

Alfred

From: Ontvangs
Sent: 13 July 2011 08:40 AM
To: George Gericke
Subject: FW: K 105 Projects Interested and/or Affected Parties
Attachments: image001.gif; image002.gif

From: Tim & AJ Lane [mailto:online1146100@telkomsa.net]
Sent: 12 July 2011 04:55 PM
To: Lizelle Gregory
Subject: Re: K 105 Projects Interested and/or Affected Parties

Thank you

From: [Lizelle Gregory](mailto:Lizelle.Gregory@telkomsa.net)
Sent: Tuesday, July 12, 2011 2:09 PM
To: online1146100@telkomsa.net
Subject: RE: K 105 Projects Interested and/or Affected Parties

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 ane

From: [Lizelle Gregory](#)

Sent: Thursday, July 07, 2011 3:23 PM

To: sean.cullinan@telkomsa.net ; michele@ig-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 ; arilne@iranctowncrier.co.za ; eugene.kopper@r-e-volution.co.za ; marlin@ldtools.co.za ; naasvdwalt@mweb.co.za ; online1146100@telkomsa.net ; edumeyer@iburst.co.za ; kitto@icon.co.za ; gavin@nad.lz ; footj@unisa.ac.za ; folrkholtz@gmail.com ; herman@integrat.co.za

Subject: FW: K 105 Projects Interested and/or Affected Parties

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:

- Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius Drive and the K220 - **GAUT 002/10-11/E0208** (Background Information Document was recently sent out – Meeting will take place in the near future).
- K105 from
Nellmapius to River
Road – **GAUT:
002/07-08/N1311**
(Public 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 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



Environmental Consultants & Landscape Architects
e: info@ecolandscape.co.za t: +27(0)11 445 3935 f: +27(0)11 551 551
16 Lekwasa Road Ashlea Gardens, Pretoria

Alfred

From: Stephan Barkhuizen
Sent: 11 July 2011 08:09 AM
To: George Gericke
Subject: FW: K105 between Nellmapius Drive and the K220 - GAUT 002/10-11/E0208
Attachments: image001.gif; image002.png

From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]
Sent: 11 July 2011 08:08 AM
To: 'sean.cullinan@telkomsa.net'
Subject: RE: K105 between Nellmapius Drive and the K220 - GAUT 002/10-11/E0208

Dear Mr. Cullinan,

We here by acknowledge the receipt of your e-mail and the attachment. Thank you for registering as an IA&P, your objection and comments are noted. We will inform you of all the upcoming events, reports and of any new information as soon as its available.

Kind regards

Stephan Barkhuizen



From: Sean Cullinan [mailto:sean.cullinan@telkomsa.net]
Sent: 07 July 2011 03:40 PM
To: 'Lizelle Gregory'
Subject: K105 between Nellmapius Drive and the K220 - GAUT 002/10-11/E0208

Dear Stefan,

Further to my email and my registration as a IAP with regards to the above application, please find attached a high level report by EDS on the 5 different alignments.

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 Gilliemeed 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.

Please acknowledge receipt of this email and the attachment.

Kind regards

Sean Cullinan

Sean Cullinan
15 Sunlaxus Estate
Cell: 083 4558 269
Fax: 086 538 0137

From: Lizelle Gregory [mailto: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; martyhounsom@gmail.com; marketing@irene.co.za; riaan.pheiffer@ericsson.com; arline@trentowncrier.co.za; eugene.klopper@r-e-volution.co.za; martin@fgtools.co.za; naasvdwalt@mweb.co.za; online1146100@telkomsa.net; edumeyer@lburst.co.za; kitto@lcon.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

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Kind regards

George Gericke



Alfred

From: Stephan Barkhuizen
Sent: 11 July 2011 08:09 AM
To: George Gericke
Subject: FW: K105 between Nellmapius Drive and the K220 - GAUT 002/10-11/E0208
Attachments: image001.gif; 2011-061_K105 RD Report_June 2011.pdf

From: Ontvangs
Sent: 07 July 2011 04:49 PM
To: Stephan Barkhuizen
Subject: FW: K105 between Nellmapius Drive and the K220 - GAUT 002/10-11/E0208

From: Sean Cullinan [mailto:sean.cullinan@telkomsa.net]
Sent: 07 July 2011 03:40 PM
To: 'Lizelle Gregory'
Subject: K105 between Nellmapius Drive and the K220 - GAUT 002/10-11/E0208

Dear Stefan,

Further to my email and my registration as a IAP with regards to the above application, please find attached a high level report by EDS on the 5 different alignments.

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We represent the landholding companies of Sunlawns AH affected by alignment 5 and Gilliemead 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.

Please acknowledge receipt of this email and the attachment.

Kind regards

Sean Cullinan

Sean Cullinan
15 Sunlawns Estate
Cell: 083 4586 289
Fax: 086 538 0137

From: Lizelle Gregory [mailto: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; martyhounsom@gmail.com; marketing@irene.co.za; riaan.pheiffer@ericsson.com; arline@irenetowncrier.co.za; eugene.klopper@r-e-volution.co.za; martin@igtools.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

To all registered Interested and/or Affected Parties

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

Kind regards

George Gericke



Alfred

From: Ontvangs
Sent: 08 July 2011 08:31 AM
To: George Gericke
Subject: FW: FW: K 105 Projects Interested and/or Affected Parties
Attachments: Untitled attachment 00053.gif

From: Herman Cremer [mailto:herman@integrat.co.za]
Sent: 07 July 2011 05:17 PM
To: Lizelle Gregory
Subject: Re: FW: K 105 Projects Interested and/or Affected Parties

Thanks for this.

Is it possible to send me a copy of the maps (jpg) that was referred to in this ?

Herman

On 07/07/11 15:23, 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:

Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius Drive and the K220 - **GAUT 002/10-11/E0208** (Background Information Document was recently sent out – Meeting will take place in the near future).

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



--
Herman Cremer
Integrat (Pty) LTD
office : +27 11 206 7600
mobile : +27 82 806 5030
fax: 086 734 6074
skype: hermancremer
<http://www.integrat.co.za>
<http://www.integrat.co.za/index.php/component/content/article/131>

Alfred

From: Ontvangs
Sent: 28 June 2011 08:33 AM
To: George Gericke
Subject: FW: Proposed Road K105

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

From: Franz Birkholtz (mailto:fbirkholtz@gmail.com)
Sent: 27 June 2011 08:51 PM
To: lizelle@mweb.co.za
Cc: manager@cornwallhill.co.za
Subject: Proposed Road K105

Good Evening,

The purpose of this email is to register as an interested / concerned party with regards to the proposed road K105.

My details are as follows:

Name: Dr Franz F Birkholtz
ID: 7402195006086
Postal: PO Box 11328, Centurion, 0046
Physical: Stand 622, Cornwall Hill Estate, Irene x10, Pretoria
Telephone: 082 9298034 / 012 6442641
Fax: 012 6442642
Email: fbirkholtz@gmail.com

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 adds 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 to the 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 intersection which is already under construction.

Kind regards,

Alfred

From: Ontvangs
Sent: 21 June 2011 11:42 AM
To: George Gericke
Subject: FW: EIA; Road K105 Between Nellmapius Drive and the K220

From: Riaan Pheiffer [mailto:riaan.pheiffer@ericsson.com]
Sent: 21 June 2011 11:21 AM
To: Riaan Pheiffer; lizelleg@mweb.co.za
Subject: RE: EIA; Road K105 Between Nellmapius Drive and the K220

Hi
Can you please confirm that you received the previous email.

Best regards
Riaan Pheiffer

riaan Pheiffer
June 2011 12:07 PM
lizelleg@mweb.co.za
EIA; Road K105 Between Nellmapius Drive and the K220
Re: High

Regarding the notice collected on week23, I would like to register as a impacted/concerned party. Since this impact deserves time from me to put my concerns into writing I will send it later this week.

In the mean time, if not already done, you should also include the "Rietvlei nature conservation" and "Tshwane nature conservation" as concerned parties.

Fish-eagles frequently hunt in the wetlands area, I assume they nest in the Rietvlei nature reserve + concerns were raised in the past by Tswane nature conservation experts regarding this area.

Background Information Document for ENVIRONMENTAL IMPACT ASSESSMENT

Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 Between Nellmapius Drive and the K220

<< File: K105 nuwe pad.pdf >>

Best regards,
Riaan Pheiffer
Cornwall Hill Estate;
Broadbury circle 620;
Irene ext.10.
0832226388
riaan.pheiffer@ericsson.com

Alfred

From: Ontvangs
Sent: 17 June 2011 08:52 AM
To: George Gericke
Subject: FW: Proposed K105 north of Nellmapius Drive
Attachments: INTERESTED AND AFFECTED PARTIES.docx; Bokamoso Letter.pdf; Proposed K105 - North of Nellmapius Drive (18.3 KB)

Importance: High

From: Beverley Wulff [mailto:tph@tph.co.za]
Sent: 17 June 2011 08:22 AM
To: 'Lizelle Gregory'
Cc: 'Bea Fletcher'
Subject: FW: Proposed K105 north of Nellmapius Drive
Importance: High

Good day Lizelle and George

As per my below email dated 8 June 2011 as well as to the attached. Kindly be advised that our office listed ourselves as an interested an affected party on 1 June 2011 (email attached for ease of reference), to date we have had no response from yourself.

Our office, as an interested and affected party requested that the previous alignment to be sent through to ourselves, to which we have had no response. I was also informed that registered letters will be sent out, kindly inform me if this has been done? If so, please would you forward me a copy of your Registered Mail Slip?

Thank you and eagerly awaiting your response.

Regards,

Beverley Wulff
THE TOWN PLANNING HUB CC
98 Pony Street
Tijger Vallei Office Park
Tel: (012) 809 2229
Fax: (012) 809 2090

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From: Beverley Wulff [mailto:tph@tph.co.za]
Sent: 08 June 2011 02:29 PM
To: 'Lizelle Gregory'
Cc: 'Bea Fletcher'
Subject: Proposed K105 north of Nellmapius Drive
Importance: High

Good day Lizelle and George

Attached please find a letter for your attention.

Regards,

Beverley Wulff
THE TOWN PLANNING HUB CC
98 Pony Street
Tijger Vallei Office Park
Tel: (012) 809 2229
Fax: (012) 809 2090

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INTERESTED AND AFFECTED PARTIES – PROPOSED K105 (NORTH OF NELLMAPIUS DRIVE)

NAME AND SURNAME	ADDRESS	CONTACT NUMBER
Roux Property Development Africa – Marese Herbst	5 Alexander Road	012 667 2772
Lizette Visser	7 Alexander Road	083 400 2804
Adri Kitshoff	71 Lobelia Lane	012 667 2048 / 083 650 0442
Tim Lane	6 Wellington Road	012 667 2194 / 083 631 1369
Naas vd Walt	14 Lotus Lane	012 667 4719 / 071 689 9877
Gregg Howarth	68 Main Road	012 607 4948
Ross Howarth	68 Main Road	082 335 2671
Jacques Oosthuizen	70 Lobelia Lane	082 295 9919 / 082 742 7473
RJ de Jager	8 Lotus Street	012 667 4972
Amanda Mare	7 Lotus Street	083 250 4302
James & Ann Campell	9 Lotus Street	012 667 5187 / 083 316 7842
Bea Fletcher	bea@tph.co.za	012 809 2229 / 082 807 2030
Sonia Wills	8 Wellington Street	012 667 4979 / 082 442 5039
Jaco Swart	10 Lotus Street	083 554 9149

8 JUNE 2011

Tel: (012) 809 2229
Fax: (012) 809 2090
E-mail: bea@tph.co.za

OUR REF: K105
YOUR REF:

PO Box 11437
Silver Lakes
0054
98 Pony Street
Tijger Vallei Office Park
Silver Lakes
0054

**BOKAMOSO ENVIRONMENTAL CONSULTANTS
& LANDSCAPE ARCHITECTS**

ATTENTION: GEORGE GERICKE
TEL: 012 348 3810
FAX: 086 570 5659
EMAIL: LIZELLE@MWEB.CO.ZA

PROPOSED ROUTE K105 – NORTH OF NELLMAPIUS DRIVE

With regards to the abovementioned.

Kindly take note that our office is representing the affected and interested parties listed on the attached list. The said list being forwarded to yourself via email on 1 June 2011.

Our office is requesting the following documentation and information from yourself in order to brief our clients accordingly:

- Previous alignment of the proposed K105 (old)
- Proposed alignment of the K105 (new)
- Kindly advise on what the reasons were for the new alignment?

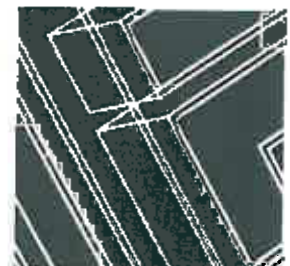
Eagerly awaiting your response in the abovementioned as well as to receiving the notifications that you have sent to the affected and interested parties.

Trusting you find this in order.

Regards,



**BEA FLETCHER TRP(SA)
THE TOWN PLANNING HUB CC**



Alfred

From: Ontvangs
Sent: 09 June 2011 02:58 PM
To: George Gericke
Subject: FW: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info
Attachments: image001.jpg; image002.gif

From: Heather Cohoe [mailto:h.cohoe@cornwall.co.za]
Sent: 09 June 2011 02:33 PM
To: lizelleg@mweb.co.za
Cc: Eddie Bielfeld
Subject: FW: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

Dear Lizelle

Please include our Business Manager, Mr Eddie Bielfeld, in your mailing list on the address info@cornwall.co.za

Thank you
H Cohoe

From: Eddie Bielfeld
Sent: 09 June 2011 02:20 PM
Subject: RE: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

Please include me in your interested party mailing list.

You can use the e-mail address info@cornwall.co.za

Eddie Bielfeld
Business Manager

Cornwall Hill College



Faith in Education

Tel: +27 12 667-1360
Fax: +27 12 667-1367
Email: e.bielfeld@cornwall.co.za
Website: www.cornwall.co.za

From: Heather Cohoe
Sent: Saturday, May 21, 2011 12:56 PM
To: Info
Subject: FW: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]
Sent: 20 May 2011 03:19 PM
To: manager@cornwallhill.co.za; Leon Kunneke; Heather Cohoe; 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@twintversestate.co.za; rudolph.jansen@mntloaded.co.za; gemvillage@iburst.co.za; info@rmmmanor.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@mntloaded.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; 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; chrisbu@gpg.gov.za; customerservice@randwater.co.za; info@wessanorth.co.za; deon@belvedere.co.za
Subject: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

To whom it may concern

Please refer to the attached Background Information Document (BID) for the proposed *Route determination of the section of Road K105 between Nellmapius Drive and the K220*.

Please don't hesitate to contact our offices for any queries or additional information. You are also most welcome to provide us with details of any person or potential interested party and we will gladly forward this information to them.

Kind regards,
George Gericke



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Alfred

From: Ontvangs
Sent: 08 June 2011 02:43 PM
To: George Gericke
Subject: FW: Interested and Affected Party
Attachments: image001.gif; image002.gif; image003.gif

From: Daniella Louw [mailto:daniella@redink.co.za]
Sent: 08 June 2011 02:23 PM
To: lizelleg@mweb.co.za
Cc: 'Neels Louw'
Subject: Interested and Affected Party

Hi Lizelle,

Please register us as Interested and Affected parties wrt the proposed development of Road K105 Between Nellmapius Drive and the K220.

Our details are as follows:

Name: Neels and Daniella Louw
Email: daniella@redink.co.za
Tel: 082 880 6017, 082 801 5563
Address: 714 Broadbury Circle, Cornwall Hill Estate, Centurion
Postal: PO Box 44, Cornwall Hill Estate, Centurion, 0178

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

Please keep us informed.

Many thanks
Daniella



Daniella Louw
Managing Director

Tel: 0866 REDINK (733 465) | Cell: 082 860 601 7 | Fax: 086 530 6322

Email: daniella@redink.co.za | Web: www.redink.co.za

Address: Building No. 1, Prism Business Park, Ruby Close, Fourways, Johannesburg, Gauteng, South Africa

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_____ Information from ESET NOD32 Antivirus, version of virus signature database 6189
(20110608) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Alfred

From: Ontvangs
Sent: 08 June 2011 02:42 PM
To: George Gericke
Subject: FW: Proposed K105 north of Nellmapius Drive
Attachments: INTERESTED AND AFFECTED PARTIES.docx; Bokamoso Letter.pdf

Importance: High

From: Beverley Wulff [mailto:tph@tph.co.za]
Sent: 08 June 2011 02:29 PM
To: 'Lizelle Gregory'
Cc: 'Bea Fletcher'
Subject: Proposed K105 north of Nellmapius Drive
Importance: High

Good day Lizelle and George

Attached please find a letter for your attention.

Regards,

Beverley Wulff
THE TOWN PLANNING HUB CC
98 Pony Street
Tijger Vallei Office Park
Tel: (012) 809 2229
Fax: (012) 809 2090

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INTERESTED AND AFFECTED PARTIES – PROPOSED K105 (NORTH OF NELLMAPIUS DRIVE)

NAME AND SURNAME	ADDRESS	CONTACT NUMBER
Roux Property Development Africa – Marese Herbst	5 Alexander Road	012 667 2772
Lizette Visser	7 Alexander Road	083 400 2804
Adri Kitshoff	71 Lobelia Lane	012 667 2048 / 083 650 0442
Tim Lane	6 Wellington Road	012 667 2194 / 083 631 1369
Naas vd Walt	14 Lotus Lane	012 667 4719 / 071 689 9877
Gregg Howarth	68 Main Road	012 607 4948
Ross Howarth	68 Main Road	082 335 2671
Jacques Oosthuizen	70 Lobelia Lane	082 295 9919 / 082 742 7473
RJ de Jager	8 Lotus Street	012 667 4972
Amanda Mare	7 Lotus Street	083 250 4302
James & Ann Campell	9 Lotus Street	012 667 5187 / 083 316 7842
Bea Fletcher	bea@tph.co.za	012 809 2229 / 082 807 2030
Sonia Wills	8 Wellington Street	012 667 4979 / 082 442 5039
Jaco Swart	10 Lotus Street	083 554 9149

8 JUNE 2011

Tel: (012) 809 2229
Fax: (012) 809 2090
E-mail: bea@tph.co.za

OUR REF: K105
YOUR REF:

PO Box 11437
Silver Lakes
0054
98 Pony Street
Tijger Vallei Office Park
Silver Lakes
0054

**BOKAMOSO ENVIRONMENTAL CONSULTANTS
& LANDSCAPE ARCHITECTS**

ATTENTION: GEORGE GERICKE
TEL: 012 346 3810
FAX: 086 570 5859
EMAIL: LIZELLE@MWEB.CO.ZA

PROPOSED ROUTE K105 – NORTH OF NELLMAPIUS DRIVE

With regards to the abovementioned.

Kindly take note that our office is representing the affected and interested parties listed on the attached list. The said list being forwarded to yourself via email on 1 June 2011.

Our office is requesting the following documentation and information from yourself in order to brief our clients accordingly:

- Previous alignment of the proposed K105 (old)
- Proposed alignment of the K105 (new)
- Kindly advise on what the reasons were for the new alignment?

Eagerly awaiting your response in the abovementioned as well as to receiving the notifications that you have sent to the affected and interested parties.

Trusting you find this in order.

Regards,



BEA FLETCHER TRP(SA)
THE TOWN PLANNING HUB CC



Alfred

From: Ontvangs
Sent: 02 June 2011 10:44 AM
To: Mientjie Coetzee; George Gericke; Stephan Barkhuizen
Subject: FW: Proposed route determination of the section of road K105 between Nellmapius Drive and the K220
Attachments: SKMBT_42011060205395.pdf

From: Wanda Byrne [mailto:WandaB@Tshwane.gov.za]
Sent: 02 June 2011 10:33 AM
To: lizelleg@mwweb.co.za
Subject: Proposed route determination of the section of road K105 between Nellmapius Drive and the K220

Good morning,

Attached please find the Open Space Management Section's response to the abovementioned notification received.

Thank You / Dankie

Wanda Byrne

Secretary to Mr Leloko Puling
Director: Open Space Management Section

4th Floor | 11 Schoeman Street | Pretoria | 0001
PO Box 1454 | Pretoria | 0001
Tel: 012 358 8920 | Fax: 012 358 8934 | Fax: 086 214 5559
Email: WandaB@tshwane.gov.za

From: mlinolta@tshwane.gov.za [mailto:mlinolta@tshwane.gov.za]
Sent: 02 June 2011 07:40 AM
To: Wanda Byrne
Subject: Message from KMBT_420



Agriculture and Environmental Management Department
Environmental Management Division

4th Floor | 11 Schoeman Street | Pretoria | 0002
PO Box 1454 | Pretoria | 0001
Tel: 012 358 8871 | Fax: 012 358 8934
Email: LivhuwaniS@tshwane.gov.za | www.tshwane.gov.za

My ref: B/4/R
Your ref:
Contact person: Rudzani Mukheli
Division/Section/Unit: Open Space Management Section

Tel: (012) 358-8731
Fax: (012) 358-8934
Email: WandaB@tshwane.gov.za
Date: 02 June 2011

Bokamoso Landscape Architects and Environmental Consultants
P. O. Box 11375
Maroelana
0161
(Attention: George Gericke)
Fax: 086 570 5659

**NOTICE OF AN APPLICATION FOR ENVIRONMENTAL AUTHORISATION
FOR THE PROPOSED ROUTE DETERMINATION OF THE SECTION OF ROAD
K105 BETWEEN NELLMAPIUS DRIVE AND THE K220.**

Herewith we acknowledge receipt of your e-mail dated 20 May 2011.

The Open Space Management Section will deliver comment as an Interest and Affected Party as soon as relevant documentation is received. Please be advised that we need four (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 Byme. Please do not hesitate to contact us at (012) 358 8920 should you have any questions.

Kind regards

PP
Livhuwani Siphuma
EXECUTIVE DIRECTOR

Alfred

From: Ontvangs
Sent: 01 June 2011 08:48 AM
To: George Gericke
Subject: FW: Proposed K105 - North of Nellmapius Drive
Attachments: INTERESTED AND AFFECTED PARTIES.docx

Importance: High

From: Beverley Wulff [mailto:tph@tph.co.za]
Sent: 01 June 2011 08:13 AM
To: 'Lizelle Gregory'
Cc: bea@tph.co.za
Subject: Proposed K105 - North of Nellmapius Drive
Importance: High

Good day George

As per our telecom conversation yesterday. Attached please find a list of interested and affected parties, kindly include this list to your notifications. I am trying to get details of the Irene Town Crow - I hope I will be of assistance.

Our office would like to set up a meeting to discuss a few issues that the directly affected parties may have, kindly advise on the following:

- * Who from ITS Engineers must be approached to attend the meeting?
- * Who from your office would have to attend the meeting? Yourself or Mientjie Coetzee?
- * Who is your client, it would be appreciated if they could attend as well.
- * What is the timing of this road? How will the directly affected parties be paid?

Kindly forward to me a copy of the previous alignment of the K105.

If you require any further information, please don't hesitate to contact me.

Thank you,

Regards,

Beverley Wulff
THE TOWN PLANNING HUB CC
98 Pony Street
Tijger Vallei Office Park
Tel: (012) 809 2229
Fax: (012) 809 2090

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Alfred

From: Ontvangs
Sent: 24 May 2011 01:24 PM
To: George Gericke
Subject: FW: K105 South of Nellmapius Drive meeting Summary

From: Josene [mailto:josene@mweb.co.za]
Sent: 24 May 2011 12:20 PM
To: 'Lizelle Gregory'
Cc: irenemkt@mweb.co.za
Subject: RE: K105 South of Nellmapius Drive meeting Summary

Bokamoso Landscape Architects & Environmental Consultants

Attention: Lizelle Gregory

ROUTE DETERMINATION OF K105 FROM NELLMAPIUS DRIVE TO THE K220

Re: Meeting held on the 11 May 2011 with property owners:

I confirm that I support the proposed alignment **Alternative 5** to the WEST of the railway line along the existing P-38-1 route as this will be the most cost effective, efficient route.

I strongly object to the K105 running through Smuts House Museum OR my property being Portion 712 of the farm Doornkloof 381 JR (on the East side of Twin Rivers Estate) as this will ruin current business conducted there. This alignment will also ruin our tranquil area and our sensitive environment.

Kind regards,

JOSENE GROENEWALD

Landowner and owner- Irene Village Market

Alfred

From: Ontvangs
Sent: 24 May 2011 08:16 AM
To: George Gericke
Subject: FW: K105 South of Nellmapius Drive meeting Summary
Attachments: image004.png

From: Charl Groenewald [mailto:charl@konstruktarchitects.com]
Sent: 23 May 2011 06:09 PM
To: 'Lizelle Gregory'; alex@gharchitects.co.za; frits@boogertmanpta.co.za; jerry@civilconcepts.co.za; charl@konstruktarchitects.com; josene@mweb.co.za; weyers@worldonline.co.za; hsj@tiq.co.za; elana@salbro.co.za; barbara@sagewoodconsulting.co.za
Subject: RE: K105 South of Nellmapius Drive meeting Summary

23 May 2011

Bokamoso Environmental Consultants and Landscape Architects
Attention: Ms Lizelle Gregory

ROUTE DETERMINATION OF K105 FROM NELLMAPIUS DRIVE TO THE K220

On behalf of the owners of Portion 712 of the farm Doornkloof 381 JR, 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.

