.....

The value of the contents of these letters is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100,00. No compensation is payable without documentary proof. Optional insurance of up to R2 000,00 is available and applies to domestic registered letters only.

Die waarde van die inhoud van hierdie briewe is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100,00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering van tot R2 000,00 is beskikbaar en is slegs op inlândse geregistreerde briewe van toepassing.



**List of REGISTERED LETTERS**  
**Lys van GEREĞISTREERDE BRIEWE**  
 (With an insurance option/met 'n versekeringsopsie)



**Full tracking and tracing/Volledige volg en spoor**

Name and address of sender  
 Naam en adres van afsender: Botamaso, P. O. Box 11375,  
Maroelana 0161

Enquiries/Navrae  
 Toll-free number  
 Tolvry nommer  
**0800 111 502**

No	Name and address of addressee Naam en adres van geadresseerde	Insured amount Versoekerde bedrag	Insurance fee Versekeringsgeld	Postage Posgeld	Service fee Diensgeld	Affix Track and Trace customer copy Plak Volg-en-Spoor-klëntafskrif
1	The Genl Smuts War Veterans Association PO Box 35296, Menlo Park 0102					REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 803 ZA
2	Josene Investments PO Box 75266 Lynnwood Ridge, PTA 0040					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 825 ZA
3	UNISA, PO Box 392, UNISA 0003					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 817 ZA
4	River Meadows Manor Pty Ltd, PO Box 67411 Highveld 0169					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 834 ZA
5	Taurus Stock Improvement Co-op, Private Bag X 5, Irene 0062					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 851 ZA
6	Gillmead Pty Ltd, Postbus 176, Brits 0250					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 848 ZA
7	Professional Services Africa Pty Ltd PO Box 75680, Lynnwood Ridge 0040					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 818 260 ZA
8	G. Campetti, PO Box 756, Irene 0062					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 818 273 ZA
9	SA Rail Commuter Corporation Ltd, Private Bag X101, Braamfontein 2017					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 818 242 ZA
10	Agricultural Research Council, PO Box 8783, Pretoria 0001					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 818 256 ZA
		Total Totaal	R	R	R	R

Number of letters posted  
 Getal briewe gepos

Signature of client  
 Handtekening van kliënt

Signature of accepting officer  
 Handtekening van aanneembeampte

The value of the contents of these letters is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100,00. No compensation is payable without documentary proof. Optional insurance of up to R2 000,00 is available and applies to domestic registered letters only.

Die waarde van die inhoud van hierdie briewe is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100,00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering van tot R2 000,00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.



# List of REGISTERED LETTERS

## Lys van GEREGISTREERDE BRIEWE

(With an insurance option/met 'n versekeringsopsie)



Post Office

**Full tracking and tracing/Volledige volg en spoor**

Name and address of sender Botamose, PO Box 11375,  
 Naam en adres van afsender Maroelana 0161

Enquiries/Navrae  
 Toll-free number  
 Tolvry nommer  
**0800 111 502**

No	Name and address of addressee Naam en adres van geadresseerde	Insured amount Versekerde bedrag	Insurance fee Versekeringsgeld	Postage Posgeld	Service fee Diensgeld	Affix Track and Trace customer copy Plak Volg-en-Spoor-klientafskrif
1	Centurus Pty Ltd, PO Box 3, Irene 0062					REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 818 225 ZA
2	Pit Jansen van Rensburg, PO Box 897 Irene 0062					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 818 239 ZA
3	Ostiprop, 1168, PO Box 25045 Memoriam park 0105					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 879 ZA
4	Estate Sunlawn Pty Ltd, Postbus 176 Brits 0250					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 896 ZA
5	Rowanwood CC, 1 Jackson Street, Grahamstown 6139					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 919 ZA
6	A.T. Cullinan, PO Box 412905, Craighall 2024					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 865 ZA
7	Bondex Midrand Pty Ltd PO Box 1 Midstream Estates Midrand 1692					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 882 ZA
8	Irene Estate Pty Ltd, PO Box 589, Irene 0062					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 905 ZA
9	Full Gospel Church of God in SA, PO Box 40 Irene 0062					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 936 ZA
10	Sabro Property Holdings, PO Box 1823 Bedfordview 2008					CUSTOMER COPY 301028R REGISTERED LETTER (with a domestic insurance option) ShareCall 0800 111 502 www.sapo.co.za RD 561 817 922 ZA
Number of letters posted Geta/ briewe gepos		Total Totaal	R	R	R	R

Signature of client  
 Handtekening van klient

Signature of accepting officer  
 Handtekening van aanneembeampte

The value of the contents of these letters is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100,00. No compensation is payable without documentary proof. Optional insurance of up to R2 000,00 is available and applies to domestic registered letters only.

Die waarde van die inhoud van hierdie briewe is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100,00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering van tot R2 000,00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.



**REGISTERED LETTER  
GEREGISTREERDE BRIEF**

*(with an insurance option/met 'n versekeringsopsie)*



**Full tracking and tracking/Volledige volg en spoor**

Addressed to/Beadresseer aan  
**J. S. RETORIGS**  
**Box 293**  
**HALFWAY HOUSE 1685** Postcode  
 Poskode

The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only.

Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding sonder dokumentêre bewys beskikbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en sluit op binnelandse geregistreerde briewe van toepassing.

Postage paid R \_\_\_\_\_ c  
 Service fee / Diensgeld R \_\_\_\_\_ c  
 Insurance / Versekering R 16.90 c  
 Total / Totaal R \_\_\_\_\_ c

Insured value of contents  
 Versekerde waarde van inhoud R \_\_\_\_\_ c

Enquiries/Navrae  
 Toll-free number  
 Tolvry nommer  
**0800 111 502**

Initial of  
 accepting  
 Officer

*[Handwritten signature]*

Date Stamp

**RISWELD PARK**  
**2011-05-25**  
**1**  
**0157**

Date/tydtempoel

**Track and Trace**  
**REGISTERED LETTER**  
*(with a domestic insurance option)*  
 Servas 0800 111 502 www.spa.co.za  
**RD 547 500 263 ZA**

CUSTOMER COPY 30102ER

LEB004 / 050 Printers 011 493 7927 3/07/2011

# Annexure B2



## List of Land owners

1. Bondev Midrand Pty Ltd  
P.O. Box 1  
Midstream Estates  
Midrand  
1692
2. SA Rail Commuter Corporation Ltd  
Private Bag X101  
Braamfontein  
2017
3. Taurus Stock Improvement Co-op  
Private Bag X5  
Irene  
0062
4. Irene Estate Pty Ltd  
P.O. Box 589,  
Irene,  
0062
5. Agricultural Research Council  
P.O. Box 8783,  
Pretoria  
0001
6. River Meadow Manor Pty Ltd  
P.O. Box 67411,  
Highveld  
0169



7. Full Gospel Church of God in SA  
P.O. Box 40,  
Irene  
0062
8. Centurus Pty Ltd  
P.O. Box 3,  
Irene  
0062
9. UNISA  
P.O. Box 392,  
UNISA  
0003
10. SALBRO PROPERTY HOLDINGS  
P.O BOX 1823  
BEDFORDVIEW  
2008
11. P.H. Janse van Rensburg  
P O BOX 897  
IRENE  
0062
12. JOSENE INVESTMENTS  
P O BOX 75266  
LYNNWOOD RIDGE  
PRETORIA  
0040
13. JR 209 INVESTMENTS  
P O BOX 75266  
LYNNWOOD RIDGE  
0040

14. OSTIPROP 1168

P O BOX 25045

MONUMENT PARK

0105

15. THE GENL SMUTS WAR VETERANS ASSOCIATION

POSBUS 35296

MENLOPARK

0102

16. P.J. WEYERS

P O BOX 523,

CENTURION,

0046

17. ESTATE SUNLAWNS PTY LTD

Posbus 176

Brits

0250

18. GILLIEMEAD PTY LTD

Posbus 176

Brits

0250

19. IRENE VILLAGE PROPERTIES

P O Box 454

Irene

0062

20. ROWANWOOD CC

1 Jackson Street

Grahamstown

6139

21. PROFESSIONAL SERVICES AFRICA PTY LTD

P O Box 75680

Lynnwood Ridge

0040

22. G. CAMPETTI

P O BOX 756,

IRENE,

0062

23. A.J. CULLINAN

P O BOX 412908,

CRAIGHALL,

2024

24. PRAYSA TRADE 1162 PTY LTD

P O Box 25045

Monument Park

0105

25. Ms. C.Y Cullinan

PO BOX 41189

Graighall

2024

26. D. S Pretorius

P. O Box 293

Halfway House

1685

# Annexure C

Department of Environmental Affairs

Contact person:	Mr Albi Modise		
Postal address:	Private Bag X447, Pretoria		
Postal code:	0001	Cell:	+27 83 490 2871
Telephone:	+27 12 310-3123	Fax:	+27 12 322-2476
E-mail:	<a href="mailto:AModise@environment.gov.za">AModise@environment.gov.za</a>		

Department of Health

Contact person:	Mr Motsomi Senne		
Postal address:	Private Bag X9070, Cape Town		
Postal code:	8000	Cell:	
Telephone:	(021) 466 7260	Fax:	(021) 465 1575
E-mail:			

Department of Water Affairs

Contact person:	Mr. Justice Maluleke		
Postal address:	Private Bag X313, Pretoria		
Postal code:	0001	Cell:	
Telephone:	012 336 6507	Fax:	012 336 8311
E-mail:	<a href="mailto:MalulekeJ@dwa.gov.za">MalulekeJ@dwa.gov.za</a>		

Department of Transport

Contact person:	Mr Mangisi George Mahlaele		
Postal address:	Private Bag X193, PRETORIA		
Postal code:	0001	Cell:	
Telephone:	(012) 309 3698	Fax:	(012) 328 3370
E-mail:			

Department of Defence

Contact person:	Ms Mpumi Mpofu		
Postal address:	Private Bag X910, PRETORIA		
Postal code:	0001	Cell:	
Telephone:	(012) 355 6220 / 6219	Fax:	(012) 347 7445
E-mail:			

## Department of Human Settlements

Contact person:	Mr Thabane Zulu		
Postal address:	Private Bag X644, PRETORIA		
Postal code:	0001	Cell:	
Telephone:	(012) 421 1312	Fax:	(012) 341 2998
E-mail:	<a href="mailto:nokuthula.mbele@dhs.gov.za">nokuthula.mbele@dhs.gov.za</a>		

## Department of Energy

Contact person:	Ms Zodwa Batyashe		
Postal address:	Private Bag X19, ARCADIA		
Postal code:	0007	Cell:	082 455 9796
Telephone:	(012) 444 4265	Fax:	(012) 444 4505
E-mail:	<a href="mailto:Zodwa.Batyashe@energy.gov.za">Zodwa.Batyashe@energy.gov.za</a>		

## Department of Economic Development

Contact person:	<a href="#">Mr Ebrahim Patel</a>		
Postal address:	Private Bag X149, PRETORIA		
Postal code:	0001	Cell:	
Telephone:	(012) 394 1006	Fax:	(012) 394 0255
E-mail:			

## City of Tshwane Metropolitan Municipality

Contact person:	Livhuwani Siphuma		
Postal address:	Private Bag 1454, PRETORIA		
Postal code:	0001	Cell:	
Telephone:	012 358 8871	Fax:	012 358 8934
E-mail:	<a href="mailto:livhuwanis@tshwane.gov.za">livhuwanis@tshwane.gov.za</a>		



### Kungwini Local Municipality

Contact person:	Ida Botha and J. Gomba		
Postal address:	P.O. Box 40, Bronkhorstspuit		
Postal code:	1020	Cell:	082 885 4926
Telephone:	(013) 932 6213	Fax:	013 932 4091
E-mail:	<a href="mailto:meyet@kungwinimun.co.za">meyet@kungwinimun.co.za</a>		

### Ekurhuleni Metropolitan Municipality

Contact person:	Lebohang Raliapeng		
Postal address:	P O Box 25, Edenvale		
Postal code:	0001	Cell:	
Telephone:	011 456 0389	Fax:	011 450 0114
E-mail:	<a href="mailto:lebohang.raliapeng@ekurhuleni.com">lebohang.raliapeng@ekurhuleni.com</a>		

# Annexure D

Portion No.	Farm Name
41	Doornkloof 391 JR
590	Doornkloof 391 JR
171	Doornkloof 391 JR
Remanider of 105	Doornkloof 391 JR
Remanider of 152	Doornkloof 391 JR
647	Doornkloof 391 JR
153	Doornkloof 391 JR
547	Doornkloof 391 JR
145	Doornkloof 391 JR
591	Doornkloof 391 JR
162	Doornkloof 391 JR
144	Doornkloof 391 JR
remainder of 53	Doornkloof 391 JR
remainder of 2	Doornkloof 391 JR
remainder of 41	Doornkloof 391 JR
712	Doornkloof 391 JR
remainder of 15	Doornkloof 391 JR
747	Doornkloof 391 JR
159	Doornkloof 391 JR
748	Doornkloof 391 JR
remainder of 113	Doornkloof 391 JR
remainder of 34	OLIFANTSFONTEIN 410-JR
3	OLIFANTSFONTEIN 410-JR
4	OLIFANTSFONTEIN 410-JR
remainder	OLIFANTSFONTEIN 410-JR
25	Olifantsfontein 402 JR
remainder	Olifantsfontein 402 JR
14	Olifantsfontein 402 JR
remainder of 6	Sterkfontein 401 JR
Holding 10	Sun Lawns Agricultural Holdings
Holding 11	Sun Lawns Agricultural Holdings
Holding 12	Sun Lawns Agricultural Holdings
Holding 13	Sun Lawns Agricultural Holdings
Holding 15	Sun Lawns Agricultural Holdings
Holding 16	Sun Lawns Agricultural Holdings
Holding 17	Sun Lawns Agricultural Holdings
Holding 18	Sun Lawns Agricultural Holdings
Holding 19	Sun Lawns Agricultural Holdings
Holding 20	Sun Lawns Agricultural Holdings
Holding 21	Sun Lawns Agricultural Holdings
Holding 22	Sun Lawns Agricultural Holdings
Road reserve of Glen Avenue	