Charl and Josene Groenewald
JOSENE INVESTMENTS Pty (Ltd)

From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]

Sent: 16 May 2011 01:28 PM

To: alex@gharchitects.co.za; frits@boogertmanpta.co.za; jerry@civilconcepts.co.za; charl@konstruktarchitects.com; charl@konstruktarchitects.com; josene@mweb.co.za; weyers@worldonline.co.za; hsj@tiq.co.za; elana@salbro.co.za; barbara@sagewoodconsulting.co.za

Subject: FW: K105 South of Nellmapius Drive meeting Summary

Good day,

Please find the summary of the meeting.

Kind regards

Stephan Barkhuizen



From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]

Sent: 12 May 2011 08:20 AM

To: 'alex@gharchitects.co.za'; 'frits@boogertmanpta.co.za'; 'jerry@civilconcepts.co.za'; 'charl@konstruktarchitects.com'; 'josene@mweb.co.za'; 'weyers@worldonline.co.za'; 'hsj@tiq.co.za'; 'elana@salbro.co.za'; 'barbara@sagewoodconsulting.co.za'

Subject: K105 South of Nellmapius Drive Proposed Alignment Maps

Good day,

Thank you all for attending the meeting last night. Please find attached the two maps as promised.

Kind regards

Stephan Barkhuizen



**Environmental Consultants &
Landscape Architects**

babcock@mscch.com | T: 770.327.1400 | F: 770.327.1515 | 59
W. Lehigh Road, Schick Gardens, Suwanee

Alfred

From: Stephan Barkhuizen
Sent: 24 May 2011 07:08 AM
To: George Gericke
Subject: FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements
Attachments: image001.gif; image002.gif; 111052316224202702.gif; 111052316224202902.gif; 111052316224203102.gif; 111052316224203302.gif

From: Ontvangs
Sent: 23 May 2011 04:47 PM
To: Mientjie Coetzee; Stephan Barkhuizen
Subject: FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

From: Edward Archer [mailto:ArcherE@velavke.co.za]
Sent: 23 May 2011 04:22 PM
To: Johan Meyer
Cc: Bokamoso
Subject: RE: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements



Johan,

Ek en Andre sal julle 30 min voor die vergadering by die lokaal ontmoet.

Groete

Edward Archer
email: archere@velavke.co.za

Vela VKE Consulting Engineers incorporating **Munyai Malaka Engineers**

P.O. Box 72927, Lynnwood Ridge 0040, Pretoria, South Africa
Phone: +27 (0)12 481-3800
Fax: +27 (0)17 803-7943
Mobile: 083 355 8466
Web: <http://www.velavke.co.za>

Our File Number:

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From: Johan Meyer [mailto:johann@itse.co.za]
Sent: 20 May 2011 11:16
To: Edward Archer; Andre Pretorius
Cc: Bokamoso; Johan Erasmus; Jan Coetzee
Subject: FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

Hi Edward

Verwys na ons gesprek vandag. Hiermee die uitnodiging van Bokamoso vir die openbare deelnamevergadering Dinsdag

Ek het vir George gevra om met Lizelle te reël dat die stadsraad, konsultante en M&T se verteenwoordigers 30 min vroer daar is om te kookus

Groete
Johan Meyer



MOBILE: 083 867 3001
TEL: 012 349 1664
FAX: 012 349 1663
E-MAIL: johann@itse.co.za
WEB: www.itse.co.za

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From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]
Sent: 11 May 2011 04:44 PM
To: Johan Meyer
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



**Environmental Consultants &
Landscape Architects**

e: info@vela.co.za t: +27(0)21 546 4909 f: +27(0)21 546 499
05 Sakamba Road Ashika Gardens, Pinetown



VelaVKE Code: 230995

Alfred

From: Ontvangs
Sent: 23 May 2011 10:08 AM
To: George Gericke
Subject: FW: K105 from Nellmapiusto River Road -GAUT: 002/07-08/N1311
Attachments: image001.gif; image002.gif

From: Johan Meyer [mailto:johanm@itse.co.za]
Sent: 23 May 2011 09:48 AM
To: Lizelle Gregory
Subject: RE: K105 from Nellmapiusto River Road -GAUT: 002/07-08/N1311

Hi George

Het jy vir Andre Pretorius of Edward Archer van VKE genooi? Daar kan verwag word dat die mense vrae gaan vra oor die tydelike kwartskakel tussen Mainweg en Olifenhoutboschrylaan wat beplan word as 'n eerste fase van M&T se ontwikkeling. Met die werk wat hulle tans vir M&T doen, het hulle die inligting om hierdie vrae te beantwoord

Groete
Johan



MOBILE: 083 657 3001
TEL: 012 349 1664
FAX: 012 349 1665
E-MAIL: johanm@itse.co.za
WEB: www.itse.co.za

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From: Lizelle Gregory [mailto:lizellig@mweb.co.za]
Sent: 23 May 2011 09:21 AM
To: 'lodiO@tshwane.gov.za'; LutzJ@TSHWANE.GOV.ZA; Johan Meyer; wim@mtdevelopment.co.za
Subject: K105 from Nellmapiusto River Road -GAUT: 002/07-08/N1311

To whom it may concern

We want to request that we meet half an hour before the meeting commences on Tuesday (17h30) at the St. George's Hotel just to go over the proposed project in order to ensure that everyone is on the same page. Please confirm if this is in order and also confirm your attendance or if you will be sending a representative in your place.

Kind regards

George Gericke

Bekwamona



Environmental Consultants &
Landscape Architects

e: info@bekwamona.co.za t: +27 (0) 21 771 2400 f: +27 (0) 21 771 2400
36 Leiboombu Road, Ashlea Gardens, Pretoria

Alfred

From: Stephan Barkhuizen
Sent: 23 May 2011 04:38 PM
To: George Gericke
Subject: FW: K105 Nellmapius to K220
Attachments: Registration as I&AP K105 Nelmps to K220 23052011.doc

Alfred

From: Stephan Barkhuizen
Sent: 23 May 2011 04:37 PM
To: George Gericke
Subject: FW: DKOA: Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info
Attachments: image002.gif

From: Ontvangs
Sent: 23 May 2011 02:15 PM
To: Stephan Barkhuizen; Mientjie Coetzee
Subject: FW: DKOA: Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

From: DKOA_LIST [mailto:dkoa@salbu.co.za]
Sent: 23 May 2011 01:34 PM
To: DKOA_LIST (LONG)
Cc: Lizelle Gregory
Subject: DKOA: Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

Greetings,

Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220.

GAUTENG REF NO: Gaut 002/10-11/E0208

"Notice is given, in terms of the new 2010 EIA Regulations published in Government Notice No. R543 of the National Environmental Management Act (Act No. 107 of 1998), of intent to carry out an Environmental Impact Assessment (Scoping phase) (i.t.o. Listing Notice 1, 2 & 3 – G.N. R544, 545 & 546)"

"Bokamoso Environmental Consultants were appointed by Gauteng Department of Roads and Transport to undertake to an Environmental Impact Assessment process for the proposed route determination of the section of Road K105 between Nellmapius Drive and the K220"

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>

**NB: The 2.7 MB "K105 Stef BID .pdf" has not been attached to this e-mail.
To download the above pdf file [CLICK HERE](#)**

**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>

Date: 20 May 2011 15:18:31 GMT+02:00

Subject: Route determination of the section of Road K105 between Nellmaplus Drive and the K220. - Info

To whom it may concern

Please refer to the attached Background Information Document (BID) for the proposed *Route determination of the section of Road K105 between Nellmaplus Drive and the K220.*

Please don't hesitate to contact our offices for any queries or additional information. You are also most welcome to provide us with details of any person or potential interested party and we will gladly forward this information to them.

Kind regards,
George Gericke



**Please note that the 2.7 MB "K105 Stef BID .pdf" has not been attached to this e-mail.
For more information contact:**

George Gericke Telephone: 012-346-3810
Bokamoso Landscape Architects and Environmental Consultants

BACKGROUND INFORMATION:

NOTICE: Posted 05 October 2010 - Previous Posting: 14 April 2010, Tuesday, November 17, 2009

[BOKAMOSO: NOTICE IN TERMS OF THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS](#)

Project: Proposed Road K105

Notice_4) Route Determination and Preliminary Design Phases: K105 between Nellmapius Drive (km 35.5) & River Road (km 40.5)

Notice_3) Invitation to review the draft Environmental Scoping Report: K105 between Nellmapius 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

NOTICE: Posted 16 Sep 2010 - Previous Postings: 12 May 2010- 21 January 21, 2009

[BOKAMOSO: NOTICE IN TERMS OF THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS](#)

K220 East - Notice of Environmental Authorization

K220 East - Draft 2 Scoping report is available for review at the Rietvlei Nature Reserve

K220 East - Draft 1 Scoping report is available for review at the Rietvlei Nature Reserve

Bokamoso Contact Person: George Gericke, Tel (012) 346 3810.

Current Notices: To view notice [CLICK HERE](#).

Draft 1 Report: Text & Images - 1.6 MB file - [Download pdf file](#)

Draft 1 Report: Figures - 14 Pages - 1.6MB file - [Download pdf file](#)

GAUTENG REF NO: Gaut 002/08-09/N0375

Alfred

From: Ontvangs
Sent: 23 May 2011 03:31 PM
To: George Gericke
Subject: FW: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info
Attachments: image001.gif

From: Chris Maree [mailto:letfly@yebo.co.za]
Sent: 23 May 2011 02:45 PM
To: 'Lizelle Gregory'
Subject: RE: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

Thanks George / Lizelle

You can keep me on your mailing list.

Chris Maree
7 Twin Rivers
082 883 7729
letfly@yebo.co.za

From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]
Sent: 20 May 2011 03:31 PM
To: maime.freda@gauteng.gov.za; cornwallhill@absamall.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; chantelies@tshwane.gov.za; npreston@denovobus.co.za; dovhani.mudzielwana@gauteng.gov.za; rkokke@randwater.co.za; info@l-traffic.co.za; chrisbu@gpg.gov.za; bookings@belvedere.co.za; pat@egsc.co.za; intmktg@corobrik.co.za; bondev1@mweb.co.za; dlcon@mweb.co.za; intmktg@corobrik.co.za; ben@acusolv.co.za; johnny@nfi.org.za; wes@lcon.co.za
Subject: FW: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

To whom it may concern

Please refer to the attached Background Information Document (BID) for the proposed *Route determination of the section of Road K105 between Nellmapius Drive and the K220*.

Please don't hesitate to contact our offices for any queries or additional information. You are also most welcome to provide us with details of any person or potential interested party and we will gladly forward this information to them.

Kind regards,
George Gericke



Environmental Consultants &

Landscape Architects

or www.ecs.co.za • 011 233 1234 • 082 902 5123 • 082 902 5123
25 Ekurhuleni Road, Ashlea Gardens, Pretoria

--
This message has been scanned for viruses and dangerous content by **Pinpoint Securemail**, and is believed to be clean.

Alfred

From: Mientjie Coetzee
Sent: 23 May 2011 02:42 PM
To: George Gericke
Subject: FW: DKOA: Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info
Attachments: image002.gif

From: Ontvangs
Sent: 23 May 2011 02:14 PM
To: George Gericke; Stephan Barkhuizen; Mientjie Coetzee
Subject: FW: DKOA: Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

From: DKOA_LIST [mailto:dkoa@salbu.co.za]
Sent: 23 May 2011 01:34 PM
To: DKOA_LIST (LONG)
Cc: Lizelle Gregory
Subject: DKOA: Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

Greetings,

Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220.

GAUTENG REF NO: Gaut 002/10-11/E0208

"Notice is given, in terms of the new 2010 ELA Regulations published in Government Notice No. R543 of the National Environmental Management Act (Act No. 107 of 1998), of intent to carry out an Environmental Impact Assessment (Scoping phase) (i.t.o. Listing Notice 1, 2 & 3 – G.N. R544, 545 & 546)"

"Bokamoso Environmental Consultants were appointed by Gauteng Department of Roads and Transport to undertake to an Environmental Impact Assessment process for the proposed route determination of the section of Road K105 between Nellmapius Drive and the K220"

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>

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To download the above pdf file [CLICK HERE](#)**

**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>
Date: 20 May 2011 15:18:31 GMT+02:00

Subject: Route determination of the section of Road K105 between Nellmaplus Drive and the K220. - Info

To whom it may concern

Please refer to the attached Background Information Document (BID) for the proposed *Route determination of the section of Road K105 between Nellmaplus Drive and the K220.*

Please don't hesitate to contact our offices for any queries or additional information. You are also most welcome to provide us with details of any person or potential interested party and we will gladly forward this information to them.

Kind regards,
George Gericke



**Please note that the 2.7 MB "K105 Stef BID .pdf" has not been attached to this e-mail.
For more information contact:**

George Gericke Telephone: 012-346-3810
Bokamoso Landscape Architects and Environmental Consultants

BACKGROUND INFORMATION:

NOTICE: Posted 05 October 2010 - Previous Posting: 14 April 2010, Tuesday, November 17, 2009

[BOKAMOSO: NOTICE IN TERMS OF THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS](#)

Project: Proposed Road K105

Notice_4) Route Determination and Preliminary Design Phases: K105 between Nellmapius Drive (km 35.5) & River Road (km 40.5)

Notice_3) Invitation to review the draft Environmental Scoping Report: K105 between Nellmapius 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**

NOTICE: Posted 16 Sep 2010 - Previous Postings: 12 May 2010- 21 January 21, 2009

[BOKAMOSO: NOTICE IN TERMS OF THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS](#)

K220 East - Notice of Environmental Authorization

K220 East - Draft 2 Scoping report is available for review at the Rietvlei Nature Reserve

K220 East - Draft 1 Scoping report is available for review at the Rietvlei Nature Reserve

Bokamoso Contact Person: George Gericke, Tel (012) 346 3810.

Current Notices: To view notice [CLICK HERE](#).

Draft 1 Report: Text & Images - 1.6 MB file - [Download pdf file](#)

Draft 1 Report: Figures - 14 Pages - 1.6MB file - [Download pdf file](#)

GAUTENG REF NO: **Gaut 002/08-09/N0375**

Alfred

From: Mientjie Coetzee
Sent: 23 May 2011 02:42 PM
To: George Gericke
Subject: FW: DKOA: Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info
Attachments: image002.gif

From: Ontvangs
Sent: 23 May 2011 02:15 PM
To: Stephan Barkhuizen; Mientjie Coetzee
Subject: FW: DKOA: Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

From: DKOA_LIST [mailto:dkoa@salbu.co.za]
Sent: 23 May 2011 01:34 PM
To: DKOA_LIST (LONG)
Cc: Lizelle Gregory
Subject: DKOA: Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

Greetings,

Bokamoso Notice_Route determination of the section of Road K105 between Nellmapius Drive and the K220.

GAUTENG REF NO: Gaut 002/10-11/E0208

"Notice is given, in terms of the new 2010 EIA Regulations published in Government Notice No. R543 of the National Environmental Management Act (Act No. 107 of 1998), of intent to carry out an Environmental Impact Assessment (Scoping phase) (i.t.o. Listing Notice 1, 2 & 3 – G.N. R544, 545 & 546)"

"Bokamoso Environmental Consultants were appointed by Gauteng Department of Roads and Transport to undertake to an Environmental Impact Assessment process for the proposed route determination of the section of Road K105 between Nellmapius Drive and the K220"

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>

**NB: The 2.7 MB "K105 Stef BID .pdf" has not been attached to this e-mail.
To download the above pdf file [CLICK HERE](#)**

**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>

Date: 20 May 2011 15:18:31 GMT+02:00

Subject: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

To whom it may concern

Please refer to the attached Background Information Document (BID) for the proposed *Route determination of the section of Road K105 between Nellmapius Drive and the K220.*

Please don't hesitate to contact our offices for any queries or additional information. You are also most welcome to provide us with details of any person or potential interested party and we will gladly forward this information to them.

Kind regards,
George Gericke



**Please note that the 2.7 MB "K105 Stef BID .pdf" has not been attached to this e-mail.
For more information contact:**

George Gericke Telephone: 012-346-3810
Bokamoso Landscape Architects and Environmental Consultants

BACKGROUND INFORMATION:

NOTICE: Posted 05 October 2010 - Previous Posting: 14 April 2010, Tuesday, November 17, 2009

[BOKAMOSO: NOTICE IN TERMS OF THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS](#)

Project: Proposed Road K105

Notice_4) Route Determination and Preliminary Design Phases: K105 between Nelmapius Drive (km 35.5) & River Road (km 40.5)

Notice_3) Invitation to review the draft Environmental Scoping Report: K105 between Nelmapius 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

NOTICE: Posted 16 Sep 2010 - Previous Postings: 12 May 2010- 21 January 21, 2009

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K220 East - Draft 2 Scoping report is available for review at the Rietvlei Nature Reserve

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Bokamoso Contact Person: George Gericke, Tel (012) 346 3810.

Current Notices: To view notice [CLICK HERE](#).

Draft 1 Report: Text & Images - 1.6 MB file - [Download pdf file](#)

Draft 1 Report: Figures - 14 Pages - 1.6MB file - [Download pdf file](#)

GAUTENG REF NO: Gaut 002/08-09/N0375

Alfred

From: Ontvangs
Sent: 23 May 2011 11:33 AM
To: George Gericke
Subject: FW: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info
Attachments: image002.gif

From: VanderBijl, Anina [mailto:Anina.vanderBijl@parexel.com]
Sent: 23 May 2011 10:11 AM
To: lizelleg@mweb.co.za
Subject: FW: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

Dear George/ Lizelle

We live in Twin Rivers Estate, and I received the below from another owner here.

Can you please shed light on this? Is this a big road being planned, and for when? Are the different alignments different options being considered?

Further information would be greatly appreciated!

Regards
Anina

PAREXEL Early Phase

Fully integrated First in Man through Proof of Concept services

Anina van der Bijl

+27 (0)51 4103047 office or +27 (0)83-3918345 mobile

From: Mariana Jansen [mailto:mjansen@iburst.co.za]
Sent: Monday, May 23, 2011 7:47 AM
To: Twin Rivers
Subject: FW: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]
Sent: 20 May 2011 15:31
To: maimie.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.mudzzielwana@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; dlcon@mweb.co.za; intmktg@corobrik.co.za; ben@acusolv.co.za; johnmy@nfi.org.za; wes@lcon.co.za
Subject: FW: Route determination of the section of Road K105 between Nellmapius Drive and the K220. - Info

To whom it may concern

Please refer to the attached Background Information Document (BID) for the proposed **Route determination of the section of Road K105 between Nellmapius Drive and the K220.**

Please don't hesitate to contact our offices for any queries or additional information. You are also most welcome to provide us with details of any person or potential interested party and we will gladly forward this information to them.

Kind regards,
George Gericke



Alfred

From: Ontvangs
Sent: 20 May 2011 11:43 AM
To: George Gericke
Subject: FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements
Attachments: image002.gif; image001.gif; Public meeting K 105.pdf; Poster.pdf; image003.jpg

Elsa Viliers
Namens/on behalf of
Lizelle Gregory



**Environmental Consultants &
Landscape Architects**

Tel: 07129 346 9810 | F: 0786 570 5659 | C: 083 755 8384
e: lizelleg@itsa.co.za | 36 Lelomulo Road Edulwastrand, PTA

From: Johan Meyer [mailto:johanm@itse.co.za]
Sent: 20 May 2011 11:16 AM
To: Edward Archer (ArcherE@velavke.co.za); Andre Pretorius (pretoriusa@velavke.co.za)
Cc: Bokamoso; Johan Erasmus; Jan Coetzee
Subject: FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

Hi Edward

Verwys na ons gesprek vandag. Hiermee die uitnodiging van Bokamoso vir die openbare deelnamevergadering Dinsdag

Ek het vir George gevra om met Lizelle te reël dat die stadsraad, konsultante en M&T se verteenwoordigers 30 min vroer daar is om te kousus

Groete
Johan Meyer



MOBILE: 083 667 3001
TEL: 012 349 1664
FAX: 012 349 1665
E-MAIL: johanm@itse.co.za
WEB: www.itsa.co.za

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From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]
Sent: 11 May 2011 04:44 PM
To: Johan Meyer
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.

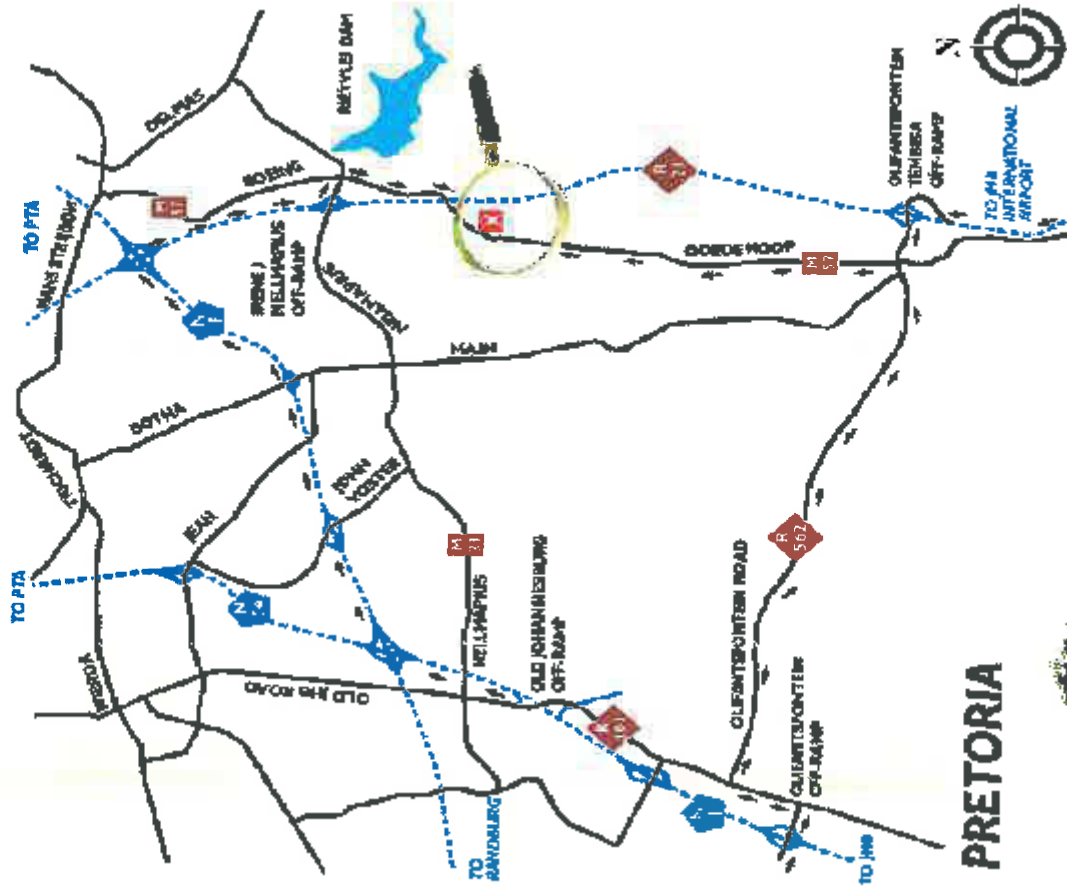
Please don't hesitate to contact our offices for any additional information.

Kind regards

George Gericke



**K105 from Nelmapius to
River Road - GAUTE 002/07-
08/N1311**



Locality Map

Public Meeting

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: 24 May 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 Gencke

Tel (012) 346 3810

Fax (086) 570 5659

E-mail leg@mweb.co.za

Public Meeting

Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

Venue: St George's Hotel

Date: 24 May 2011

Time: 18h00 – 20h00

For more information contact Bokamoso Environmental (George Gericke) – 012 346 3810

Alfred

From: Ontvangs
Sent: 20 May 2011 08:55 AM
To: George Gericke
Subject: FW: Route determination of K105 from Nellmapius drive to the K220
Attachments: image001.jpg; image002.jpg

Elsa Viviers
Namens/on behalf of
Lizelle Gregory



**Environmental Consultants &
Landscape Architects**

Tel: 27 11 446 3819 | F: 27 56 570 5659 | C: 083 255 8384
e: lizelle@bokamoso.co.za | elisa@bokamoso.co.za | info@bokamoso.co.za

From: Frits Schuite [mailto:fritss@boogertmanpta.co.za]

Sent: 19 May 2011 08:52 PM

To: 'Lizelle Gregory'

Cc: Herman Joubert; Frits Schuite; jerry@civilconcepts.co.za; charl@konstruktarchitets.com; josene@mweb.co.za; weyers@workdonline.co.za; elana@salbro.co.za; barbara@sagewoodconsulting.co.za; alex@gharchitects.co.za; Rudolph Jansen (rudolph@law.co.za); Chris Maree (7) (letfly@yebo.co.za)

Subject: Route determination of K105 from Nellmapius drive to the K220

18 May 2011

Bokamoso Landscape Architects & Environmental Consultants

Attention: Ms Lizelle Gregory

ROUTE DETERMINATION OF K105 FROM NELLMAPIUS DRIVE TO THE K220

Meeting held on 11 May 2011 in Irene attended by Mr Alex Hahn and myself on behalf of the Twin Rivers Homeowners Association refers.

We confirm that we support the proposed alignment Alternative 5 to the West of the railway line along the existing P38-1 route.

We further place on record the following:

- We strongly object to any route running adjacent to the eastern boundary of Twin Rivers.
- That a noise impact study be done by a reputable specialist irrespective of which route are decided upon. We can supply you with the names and contact details of such specialists should you so require.
- We raise our concern on the possible effect that the construction of bridges down stream of Twin Rivers could have on the river flow patterns and flood line with specific reference to the stretch of the river along the western boundary of Twin Rivers.