# Annexure E

- Agriculture
- Vacant
- Undetermined
- Residential

---

# Annexure F



# List of Towns or Districts

- City of Tshwane Municipality
- Kungwini Local Municipality
- Ekurhuleni Metro Municipality

# Annexure G

# List of Towns or Districts

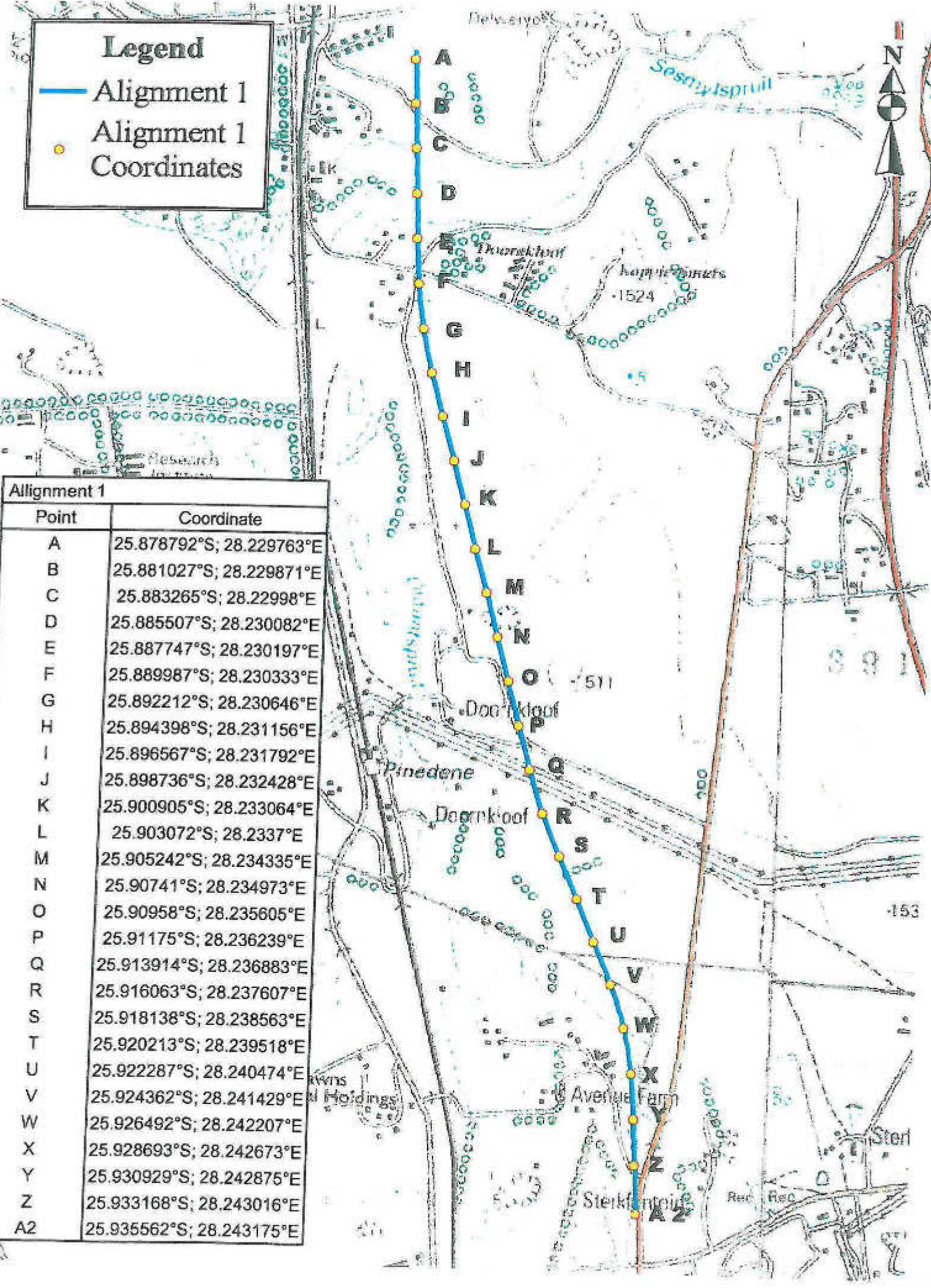
- City of Tshwane Municipality
- Kungwini Local Municipality
- Ekurhuleni Metro Municipality

# Annexure H

### Legend



- Alignment 1
- Alignment 1 Coordinates

Alignment 1	
Point	Coordinate
A	25.878792°S; 28.229763°E
B	25.881027°S; 28.229871°E
C	25.883265°S; 28.22998°E
D	25.885507°S; 28.230082°E
E	25.887747°S; 28.230197°E
F	25.889987°S; 28.230333°E
G	25.892212°S; 28.230646°E
H	25.894398°S; 28.231156°E
I	25.896567°S; 28.231792°E
J	25.898736°S; 28.232428°E
K	25.900905°S; 28.233064°E
L	25.903072°S; 28.2337°E
M	25.905242°S; 28.234335°E
N	25.90741°S; 28.234973°E
O	25.90958°S; 28.235605°E
P	25.91175°S; 28.236239°E
Q	25.913914°S; 28.236883°E
R	25.916063°S; 28.237607°E
S	25.918138°S; 28.238563°E
T	25.920213°S; 28.239518°E
U	25.922287°S; 28.240474°E
V	25.924362°S; 28.241429°E
W	25.926492°S; 28.242207°E
X	25.928693°S; 28.242673°E
Y	25.930929°S; 28.242875°E
Z	25.933168°S; 28.243016°E
A2	25.935562°S; 28.243175°E



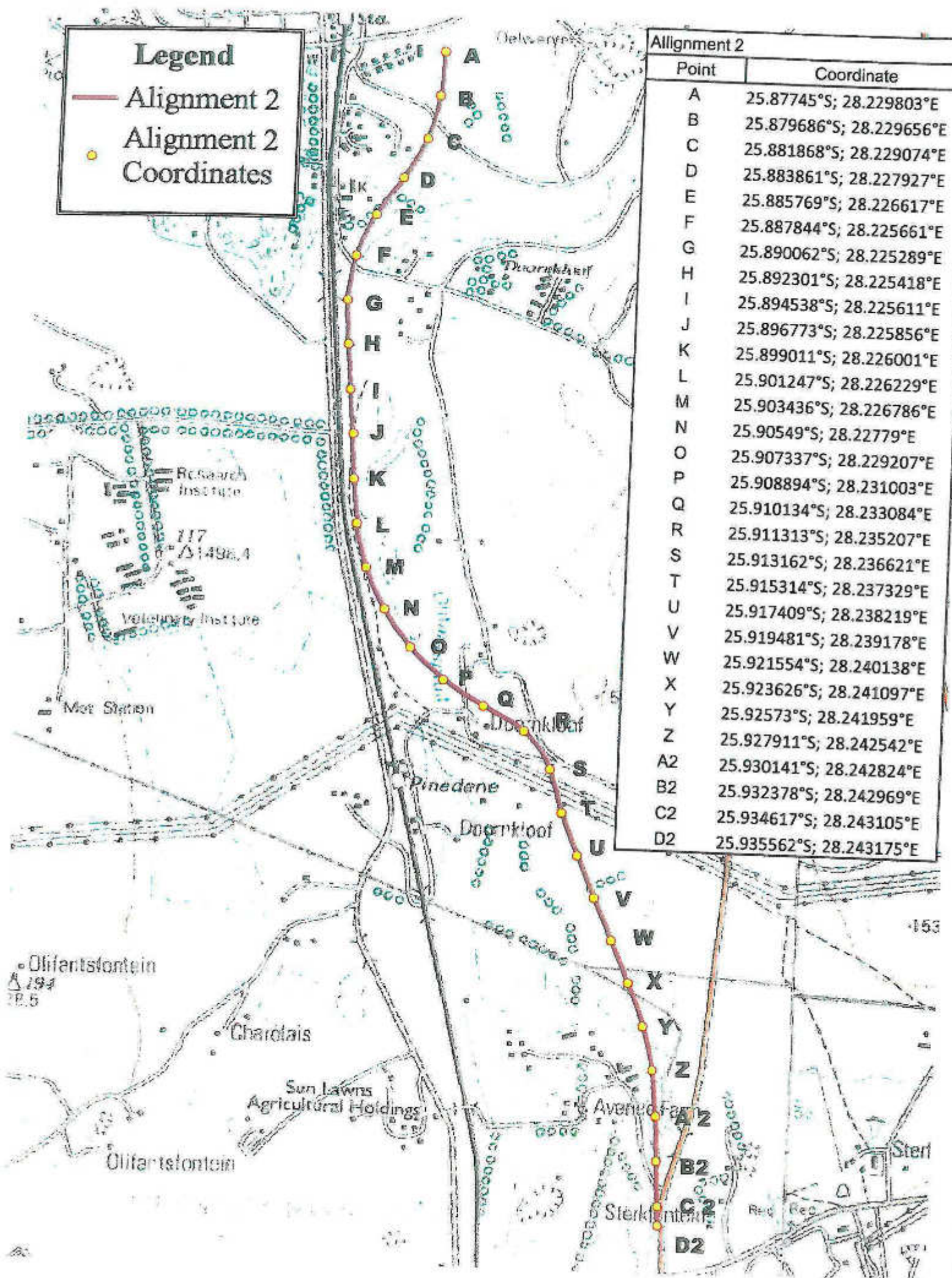


### Legend

-  Alignment 2
-  Alignment 2 Coordinates



### Alignment 2

Point	Coordinate
A	25.87745°S; 28.229803°E
B	25.879686°S; 28.229656°E
C	25.881868°S; 28.229074°E
D	25.883861°S; 28.227927°E
E	25.885769°S; 28.226617°E
F	25.887844°S; 28.225661°E
G	25.890062°S; 28.225289°E
H	25.892301°S; 28.225418°E
I	25.894538°S; 28.225611°E
J	25.896773°S; 28.225856°E
K	25.899011°S; 28.226001°E
L	25.901247°S; 28.226229°E
M	25.903436°S; 28.226786°E
N	25.90549°S; 28.22779°E
O	25.907337°S; 28.229207°E
P	25.908894°S; 28.231003°E
Q	25.910134°S; 28.233084°E
R	25.911313°S; 28.235207°E
S	25.913162°S; 28.236621°E
T	25.915314°S; 28.237329°E
U	25.917409°S; 28.238219°E
V	25.919481°S; 28.239178°E
W	25.921554°S; 28.240138°E
X	25.923626°S; 28.241097°E
Y	25.92573°S; 28.241959°E
Z	25.927911°S; 28.242542°E
A2	25.930141°S; 28.242824°E
B2	25.932378°S; 28.242969°E
C2	25.934617°S; 28.243105°E
D2	25.935562°S; 28.243175°E