Yours sincerely

Frits Schuite
for and on behalf of
TWIN RIVERS HOMEOWNERS ASSOCIATION

Email: fritss@boogertmanpta.co.za
Website: <http://www.boogertmanandpartners.com>
Telephone: +27 12 429 7300
Facsimile: +27 12 346 8687
Mobile: +27 83 250 0370

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Please consider the environment before printing this e-mail

Alfred

From: Ontvangs
Sent: 19 May 2011 08:40 AM
To: George Gericke
Subject: FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements
Attachments: image001.gif

From: Cornwall Hill Estate [mailto:manager@cornwallhill.co.za]
Sent: 17 May 2011 06:53 PM
To: Uzelle Gregory
Subject: Re: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

Ek het gedog jy gaan ook inligting daurges van die gedeelte suid van Nellmapius vir die ander komponent van die K105 wat ons meer raak? Ek sou graag die hele gedeelte - suid en noord van Nellmapius - gelyk aan die inwoners wil voorhou.

Dirk Heyns

— Original Message —

From: [Lizelle Gregory](mailto:Lizelle.Gregory@cornwallhill.co.za)
To: manager@cornwallhill.co.za
Sent: Tuesday, May 17, 2011 4:56 PM
Subject: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

Hi Dirk

Aangeheg is die kaart en lugfotos soos telefonies bespreek. Ons haak effens vas met die Background Information Document. Ons stuur hom vir julle sodra dit gereed is.

Groete
George Gericke



Environmental Consultants &
Landscape Architects
P.O. Box 1000, Ashlea Gardens, Pretoria
Tel: 011 431 7336, 30102 | Fax: 011 430 5636
26 Lekeanda Road, Ashlea Gardens, Pretoria

Alfred

From: Ontvangs
Sent: 16 May 2011 08:13 AM
To: George Gericke
Subject: FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements
Attachments: image002.gif; Untitled attachment 00071.htm; Public meeting K 105.pdf; Untitled attachment 00074.htm; Poster.pdf; Untitled attachment 00077.htm

From: DKOA_LIST [mailto:dkoa@salbu.co.za]
Sent: 15 May 2011 11:25 AM
To: DKOA_LIST (LONG)
Cc: Lizelle Gregory
Subject: Re: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

Greetings,

Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

G GAUT: 002/07-08/N1311

K105 from Nellmapius to River Road –GAUT: 002/07-08/N1311

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:

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>

PS: PLEASE PASS THIS MESSAGE ON TO THREE NEIGHBOURS

AND ASK THEM TO DO THE SAME

Begin forwarded message:

On 11 May 2011, at 14:28, Lizelle Gregory wrote:

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

From: Ontvangs
Sent: 16 May 2011 08:13 AM
To: George Gericke
Subject: FW: DKOA: Bokamoso Notice_Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements
Attachments: image002.gif; Untitled attachment 00059.htm; Public meeting K 105.pdf; Untitled attachment 00062.htm; Poster.pdf; Untitled attachment 00065.htm

From: DKOA_LIST [mailto:dkoa@salbu.co.za]
Sent: 15 May 2011 11:34 AM
To: DKOA_LIST
Cc: Lizelle Gregory
Subject: DKOA: Bokamoso Notice_Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

Greetings,

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

Kind regards

George Gericke

Alfred

From: Ontvangs
Sent: 16 May 2011 08:12 AM
To: George Gericke
Subject: FW: DKOA_2: Bokamoso Notice_Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements
Attachments: image002.gif; Untitled attachment 00035.htm; Public meeting K 105.pdf; Untitled attachment 00038.htm; Poster.pdf; Untitled attachment 00041.htm

From: DKOA_LIST [mailto:dkoa@salbu.co.za]
Sent: 15 May 2011 11:39 AM
To: DKOA_LIST (LONG)
Cc: Lizelle Gregory
Subject: DKOA_2: Bokamoso Notice_Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

Greetings,

Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

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

Kind regards

George Gericke

Alfred

From: Ontvangs
Sent: 12 May 2011 01:58 PM
To: George Gericke
Subject: FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements
Attachments: image001.gif

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

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.vannlekerk@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; pieter@triviron.co.za; mwcspoel@mweb.co.za; fritz.boogertmanpta@pta.co.za; ncmalan@gmail.com; cbotes@investmech.com; mheyne@investmech.com; ewald1006@mweb.co.za; ffouche@vodamail.co.za; pieter@triviron.co.za; ncmalan@gmail.com; orasbo@gmail.com
Subject: FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

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George Gericke



Alfred

From: Ontvangs
Sent: 12 May 2011 08:27 AM
To: George Gericke
Subject: FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements
Attachments: image002.png; image004.jpg; image005.gif; image001.png

From: Jan Kraaij [mailto:keymax.jankraaij@gmail.com]
Sent: 12 May 2011 01:56 AM
To: 'Lizelle Gregory'
Cc: Tiddo Voogt
Subject: RE: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

Hi Lizelle and George,
We trust that you are well.

Can you send us the proposed road alignment drawings immediately, ie. before the meeting; so that we can study it and make meaningful comment at the meeting. Please include the changes that are proposed at the intersection of main & Alexandra rds.

Thanks

Jan Kraaij

(B.Sc Eng Mech)

South Africa mobile +27 (0) 83 225 0660

Australia mobile +61 (0) 45 828 4647

 jan kraaij

15 Jacana Pde, North Lakes, 4509, Qld, Australia.

keymax.jankraaij@gmail.com

www.keymax.com.au

www.keymaxprop.co.za



From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]
Sent: 12 May 2011 12:35 AM
To: jankraaij@keymaxprop.co.za; foxtrallars@mweb.co.za
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 Nellmaplus 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

From: Ontvangs
Sent: 12 May 2011 08:24 AM
To: George Gericke
Subject: FW: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements
Attachments: image002.gif; image003.gif; image004.gif

From: Christa Shaw [mailto:accounts@IreneEstate.co.za]
Sent: 12 May 2011 07:23 AM
To: Lizelle Gregory
Subject: RE: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

Good day

Received your e-mail and forwarded to the owners of Irene Estate and Irene Country Lodge

I hope this is all in order, please do not hesitate to contact me should you need any further assistance.

Kind Regards

Christa Shaw

IRENE ESTATE (PTY)LTD

The Old Dairy Farm
Nellmapius Drive
P O Box 589
Irene 0062



: 012 - 667 1000 - Accounts Office



: 012 - 667 2634



: 012 - 667 2326 - Shop



: 012 - 667 4822 - The Barn Restaurant

✉ accounts@ireneestate.co.za

www.irenefarm.co.za

From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]

Sent: 11 May 2011 02:32 PM

To: sandile.simelane@transnet.net; enquiries@drt.gpg.gov.za; stephen.mosink@gauten.gov.za; manager@cornwallhill.co.za; l.kunneke@comwall.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; al@taurus.co.za; LutzJ@TSHWANE.GOV.ZA; Christa Shaw; judamo@webmail.co.za; info@twinriverstate.co.za; rudolph.jansen@mtnloaded.co.za; gemvillage@iburst.co.za; info@rmmmanor.co.za; rochelle@lppartners.co.za; hsj@tiq.co.za; ireneglen@telkomsa.net; rohan@mwg.co.za; Christa Shaw; owners@rietvleiview.co.za; rudolph.jansen@mtnloaded.co.za; elana@salbro.co.za; barbara@sagewoodconsulting.co.za; sean.cullinan@telkomsa.net; ivan@lppartners.co.za; irenemkt@mweb.co.za; deon@belvedere.co.za; rudolph@law.co.za

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

From: Ontvangs
Sent: 11 May 2011 03:59 PM
To: George Gericke
Subject: FW: Out of Office AutoReply: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

From: Meryl.Pretorius@transnet.net [mailto:Meryl.Pretorius@transnet.net]
Sent: 11 May 2011 02:34 PM
To: lizelleg@mweb.co.za
Subject: Out of Office AutoReply: Environmental Impact Assessment Process for Road K105 from Nellmapius to River Road & associated Upgrading & Improvements

I am out of office in urban for the Anaconda and CAB launch
back in office on Monday 16 May

regards
Meryl

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Alfred

From: Mientjie Coetzee
Sent: 18 April 2011 12:12 PM
To: George Gericke
Subject: FW: K105 Basiese Beplanning
Attachments: image001.gif; 2751_K105 Basic Planning_Master Plan_2011-04-18_FVS-LAYOUT PLAN (1).pdf

From: Ontvangs
Sent: 18 April 2011 12:10 PM
To: Mientjie Coetzee
Subject: FW: K105 Basiese Beplanning

From: Francois Van Staden [mailto:francoisvs@itse.co.za]
Sent: 18 April 2011 11:50 AM
To: lizelleg@mweb.co.za
Cc: Johan Meyer; Wynand Malan
Subject: FW: K105 Basiese Beplanning

Mientjie

Soos vroeër telefonies bespreek die tekening van K105. EK het wel net n PDF aangeheg omdat die DXF te groot is om per epos te stuur. Indien jul die DXF benodig kan ons dit op 'n CD sit en afgehaal word by ons.

Let asb daarop dat die tekeninge ingehandig is by Gautrans maar nog nie goedgekeur is nie. Maar tog tevrede is met die area waarin jul belangstel indien daar na kommentaar verwys word. Die interseksie net noord van Nellmaplus en K105 moet nog verander word.

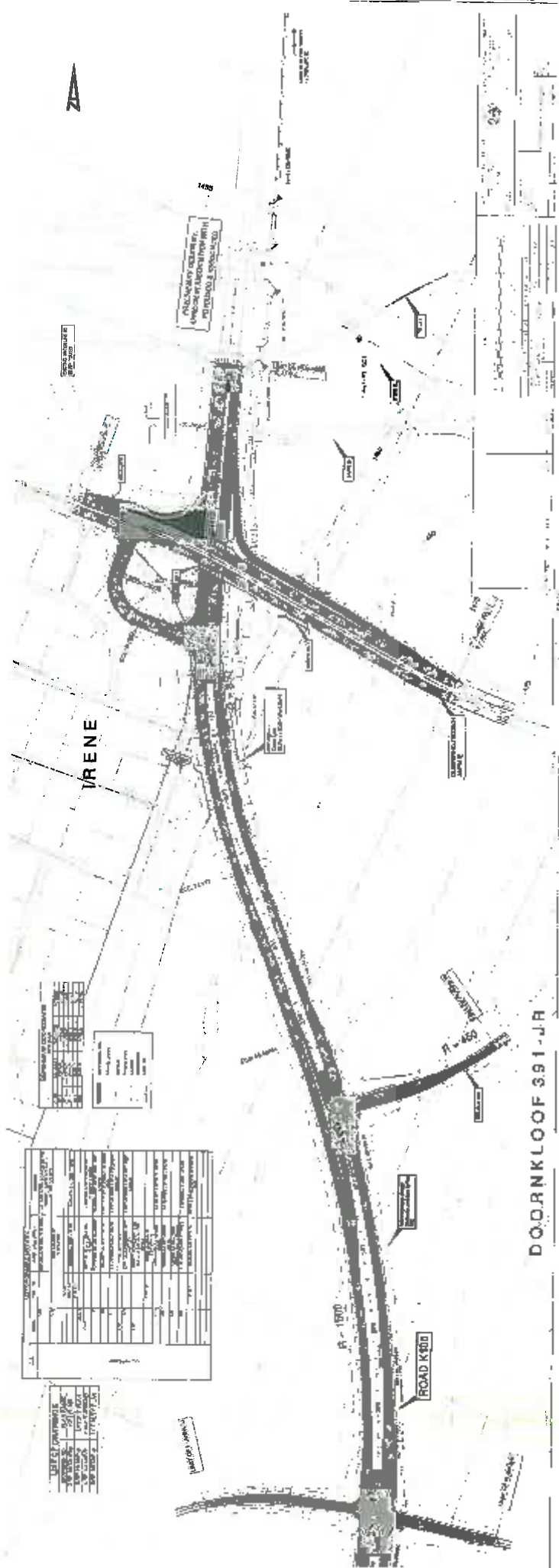
Laat weet my indien daar enige navrae is.

Groete
Francois van Staden



MOBILE: 082 354 4394
TEL: 012 349 1664
FAX: 012 349 1886
E-MAIL: francoisvs@itse.co.za
WEB: www.itse.co.za

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Alfred

From: Ontvangs
Sent: 18 April 2011 08:40 AM
To: Mientjie Coetzee; Stephan Barkhuizen; George Gericke
Subject: FW: K105 between Nellmapius Drive and the K220.

From: Adrian van der Byl [mailto:Adrian@IreneEstate.co.za]
Sent: 14 April 2011 09:47 AM
To: lizelleg@mweb.co.za
Cc: Henry van der Byl
Subject: K105 between Nellmapius Drive and the K220.

Dear Lizelle,

Hoping this finds you well.

I would like to place on record that Irene Estate (Pty) Ltd, as owner of Portion 590 of the farm Doornkloof 391 JR (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 in Green and wish to place on record that such green route would be our least preferred route as it excises 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.

It would be appreciated if this email could be acknowledged.

Yours sincerely,
Adrian van der Byl,
for Irene estate (Pty) Ltd.

Alfred

From: Ontvangs
Sent: 27 October 2010 03:10 PM
To: George Gericke
Subject: FW: FW: K105 Road - I&AP

From: Niel Malan [mailto:nomalan@gmail.com]
Sent: 27 October 2010 02:52 PM
To: Lizelle Gregory
Subject: Re: FW: K105 Road - I&AP

Hi Lizelle

Thank you for the feedback.

Could you please provide me with the e-mail address for Mientjie Coetzee?

Friendly Regards

Niel Malan

On Wed, Oct 27, 2010 at 2:38 PM, Lizelle Gregory <lizelleg@mweb.co.za> wrote:

Good day Niel

I apologize for the late response.

- The name of the other part of the K105 project is K105 between N1 Freeway and Nelson Road (Reference Number: Gaut 002/07-08/N1311).
- Your name is also on the list for this project.
- A public meeting will still take place in the future. I am unable to tell you when but we will surely invite you to it.
- You are most welcome to contact Mientjie Coetzee from our offices. She will be able to provide more and accurate information regarding the current stage of the project.

Kind Regards

George Gericke

Bokamoso Landscape Architects and Environmental Consultants

Tel: (012) 346 3810

Fax: 086 570 5659



Please consider the environment before printing this e-mail

From: Ontvangs
Sent: 07 October 2010 02:13 PM
To: George Gericke
Subject: FW: FW: K105 Road - I&AP

From: Niel Malan [mailto:ncmalan@gmail.com]
Sent: 07 October 2010 12:14 PM
To: Lizelle Gregory
Subject: Re: FW: K105 Road - I&AP

Hi Lizelle

Thank you for the feedback.

I've encircled my property on the image you sent me. This shown the road running extremely close to my property.

You mention that the southern part of the road is a separate project:

- What is the name of this project?
- Please can you ensure that I am registered as an interested and affected party for this project as well!
- What stage is this project at (The project for the the southern part)?
- Had a public hearing been held for this project?
- If available, can you please forward me the list of objections that were received during the scoping phase?

Friendly Regards

Niel Malan

On Thu, Oct 7, 2010 at 11:59 AM, Lizelle Gregory <lizelleg@mweb.co.za> wrote:

Good day Niel

I checked on our database and I was unable to find the exact location of your property. However, I did include a locality map and a GoogleEarth Aerial photograph of Broadbury Circle Road. Let me know if it is not helpful. Please note that this specific project only applies to the section of the proposed K105 road that is located north of Nellmapius Road (M31). The attached map shows the preferred alignment but the section located south of Nellmapius is part of another project. Thus, the proposed project for which you received the notice will not pass your property if I understand correctly.

Please note that you were registered as an interested party for the proposed K105 Road Project and that your comments were noted. We will inform you once the Draft EIA report is made available for public review. In this document you will be able to access all the required information regarding this project. Also note that the specialist studies will also be included in our report. No public meeting was held up to date and we will invite you should a meeting take place.

Please don't hesitate to contact our offices for any additional information. We will inform you once the Draft EIA Report is available for public review.

Kind Regards

George Gericke

Bokamoso Landscape Architects and Environmental Consultants

Tel: (012) 346 3810

Fax: 086 570 5659



Please consider the environment before printing this e-mail

Alfred

From: Ontvangs
Sent: 18 October 2010 08:52 AM
To: George Gericke
Subject: FW: K105 to the North of Nellmapius Drive - Public Notice
Attachments: Public Notice EIA Phase.pdf

From: Maluleke Justice [mailto:MalulekeJ@dwa.gov.za]
Sent: 17 October 2010 04:59 PM
To: lizelleg@mweb.co.za
Cc: Mahlangu Philemon Swartbool
Subject: FW: K105 to the North of Nellmapius Drive - Public Notice

Dear Lizelle

Please send us a copy of the BAR.

Wisani Justice Maluleke
Department of Water Affairs
Crocodile/ Marico Water Management Area
Tel: 012 392 1409
Cell: 082 804 9817
Fax: 012 392 1486
e-mail: teo@dwaf.gov.za

From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]
Sent: 05 October 2010 09:53 AM
To: Maluleke Justice; central@eskom.co.za; envhelp@eskom.co.za; paia@eskom.co.za; schmidk@nra.co.za; maima.freda@gauteng.gov.za; cornwallhill@absamali.co.za; irenemkt@mweb.co.za; willem@cspport.co.za; fritss@boogertmanpta.co.za; hsj@tiq.co.za; qudlibet@mweb.co.za; mjansen@iburst.co.za; letfly@yebo.co.za; djalberts@mweb.co.za; elana@salbro.co.za; barbara@sagewoodconsulting.co.za; ffouche@vodamail.co.za; jan.snyman@sasol.com; thlnusp@tshwane.gov.za; chantelles@tshwane.gov.za; npreston@denovobus.co.za
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

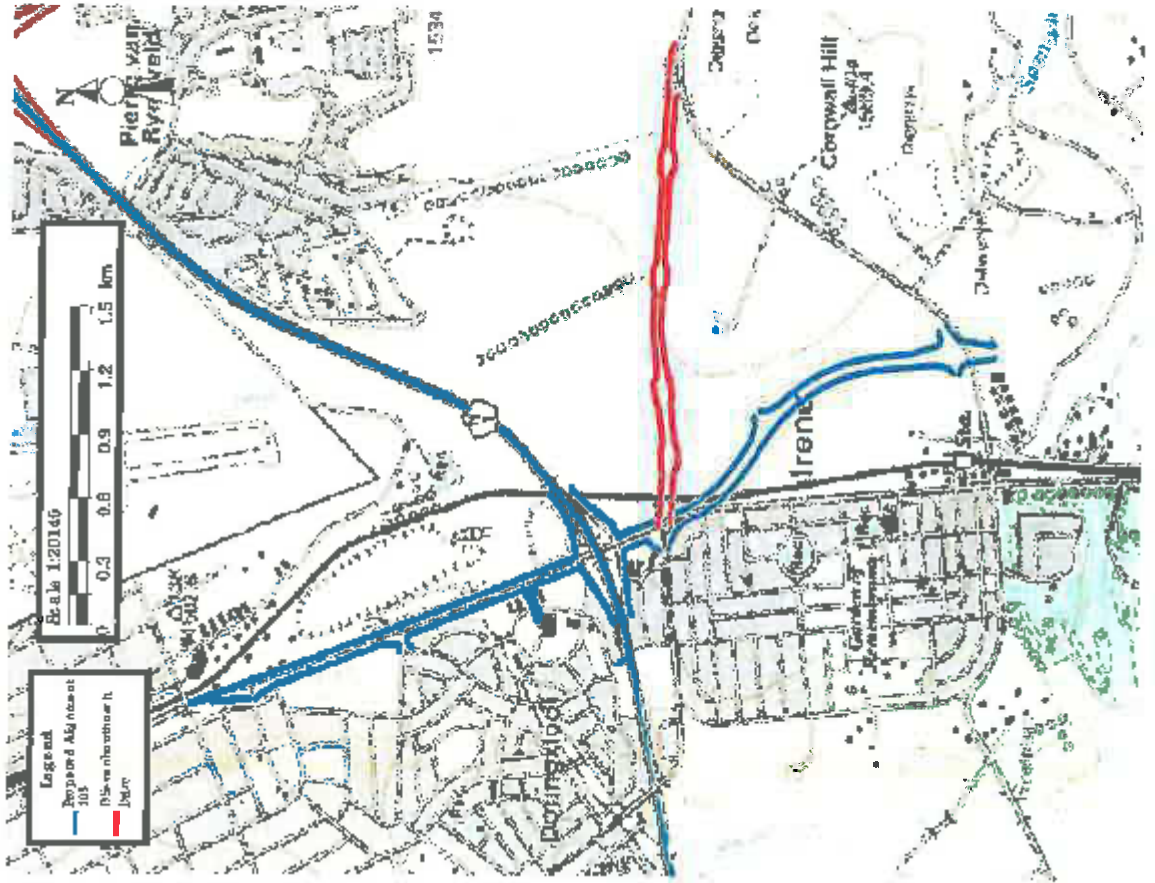
Tel: (012) 346 3810

Fax: 086 570 5659

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Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5).



Public Notice

To all Interested and Affected Parties
 Bokamoso Environmental Consultants hereby notifies the surrounding residents, land-owners and tenants of the Proposed Development.

Notice is given of an application for Environmental authorisation that was submitted to the Gauteng Department of Agriculture, Conservation and Environment, in terms of regulation no. R386 published in the Government Notice no. 28753 of 21 April 2006 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) governing Environmental Impact Assessment procedures (Notice 1 and 2 - Governing Notice R386 & R397) 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: Gaut 002/07-08/N1311
Project description: Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5).