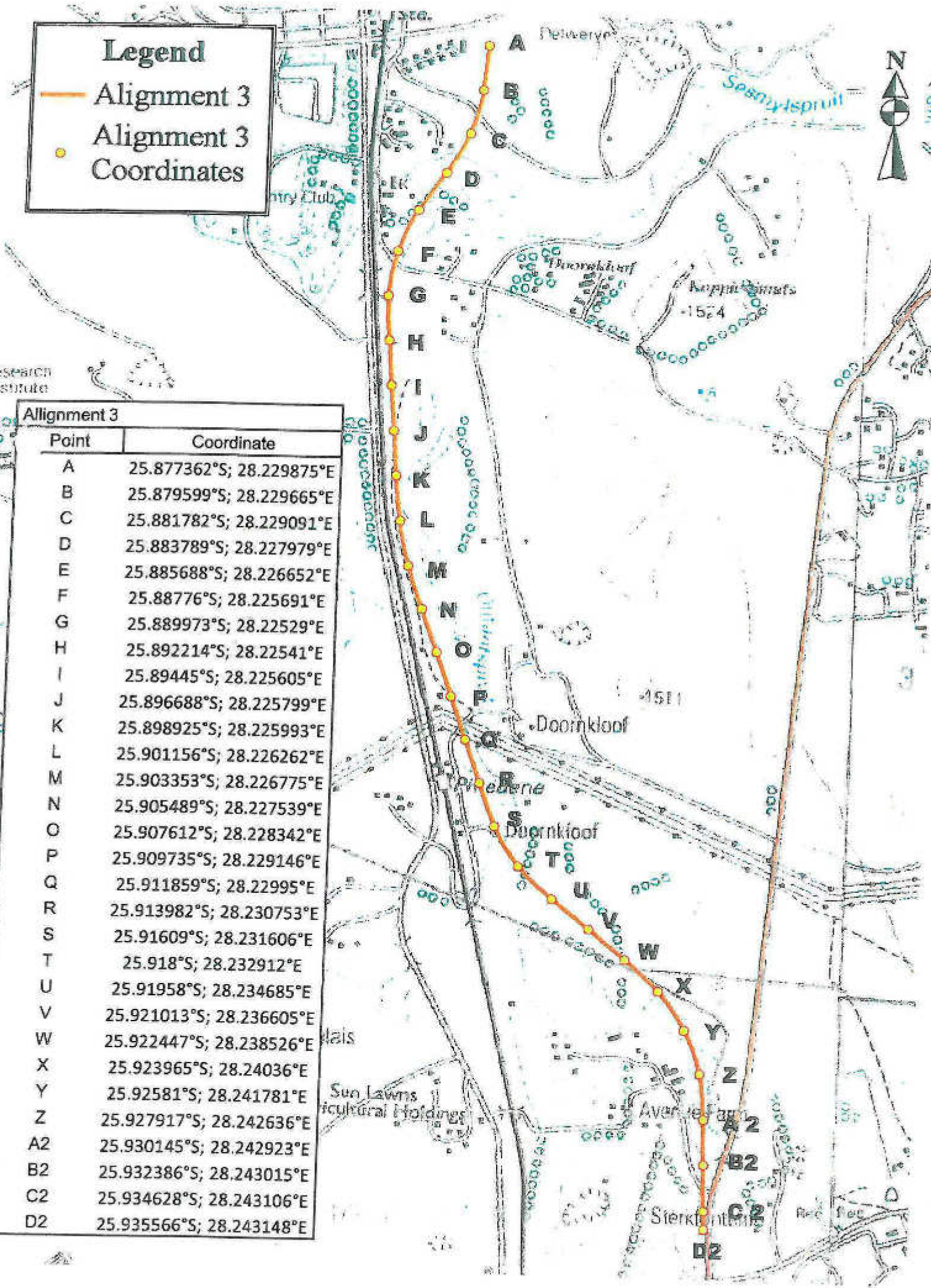
### Legend

-  Alignment 3
-  Alignment 3 Coordinates





### Alignment 3

Point	Coordinate
A	25.877362°S; 28.229875°E
B	25.879599°S; 28.229665°E
C	25.881782°S; 28.229091°E
D	25.883789°S; 28.227979°E
E	25.885688°S; 28.226652°E
F	25.88776°S; 28.225691°E
G	25.889973°S; 28.22529°E
H	25.892214°S; 28.22541°E
I	25.89445°S; 28.225605°E
J	25.896688°S; 28.225799°E
K	25.898925°S; 28.225993°E
L	25.901156°S; 28.226262°E
M	25.903353°S; 28.226775°E
N	25.905489°S; 28.227539°E
O	25.907612°S; 28.228342°E
P	25.909735°S; 28.229146°E
Q	25.911859°S; 28.22995°E
R	25.913982°S; 28.230753°E
S	25.91609°S; 28.231606°E
T	25.918°S; 28.232912°E
U	25.91958°S; 28.234685°E
V	25.921013°S; 28.236605°E
W	25.922447°S; 28.238526°E
X	25.923965°S; 28.24036°E
Y	25.92581°S; 28.241781°E
Z	25.927917°S; 28.242636°E
A2	25.930145°S; 28.242923°E
B2	25.932386°S; 28.243015°E
C2	25.934628°S; 28.243106°E
D2	25.935566°S; 28.243148°E



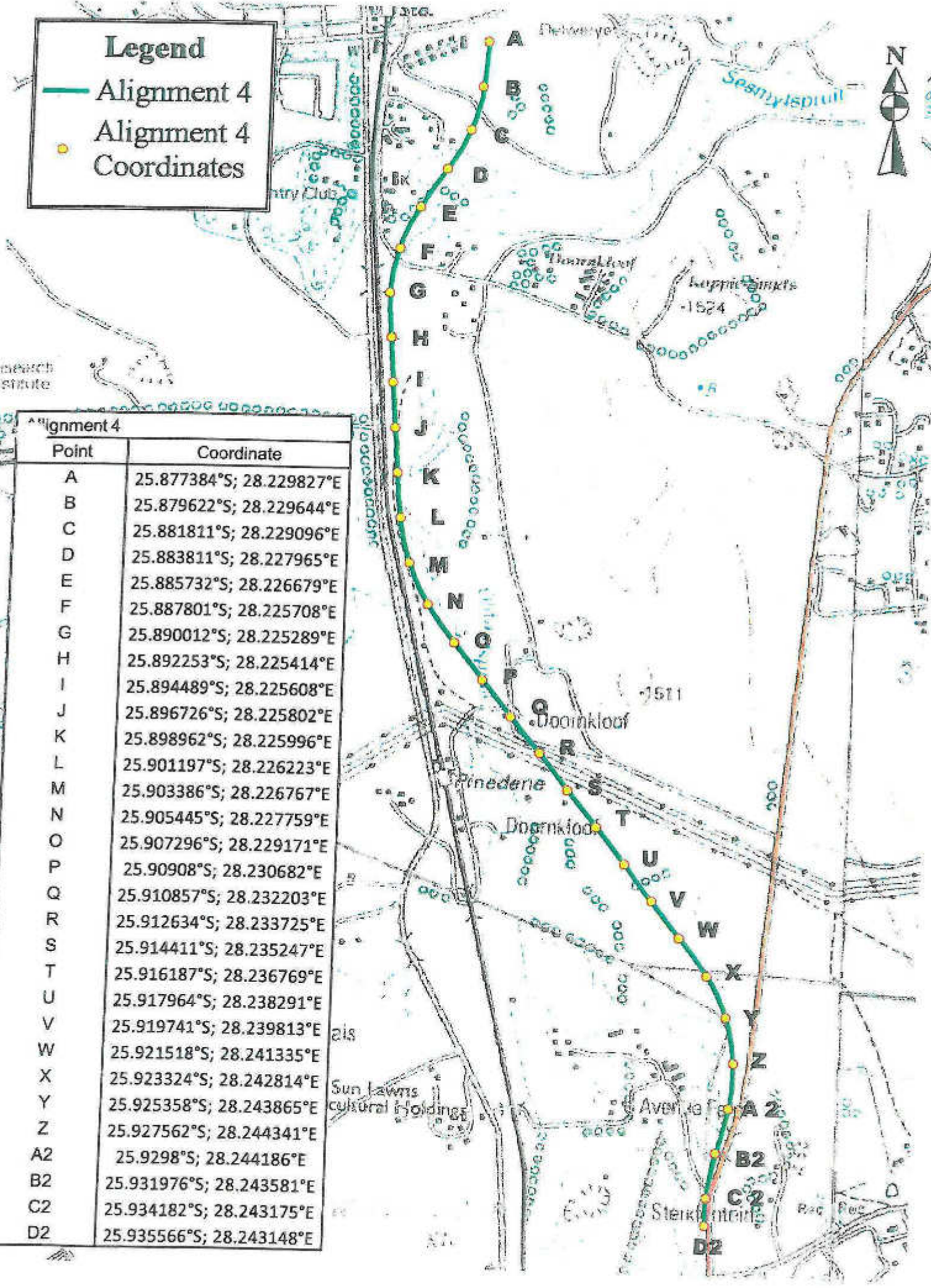


### Legend

-  Alignment 4
-  Alignment 4 Coordinates





Alignment 4	
Point	Coordinate
A	25.877384°S; 28.229827°E
B	25.879622°S; 28.229644°E
C	25.881811°S; 28.229096°E
D	25.883811°S; 28.227965°E
E	25.885732°S; 28.226679°E
F	25.887801°S; 28.225708°E
G	25.890012°S; 28.225289°E
H	25.892253°S; 28.225414°E
I	25.894489°S; 28.225608°E
J	25.896726°S; 28.225802°E
K	25.898962°S; 28.225996°E
L	25.901197°S; 28.226223°E
M	25.903386°S; 28.226767°E
N	25.905445°S; 28.227759°E
O	25.907296°S; 28.229171°E
P	25.90908°S; 28.230682°E
Q	25.910857°S; 28.232203°E
R	25.912634°S; 28.233725°E
S	25.914411°S; 28.235247°E
T	25.916187°S; 28.236769°E
U	25.917964°S; 28.238291°E
V	25.919741°S; 28.239813°E
W	25.921518°S; 28.241335°E
X	25.923324°S; 28.242814°E
Y	25.925358°S; 28.243865°E
Z	25.927562°S; 28.244341°E
A2	25.9298°S; 28.244186°E
B2	25.931976°S; 28.243581°E
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D2	25.935566°S; 28.243148°E



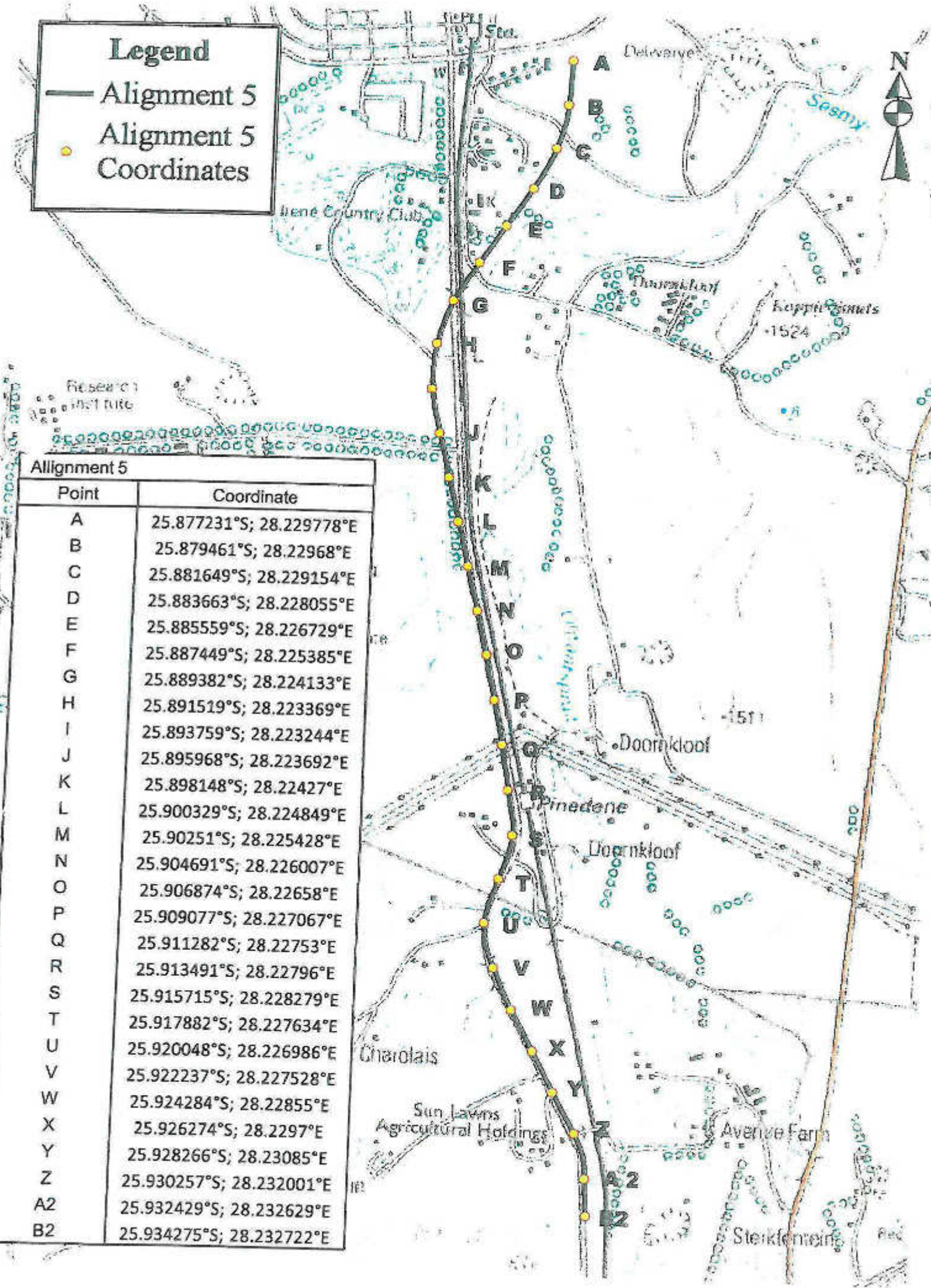


### Legend

-  Alignment 5
-  Alignment 5 Coordinates

Alignment 5

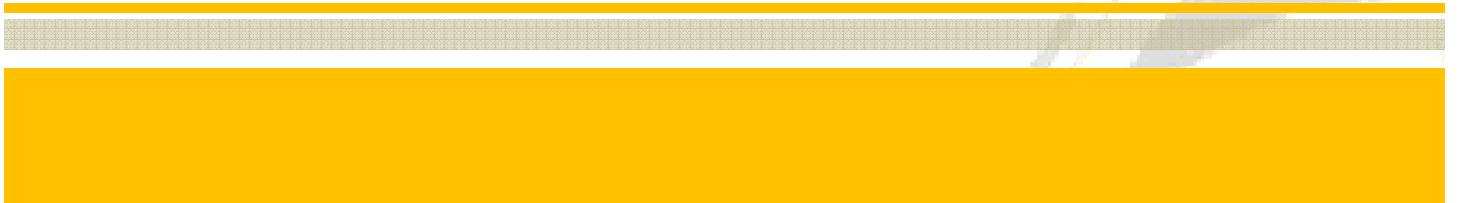
Point	Coordinate
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D	25.883663°S; 28.228055°E
E	25.885559°S; 28.226729°E
F	25.887449°S; 28.225385°E
G	25.889382°S; 28.224133°E
H	25.891519°S; 28.223369°E
I	25.893759°S; 28.223244°E
J	25.895968°S; 28.223692°E
K	25.898148°S; 28.22427°E
L	25.900329°S; 28.224849°E
M	25.90251°S; 28.225428°E
N	25.904691°S; 28.226007°E
O	25.906874°S; 28.22658°E
P	25.909077°S; 28.227067°E
Q	25.911282°S; 28.22753°E
R	25.913491°S; 28.22796°E
S	25.915715°S; 28.228279°E
T	25.917882°S; 28.227634°E
U	25.920048°S; 28.226986°E
V	25.922237°S; 28.227528°E
W	25.924284°S; 28.22855°E
X	25.926274°S; 28.2297°E
Y	25.928266°S; 28.23085°E
Z	25.930257°S; 28.232001°E
A2	25.932429°S; 28.232629°E
B2	25.934275°S; 28.232722°E





# **Annexure K**

## HERITAGE IMPACT ASSESSMENT



**PHASE 1 HERITAGE IMPACT ASSESSMENT FOR THE PROPOSED NEW ROAD K105  
FROM NELLMAPIUS DRIVE TO K220, IRENE GAUTENG PROVINCE**