This 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 many purposes in the course of a road project, or within 82 metres from the bank of a river or stream where the flood line is unknown, excluding purposes associated with existing residential use but including - (a) a dam or weir, (b) a weir or dam, (c) a dam or weir, (d) a dam or weir, (e) a dam or weir, (f) a dam or weir, (g) a dam or weir, (h) a dam or weir, (i) a dam or weir, (j) a dam or weir, (k) a dam or weir, (l) a dam or weir, (m) a dam or weir, (n) a dam or weir, (o) a dam or weir, (p) a dam or weir, (q) a dam or weir, (r) a dam or weir, (s) a dam or weir, (t) a dam or weir, (u) a dam or weir, (v) a dam or weir, (w) a dam or weir, (x) a dam or weir, (y) a dam or weir, (z) a dam or weir, (aa) a dam or weir, (ab) a dam or weir, (ac) a dam or weir, (ad) a dam or weir, (ae) a dam or weir, (af) a dam or weir, (ag) a dam or weir, (ah) a dam or weir, (ai) a dam or weir, (aj) a dam or weir, (ak) a dam or weir, (al) a dam or weir, (am) a dam or weir, (an) a dam or weir, (ao) a dam or weir, (ap) a dam or weir, (aq) a dam or weir, (ar) a dam or weir, (as) a dam or weir, (at) a dam or weir, (au) a dam or weir, (av) a dam or weir, (aw) a dam or weir, (ax) a dam or weir, (ay) a dam or weir, (az) a dam or weir, (ba) a dam or weir, (bb) a dam or weir, (bc) a dam or weir, (bd) a dam or weir, (be) a dam or weir, (bf) a dam or weir, (bg) a dam or weir, (bh) a dam or weir, (bi) a dam or weir, (bj) a dam or weir, (bk) a dam or weir, (bl) a dam or weir, (bm) a dam or weir, (bn) a dam or weir, (bo) a dam or weir, (bp) a dam or weir, (bq) a dam or weir, (br) a dam or weir, (bs) a dam or weir, (bt) a dam or weir, (bu) a dam or weir, (bv) a dam or weir, (bw) a dam or weir, (bx) a dam or weir, (by) a dam or weir, (bz) a dam or weir, (ca) a dam or weir, (cb) a dam or weir, (cc) a dam or weir, (cd) a dam or weir, (ce) a dam or weir, (cf) a dam or weir, (cg) a dam or weir, (ch) a dam or weir, (ci) a dam or weir, (cj) a dam or weir, (ck) a dam or weir, (cl) 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a dam or weir, (ek) a dam or weir, (el) a dam or weir, (em) a dam or weir, (en) a dam or weir, (eo) a dam or weir, (ep) a dam or weir, (eq) a dam or weir, (er) a dam or weir, (es) a dam or weir, (et) a dam or weir, (eu) a dam or weir, (ev) a dam or weir, (ew) a dam or weir, (ex) a dam or weir, (ey) a dam or weir, (ez) a dam or weir, (fa) a dam or weir, (fb) a dam or weir, (fc) a dam or weir, (fd) a dam or weir, (fe) a dam or weir, (ff) a dam or weir, (fg) a dam or weir, (fh) a dam or weir, (fi) a dam or weir, (fj) a dam or weir, (fk) a dam or weir, (fl) a dam or weir, (fm) a dam or weir, (fn) a dam or weir, (fo) a dam or weir, (fp) a dam or weir, (fq) a dam or weir, (fr) a dam or weir, (fs) a dam or weir, (ft) a dam or weir, (fu) a dam or weir, (fv) a dam or weir, (fw) a dam or weir, (fx) a dam or weir, (fy) a dam or weir, (fz) a dam or weir, (ga) a dam or weir, (gb) a dam or weir, (gc) a dam or weir, (gd) a dam or weir, (ge) a dam or weir, (gf) a dam or weir, (gg) a dam or weir, (gh) 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a dam or weir, (ke) a dam or weir, (kf) a dam or weir, (kg) a dam or weir, (kh) a dam or weir, (ki) a dam or weir, (kj) a dam or weir, (kk) a dam or weir, (kl) a dam or weir, (km) a dam or weir, (kn) a dam or weir, (ko) a dam or weir, (kp) a dam or weir, (kq) a dam or weir, (kr) a dam or weir, (ks) a dam or weir, (kt) a dam or weir, (ku) a dam or weir, (kv) a dam or weir, (kw) a dam or weir, (kx) a dam or weir, (ky) a dam or weir, (kz) a dam or weir, (la) a dam or weir, (lb) a dam or weir, (lc) a dam or weir, (ld) a dam or weir, (le) a dam or weir, (lf) a dam or weir, (lg) a dam or weir, (lh) a dam or weir, (li) a dam or weir, (lj) a dam or weir, (lk) a dam or weir, (ll) a dam or weir, (lm) a dam or weir, (ln) a dam or weir, (lo) a dam or weir, (lp) a dam or weir, (lq) a dam or weir, (lr) a dam or weir, (ls) a dam or weir, (lt) a dam or weir, (lu) a dam or weir, (lv) a dam or weir, (lw) a dam or weir, (lx) a dam or weir, (ly) a dam or weir, (lz) a dam or weir, (ma) a dam or weir, (mb) a dam or weir, (mc) a dam or weir, (md) a dam or weir, (me) a dam or weir, (mf) a dam or weir, (mg) a dam or weir, (mh) a dam or weir, (mi) a dam or weir, (mj) a dam or weir, (mk) a dam or weir, (ml) a dam or weir, (mm) a dam or weir, (mn) a dam or weir, (mo) a dam or weir, (mp) a dam or weir, (mq) a dam or weir, (mr) a dam or weir, (ms) a dam or weir, (mt) a dam or weir, (mu) a dam or weir, (mv) a dam or weir, (mw) a dam or weir, (mx) a dam or weir, (my) a dam or weir, (mz) a dam or weir, (na) a dam or weir, (nb) a dam or weir, (nc) a dam or weir, (nd) a dam or weir, (ne) a dam or weir, (nf) a dam or weir, (ng) a dam or weir, (nh) a dam or weir, (ni) a dam or weir, (nj) a dam or weir, (nk) a dam or weir, (nl) a dam or weir, (nm) a dam or weir, (nn) a dam or weir, (no) a dam or weir, (np) a dam or weir, (nq) a dam or weir, (nr) a dam or weir, (ns) a dam or weir, (nt) a dam or weir, (nu) a dam or weir, (nv) a dam or weir, (nw) a dam or weir, (nx) a dam or weir, (ny) a dam or weir, (nz) a dam or weir, (oa) a dam or weir, (ob) a dam or weir, (oc) a dam or weir, (od) a dam or weir, (oe) a dam or weir, (of) a dam or weir, (og) a dam or weir, (oh) a dam or weir, (oi) a dam or weir, (oj) a dam or weir, (ok) a dam or weir, (ol) a dam or weir, (om) a dam or weir, (on) a dam or weir, (oo) a dam or weir, (op) a dam or weir, (oq) a dam or weir, (or) a dam or weir, (os) a dam or weir, (ot) a dam or weir, (ou) a dam or weir, (ov) a dam or weir, (ow) a dam or weir, (ox) a dam or weir, (oy) a dam or weir, (oz) a dam or weir, (pa) a dam or weir, (pb) a dam or weir, (pc) a dam or weir, (pd) a dam or weir, (pe) a dam or weir, (pf) a dam or weir, (pg) a dam or weir, (ph) a dam or weir, (pi) a dam or weir, (pj) a dam or weir, (pk) a dam or weir, (pl) a dam or weir, (pm) a dam or weir, (pn) a dam or weir, (po) a dam or weir, (pp) a dam or weir, (pq) a dam or weir, (pr) a dam or weir, (ps) a dam or weir, (pt) a dam or weir, (pu) a dam or weir, (pv) a dam or weir, (pw) a dam or weir, (px) a dam or weir, (py) a dam or weir, (pz) a dam or weir, (qa) a dam or weir, (qb) a dam or weir, (qc) a dam or weir, (qd) a dam or weir, (qe) a dam or weir, (qf) a dam or weir, (qg) a dam or weir, (qh) a dam or weir, (qi) a dam or weir, (qj) a dam or weir, (qk) a dam or weir, (ql) a dam or weir, (qm) a dam or weir, (qn) a dam or weir, (qo) a dam or weir, (qp) a dam or weir, (qq) a dam or weir, (qr) a dam or weir, (qs) a dam or weir, (qt) a dam or weir, (qu) a dam or weir, (qv) a dam or weir, (qw) a dam or weir, (qx) a dam or weir, (qy) a dam or weir, (qz) a dam or weir, (ra) a dam or weir, (rb) a dam or weir, (rc) a dam or weir, (rd) a dam or weir, (re) a dam or weir, (rf) a dam or weir, (rg) a dam or weir, (rh) a dam or weir, (ri) a dam or weir, (rj) a dam or weir, (rk) a dam or weir, (rl) a dam or weir, (rm) a dam or weir, (rn) a dam or weir, (ro) a dam or weir, (rp) a dam or weir, (rq) a dam or weir, (rr) a dam or weir, (rs) a dam or weir, (rt) a dam or weir, (ru) a dam or weir, (rv) a dam or weir, (rw) a dam or weir, (rx) a dam or weir, (ry) a dam or weir, (rz) a dam or weir, (sa) a dam or weir, (sb) a dam or weir, (sc) a dam or weir, (sd) a dam or weir, (se) a dam or weir, (sf) a dam or weir, (sg) a dam or weir, (sh) a dam or weir, (si) a dam or weir, (sj) a dam or weir, (sk) a dam or weir, (sl) a dam or weir, (sm) a dam or weir, (sn) a dam or weir, (so) a dam or weir, (sp) a dam or weir, (sq) a dam or weir, (sr) a dam or weir, (ss) a dam or weir, (st) a dam or weir, (su) a dam or weir, (sv) a dam or weir, (sw) a dam or weir, (sx) a dam or weir, (sy) a dam or weir, (sz) a dam or weir, (ta) a dam or weir, (tb) a dam or weir, (tc) a dam or weir, (td) a dam or weir, (te) a dam or weir, (tf) a dam or weir, (tg) a dam or weir, (th) a dam or weir, (ti) a dam or weir, (tj) a dam or weir, (tk) a dam or weir, (tl) a dam or weir, (tm) a dam or weir, (tn) a dam or weir, (to) a dam or weir, (tp) a dam or weir, (tq) a dam or weir, (tr) a dam or weir, (ts) a dam or weir, (tt) a dam or weir, (tu) a dam or weir, (tv) a dam or weir, (tw) a dam or weir, (tx) a dam or weir, (ty) a dam or weir, (tz) a dam or weir, (ua) a dam or weir, (ub) a dam or weir, (uc) a dam or weir, (ud) a dam or weir, (ue) a dam or weir, (uf) a dam or weir, (ug) a dam or weir, (uh) a dam or weir, (ui) a dam or weir, (uj) a dam or weir, (uk) a dam or weir, (ul) a dam or weir, (um) a dam or weir, (un) a dam or weir, (uo) a dam or weir, (up) a dam or weir, (uq) a dam or weir, (ur) a dam or weir, (us) a dam or weir, (ut) a dam or weir, (uu) a dam or weir, (uv) a dam or weir, (uw) a dam or weir, (ux) a dam or weir, (uy) a dam or weir, (uz) a dam or weir, (va) a dam or weir, (vb) a dam or weir, (vc) a dam or weir, (vd) a dam or weir, (ve) a dam or weir, (vf) a dam or weir, (vg) a dam or weir, (vh) a dam or weir, (vi) a dam or weir, (vj) a dam or weir, (vk) a dam or weir, (vl) a dam or weir, (vm) a dam or weir, (vn) a dam or weir, (vo) a dam or weir, (vp) a dam or weir, (vq) a dam or weir, (vr) a dam or weir, (vs) a dam or weir, (vt) a dam or weir, (vu) a dam or weir, (vv) a dam or weir, (vw) a dam or weir, (vx) a dam or weir, (vy) a dam or weir, (vz) a dam or weir, (wa) a dam or weir, (wb) a dam or weir, (wc) a dam or weir, (wd) a dam or weir, (we) a dam or weir, (wf) a dam or weir, (wg) a dam or weir, (wh) a dam or weir, (wi) a dam or weir, (wj) a dam or weir, (wk) a dam or weir, (wl) a dam or weir, (wm) a dam or weir, (wn) a dam or weir, (wo) a dam or weir, (wp) a dam or weir, (wq) a dam or weir, (wr) a dam or weir, (ws) a dam or weir, (wt) a dam or weir, (wu) a dam or weir, (wv) a dam or weir, (ww) a dam or weir, (wx) a dam or weir, (wy) a dam or weir, (wz) a dam or weir, (xa) a dam or weir, (xb) a dam or weir, (xc) a dam or weir, (xd) a dam or weir, (xe) a dam or weir, (xf) a dam or weir, (xg) a dam or weir, (xh) a dam or weir, (xi) a dam or weir, (xj) a dam or weir, (xk) a dam or weir, (xl) a dam or weir, (xm) a dam or weir, (xn) a dam or weir, (xo) a dam or weir, (xp) a dam or weir, (xq) a dam or weir, (xr) a dam or weir, (xs) a dam or weir, (xt) a dam or weir, (xu) a dam or weir, (xv) a dam or weir, (xw) a dam or weir, (xx) a dam or weir, (xy) a dam or weir, (xz) a dam or weir, (ya) a dam or weir, (yb) a dam or weir, (yc) a dam or weir, (yd) a dam or weir, (ye) a dam or weir, (yf) a dam or weir, (yg) a dam or weir, (yh) a dam or weir, (yi) a dam or weir, (yj) a dam or weir, (yk) a dam or weir, (yl) a dam or weir, (ym) a dam or weir, (yn) a dam or weir, (yo) a dam or weir, (yp) a dam or weir, (yq) a dam or weir, (yr) a dam or weir, (ys) a dam or weir, (yt) a dam or weir, (yu) a dam or weir, (yv) a dam or weir, (yw) a dam or weir, (yx) a dam or weir, (yy) a dam or weir, (yz) a dam or weir, (za) a dam or weir, (zb) a dam or weir, (zc) a dam or weir, (zd) a dam or weir, (ze) a dam or weir, (zf) a dam or weir, (zg) a dam or weir, (zh) a dam or weir, (zi) a dam or weir, (zj) a dam or weir, (zk) a dam or weir, (zl) a dam or weir, (zm) a dam or weir, (zn) a dam or weir, (zo) a dam or weir, (zp) a dam or weir, (zq) a dam or weir, (zr) a dam or weir, (zs) a dam or weir, (zt) a dam or weir, (zu) a dam or weir, (zv) a dam or weir, (zw) a dam or weir, (zx) a dam or weir, (zy) a dam or weir, (zz) a dam or weir.

Name of the proponent: JR 208 Investments (Pty) Ltd

Current Planning Authority:

Location: The involved section of the K105 lies in the quarter degree grid square 2528CC (Centurion) and straddles a south-north direction from Nellmapius Drive, in Irene, to River Road in Lyttelton Manor.

Date of notice: 5 October 2010

Questions regarding this matter should be referred to:

Bokamoso Landscape Architects and Environmental Consultants
 George Gerike
 P.O. Box 11375
 Melbourne 0161
 www.bokamoso.net
 Tel: (012) 345 3810
 Fax: (012) 460 7078
 email: info@bocweb.co.za

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.

Alfred

From: Ontvangs
Sent: 07 October 2010 02:13 PM
To: George Gericke
Subject: FW: FW: K105 Road - I&AP
Attachments: Google Aerial.jpg

From: Niel Malan [mailto:ncmalan@gmail.com]
Sent: 07 October 2010 12:14 PM
To: Lizelle Gregory
Subject: Re: FW: K105 Road - I&AP

Hi Lizelle

Thank you for the feedback.

I've encircled my property on the image you sent me. This shown the road running extremely close to my property.

You mention that the southern part of the road is a separate project:

- What is the name of this project?
- Please can you ensure that I am registered as an interested and affected party for this project as well!
- What stage is this project at (The project for the the southern part)?
- Had a public hearing been held for this project?
- If available, can you please forward me the list of objections that were received during the scoping phase?

Friendly Regards

Niel Malan

On Thu, Oct 7, 2010 at 11:59 AM, Lizelle Gregory <lizelleg@mweb.co.za> wrote:

Good day Niel

I checked on our database and I was unable to find the exact location of your property. However, I did include a locality map and a GoogleEarth Aerial photograph of Broadbury Circle Road. Let me know if it is not helpful. Please note that this specific project only applies to the section of the proposed K105 road that is located north of Nellmapius Road (M31). The attached map shows the preferred alignment but the section located south of Nellmapius is part of another project. Thus, the proposed project for which you received the notice will not pass your property if I understand correctly.

Please note that you were registered as an interested party for the proposed K105 Road Project and that your comments were noted. We will inform you once the Draft EIA report is made available for public

review. In this document you will be able to access all the required information regarding this project. Also note that the specialist studies will also be included in our report. No public meeting was held up to date and we will invite you should a meeting take place.

Please don't hesitate to contact our offices for any additional information. We will inform you once the Draft EIA Report is available for public review.

Kind Regards

George Gericke

Bokamoso Landscape Architects and Environmental Consultants

Tel: (012) 346 3810

Fax: 086 570 5659

P

Please consider the environment before printing this e-mail



© 2010 Google

Eye alt 2.87 km

© 2010 Europa Technologies
© 2010 Tele Atlas
Image © 2010 GeoEye

25°52'48.82" S 28°13'57.55" E elev. 1492 m

Imagery Date: Feb 19, 2010

Alfred

From: Ontvangs
Sent: 07 October 2010 09:48 AM
To: George Gericke
Subject: FW: FW: K105 to the North of Nellmapius Drive - Public Notice

From: Niel Malan [mailto:nmalan@gmail.com]
Sent: 05 October 2010 10:58 AM
To: Lizelle Gregory
Subject: Re: FW: K105 to the North of Nellmapius Drive - Public Notice

Hi Lizelle

I would like to ask a couple of questions regarding this project:

1. Could you please mark out my property and send me a map of the planned roads with my property clearly indicated?
The address is 413 Broadbury Circle (Stand 625) Cornwall Hill Country Estate.
2. I would just like to confirm that I have indeed been registered as an Interested and Affected Party?
3. I would like to know why I was not invited to the public meeting?
4. Can you please forward me the list of objections that were received during the scoping phase?

Friendly Regards

Niel Malan
Tel: 082 374 5959

On Tue, Oct 5, 2010 at 10:16 AM, Lizelle Gregory <lizelleg@mweb.co.za> wrote:

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

Alfred

From: Ontvangs
Sent: 07 October 2010 09:46 AM
To: George Gericke
Subject: FW: DKOA: Bokamoso Notice_K105 to the North of Nellmapius Drive_ Gaut 002/07-08/N1311
Attachments: Map 2_L3.jpg

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>

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

Nellmapius Drive (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 Nellmapius Drive, 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

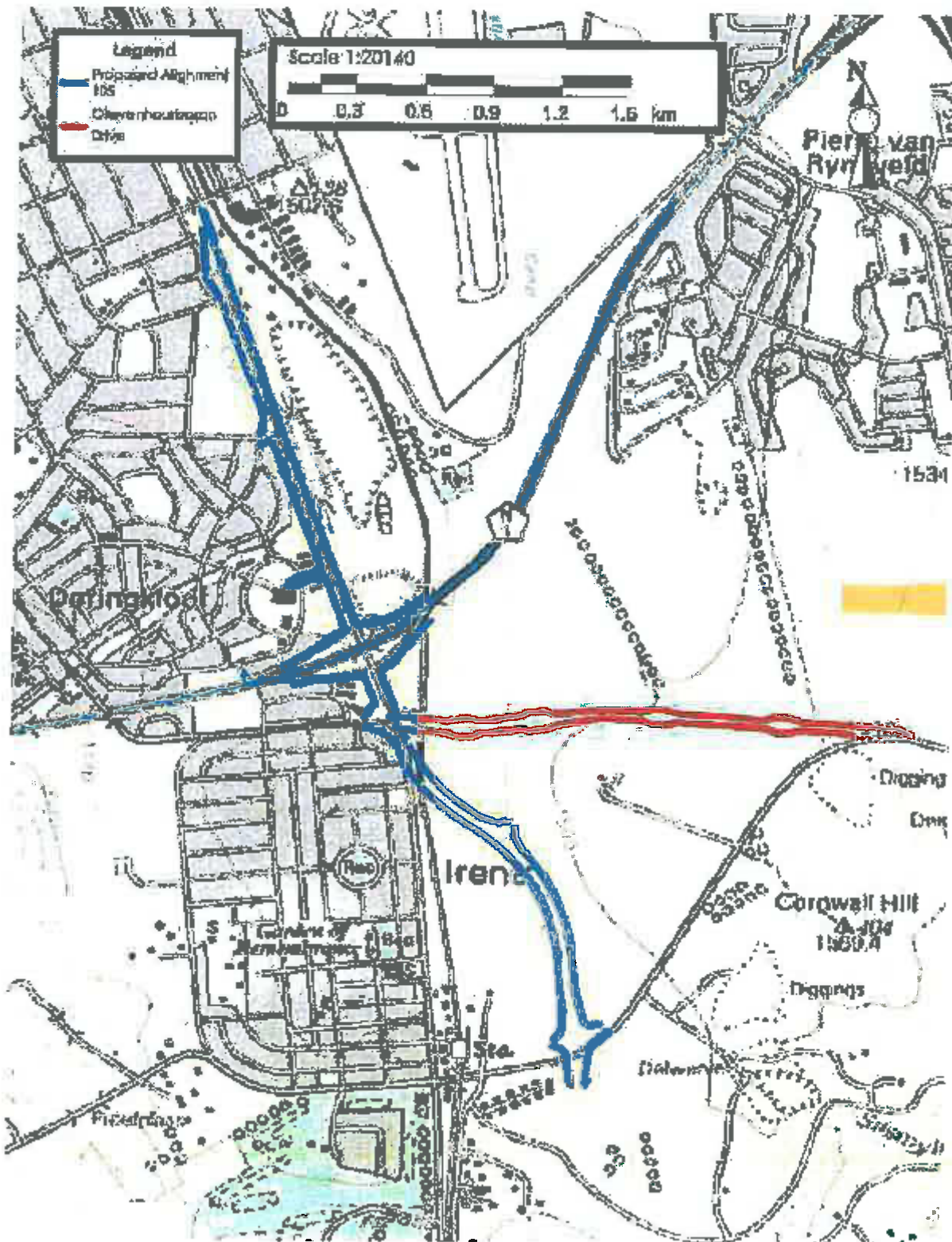
George Gericke Tel: (012) 346 3810 P.O. Box 11375 Fax: (012) 460 7079

Maroelana 0161 email: lizelleq@mweb.co.za 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 Nellmapius 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

Alfred

From: Ontvangs
Sent: 06 October 2010 08:30 AM
To: George Gericke
Subject: FW: K105 to the North of Nellmapius Drive - Public Notice

From: Lizette Visser (mailto:visserliz@mweb.co.za)
Sent: 06 October 2010 05:34 AM
To: Lizelle Gregory
Subject: Re: K105 to the North of Nellmapius Drive - Public Notice

Hello there - thank you for making life easier by sending this e-mail!!!! I do feel there is no need to fight development and change. Kindly take into consideration that we use a lot of parking space in the mornings and in the afternoon for drop off and pick up. The dust is another factor re my school. We have so much more children suffering from asthma and sinusitis. Please keep the building areas well watered to help us with this matter.

Kind regards

Lizette Visser
Moo Zoo Pre-Primary School
7 Alexandra Road
IRENE 0062
Cell: +27834002804
Ph: +27126672638
Fax: +27126672849
e-mail: visserliz@mweb.co.za

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

From: [Lizelle Gregory](mailto:Lizelle.Gregory)
To: sterkfonteinbrick3@telkomsa.net; piet.ackerman@holcim.com; mairme.freda@gauteng.gov.za; gem.village@telkomsa.net; pat@egsc.co.za; brian.melville-smith@parloworldmotor.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; nomalan@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.simejane@transnet.net
Sent: Tuesday, October 05, 2010 10:16 AM
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

Alfred

From: Ontvangs
Sent: 05 October 2010 11:24 AM
To: George Gerlicke
Subject: FW: FW: K105 to the North of Nellmapius Drive - Public Notice

From: Niel Malan [mailto:nmalan@gmail.com]
Sent: 05 October 2010 10:58 AM
To: Lizelle Gregory
Subject: Re: FW: K105 to the North of Nellmapius Drive - Public Notice

Hi Lizelle

I would like to ask a couple of questions regarding this project:

1. Could you please mark out my property and send me a map of the planned roads with my property clearly indicated?
The address is 413 Broadbury Circle (Stand 625) Cornwall Hill Country Estate.
2. I would just like to confirm that I have indeed been registered as an Interested and Affected Party?
3. I would like to know why I was not invited to the public meeting?
4. Can you please forward me the list of objections that were received during the scoping phase?

Friendly Regards

Niel Malan
Tel: 082 374 5959

On Tue, Oct 5, 2010 at 10:16 AM, Lizelle Gregory <lizelleg@mweb.co.za> wrote:

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Kind Regards

George Gerlicke

Bokamoso Landscape Architects and Environmental Consultants

Tel: (012) 346 3810

Fax: 086 570 5659

Alfred

From: Ontvangs
Sent: 05 October 2010 11:22 AM
To: George Gericke
Subject: FW: FW: K105 to the North of Nellmapius Drive - Public Notice

From: Niel Malan [mailto:nmalan@gmail.com]
Sent: 05 October 2010 10:58 AM
To: Lizelle Gregory
Subject: Re: FW: K105 to the North of Nellmapius Drive - Public Notice

Hi Lizelle

I would like to ask a couple of questions regarding this project:

1. Could you please mark out my property and send me a map of the planned roads with my property clearly indicated?
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Friendly Regards

Niel Malan
Tel: 082 374 5959

On Tue, Oct 5, 2010 at 10:16 AM, Lizelle Gregory <lizelleg@mweb.co.za> wrote:

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 3910

Fax: 086 570 5659

Alfred

From: Ontvangs
Sent: 05 October 2010 10:57 AM
To: George Gericke
Subject: FW: Proposed route determination and preliminary design phases of the K105 between Nellmapius Drive and River Road
Attachments: 20101005110453.pdf

---Original Message---

From: Wanda Byrne [mailto:WandaB@Tshwane.gov.za]
Sent: 05 October 2010 10:23 AM
To: lizelleg@mweb.co.za
Subject: Proposed route determination and preliminary design phases of the K105 between Nellmapius Drive and River Road

Good morning,

Attached please find the Open Space Management Section's response to the abovementioned notice received.

Thank You / Dankie

Wanda Byrne

Secretary to Mr Leloko Puling
Director: Open Space Management Section

4th Floor | 11 Schoeman Street | Pretoria | 0001 PO Box 1454 | Pretoria | 0001
Tel: 012 358 8920 | Fax: 012 358 8934 | Fax: 086 214 5559
Email: WandaB@tshwane.gov.za

Alfred

From: Ontvangs
Sent: 14 April 2010 03:01 PM
To: George Gericke
Subject: FW: DKOA: Bokamoso Notice _K105 to the North of Nellmapius Drive _ Scoping Report for Public Review
Attachments: Picture 1 L3.jpg

From: DKOA_LIST [mailto:dkoa@salbu.co.za]
Sent: 14 April 2010 02:27 PM
To: DKOA_LIST (LONG)
Cc: George Gericke
Subject: Fwd: DKOA: Bokamoso Notice _K105 to the North of Nellmapius Drive _ Scoping Report for Public Review

Greetings,

Bokamoso Notice _K105 to the North of Nellmapius Drive
Reference Number: GAUT 002/07-08/N1311

"Invitation to review the draft Environmental Scoping Report for the proposed Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (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>

Date: 14 April 2010 8:00:12 AM

To all Interested and/or Affected Parties

Please refer to the attached Invitation to review the draft Environmental Scoping Report for the proposed ***Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5).***

Please also note that the report will also be made available on www.bokamoso.net.

Please dont hesitate to contact our offices for any additional information.

Kind Regards

George Gericke

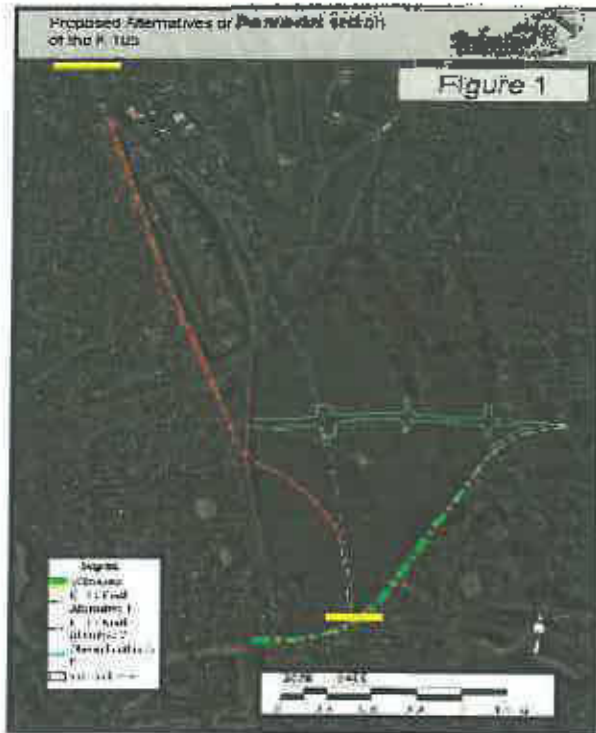
Bokamoso Landscape Architects and Environmental Consultants

Tel: (012) 346 3810

Fax: 086 570 5659

Environmental Scoping Report for Review

Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5).



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

Venue: Rietvlei Nature Reserve Office

Contact Number: 012 345 2274

Date: 13 April – 13 May 2010

Please do not hesitate to contact us if there are any questions in connection with the above-mentioned development.

Contact Person: George Gericke

Tel (012) 346 3810

Fax (086) 570 6659

E-mail: george@mwes.co.za

Website: www.bokamoso.net



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.

Alfred

From: Ontvangs
Sent: 14 April 2010 02:30 PM
To: George Gericke
Subject: FW: DKOA: Bokamoso Notice _K105 to the North of Nellmapius Drive _ Scoping Report for Public Review
Attachments: Picture 1 L3.jpg

From: DKOA_LIST [mailto:dkoa@salbu.co.za]
Sent: 14 April 2010 02:27 PM
To: DKOA_LIST (LONG)
Cc: George Gericke
Subject: Fwd: DKOA: Bokamoso Notice _K105 to the North of Nellmapius Drive _ Scoping Report for Public Review

Greetings,

Bokamoso Notice _K105 to the North of Nellmapius Drive
Reference Number: GAUT 002/07-08/N1311

"Invitation to review the draft Environmental Scoping Report for the proposed Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (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>

Date: 14 April 2010 8:00:12 AM

To all Interested and/or Affected Parties

Please refer to the attached invitation to review the draft Environmental Scoping Report for the proposed ***Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5)***.

Please also note that the report will also be made available on www.bokamoso.net.

Please dont hesitate to contact our offices for any additional information.

Kind Regards

George Gericke

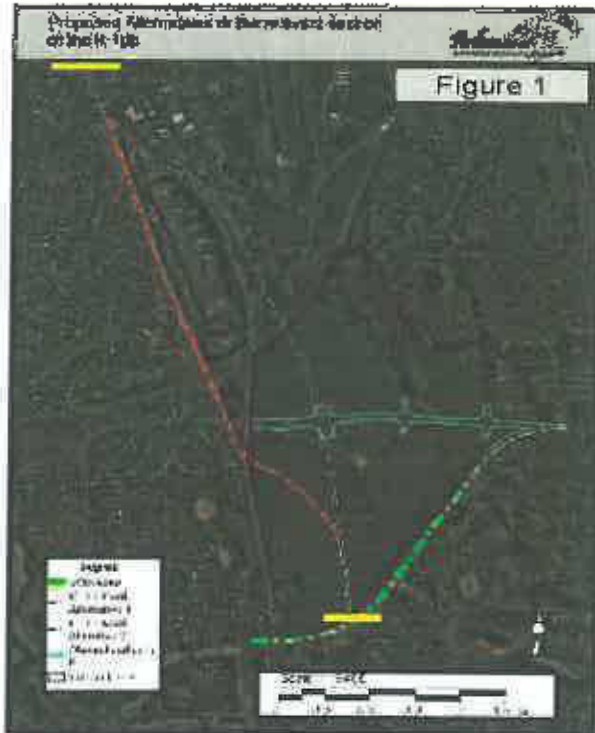
Bokamoso Landscape Architects and Environmental Consultants

Tel: (012) 346 3810

Fax: 084 570 5659

Environmental Scoping Report for Review

Route Determination and Preliminary Design Phases of the K105 between Nellmaplus Drive (km 35.5) and River Road (km 40.5).



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

Venue: Rivier Nature Reserve Office

Contact Number: 012 345 2274

Date: 13 April – 13 May 2010

Please do not hesitate to contact us if there are any questions in connection with the above-mentioned development.

Contact Person: George Gercke

Tel (012) 346 3810 Fax (086) 570 5659

E-mail: izele@rivier.co.za

Website: www.bokamoso.net



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>

Alfred

From: Ontvangs
Sent: 12 January 2010 10:57 AM
To: George Gericke
Subject: FW: Infrasons: Registration as an Affected Party: Ref No:Gaut 002/07-08/N1311 and Gaut 002/07-08/N01386
Attachments: image001.jpg

From: Pieter de Lange [mailto:pieter@triviron.co.za]
Sent: 12 January 2010 09:51 AM
To: lizalleg@mweb.co.za
Subject: FW: Infrasons: Registration as an Affected Party: Ref No:Gaut 002/07-08/N1311 and Gaut 002/07-08/N01386

Any response will be appreciated.

Regards

Pieter De Lange



triviron Environmental Assessment Practitioners

Pieter De Lange
Director

telephone: 012 343 3983
facsimile: 096 502 4166
mobile: 082 571 5396

From: Pieter de Lange [mailto:pieter@triviron.co.za]
Sent: 08 December 2009 11:40 AM
To: 'lizalleg@mweb.co.za'
Cc: 'Maria Pienaar'
Subject: FW: Infrasons: Registration as an Affected Party: Ref No:Gaut 002/07-08/N1311 and Gaut 002/07-08/N01386

Mr. George Gericke

Please confirm receipt of this email.

Kind Regards

Pieter De Lange



triviron

Environmental Assessment Practitioners

Pieter De Lange
Director

telephone: 012 348 3068
facsimile: 066 302 4186
mobile: 082 671 6398

From: Pieter de Lange [mailto:pieter@triviron.co.za]

Sent: 01 December 2009 09:42 AM

To: 'lizalleg@mweb.co.za'

Cc: 'Maria Plenaar'; 'marlus@infrasors.co.za'; 'andrew@infrasors.co.za'

Subject: Infrasors: Registration as an Affected Party: Ref No:Gaut 002/07-08/N1311 and Gaut 002/07-08/N01386

Mr. George Gericke

Re: INFRASORS Holdings Limited: Registration as an Affected Party & Request for Information

1. PROJECT 1: Gaut 002/07-08/N1311: Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive and River Road

Your public notice of 16 November refers.

Kindly note that I, Pieter De Lange (Triviron EAP) on behalf of Infrasors Holdings Limited, would like to register as an affected party to the above-mention application. Infrasors Holdings Limited is the owners and occupiers of land (Ptn 6 of the Farm Droogegrond and Ptn 18 of the Farm Doornkloof 391-JR) adjacent to the site where the activity is to be undertaken.

To enable us to participate please provide the following information:

- Background Information Document or any relevant information describing project motivation and need, details regarding proposed road route and alignment and alternatives to be considered.
- Dates of public meetings

2. PROJECT 2: Gaut 002/07-08/N01386: 5 o' Clock Access and Interchange

As an registered Affected Party, Infrasors Holding Limited and Lyttelton Dolomite(Pty)Ltd is entitled to comment on all written submissions made to the Gauteng Department of Agriculture and Rural Development (GDARD).

In light of the above we request that the following must be made available to us:

- i) Final Scoping Report
- ii) Final Plan of Study for EIA Report
- iii) GDARD's letter of acceptance and approval of the above reports

Your kind and urgent response will be appreciated and should you require further information please do not hesitate to contact me.

Please confirm receipt of this email.

Kind Regards

Pieter De Lange



triviron

Environmental Assessment Practitioners

**Pieter De Lange
Director**

telephone: 012 248 3283
facsimile: 092 502 4167
mobile: 082 571 5386

Information from ESET NOD32 Antivirus, version of virus signature database 4762
(20100111) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Information from ESET NOD32 Antivirus, version of virus signature database 4762
(20100111) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Information from ESET NOD32 Antivirus, version of virus signature database 4762
(20100111) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Information from ESET NOD32 Antivirus, version of virus signature database 4763
(20100112) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Information from ESET NOD32 Antivirus, version of virus signature database 4765
(20100112) _____

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>

Alfred

From: Ontvangs
Sent: 25 November 2009 10:15 AM
To: George Gericke
Subject: FW: K105 to the North of Nellmapius Drive - Public Notice
Attachments: Public Notice K105.pdf

From: Rudolph [mailto:rudolph@law.co.za]
Sent: 25 November 2009 10:11 AM
To: lizelleg@mweb.co.za
Subject: FW: K105 to the North of Nellmapius Drive - Public Notice

George Gericke

I am an owner/resident at 5 Twin Rivers Estate (portion 650 of 138 of farm Doornkloof 391. I am also a director of the Home owners association.

Most of us are already registered as interested parties, but I just want to make sure you have my email, being rudolph@law.co.za

The road will eventually pass in very close proximity to our development. We are concerned about the fact that the partial route determination only avoids the ultimate problems, and in fact makes the eventual alignment a forgone conclusion. We would like the entrance with Nellmapius to be as close to the Jan Smuts avenue entrance as possible and the eventual alignment as far away from the museum and our estate as possible.

Please register me and the Twin Rivers Home Owners Association as interested parties.

Regards

Rudolph Jansen

From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]
Sent: 17 November 2009 14:38
To: justicem@dwa.gov.za; central@eskom.co.za; envhelp@eskom.co.za; paia@eskom.co.za; schmidk@nra.co.za; mairne.freda@gauteng.gov.za; cornwallhill@absamail.co.za; irenemkt@mweb.co.za; willem@csport.co.za; fritss@boogertmanpta.co.za; hsj@tiq.co.za; qudlbet@mweb.co.za; mjansen@lburst.co.za; letfly@yebo.co.za; djalberts@mweb.co.za; elana@salbro.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
Subject: 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

_____ Information from ESET NOD32 Antivirus, version of virus signature database 4634
(20091124) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

_____ Information from ESET NOD32 Antivirus, version of virus signature database 4634
(20091124) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

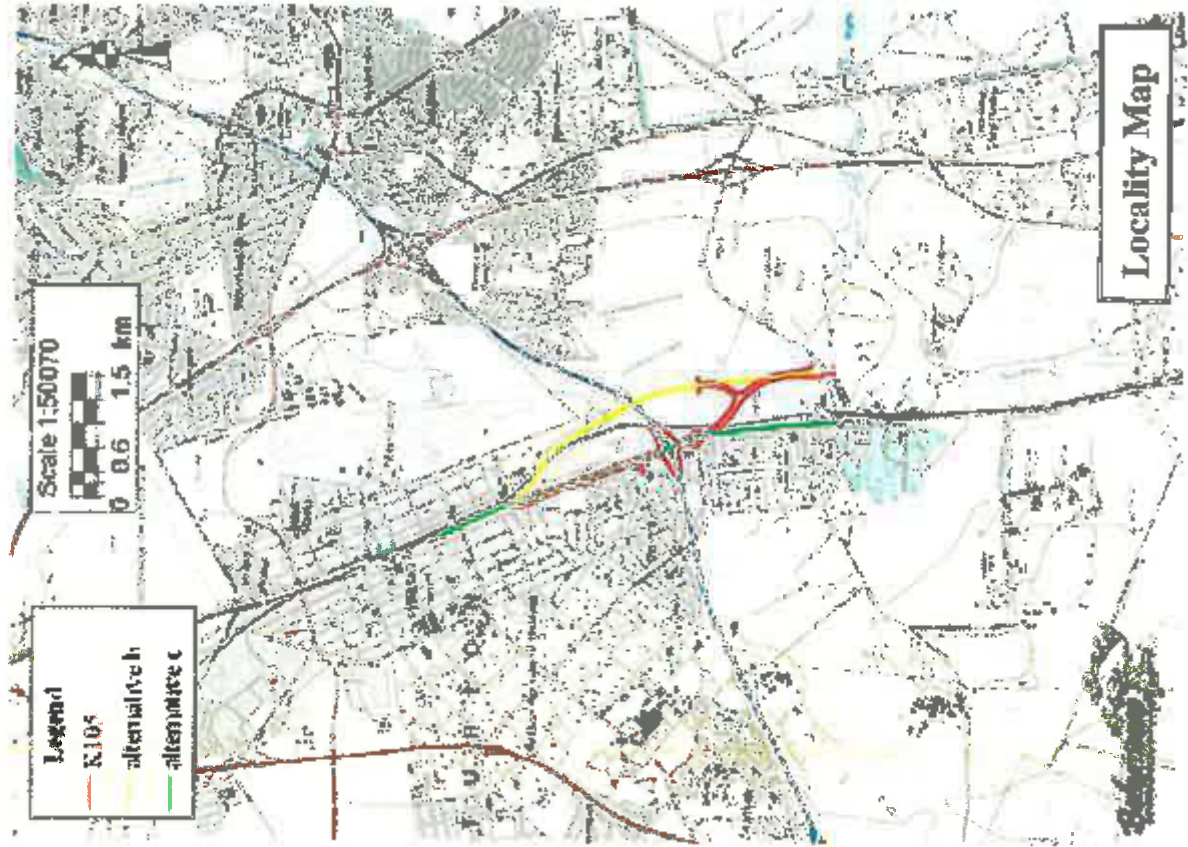
_____ Information from ESET NOD32 Antivirus, version of virus signature database 4634
(20091124) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5). -

ERRATA



Public Notice

To all interested and Affected Parties
 Bokamoso Environmental Consultants hereby notifies the surrounding residents, land-owners and tenants of the Proposed Development.

Note is given of an application for Environmental Assessment that was submitted to the Gauteng Department of Agriculture, Conservation and Environment, in terms of regulation no. 10995 published in the Government Notice no. 28753 of 21 April 2006 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) governing the following activities:

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: Gaut 042/07-08/N1311

Project description: Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (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 (1a) Any purpose in the one ten year flood line of a river or stream, or within 32 metres from the bank of a river or stream where the flood line is unknown, excluding purposes associated with existing man-made structures but including - canals, channels, bridges, dams, weirs R386, 21 April 2007 Activity 1b The construction of a road that is wider than 4 metres or that has a reserve wider than 6 metres, excluding roads that fall within the ambit of an authorised activity or which have access roads of less than 30 metres long. R387, 21 April 2007 Activity 3 The route determination of a road and design of associated phases of 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 authorised by a competent authority in terms of the Environmental Impact Assessment Regulations, 2006 made under section 64(6) of the Act and published in Government Notice No. R. 386 of 2006, where - (a) is a national road as defined in section 40 of the South African National Roads Agency Inland and National Roads Act, 1998 (Act No. 7 of 1998); (b) 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 6 km in extent.

Name of the proponent JA 309 Investments (Pty) Ltd

Address: 1000

Current Planning

Location: The involved section of the K105 lies in the quarter degree grid square 2528CC (Channing) and stretches in a south-north direction from Nellmapius Drive, in turn, to River Road in Lydenburg Manor.

Date of notice: 16 November 2009

Queries regarding this notice should be referred to:

Bokamoso Le Radepe Architects and Environmental Consultants

George George

P.O. Box 11375

Mamelona 0161

www.bokamoso.net

Tel: (012) 348 3810

Fax: (012) 460 7079

email: kezi@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 within 30 days of publication of this advertisement.

Alfred

From: Ontvangs
Sent: 24 November 2009 07:19 AM
To: George Gericke
Subject: FW: DKOA: Bokamoso Notice _K105 to the North of Nellmapius Drive
Attachments: Public Notice K105.pdf; ATT00126.htm

From: Snyman, Jan (JH) [mailto:Jan.Snyman@sasol.com]
Sent: 23 November 2009 10:31 PM
To: lizelleg@mwweb.co.za
Cc: Board; Loubser de Kock
Subject: FW: DKOA: Bokamoso Notice _K105 to the North of Nellmapius Drive

Dear Lizelle

Kindly register the Comwall Hill Home Owners Association as an interested party to all further actions in this regard. Please utilise the following addresses for doing so:

jan.snyman123@gmail.com
loubser.dekock@za.saabgroup.com
board@comwallhillestate.co.za

Kind regards

Adv Jan H Snyman
Comwall Hill Country Estate
305 Longdown Road
DRENE
CENTURION 0178
Tel: 012 667 1546
Fax: 011 822 8508
Cell: 082 636 9102

Begin forwarded message:

On 17 November 2009, at 14:39 , Lizelle Gregory wrote:

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

NOTICE: Please note that this eMail, and the contents thereof, is subject to the standard Sasol eMail legal notice which may be found at: <http://www.sasol.com/legalnotices>

If you cannot access the legal notice through the URL attached and you wish to receive a copy thereof please send an eMail to legalnotice@sasol.com

_____ Information from ESET NOD32 Antivirus, version of virus signature database 4631
(20091123) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

_____ Information from ESET NOD32 Antivirus, version of virus signature database 4631
(20091123) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

_____ Information from ESET NOD32 Antivirus, version of virus signature database 4631
(20091123) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Alfred

From: Ontvangs
Sent: 17 November 2009 02:43 PM
To: George Gericke
Subject: FW: K105 to the North of Nellmapius Drive - Public Notice

From: Maluleke Justice [mailto:JusticeM@dwaf.gov.za]
Sent: 17 November 2009 02:41 PM
To: Lizelle Gregory
Cc: Nematli Christopher
Subject: RE: K105 to the North of Nellmapius Drive - Public Notice

Dear Lizelle

Please send us a copy of the BAR for comments.

Wisani Justice Maluleke
Department of Water Affairs
Crocodile/ Marico Water Management Area
Tel: 012 392 1409
Cell: 082 804 9817
Fax: 012 392 1486
e-mail: teo@dwaf.gov.za

From: Lizelle Gregory [mailto:lzelleg@mweb.co.za]
Sent: 17 November 2009 02:38 PM
To: Maluleke Justice; central@eskom.co.za; envhelp@eskom.co.za; pala@eskom.co.za; schmidk@nra.co.za; malme.freda@gauteng.gov.za; cornwallhill@absamail.co.za; irenemkt@mweb.co.za; willem@cspport.co.za; fritss@boogertmanpta.co.za; hsf@tq.co.za; qudlbet@mweb.co.za; mjansen@iburst.co.za; letfly@yebo.co.za; djaiberts@mweb.co.za; elana@salbro.co.za; barbara@sagewoodconsulting.co.za; ffouche@vodamall.co.za; jan.snyman@sasol.com; thirusp@tshwane.gov.za; chantelles@tshwane.gov.za; npreston@denovobus.co.za
Subject: 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

DISCLAIMER:

This message and any attachments are confidential and intended solely for the addressee. If you have received this message in error, please notify the system manager/sender. Any unauthorized use, alteration or dissemination is prohibited. The Department of Water Affairs further accepts no liability whatsoever for any loss, whether it be direct, indirect or consequential, arising from this e-mail, nor for any consequence of its use or storage.

_____ Information from ESET NOD32 Antivirus, version of virus signature database 4613
(20091116) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Date: Monday, 14 November 2011
Time: 18:00
Venue: **Konstrukt Architects** (1 Celtis Road, Irene)

We registered 4 parties as Stakeholders:

- Our clients, the Southdowns HOA, the developer of Southdowns Estate (Centurus) – both represented by Jack Prentice;
- The Irene Estate (Farm) – represented by Adrian van der Byl
- and ourselves as their town planning consultant.

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.

Please be so kind as to respond in writing with the following:

1. Confirm that the above 4 parties are registered on your stakeholder database. If not, please indicate what we are registered as;
2. Please also supply the GDARD reference number as well as the details of the designated official at GDARD;

We place on record that we would like our valid concerns as directly affected stakeholders to form part of the Scoping Report associated with this application before it is circulated for public review.

Yours Faithfully
Jon Busser



Urban Dynamics Gauteng Inc.
37 Empire Road, Parkwood West, 2193
P.O. Box 291803, Melville, 2109
Tel: (011) 482 4131
Fax: (011) 482 9959
Cell: 082 469 4560
Email: jon@urbandynamics.co.za
Website: www.urbandynamics.co.za



The UD Quality Management System is ISO 9001 Accredited

Any customer comments and complaints should be forwarded to the Managing Director, Hannes Potgieter, either telephonically on (011) 482-4131 or email hannes@urbandynamics.co.za



The views expressed in this e-mail, unless otherwise stated, those of the author are not those of Urban Dynamics Gauteng Inc. or its management. The destination is this e-mail is confidential and is intended solely for the addressee. Access to this e-mail by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted in reliance on this, is prohibited and may be unlawful. Whilst all reasonable steps are taken to ensure the accuracy and integrity of information and data transmitted electronically and to preserve the confidentiality thereof, no liability or responsibility whatsoever is accepted if information or data is, for whatever reason, corrupted or does not reach its intended destination.

Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 22 November 2011 10:43 AM
To: 'jon@urbandynamics.co.za'
Subject: RE: K105: South of Nellmapius Drive: Notification of Stakeholder meeting
Attachments: image016.gif; image017.emz; image018.gif; image019.png; image020.gif; image021.jpg; image022.gif; image023.jpg; image024.png; image025.emz; image026.gif; image027.gif; image028.jpg; image029.emz; image030.gif

Dear Jon

Please note that the following members are placed on our list of interested and/or affected parties for the following projects:

- Road K105 between Nellmapius Drive and the K220 - Gaut 002/10-11/E0208
- Road K105 between Nellmapius Drive and River Road - Gaut 002/07-08/N131

We will inform you once a public meeting will take place, or when any draft reports are made available to the public.

Thank you for your interest in these projects, and I apologize for any uncertainty caused in this regard.

Kind regards,
George Gericke



Environmental Consultants &
Landscape Architects

e: lizelleg@mweb.co.za t: +27 (0) 11 46 33 003 f: +27 (0) 11 90 56 58
36 Sabaabu Road - Ashlea Gardens - Pretoria

From: Jon Busser
Sent: 10 November 2011 11:11 AM
To: 'lizelleg@mweb.co.za'
Cc: jack@southdownsestate.co.za; adrian@ireneestate.co.za
Subject: K105: South of Nellmapius Drive: Notification of Stakeholder meeting
Importance: High

For Attention: Niel Brink, Bokamoso Landscape Architects

As discussed, we received word from one of our clients of a K105 Scoping Meeting to be held:

Date: Monday, 14 November 2011

Time: 18:00

Venue: *Konstrukt Architects* (1 Celtis Road, Irene)

We registered 4 parties as Stakeholders:

- Our clients, the Southdowns HOA, the developer of Southdowns Estate (Centurus) – both represented by Jack Prentice;
- The Irene Estate (Farm) – represented by Adrian van der Byl

- and ourselves as their town planning consultant.

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.

Please be so kind as to respond in writing with the following:

1. Confirm that the above 4 parties are registered on your stakeholder database. If not, please indicate what we are registered as;
2. Please also supply the GDARD reference number as well as the details of the designated official at GDARD;

We place on record that we would like our valid concerns as directly affected stakeholders to form part of the Scoping Report associated with this application before it is circulated for public review.

Yours Faithfully
Jon Busser



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Any customer comments and complaints should be forwarded to the Managing Director, Hannes Potgieter, either telephonically on 011 482 4131 or email hannes@urbandynamics.co.za



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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's Hotel

DATE: 1 August 2011

TIME: 18:00 - 20:00

K105 BETWEEN NELLMAPIUS DRIVE AND THE K220

Regarding: K105 between Nellmapius Drive and the K220

Lizelle Gregory: Good evening, it is just after 6 and we are going to start with the meeting. My name is Lizelle Gregory and I am from Bokamoso Environmental Consultants and this is a Scoping Phase Public Meeting for the section of the K105 between Nellmapius Drive and the K220. We are also involved with the section of to the north between Nellmapius and the N1 Freeway, but that Public Meeting will take place at another time, because we suggested that the engineers take a look at other alternatives. Tonight's meeting is regarding the section of the K105 between Nellmapius and the K220. From my office are Mr. Stefan Barkhuizen, Mr. George Gericks and Miss. Genevieve Pedoux who will be assisting with the minutes of the meeting. We have Richard Matchett from WSP Engineers and Eric Coetzee from GauTrans if you have any questions to ask.

The Scoping Phase is the first phase in the road planning where the EIA gets involved. In the Scoping Phase we identify issues that we have to investigate during the EIA Process.

We have some rules for this meeting. Please hold your questions till the end of the presentation. Please write your details, the issues and comments in the register supplied. This is very important. If we don't have your written issues, they can go missing and we might neglect to record your issues. During the Questions and Answers Section, please state your name, surname and your interest clearly into the microphone.

The project team, as I said is Bokamoso Environmental and I am Lizelle Gregory, Richard Matchett from WSP and Eric Coetzee who will be representing GauTrans.

Tonight I will explain how the Scoping Process works, because we have to follow a full EIA Process and this is only the first phase. I am going to give you some background to the EIA Process:

In 1997, the Environmental Conservation Act listed certain activities that require EIA's that could be detrimental to the environment and these regulations were replaced by in terms of the National Environmental Management Act on the 3rd of July 2006 by the amended regulations. The new amended regulations came into effect on the 2nd of August 2010. This EIA application is done in terms of the amended EIA regulations of 2nd of August 2010.

In terms of the regulations, there are three (3) types of notices/listings. Listing Notice 1 can be treated as a Basic Assessment Process, which is a limited EIA and is done according to a certain format. Listing Notice 2 is where a full EIA Process is required and the alignment of the K105 requires a full EIA Process because it is a Provincial Road. In the former regulations there were only two (2) Listing Notices which listed activities that could be detrimental to the environment. Listing Notice 3 takes into consideration specific Provincial Policies for example: In Gauteng we have irreplaceable sites which were identified by the Province on their sensitivity and conservation maps and if our study area falls within this area or within one of the sites identified by the Province, we have to follow the EIA Process or in some cases a Basic Assessment. If the activity already qualifies for an EIA, we have to address that specific activity in our report. That is what we are busy with at the moment.