	
<p>Archaeos Archaeologists and Heritage Consultants Dr A.C. van Vollenhoven Zurethe Collins</p> <p>PO Box 55 GROENKLOOF 0027 Mobile: 083 291 6104 E-mail: <a href="mailto:antonv@archaeos.co.za">antonv@archaeos.co.za</a></p>	<p>Leonie Marais-Botes Heritage Practitioner</p> <p>868 Endeman Street Wonderboom South Pretoria 0084 Mobile: 082 576 6253 E-mail: <a href="mailto:leoniembotes@gmail.com">leoniembotes@gmail.com</a></p>
<p><i>BA, BA (Hons), DTO, NDM, MA (Archaeology) [UP], MA (Culture History) [US], DPhil (Archaeology) [UP], Man Dip [TUT], DPhil (History)[US], L Akad [SA]</i></p>	<p><i>BA (Cultural History and Archaeology) (UP), BA (Hons) Cultural History (UP), Post Grad Dip Museology (UP), Cert Conservation of Traditional Buildings (Univ of Canberra) Post Grad Dip: Heritage (Wits)</i></p>
<p><i>Accredited member: SA Society for Cultural History (CH001) Accredited member: ASAPA</i></p>	<p><i>Accredited member: SA Society for Cultural History (CH002)</i></p>

For:

Bokamoso Environmental  
PO Box 11375  
MAROELANA  
0161

March 2014

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Leonie Marais-Botes Heritage Practitioner/Archaetnos Archaeologists and  
Heritage Consultants.

The information contained in this report is the sole intellectual property of Leonie  
Marais-Botes Heritage Practitioner. It may only be used for the purposes it was  
commissioned for by the client.

**DISCLAIMER:**

Although all possible care is taken to identify/find all sites of cultural importance  
during the initial survey of the study area, the nature of archaeological and  
historical sites are as such that it is always possible that hidden or sub-surface  
sites could be overlooked during the study. Leonie Marais-Botes Heritage  
Practitioner/ Archaetnos Archaeologists and Heritage Consultants will not be held  
liable will not be held liable for such oversights or for the costs incurred as a  
result thereof.



## **ACKNOWLEDGEMENTS**

Australia ICOMOS. The Burra Charter.

Bergh, J.S. Geskiedenis Atlas van Suid-Afrika. Die vier Noordelike Provinsies. Van Schaik Uitgewers, 1998.

Beyers C.J. (Editor-in-Chief). Dictionary of South African Biography (Vol I – V). Pretoria, 1987.

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National Heritage Legislation (Act 25 of 1999)

The National Archives databases.

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1.2 LOCATION	7
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4. OPPORTUNITIES, RETRICTIONS, IMPACTS	20
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## **ABOUT THIS REPORT**

*The heritage report must reflect that consideration has been given to the history and heritage significance of the study area and that the proposed work is sensitive towards the heritage resources and does not alter or destroy the heritage significance of the study area.*

*The heritage report must refer to the heritage resources currently in the study area.*

*The opinion of an independent heritage consultant is required to evaluate if the proposed work generally follows a good approach that will ensure the conservation of the heritage resources.*

*The National Heritage Resources Act (Act 25 of 1999) and the National Environmental Management Act (Act 107 of 1998) are the guideline documents for a report of this nature.*

*Leonie Marais-Botes Heritage Practitioner/Archaeologist and Heritage Consultants was appointed by Bokamoso Environmental to carry out a Phase 1 Heritage Impact Assessment (HIA) for the proposed new road K105 from Nellmapius Drive to K220, Irene, Gauteng Province. The site investigation was conducted on 21 March 2014.*

## **EXECUTIVE SUMMARY**

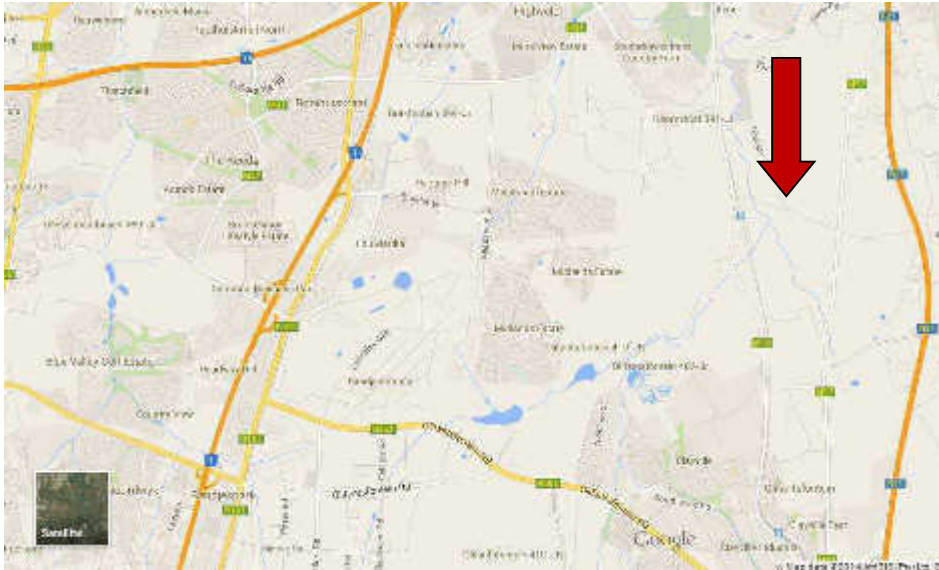
This project may impact on any types and ranges of heritage resources that are outlined in Section 3 of the National Heritage Resources Act (Act 25 of 1999). Consequently a Heritage Impact Assessment was commissioned by Bokamoso Environmental and conducted by Leonie Marais-Botes/Archaetnos Archaeologists and Heritage Consultants.

It is important to note that all graves and cemeteries are of high significance and are protected by various laws. Legislation with regard to graves includes the National Heritage Resources Act (Act 25 of 1999) whenever graves are 60 years and older. Other legislation with regard to graves includes those when graves are exhumed and relocated, namely the Ordinance on Exhumations (no 12 of 1980) and the Human Tissues Act (Act 65 of 1983 as amended).

## 1.1 INTRODUCTION

The proposed development entails the construction of a new road.

## 1.2 LOCATION



## 1.3 METHOD

The objective of this Phase 1 Heritage Impact Assessment (HIA) was to gain an overall understanding of the heritage sensitivities of the area and indicate how they may be impacted on through development activities. The survey took place on 21 March 2014.