The EIA Process consists of a Scoping Process and an EIA. The Scoping Process is where we identify the issues and list them. We inform you about the project and what it is all about. We also list alternatives that were identified, and in the case of the K105, the road has a very long history. The alternatives on the map are alternatives which have been thought through. We have five (5) alternatives that I will explain to you.

As part of this meeting, I would like you to state your preliminary issues for example: If you know of a red data butterfly or if there is a comment or an issue of concern that you would like to put in that you want us to investigate, please list it. We will then investigate it during the EIA Phase were it will be recommended to be further investigated. After your comments were received, we will compile the minutes of this meeting and then compile the Draft Scoping Report which will be available for scrutiny by all of you and you can then comment on our report and see whether the issues we have identified are accurately showed in our report.

Once we've received your comments, a Final Scoping Report and a Plan of Study for the EIA will be compiled. This is a document attached to the Scoping Report which describes the EIA Process. This describes how the Public Participation works during the EIA Process and which specialists studies are required. We will then submit the Plan of Study for EIA and the Final Scoping Report to GDARD (The Gauteng Department of Agriculture and Rural Development). They have approximately 30 days to evaluate our Scoping Report, but in many case they take more than 30 days. Once they approve our Scoping Report, they will say we can commence with the EIA Phase. In the EIA Phase the real assessment takes place. During this phase, we take all the specialists studies that we have done for example fauna and flora studies that we could not do during the winter (We can only do them during the rainy season. As soon as the growing season starts, we will conduct a detailed fauna and flora study), and we will then compile sensitivity maps and overlay maps in order to compare the different alternatives and recommend a specific alternative or if no alternative will work, we will say the "No-go" alternative. This is how the process works. The EIA Phase will work exactly like the Scoping Phase and we will have another Public Meeting were we will be able to supply you with more details on the specialist assessments and we will get your impacts on that.

This is quite a difficult route, because it has been on the Gauteng Road Planning Network for more than thirty (30) years and over the years a lot of developments

took place which makes it difficult for the road to cut through the area. At one stage there was a decision made to re-evaluate the road. GauTians at one stage went back to the drawing board to determine if it will be possible to take this road out of the Road Network Planning and they found it not to be possible and that it must remain in the alignment. There were a lot of meetings with GDARD to discuss this matter and it was decided to start again with the investigation of where the road must go. These alignments on the map are not final, and are the five (5) alternatives based on a desk top scan analysis to determine the possible alignments. Road planning is normally done within a 200 meter corridor and we are not currently looking at if the alignment goes across someone's house. You can list the issues of the lines you can see and during the EIA Phase those issues will be investigated in detail and were possible, properties will be missed. If someone's property is affected, that person will be notified. Therefore the purpose of tonight's meeting is to list the issues.

Where we are at the moment in the EIA Process:

1. We have submitted the Application form;
2. We received a reference number;
3. We advertised the Scoping Phase; and
4. We are busy with the first round of the Public Participation.

I explained that the Draft Scoping Report will be available for review, and we will then submit the Draft Scoping Report to GDARD, where they will either accept or reject the Report and the Plan of Study for EIA. We will then advertise the Public Participation for the EIA Phase and have a second round of Public Participation. The Draft EIA Report will be available for review, then we will finalise the EIA Report and the EIA Report will be submitted to GDARD, where after a decision will be issued. After the decision is issued, there will be an Appeal period. The Legislation makes provision for that.

Regarding the Public Participation, we have according to legislation, erected notices on the site and notices regarding the project were distributed via e-mail and registered mail to all possible Interested and Affected Parties and home owners/land owners within a 100 meter radius. The notices were placed in the Beeld News paper on the 21st of April 2011. The first Public Meeting is then held tonight.

Project Background

This is the Route determination of the K105 for the section between Nelmapius Drive and the K220, this is where Irene is and the Five o'clock site is here and Cornwall Hill is over here. This is the section of the road that we are talking about. This is Nelmapius Drive, this is Rietveld Dam and this is the proposed K220 which must still be constructed. The original alignment that was listed by GauTians is the green line, but due to environmental issues, this alignment was realigned and alternatives were investigated. Four (4) alternatives (east of railway line) were identified as the preferred alternatives by the consortium at that time. The light blue line was in this case the more preferred alternative alignment after a scan was done to determine how the alignment can be changed. We received another alignment from the Interested and Affected Parties in the area who are also engineers and a fifth alignment was proposed to the west of the railway line. Therefore we are currently looking at five (5) possible alignments or maybe a combination of alignments for

example alignments 5 and 2. We will then investigate the five (5) alignments listed on the 1:50 000 scale map. The actual alignment of the road will be identified by the specialist's studies.

We are aware of a lot of environmental issues in this area and this is going to be a big challenge to decide the actual alignment of the road or to recommend an alternative alignment.

Identified Issues

On the aerial photograph the alignments with the K54 has now been approved as well as the K220, with the K105 in-between. This is the Gautrans Road Network Plan which indicates the alignments of the roads and this is the published alignment. We are currently looking at amending that alignment.

We have listed some of the specialist studies that will be required. This is just a preliminary list and if there are any other studies needed, please list them this evening so that we can incorporate them into our report. There are some sensitive fauna and flora species and those are the species that we will investigate to determine if they do exist or occur there. There are a few red listed species as listed, and a cultural/historical survey will be done. Because of the cultural and historical richness of the area there are some artefacts and structures scattered over the whole of Centurion area and therefore a Cultural/Historical Survey will be done. Wetland Delineation will be done to determine if there are any wetlands. In 1997 and even in 2007, the requirements for wetlands delineations were not as strict as they are today and therefore we will have to update our information. A Noise Impact Assessment will be compiled because in some areas the road will go passed residential properties. A Visual Impact Assessment will determine what visual impact the road will have and which mitigation measures must be implemented to screen the road. If there is a big visual impact, we must consider changing the road alignment. The Traffic Impact Assessment, which consists of the inputs of the engineers to motivate the need for the road and to supply us with more detail regarding the geometrical design of the road and where dangerous intersections might be. These are the preliminary studies we have identified at this stage.

The preliminary issues that we have identified are:

1. Sensitive vegetation and fauna
2. Ridges
3. Wetlands and riparian vegetation
4. Impacts on the properties
5. Traffic and access
6. Noise impacts
7. Dust
8. Speed
9. Safety and security
10. Intersections
11. Visual impacts
12. Need and desirability on the road
13. Impact on the "Sense of Place" of here and its surroundings

14. Geometric design of the road

This is a preliminary issues map to help identify to you the issues we have to deal with. *(Please refer to the PowerPoint presentation for the maps representing the current issues facing the proposed alignments)*

Notes regarding Maps:

- Ridges are identified near Cornwall Hill and the Smuts House. With the ridges policy, there is a 200 meter buffer where they normally take 2% of the 8% slope and where we do a slope analysis where apart from the slope you have to add another 200 meter buffer around the ridge.
- Sensitive fauna and flora were identified to the east of the railway line
- Irreplaceable site identified by GDARD (these sites need to be confirmed) In Gauteng there is a Red Data Species Policy which states that if you find a red data species in an urban area, a buffer of 200 meter radius must be allowed for. Red data species may also not be transplanted.
- Cultural and Historical site may not be touched and will require permission for SAHRA if you want to remove a cultural/historical asset. In many cases these site must be protected. The Smuts koppie and Smuts House are just some of the places we are aware of and more to the north we have more cultural/historical features. The pine trees along Botha road are regarded as an asset to the people of Irene and they feel that it has a "sense of place". It was considered to take the alignment from its original placement and place it on top of Botha Avenue, but there were more than 7000 objections against it due to the impact it will have on the "sense of place". People didn't want the trees to be removed and for provincial roads, the road reserve is wider and some of the trees must be removed. That was the reason why this alternative was not considered to the north, but this alignment may still be considered for the along Botha avenue to the south because the trees are not to all the way.
- Land-use constraints include the ARC Agricultural Research Council's property and the Irene Market area which is unique and has its own setting.
- This is the Eskom powerline servitude in this area
- Before we arranged this meeting, we were contacted by the group of Land Owners Associations to the east of the railway line and we had a focus group meeting in which we requested that the land owners provide us with the future planning for this area, because most of the land to the east is situated within the urban edge and a lot of future planning was done. We have their future development plans which we will overlay our planning over their plans. Most of the future planning already has layout plans that must be taken into consideration.
- The railway line which also restricts the road, as well as the river may influence the road alignment. This makes it expensive and from an engineering point of view, the geometric design of the road, where to crossing and safety issues are important.
- Another issued we are faced with is the R54. We were approached by Simple Concepts engineers where they said that they preferred the western alignment because here the R54 goes underneath the railway line. They feel that if the proposed road is on the eastern side, it may be too dangerous for the people who drive on the R54 to all of a sudden have an intersection at this point.

These are all the challenges that we are faced with. Therefore what we want to achieve with this first report is to compile all the issues as we explained to you and we want you to add more issues if you have issues to add. During the EIA we will investigate these issues and try to resolve the alignments and solutions. We will then have another meeting in which the engineers will participate more in detail and to inform you as to why certain alignments will not work. This is the purpose of this meeting and not one of these alignments has been fixed. These are only conceptual line and we need your assistance in order to determine the preferred alignment.

At this stage we have one hundred and twelve (112) private individuals who registered, seventeen (17) businesses, four (4) organisations and two (2) institutions who listed as Interested and Affected Parties. If there is anyone else you can think of that we should contact, please feel free to supply us with their contact details and we will inform more people.

As for the comments from you the stakeholders, will form part of our Scoping Report. Your comments will be summarised in our Scoping Report and you will be able to see if we documented your comment/issue accurately.

The way forward includes that we will compile minutes of this meeting and forward it to you. We will compile an Issue and Comment Report and the Draft Scoping Report will be available to you for comment to the public and we will submit it to GDARD to comment. That is where we are in the process.

I will open the floor for questions and comments. Please we do not want any personal comments. We are just doing our work and we have to get the issues from the public and record it as accurately as possible. We are trying to work together with you as the public.

Questions and Comments

1. Dink Heyns - Comwall Hill

I see there are different alignments, but the one thing there is no chose on is where it crosses Nellmapius. Although it may not be part of tonight's meeting, it is very much a part of our problem. My first question regarding Nellmapius is what kind of intersection is it going to be? And is there any possibility of any alignment changes to where it must cross Nellmapius?

Lizelle Gregory: As to which intersection it will be we cannot answer at this moment. The point of crossing is fairly fixed, because they investigated a while ago, the possibility of the alignment going east of the koppie at the Five o' clock site, but that is not possible. There are too many issues to the east and to the west you have some Anglo Boer War graves with a lot of red data species. Then you have Botha Avenue where you have to Pine trees. That point is fairly fixed.

Dink Heyns: So the possibility of using Botha Avenue will not be in that area but will be on the southern side of Botha?

Lizelle Gregory: Due to the value of the trees, we did recommend that, but that will not be approved.

2. David Pearce - Irene Resident
Why do we need this?

Lizelle Gregory: This road alignment has been on the Gautrans Road Network Planning for more than thirty (30) years and we need roads as developments take place. If the road reserves are not kept open and developments take place there are going to be problems with the roads capacity later on. This doesn't mean that the road will be constructed now immediately, but it is to keep open the road reserves as planned many years ago. As an example: Another road that we were working on was the R54 in the Rietvlei Dam area and we are still busy with the EIA. The engineers who determined if the road was necessary or not, did a study that confirmed that if that road (R54) was not constructed, Hans Strydom Avenue would have to be an eight (8) lane road in order to accommodate the amount of traffic. Therefore all the road planning, National, Provincial to Local roads are planned in such a way as to predict future traffic conditions and in which intervals road should be planned.

Fortunately, there were investigations into taking the road (K105) out of the Road Network Planning, but that would put too much strain on the current roads which have to serve the same functions.

3. Unknown Man¹

I am just curious because the R21 is going to have a Toll Gate and have you taken into consideration the increased load of the people diverting off the R21 to avoid the Toll Gate?

Lizelle Gregory: The roads have different functions and if you look at the entire road network on a National Level, all the roads there will be a total of 54 Toll Gates if you drive on the Freeway. If people don't want to pay Toll Fees they will move into the suburbs and urban areas and use those roads. I don't know if that was taken into consideration.

4. Unknown Man² - Comment

We have done Traffic modelling for this entire scheme and the alternatives identified were almost the same. It is necessary for supporting routes and people are going to resort to alternative routes to go from Botha Avenue towards Clayville. This will increase the congestion in the Irene area. One of the functions of the K105 Class 2 road is to support a Class 1 road the R21 and to support a greater scheme of road networks. The second function is to support the Class 1 road in terms of alternative route. The K105 also supports on a north-south axis along the brown areas on the map where future developments will take place. In that development node the K105 will be an important development spine.

5. James Campbell - Irene Resident

Can you perhaps give us some time lines regarding the process? And what do you expect in that process?

Lizelle Gregory: The Scoping Report we can finalize quite quickly after we've had this meeting. It will take approximately two weeks to finalize the Draft Scoping Report and then it will be available for review by the public. Then we have to finalize the

report and the after a month we can submit it to GDARD. GDARD takes 30 days to review the report, but say they can take up to 60 days to review the report. Let say it takes up to 3 months for them to approve the Scoping Report and the Plan of Study for the EIA. Then we enter into the EIA Process and we will advertise again for the EIA Process. Normally an EIA Process takes in terms of the new regulations between 16 to 18 months to complete. It also depends on the specialists studies we have to done since some of the studies can only be done at certain times of the year for example the Cheilanthes delta idea can only be recorded over November/ December when you can see it and in some cases specialists have to go back to record them. We they find an area which they think will be a suitable habitat they will wait until the right time of the year and go back to record them and to determine if the species occur there. Our specialists studies will to a large extent determine the timeframe of the EIA Process. The Scoping Report will be submitted within the next two (2) months. We might have an answer by December/ January from GDARD and the EIA Process will commence in January. By the middle of next year we might have a decision.

James Campbell: How do you balance a current development against a future development in terms of priorities especially if the future development is of a commercial nature?

Lizelle Gregory: With a road it is difficult. This road is a listed road. In the case of the K105 it has been listed for many years. The new Infrastructures Act of Gauteng says that if a road is listed that alignment must be honoured and all planning must be around it. In this area, people in the area wanted this alignment to change from the original alignment. We are not just faced with current and future developments, but also with people who say that it is unfair because now we are putting the alignment on their property after the line has been on the maps for more than thirty (30) years. That is another aspect to consider. Obviously existing developments must be taken into consideration, but it is also important to take a look at the Local Spatial Development Framework for the area. There are areas that in Town Planning are earmarked for "commercial" that are currently zoned as "residential". Most of the IDP and Development Frameworks have been workshopped with the public. If there is for example a Spatial Development Framework earmarked for a certain area currently zoned as "residential" for future "commercial" then normally the future land-use will receive preference, because of the Spatial Development Framework was previously approved.

We normally look at the approved plan. We also look at local guidelines on what is going to take place and Local Authorities also have Master Planning of their roads. Most of the developers also go to the Local Authorities and tell them about their plan and if it will fit in with the larger planning in the area. It is very much an integrated and holistic approach. There is in most cases there are people who won't agree with the town planning and to that we cannot do anything, because we can only make recommendations. If there is for example a plan that has been approved on a property and people are against development, then it is something that needs to be taken up with the Local Authority. We strictly look at Development Frameworks Guidelines, Policies and Environmental Sensitivities. Also the Interested and Affected Parties are important. If someone is seriously affected then that needs to be considered as well.

6. Ras Shunmugam - Cornwall Hill Estate

What is the cost of this road and how long will it take to build this road?

Richard Matchett: final cost estimate has not yet been done because we don't know where we are going with this. It is not yet certain when it will be implemented. There are still a lot of unknowns.

7. Unknown Man³

You mentioned four (4) institutions and two (2) institutions. Can you please name them?

Lizelle Gregory: I don't have them here, we just made a summary but we will get that information through to everyone. This will also be available in our Draft Scoping Report. All the Interested and Affected Parties will also be listed. Is there someone in particular you want to know if they are registered?

Unknown Man³: No, it would just be interesting to know who is.

Lizelle Gregory: If you need it before the time, we will give it to you.

8. Johan Rheeder - Cornwall Hill

If you go back to where that road joins Nelmapius Drive, does that road join the new Olievenhoutbosch Road?

Lizelle Gregory: Tonight's meeting is just up to Nelmapius Drive. But this road does carry on north up to Olievenhoutbosch Road. The plan at this moment is that this road will eventually join up with Botha Avenue. It will go either across or underneath Olievenhoutbosch Road and will continue on Botha Avenue in the Littleton area.

Johan Rheeder: But Botha Avenue is on the other side of the railway line. How will it get there?

Lizelle Gregory: Over here it crosses over the railway line. It goes like this and then over the railway line and then follows Botha Avenue.

Johan Rheeder: So it will join up with Olievenhoutbosch Road?

Lizelle Gregory: Yes.

Johan Rheeder: There where the Pine trees are, what will typically happen over there? Will that be blocked off to a certain stage?

Lizelle Gregory: Yes the plan is that that will be blocked off eventually.

Johan Rheeder: So that will become the alternative?

Lizelle Gregory: Yes. Please get Mr. Reeder's details so that we can inform him of the meeting regarding that part so that we can give him the details of that. You are more than welcome to attend that as well. We will also give you the alternatives that have been investigated.

9. Unknown Woman¹ - Irene

There are different alignment options given. How would you proceed if there is a more preferred option than another? How would you indicate your preference?

Lizelle Gregory: What we will do in this case is a comparative assessment. We will look at the social, economical, ecological and policies. We will also take a look at it from a geometrical point of view and the costs of the roads. In our recommendation we will say, from an environmental point of view, that when taken in consideration all the environments, this is the preferred alignment. That assessment will be available to you.

Unknown Woman¹: To what extent does the public opinion count?

Lizelle Gregory: You can submit an appeal. This also doesn't mean that if we recommend a preferred alignment, that that will be approved. This happened with the K220 where we recommended an alternative and another alternative was approved. We submitted an appeal against that appeal, and they said: "No, we prefer the other alignment." They do not necessarily approve the recommended alignment. The one we wanted them to approve misses a fountain. It also depends on the MSC, and they can ignore what we recommend. In some cases where road planning was done, they combined two (2) alternatives where they took the northern section of the one alignment and the southern section of the other. Therefore there is also the possibility of two (2) alternatives being combined.

Unknown Woman¹: What type of intersection will be considered?

What we did in our focus group meeting, we contacted the land owners to the east because they requested the meeting, and we asked them what their opinion was about the western alignment. When we submitted the Draft EIA Report, our recommendations will be in that report and we need your inputs. That is your opportunity to give your comments and those comments will be put into the Final EIA. That will be the round in which you will see what we recommend after we've done all the specialists studies.

10. Unknown Man⁴

I think you only answered a part of the question. What type of intersection will be considered over Nelmapius Drive?

Richard Matchett: At this moment it is not certain which intersection will be appropriate.

Lizelle Gregory: If it is a signalized structure or upgrade intersection, we don't know. It has not been confirmed.

11. Unknown Man⁵

The concentration of roads next to the railway line will result in a disaster. We've got enough traffic. I've done my own private traffic count and the 7 tonners and 20 tonners are blocking the road entirely in here. People ride down the right-hand lane and lift up the pavement. What we've got to do is not to get anymore roads near here. The reason is the noise, the destruction of here as a suburb. What we've got to do is go far east. All the development is going to be east of here because massive development will occur there and south of that road. Route that road all the way to the Old Military Road and then take it south and turn it west and do with it whatever

you want. The area you are talking about, we in Irene don't want any of this road business because we are jammed in. The trucks stand bumper to bumper, the big 7 tonners. Join it up with the Old Military Road. The Old Military Road in any case are falling to bits and needs to be rebuilt. Use that opportunity.

Lizelle Gregory: Richard did you hear this. You must please investigate what the gentleman proposed as another alternative. We will consider that.

12. Wiseman Fortune - Cornwall Hill

The road that is proposed to the eastern side of Cornwall Hill is one the logic. I still question the logic of the frameworks that lead to the proposal of this. Secondly, is the issue of the impact? I understand that you are still considering the impact study this will have. To me what we are deliberating about is the issue of the local economic development that this will have and how does that lead to the development frameworks that we currently have. If we can get around this, I will be happy and support this development. But currently, as I stand here, without an impact analysis, I am prompt to say that I am against the development, because I cannot see any grounds for this.

Lizelle Gregory: In our EIA Report we will motivate the development of this road and we will get the input from the Local Authority on the development planning and we will combine it with the Provincial and Local Road Network Planning. We try our best to motivate the alignment of the road, together with the engineers and Gouffens. If you still don't understand in our EIA Report, you can submit a comment stating that we did not answer your question.

Wiseman Fortune: Normally, the EIA's that I have seen they are flawed when it comes to Risk Management and what needs to be done. What my colleague has raised here, regarding the traffic and these trucks. They are the one's creating all the damage and congestion in this area. I wonder as to what you are going to do to this problem we currently have? From where I stand, I think that the expansion of this road will not solve this problem on the LED level.

Lizelle Gregory: Thank you for your question. We will look at this.

13. Neil Malan - Cornwall Hill Resident

After tonight's meeting will there still be an opportunity to submit issues not raised here now?

Lizelle Gregory: Yes.

Neil Malan: I have a couple of documents at home that I would like to submit.

Lizelle Gregory: Yes, you are more than welcome. You can issue documents throughout the process. We have to be transparent and if we miss something, it becomes something we have to deal with later. Please submit your issues. If there is an issue which was not recorded in our Draft Scoping Report, you can also submit it after you've looked at our Scoping Report.

Neil Malan: After this first Public Meeting will there be another Public Meeting?

Lizelle Gregory: Yes, when we go on with the EIA Phase, we will advertise the EIA Phase and another Public Meeting will be held. During the EIA meeting we will have more clarity on the alignments because we would have completed the specialist's studies. As I explained some of the surveys are restricted to certain times for example there are only certain studies that can be done during November and December. Therefore the next meeting will most probably only be next year. Otherwise, I will just be wasting your time.

Neil Malan: What measures will be taken and put in place for the dust and noise pollution? At what stage will those measures be mentioned?

Lizelle Gregory: That is a very good question. In our EIA Report we must include an Environmental Management Plan (EMP) which will address the planning, construction and operational phase of the road. In the planning and construction phase of the road there will be certain mitigation measures based on the issues raised during the EIA Phase. All the issues raised in the EIA will be addressed in the EMP. Should we recommend a certain alignment, take a look at the EMP and if there are some mitigation measures for example working hours, that you don't agree with, you can comment on that.

Neil Malan: My question is actually referring to the current ongoing noise and dust.

Lizelle Gregory: Ongoing dust, if it is a tar road, I don't think that that will be such a problem if it is upgraded to Gautrans standards. A Noise study will be done. In an urban area, if noise levels are above 55 dB, mitigation measures have to be put in place. If the noise contour goes over your house and is above 55 dB, Gautrans must propose certain measures to reduce the noise levels within acceptable levels. But the current noise levels must be taken into consideration. If the noises are currently above 55 dB, it will not be Gautrans's responsibility to bring the noise level of the existing traffic below 55 dB. It will be their responsibility to with the construction of the new road, not to increase the noise levels, and if possible, to bring the noise levels down. They have to comply with the regulations and bylaws and we will have to see that the noise levels are below 55 dB. Were the road was constructed at Macro, the road had to be put in cut and there is a five (5) meter high wall that had to be constructed to bring the noise level down to 55 dB in order to accommodate the people staying next to the road.

Neil Malan: There were some suggestions made for the visual impact. Were they not considered?

Lizelle Gregory: Where the road will be elevated, we will have to take a look at the visual impact. If it is at grade, it is normally within an urban context, you are able to put trees and plants to screen off the road. That is normally not that disturbing than a road which is elevated. Definitely we will have to take a look at the visual impacts. Once the vertical alignment has been determined, it will then be possible to determine which visual impact measures will be in place and where the visual impacts will be higher.

Neil Malan: During the construction phase, who will be responsible for the environmental monitoring?

Lizelle Gregory: There will be an Environmental Control Officer appointed as part of the Environmental Management Plan. The Environmental Control Officer will be independent from Gaukhans and will go on a monthly basis monitoring the compliance. A monthly report must be submitted to GDARD to see if it is compliant or not. If there is no compliance and the contractors refuse to comply, the Green Scorpions will be contacted.

Neil Mahan: What is the proposed size of the road? I have heard that this road will be similar in size as what Hans Strijdom is currently.

Lizelle Gregory: It is a K-road and Hans Strijdom is also a K-road. It is normally a dual carriage way, in both directions. At the beginning it may only be a single carriage way in both directions and as development takes place and the need increases, they will make it a dual carriage way. If it is immediately needed, it will be a dual carriage way.

Neil Mahan: We want a definite estimate of what the impact will be on the value of our property. When and who will be able to supply us with this information?

Lizelle Gregory: Gaukhans will send someone who does valuations on properties.

Unknown Man: Normally they use independent Valuers.

Lizelle Gregory: We will have a discussion on that because I don't really know how to answer that question. I will come back to you.

14. Unknown Woman³

Do you know what radius the impact will have?

Lizelle Gregory: They work on noise contours which are related to the topography of the area. The acoustical engineer will, like a contour map of a ridge, put the noise contours on. There you will see what the impact of the noises will be. What he normally does is he does a drawing with the mitigation measures in place and then he determined the noise contours. They have certain formulas for working out what the noise impacts will be. Visual impacts are more difficult to determine, but they are also depended on the topography, and we look at accessibility and visibility. If the road is elevated, it could have quite a visual impact. We will identify the specific area, and if it is a "no-go" and has a very large impact on the specific area, it will be an issue which must be investigated.

Unknown Woman²: My major concern is the impacts on the adjacent properties at the intersection at Olievenhoutbosch Road, and how deep that impact will be felt into Irene?

Lizelle Gregory: It is a valid point and we will discuss it when we look at alternatives for that area. We will ask the engineers to look at other vertical alignments. It is difficult to on a flat level to determine the impact, but once that has been determined it will be possible to determine what impact there will be.

15. Dalena Beyers - Irene Landowners Association

I would like to know why is it that the two sections of the road that is the northern section between Nelmapius and River Road and this one are in different stages. I just question the logic behind this section called alternatives when there is only one link up in the north?

Lizelle Gregory: The reason why the roads are at different stages is because two different engineering companies were appointed. All over Gauteng and South Africa, a road gets planned when it becomes urgent or there is an issue and the people start planning the road and they can't give the road planning to one engineering company. The one to the north is IS Engineering (John Meyer) doing that planning and WSP (Richard Matchett) is doing the planning for this road to the south. The reason why the one to the north is more advanced is due to the fact that there is more present planning in that area and the future planning is almost finalized. The developer and Gautrans want to finalize the alignments of the roads on that property. The reason why the southern section has become important is that Gautrans wants to fix the alignments in this area and is not necessarily that they want to construct the road now. But the alignments need to be fixed, because people also want to know where the road is going to go. There is also a lot of future planning in this area.

Dalena Beyers: In terms of future planning, if the new alternatives if put together, mean that something else could be done?

Lizelle Gregory: These parts have been put together many times over many years and these alternatives on the drawings, are the alternatives that were left over after all other alternatives were investigated. The alternatives to the east of the koppie towards the Five o'clock site have been investigated and the crossing of Nelmapius to the east means that the Smuts House will be in the way. There are also a lot of environmental issues on this side to the east. And more to the west there are some cultural/historical features such as the Anglo Boer War graves and shallow dolomite with a lot of red data species. If you go more East, you are on Botha Avenue with the Pine Trees. Therefore that crossing with Nelmapius is fixed. The historical alignment of that crossing of the listed road, determined the crossing of Nelmapius Drive.

Dalena Beyers: What is the width of the proposed road?

Richard Matchett: The proposed road width is 64 meters as is for a dual carriage way.

Dalena Beyers: Is there any alternative such as to splitting the two directions the road, so that you have it broken down into smaller portions?

Richard Matchett: This may be considered once the alignment of the road has been finalized.

Dalena Beyers: Can that be an alternative?

Richard Matchett: This may be considered once the alignment of the road has been finalized.

16. Unknown Man⁶

Will it be possible to make this presentation available after the meeting?

Lizelle Gregory: **Yes**, we will e-mail the presentation to all of you where to will be able to take a look at it.

Unknown Man⁶: Will it not be possible to delay this initial assessment to actually see what the effect of the realignment of Nelmapius is now after the work that they have been doing is finished? Obviously the traffic assessment that they have been considered up till now is mostly based on the current traffic conditions and there is a lot of work being done on Nelmapius and Olievenhoutbosch road.

Lizelle Gregory: All the work that is being done has been taken into consideration. Gautrans and the Local Authorities and SANRAL all know about each other's work. If a road is upgraded and the planning of the road has changed, the province already knows about it. They know about all the upgrading that has taken place and was taken into consideration. It will all fit into each other.

Unknown Man⁶: I just noticed that they haven't done a traffic study in a while.

Lizelle Gregory: I think that relates to the Toll Gates.

Unknown Man⁷: Unclear comment.

Unknown Man⁶: I was just asking that up to now you have been working with historical data, which you have used in your traffic model to determine where and if you need any more roads. There have been a couple of changes and there are currently a couple of changes being made to Nelmapius, which will change the traffic patterns in the area, which you have not yet measured. My question is just if it is not going to be worthwhile to wait and to see what the effects of these changes are, and input that into your traffic model. Maybe that changes the output of if the road is required or not.

Richard Matheke: **Unclear comment.**

Unknown Man⁶: I do understand that. I do a lot of modelling myself. That why I understand that there is a margin for error built into every model which you can only adjust for the information you have.

Lizelle Gregory: Where we can start is with the study which was done by VKE Consulting by Dudley Gardner, to determine whether the road is required and I think that their current predictions were twenty/twenty five (20- 25) years ahead of time whether or not a road is needed. This study was done a few years ago, in 2002. That study is available and much of the work will be based on that.

Unknown Man⁷: Last year when they review the network the modelling was done it was based on that study by VKE

17. Unknown Man⁸: Just a follow-up question on that. With the political impasse on Toll Fees, how does that impact on your level of certainty for a road modelling perspective?

Richard Matchett: That is still an ongoing debate. Unclear comment.

18. Unknown Man⁹

Where will the crossing with the N1 be?

Lizelle Gregory: We are only discussing the section to the south of Nellmapius tonight. The section to the N1 will be discussed at another meeting.

19. Sean Cullinan - Olifantsfontein

Your plan does not show, but to the west of that railway line, there are two (2) other major K-routes which will be servicing everything to the west of the railway line. And all the developments, 90% of them I saw on your plan to the east of that railway line. I think that your traffic study must take into account the major K-routes to the west.

Lizelle Gregory: It will definitely take into account; I think it is the K111, K103 and the K119 and will be considered.

20. Chad Roux - Twin Rivers Resident

You said that the K54, the yellow line has been approved. How does it go towards the east?

Lizelle Gregory: Do you want the alignment of the K54?

Chad Roux: Yes, I do.

Lizelle Gregory: I think Mr. Eric Potgieter from Civil Concepts can answer that. You can maybe talk to him afterwards or get his details. We are not dealing with the K54 and he is the engineer for the K54 and there were also other environmental consultants involved with that section of the K54.

Chad Roux: I understand, but isn't that not also relevant to this road, because they can join up that green line with the K54 at another position, as to where it is at the moment?

Lizelle Gregory: The alignment of the K54 as I mentioned before is fixed.

Chad Roux: But that alignment with the K105 is not fixed?

Eric Potgieter: We are in the final stages of the approval and the alignment has been published in the Government Gazette where no comments were received. The final publication will take place as soon as the MSC approved that.

Chad Roux: I am not disputing the route and I do not want to change the K54 route. I would like to know if it is possible to take the green line, which is alignment one and maybe intersect that with the K54 at a different area or a different location?

Eric Potgieter: Our colleagues here will then have to intercept at a grade with our alignment and they need to change our vertical alignment which will change our preliminary design.

Richard Matchett: Just to answer that if you recall to the east of where the green line currently is, is straight up against ridges and there is a constraint as to move that green line to our right hand side. To the left hand side of the green line, we have the Twin Rivers Development and I am sure there are folks here who live there. The issue really is that we are trying to tread a road through a bunch of constraints which covers the map. Largely this project is about trying to find a compromise between lots of different constraints. From an environmental point of view, from a development point of view, socially and historically, and from a network point of view. The reason why we are doing this job is because this road provides an important function in the road network. The point of departure is that not that "Do we need a road?" but "Where are we going to put this road?" and "How are we going to position this road" so that we can try to satisfy most of the constraints. I don't think that it is going to be possible to make everyone happy in this project, but what we are hoping is that the comments that we've been getting so far, and that we will receive, will help us steer the course of this road. As Lizelle said at the beginning of this meeting, we can possibly chop and change between these alternatives to find better compromises than what we've got at this stage. But until we have the full picture of what all the issues are, with addition to what we already have, we would be able to make the best assessment to that.

Lizelle Gregory: Is there anymore questions?

Lizelle Gregory: We will inform everyone when the Draft Stopping Report will be available for review. Please go through the report and once we've receive your comments we will also make the final report that will be submitted available to you on our website. When the EIA Phase commences, which will most probably only be next year, we will again advertise and have a public meeting. Hopefully by then we will have a clear indication as to the issues we have to deal with and come up with the solutions. We need all of you again at the next meeting.

Thank you very much for coming to the meeting.

Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 13 September 2011 03:30 PM
To: 'salbu@email.com/dkoa'; '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.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: Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5) - Public Meeting (Gaut 002/07-08/N1311)
Attachments: Public meeting.pdf; image002.gif; image001.gif

To all Interested and/or Affected Parties.

Please ignore my previous email until further notice. Once we finalized the date for the meeting we will inform you.

Kind regards

George Gericke



From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]
Sent: 13 September 2011 03:18 PM
To: 'salbu@email.com/dkoa'; '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.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: Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5) - Public Meeting (Gaut 002/07-08/N1311)

To all Interested and/or Affected Parties.

Please refer to the attached Invitation to the public meeting for the proposed **Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5)** that will take at the St. George's Hotel on **26 September 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

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 18 August 2011 11:51 AM
To: 'FVoyseysmit@boyden.co.za'
Subject: RE: Proposed Alignments K 105
Attachments: Public Meeting 24 May 11 St George Hotel.pdf; image002.gif; image003.gif

Hello Fay

I apologize for sending the wrong email to you. The meeting for the K105 from Nellmapius to River Road – **GAUT: 002/07-08/N1311** already took place on 1 August and we will soon send out the minutes for this meeting. You will be invited to all the future meetings for these projects.

Kind regards

George Gericke



From: Fay Voysey-Smit [mailto:FVoyseysmit@boyden.co.za]
Sent: 18 August 2011 11:23 AM
To: Lizelle Gregory
Subject: RE: Proposed Alignments K 105

Dear Lizelle

Thank you for your email. I did not receive the attachment (minutes), please would you resend them.

Thank you
Fay Smit

Fay Voysey-Smit
Managing Partner
Global Consumer Practice Group Leader

Boyden Global Executive Search South Africa
Stonewedge Office Park, 1 Wedgelink Road, Bryanston, Johannesburg, 2191
+27 11 267 2005 phone
+27 82 416 7981 mobile
+27 86 766 3030 fax

fvoyseysmit@boyden.co.za

From: Lizelle Gregory [mailto:lizelleg@mweb.co.za]
Sent: 18 August 2011 10:47 AM
To: zoglu@mweb.co.za; Fay Voysey-Smit
Subject: RE: Proposed Alignments K 105

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:

- Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius Drive and the K220 - **GAUT 002/10-11/E0208** (Background Information Document was recently sent out – Meeting will take place in the near future).
- K105 from Nellmapius to River Road – **GAUT: 002/07-08/N1311** (Public 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 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


Environmental Consultants &
Landscape Architects

PO Box 1017, 2147, 1616, 2010, 2010, 2010, 2010
PO Box 1017, 2147, 1616, 2010, 2010, 2010, 2010
26 Lebonheur Road, Ashlea Gardens, Pretoria

From: Harry Boyazoglu [mailto:zoglu@mweb.co.za]
Sent: 07 August 2011 05:53 PM
To: lizelleg@mweb.co.za
Subject: Proposed Alignments K 105

Dear Lizelle Gregory,

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 due 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 over look the road . I am unhappy about the majority of the possible alignments but in particular Alignment 1 as it creates the majority of undesirable problems associated with a road of this nature .

Please would you keep this in mind whilst you are compiling your recommendations .

Kind regards,

Harry Boyazoglu
Stand 623
Broadbury Circle
Cornwall Hill
082 881 5132

**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 3rd 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 2nd 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 18th 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 2nd 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 2nd of November 2009. The first Public Meeting was held on the 8th 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 16th 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 16th of September and also hand delivered within a 100m radius. An advertisement was placed in the BEELD News Paper on the 15th 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 so 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 deltoidea* 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 stobbiai* 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 upgrade done at Alexander Road is an agreement between the City of Ishwane 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 here 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 from 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 off 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 off 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 to 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 Irone 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. Larsen 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

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 18 August 2011 10:47 AM
To: 'zoglu@mweb.co.za'; 'Fvoysesmit@boyden.co.za'
Subject: RE: Proposed Alignments K 105
Attachments: image001.gif

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:

- Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius Drive and the K220 - **GAUT 002/10-11/E0208** (Background Information Document was recently sent out – Meeting will take place in the near future).
- K105 from Nellmapius to River Road – **GAUT: 002/07-08/N1311** (Public meeting recently took place – you will be informed of another public meeting that will also take place in the near future).

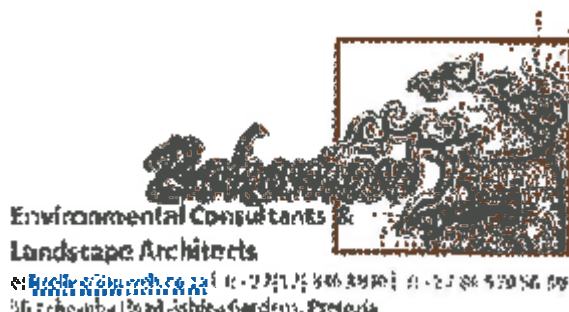
Please take note that you will be informed of any draft reports that will be made available to the public. Also note that you will be invited to any public meeting that will take place for these projects.

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



From: Harry Boyazoglu [mailto:zoglu@mweb.co.za]
Sent: 07 August 2011 05:53 PM
To: lizelleg@mweb.co.za
Subject: Proposed Alignments K 105

Dear Lizelle Gregory ,

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 due 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 over look the road .
I am unhappy about the majority of the possible alignments but in particular Alignment 1 as it creates the majority of
undesirable problems associated with a road of this nature .

Please would you keep this in mind whilst you are compiling your recommendations .

Kind regards,

Harry Boyazoglu
Stand 623
Broadbury Circle
Cornwall Hill
082 881 5132

K105 from Nellmapius Drive
to K220

SCOPING PUBLIC MEETING

01 AUGUST 2011



Rules of Meeting

- 1 **Please Hold Questions until the end of the Presentation**
- 2 **Please write your details, issues and comments in the supplied registers**
- 3 **During Questions & Answers please state your name, surname and interest clearly into the microphone.**

Project Team

- **Bokamoso Environmental Consultants**
 - Lizelle Gregory
- **WSP Consulting Engineers**
 - Richard Matchett
- **Applicant: Gauteng Department of Roads and Transport**
 - Eric Coetzee

Agenda

- 1 **Welcome / introduction**
- 2 **Description of EIA Process**
- 3 **Project Background**
- 4 **Traffic Engineer**
 - **Background regarding the larger road network and traffic modeling in the area**
 - **Overview of Alternatives**
- 5 **Questions, Comments & Issues**

The EIA Process

1. Submit Application Form	>
2. Receive Reference number	>
3. Advertise Scoping Phase	>
4. Conduct 1st round of Public Participation	>
5. 'Draft' Scoping Report available for review	
6. Submit Scoping Report to GDARD	
7. Approval of Scoping Report & Plan of Study for EIA	

The EIA Process

8. Advertise EIA Phase	
9. Second Round of Public Participation	
10. 'Draft' EIA Report available for review	
11. Finalize EIA Report	
12. Submit EIA Report to GDARD	
13. Decision by GDARD	

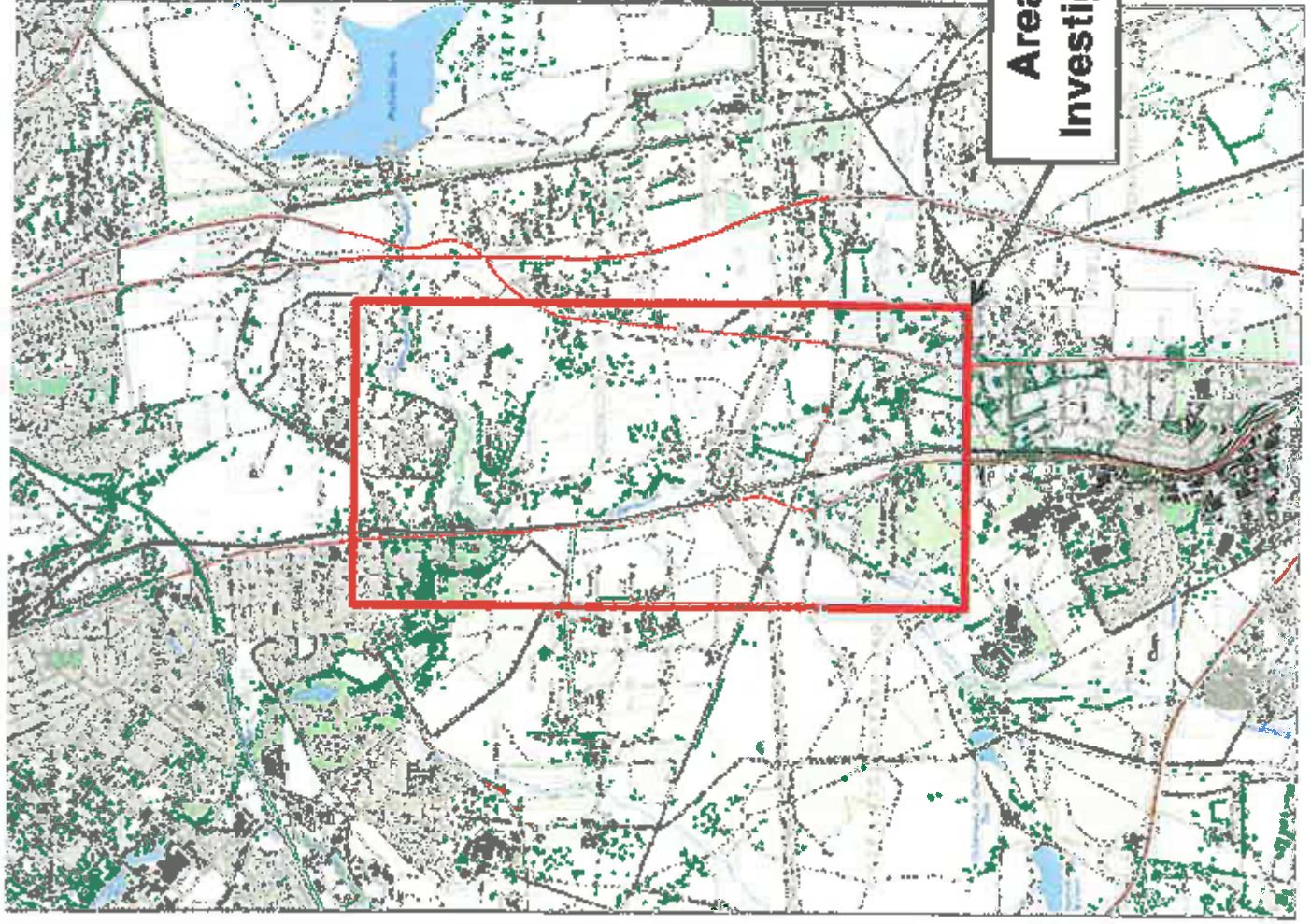
Public Participation during the EIA process

1. Site notices (Scoping Phase) were erected on 26 May 2011	✓
2. Notices regarding the project were distributed via e-mail and registered mail to landowners and interested and affected parties within 100m radius during May/June	✓
3. An advertisement was placed in 'Die Beeld' Newspaper on 21 April 2011	✓
4. First public Meeting is held on 01 August 2011	
5. A draft Scoping Report will be made available for review in hard copy and on the Bokamoso Website –	

Project Background

- **Route Determination of the Road K105 Between Nellmapius Drive and the K220**
- **5 Alternatives Identified**










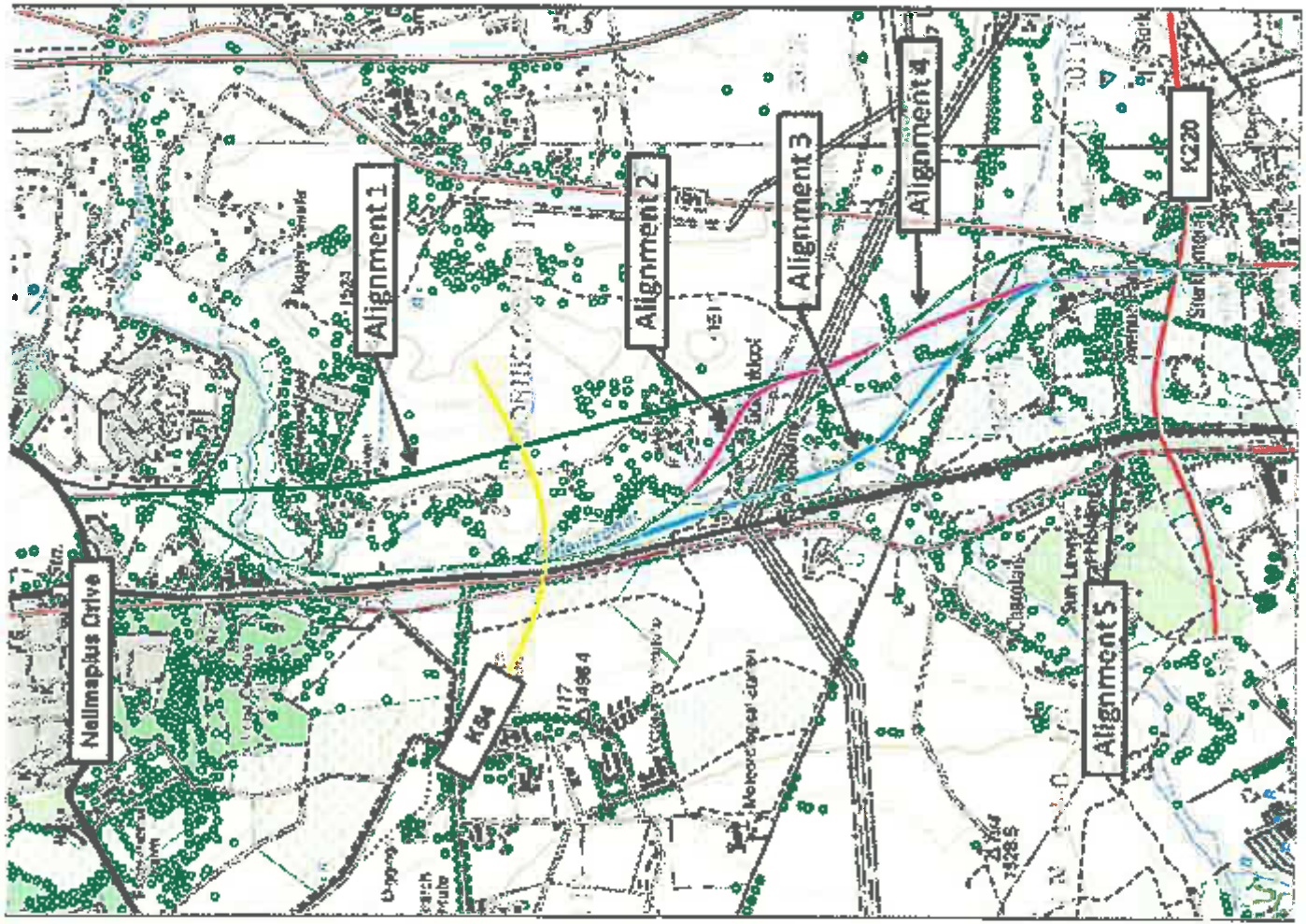
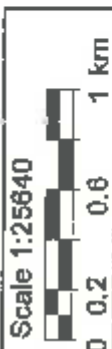


Area of Investigation

Fig 1: Regional Locality Map

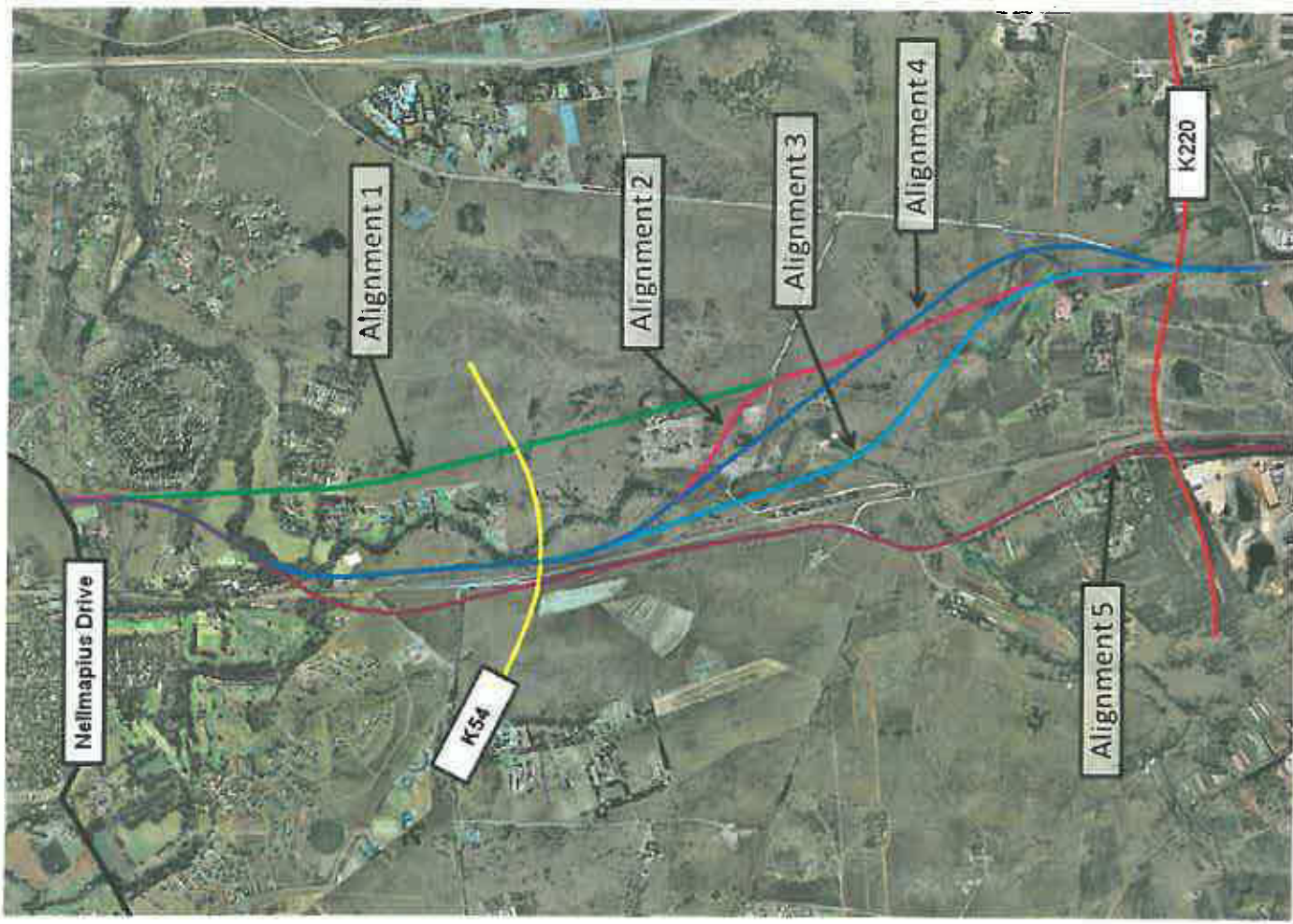
The alternatives as indicated on all figures are only conceptual lines that are not scale or detail specific. The EIA phase will supply more detailed information. The proposed alignments can still change after the completion of specialist studies and environmental assessment.