In order to establish heritage significance the following method was followed:

- Investigation of primary resources (archival information)
- Investigation of secondary resources (literature and maps)
- Physical evidence (site investigation)
- Determining Heritage Significance

#### 1.4 BACKGROUND HISTORY OF THE GREATER STUDY AREA

The original farm Doornkloof was some 8000 morgen (6852 hectares) in extent, situated on the outskirts of the village of Irene near Pretoria (Tshwane). The first title deeds were registered in the name of Gen. D.J.E. Erasmus in 1884<sup>1</sup>. In 1889 A.H. Nellmapius bought six farms along the Six Mile Spruit<sup>2</sup>, including a portion which later belonged to Gen, J.C. Smuts (1908) (Smuts bought 2000 morgen of the farm for £6000)<sup>3</sup>. Nellmapius employed 400 men and spent £ 200 000 to develop Irene, named after his daughter Irene Violet. Irene became a model farm. The first shop with shop owner Louis Joel Hack was built in 1898 on the farm<sup>4</sup>. The farm was bought in 1896<sup>5</sup> by the Van der Byl family, who established the township on it. During the Anglo-Boer War (1899-1902) it was the site of a concentration camp<sup>6</sup>. A health committee was established in January 1947, and extension no. 1 was proclaimed on 4 June 1964, later followed by other extensions. The area was incorporated into the municipality of Lyttelton on 1 July 1964, which itself was absorbed in the Verwoerdburg (Centurion) complex shortly after<sup>7</sup>.



Louis Joel Hack's store-cum-hotel (N. Helme, Irene)

---

<sup>1</sup> D.J. Potgieter (editor-in-chief), Standard Encyclopaedia of Southern Africa Vol. 4, pp. 68-69

<sup>2</sup> D.J. Potgieter (editor-in-chief), Standard Encyclopaedia of Southern Africa Vol. 6, p. 138

<sup>3</sup> D.J. Potgieter (editor-in-chief), Standard Encyclopaedia of Southern Africa Vol. 4, pp. 68-69

<sup>4</sup> C.S. Kotzé, Doornkloof-wêreld, p. 129

<sup>5</sup> N. Helme, Irene, p. 35

<sup>6</sup> D.J. Potgieter (editor-in-chief), Standard Encyclopaedia of Southern Africa Vol. 6, p. 138

<sup>7</sup> D.J. Potgieter (editor-in-chief), Standard Encyclopaedia of Southern Africa Vol. 6, p. 138



## 1.5 PHOTOGRAPHIC RECORD OF SITE EARMARKED FOR DEVELOPMENT

### Goedehoop Avenue (M57) access points



### Photographs depicting the study area











## 2. FINDINGS

### 2.1 PRE-COLONIAL HERITAGE SITES

Possibilities: Greater study area taken into account.

#### Stone Age

The Stone Age is the period in human history when stone material was mainly used to produce tools<sup>8</sup>. In South Africa the Stone Age can be divided in three periods<sup>9</sup>;

- Early Stone Age 2 000 000 – 150 000 years ago
- Middle Stone Age 150 000 – 30 000 years ago
- Late Stone Age 40 000 years ago - +/- 1850 AD

#### Iron Age

The Iron Age is the period in human history when metal was mainly used to produce artefacts<sup>10</sup>. In South Africa the Iron Age can be divided in three periods;

- Early Iron Age 250-900 AD
- Middle Iron Age 900-1300 AD
- Late Iron Age 1300-1840 AD<sup>11</sup>

*There are no pre-colonial heritage sites evident in the study area. This can be attributed to previous infra-structure development activities in the greater study area.*

### 2.2 HISTORICAL PERIOD HERITAGE SITES

Possibilities: Greater study area taken into account.

- Pioneer sites (Voortrekker sites cc 1836-1850's)
- Anglo-Boer War (1899-1902) sites.
- Structures older than 60 years.
- Historical graves.

*There are remnants of Worker's Houses cc 1950's-1960's and railway housing from the 1930's in the study area.*

---

<sup>8</sup> P. J. Coertze & R.D. Coertze, Verklarende vakwoordeboek vir Antropologie en Argeologie.

<sup>9</sup> S.A. Korsman & A. Meyer, *Die Steentydperk en rotskuns* in J.S. Bergh (red) Geskiedenisatlas van Suid-Afrika. Die vier noordelike provinsies.

<sup>10</sup> P.J. Coertze & R.D. Coertze, Verklarende vakwoordeboek vir Antropologie en Argeologie.

<sup>11</sup> M.M. van der Ryst & A Meyer. *Die Ystertydperk* in J.S. Bergh (red) Geskiedenisatlas van Suid-Afrika. Die vier noordelike provinsies and T.N Huffman, A Handbook to the Iron Age: The Archaeology of Pre-Colonial Farming Societies in Southern Africa.

Near Alignment 1 @ S 25°54'05.1" E 028°13'52.7"



Near Alignment 3 and 4 @ S 25°54'43.8" E 028°13'56.7"





Railway Houses at Pinedene Station near Alignment 3 and 4



### **2.3 ORIGINAL LANDSCAPE**

Infrastructure and other development have altered the original landscape in most of the greater study area.

### **2.4 INTANGIBLE HERITAGE**

The intangible heritage of the greater study area can be found in the stories of past and present inhabitants.

### 3 CATEGORIES OF HERITAGE VALUE (ACT 25 OF 1999)

*The National Heritage Resources Act (Act 25 of 1999) identifies the following categories of value under section 3(1) and (2) of the Act under the heading "National Estate":*

- "3 (1) For the purpose of this Act, those heritage resources of South Africa which are of cultural significance or other special value for the present community and for future generations must be considered part of the national estate and fall within the sphere of operations of heritage resources authorities.
- (2) Without limiting the generality of subsection (1), the national estate may include-
- (a) places, buildings, structures and equipment of cultural significance;
  - (b) places which oral traditions are attached or which are associated with living heritage;
  - (c) historical settlements and townscapes;
  - (d) landscapes and natural features of cultural significance;
  - (e) geological sites of scientific or cultural importance;
  - (f) archaeological and palaeontological sites;
  - (g) graves and burial grounds, including-
    - (i) ancestral graves;
    - (ii) royal graves and graves of traditional leaders;
    - (iii) graves of victims of conflict;
    - (iv) graves of individuals designated by the Minister by notice in the Gazette
    - (v) historical graves and cemeteries; and
    - (vi) other human remains which are not covered in terms of the Human Tissue Act, 1983 (Act No. 65 of 1983);
  - (h) sites of significance relating to the history in South Africa;
  - (i) movable objects, including-
    - (i) objects recovered from the soil or waters of South Africa including archaeological and palaeontological objects and material, meteorites and rare geological specimens;
    - (ii) objects to which oral traditions are attached or which are associated with living heritage;
    - (iii) ethnographic art and objects;
    - (iv) military objects
    - (v) objects of decorative or fine art;
    - (vi) objects of scientific or technological interests; and
    - (vii) books, records, documents, photographic positives and negatives, graphic, film or video material or sound recordings, excluding those that are public records as defined in section I (xiv) of the National Archives of South Africa Act, 1996 (Act No. 43 of 1996).
- (3) Without limiting the generality of the subsections (1) and (2), a place or object is to be considered part of the national estate if it has cultural significance or other special value because of-
- (a) Its importance in the community, or pattern of South Africa's history;
  - (b) Its possession of uncommon, rare or endangered aspects of South Africa's natural or cultural heritage;
  - (c) Its potential to yield information that will contribute to an understanding of South Africa's natural or cultural heritage;
  - (d) Its importance in demonstrating the principal characteristics of a particular class of South Africa's natural or cultural objects;
  - (e) Its importance in exhibiting particular aesthetic characteristics valued by a community or cultural group;