Legend	
Alignment 1	
Alignment 2	
Alignment 3	
Alignment 4	
Alignment 5	
K220 Alignment	
K54 Alignment	



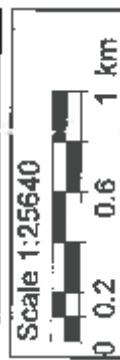
The alternatives as indicated on all figures are only conceptual lines that are not scale or detail specific. The EIA phase will supply more detailed information. The proposed alignments can still change after the completion of specialist studies and environmental assessment.

Fig 2: Locality Map



Legend

- Alignment 1
- Alignment 2
- Alignment 3
- Alignment 4
- Alignment 5
- K220 Alignment
- K54 Alignment

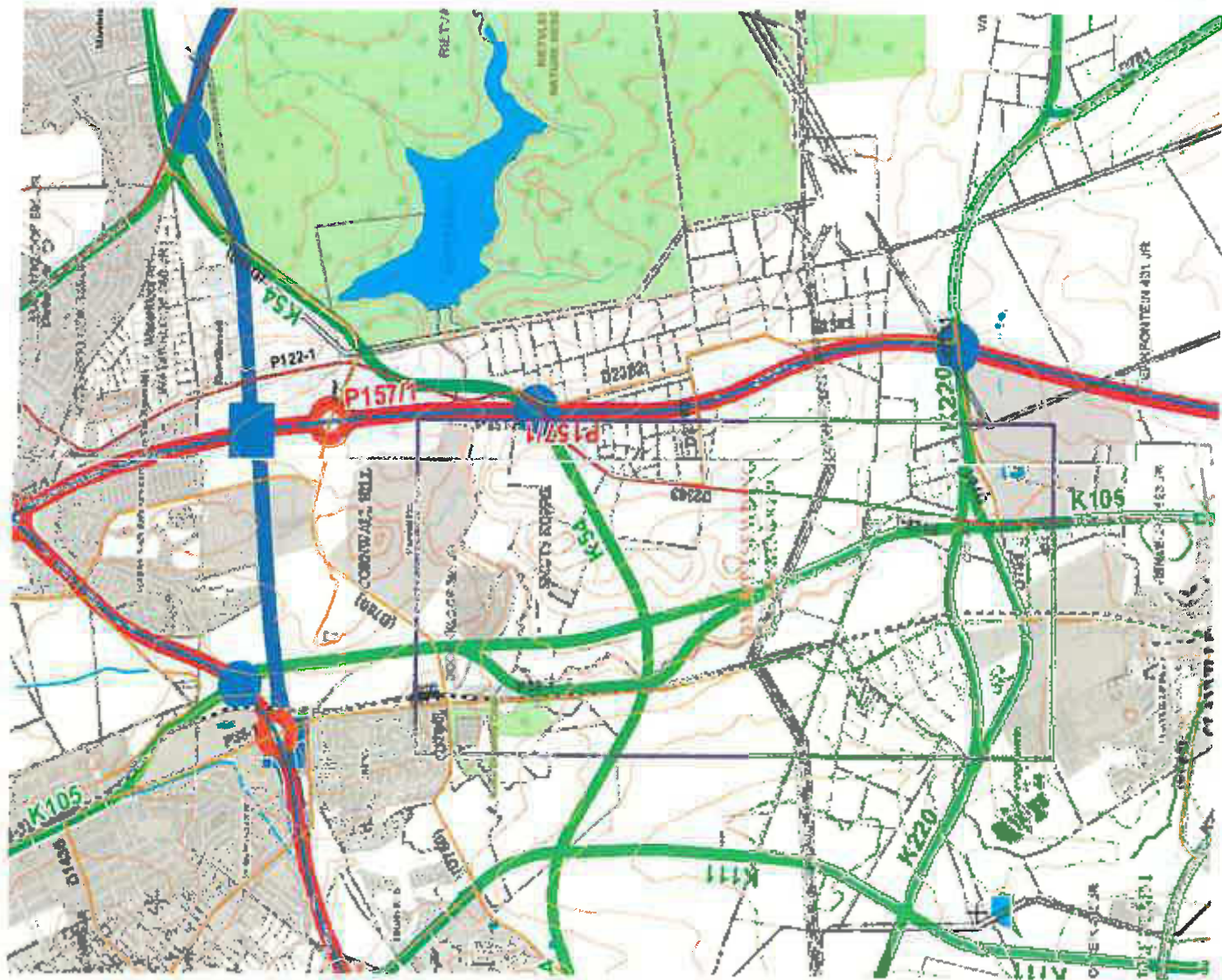


The alternatives as indicated on all figures are only conceptual lines that are not scale or detail specific. The EIA phase will supply more detailed information. The proposed alignments can still change after the completion of specialist studies and environmental assessment.

Fig 3: Aerial Map

The alternatives as indicated on all figures are only conceptual lines that are not scale or detail specific. The EIA phase will supply more detailed information. The proposed alignments can still change after the completion of specialist studies and environmental assessment.

Fig 4: Future Road Network Map



Preliminary List of Specialist Studies Identified for the EIA

Process

- **Fauna and Flora Habitat Assessment Report (Specific Reference to the Following)**

Plants:

Cleome conrathii;

Melolobium subspicatum;

Brachycorythis conica;

Cheilanthes deltoidea;

Habenaria barbertoni

Mammals:

Miniopterus schreibersii (Bat specie.)

Invertebrates:

Ichneostoma stobblai (Beetle specie.)

- **Cultural and Historical Survey**

Smuts House and Kopple and the Surrounding Environment

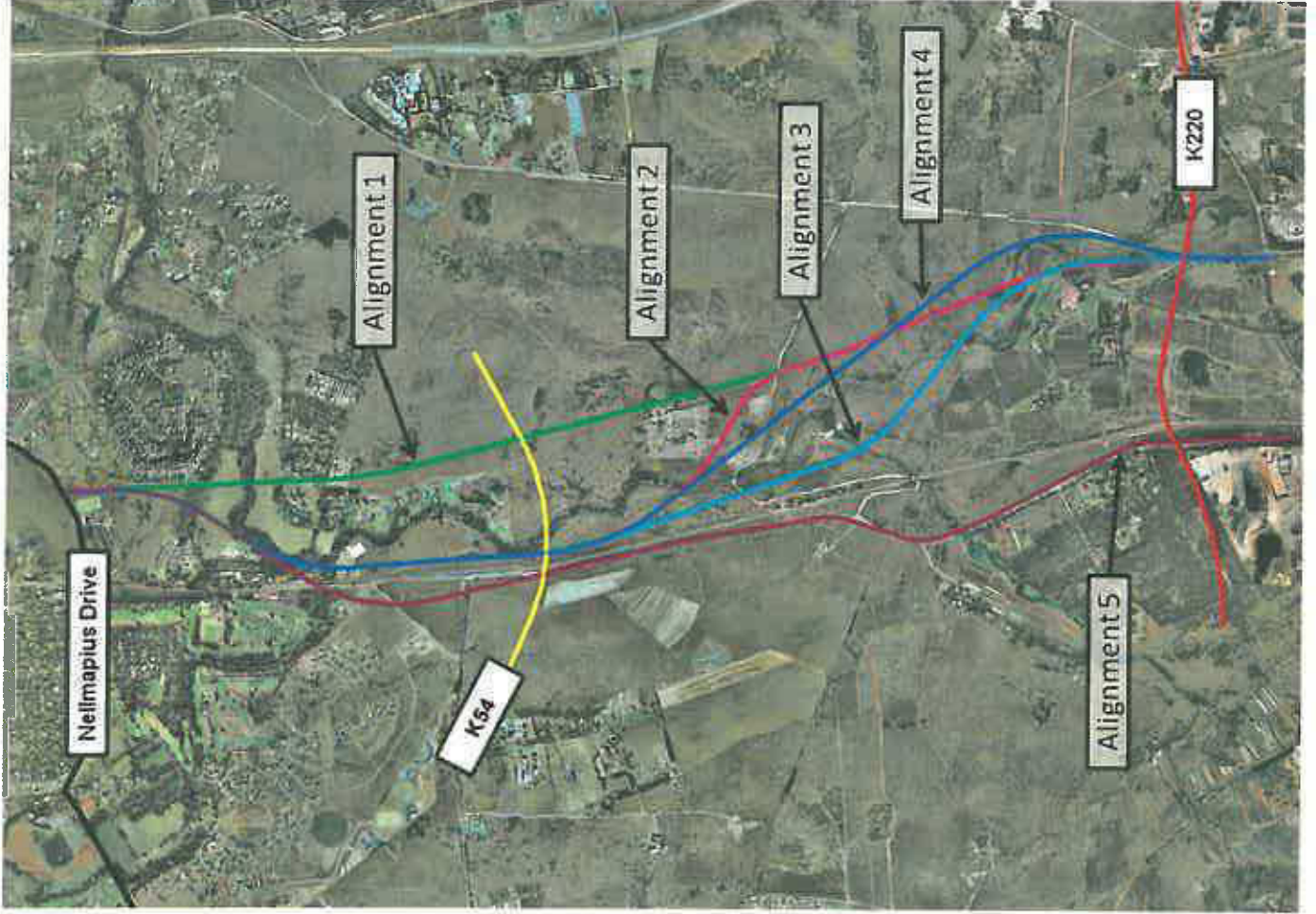
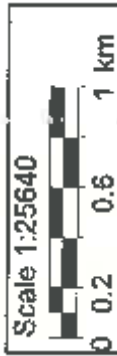
- **Wetland Delineation**
- **Noise Impact Assessment**
- **Visual Impact Assessment**
- **Traffic Impact Assessment**

Issues Identified

- Sensitive Vegetation and Fauna
- Ridges
- Wetlands and Rivers
- Impact on Properties
- Traffic & Access
- Noise Impact
- Dust
- Speed
- Safety and Security
- Intersections
- Visual Impact
- Feasibility and Desirability of the Road K105
- Impact on the Sense of Place of Irene and Surrounding area
- Geometrical Design

Legend

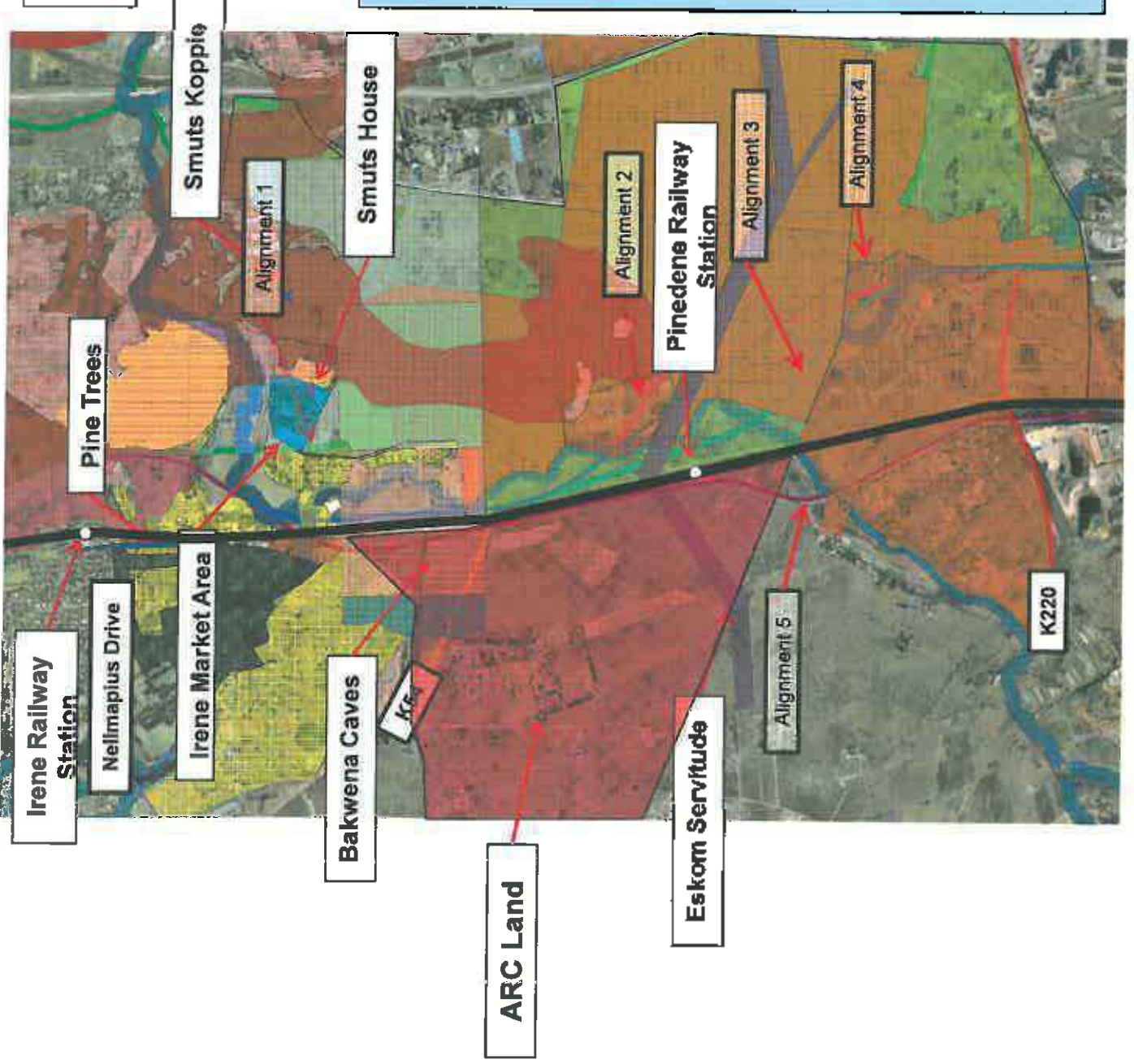
- Alignment 1
- Alignment 2
- Alignment 3
- Alignment 4
- Alignment 5
- K220 Alignment
- K54 Alignment



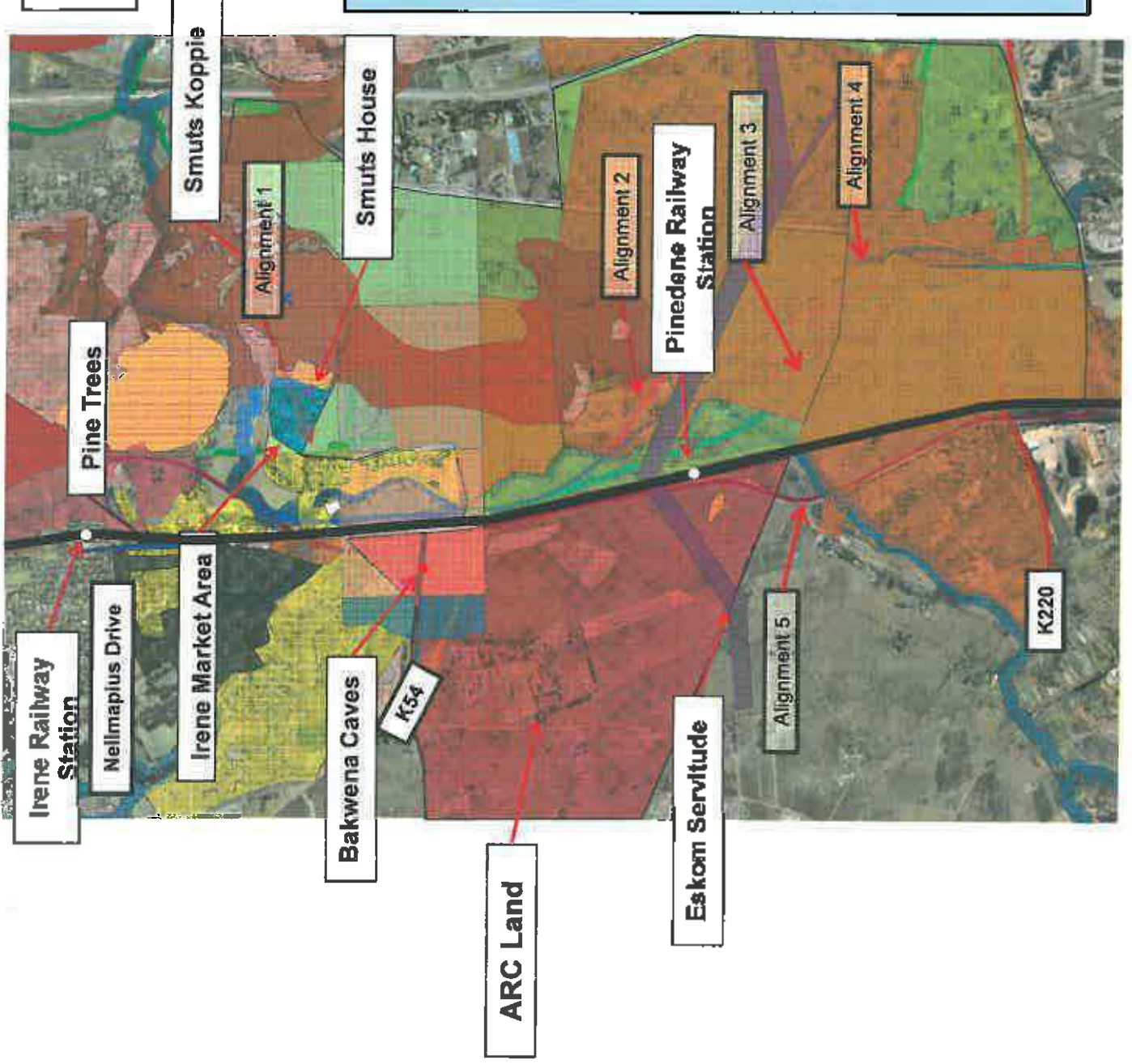
The alternatives as indicated on all figures are only conceptual lines that are not scale or detail specific. The EIA phase will supply more detailed information. The proposed alignments can still change after the completion of specialist studies and environmental assessment.

Sensitive Flora and Fauna Area

The alternatives as indicated on all figures are only conceptual lines that are not scale or detail specific. The EIA phase will supply more detailed information. The proposed alignments can still change after the completion of specialist studies and environmental assessment.



Sensitive Flora and Fauna Area



The alternatives as indicated on all figures are only conceptual lines that are not scale or detail specific. The EIA phase will supply more detailed information. The proposed alignments can still change after the completion of specialist studies and environmental assessment.

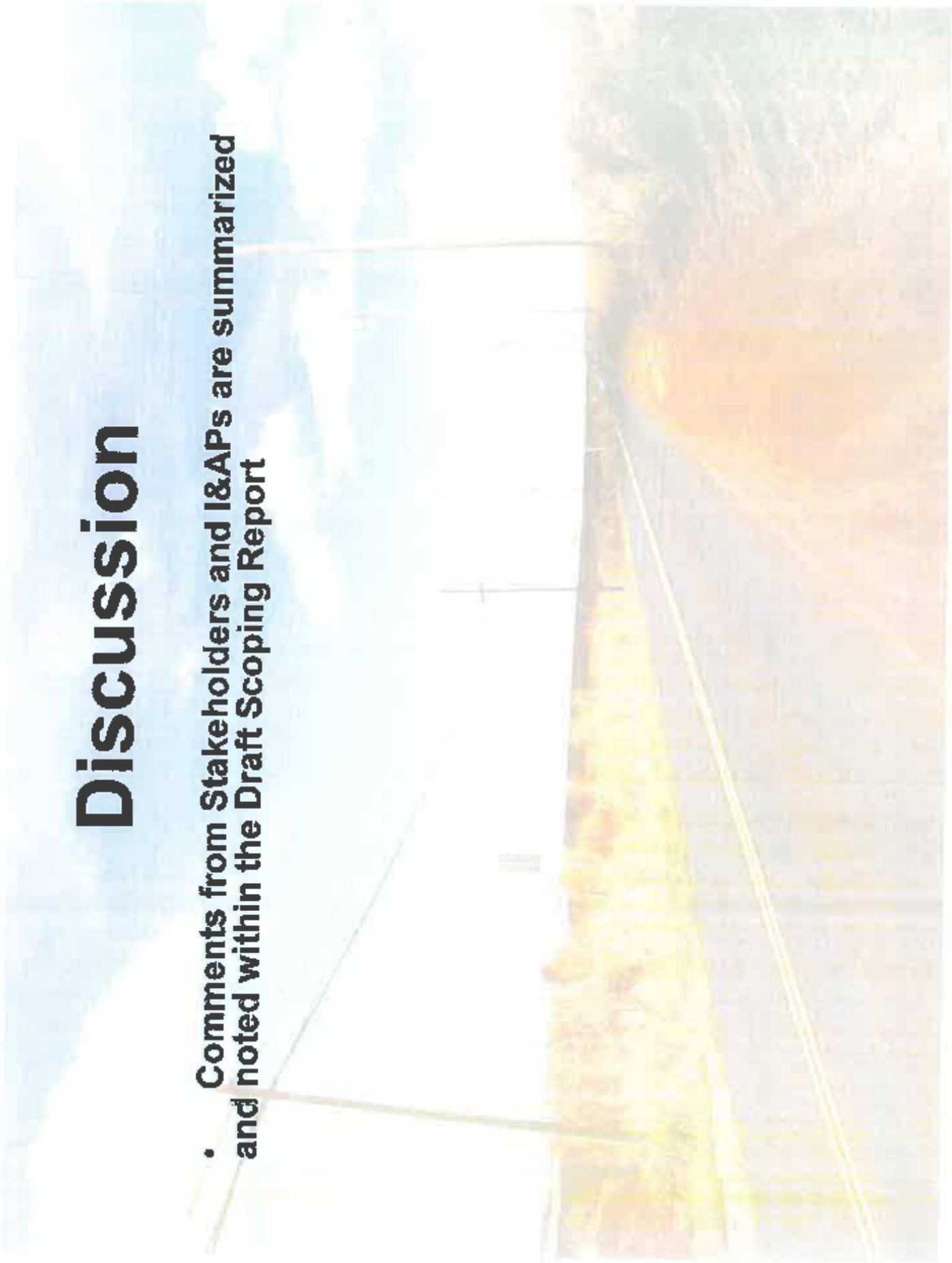
Correspondence

- **Registered Interested and Affected Parties comprises of the following:**

- 112 - Private individuals;**
- 17 - Businesses;**
- 4 - Organisations; and**
- 2 - Institutions.**

Discussion

- **Comments from Stakeholders and I&APs are summarized and noted within the Draft Scoping Report**



Way Forward

- **Compile Minutes of the Meeting and Forward to I&AP's**
- **Compile Comments of I&AP's**
- **Draft Scoping Report will be made available for the Public to review**
- **Submit to GDARD (including recommendation)**
- **Await Resolution from GDARD.**

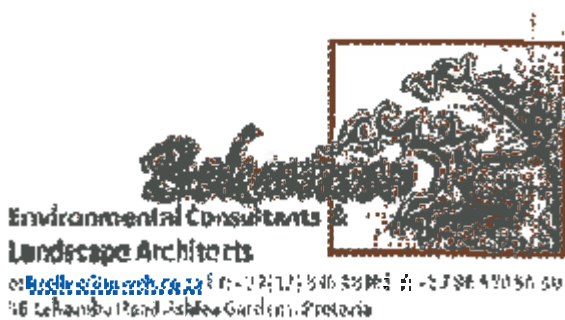
Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 03 August 2011 09:24 AM
To: 'herman@integrat.co.za'
Subject: RE: FW: K 105 Projects Interested and/or Affected Parties
Attachments: Aerial map.jpg; Locality map.jpg; Picture1.jpg; image001.gif; image002.gif

Good day Herman

I apologize for the late response. Please refer to the attached maps as requested.

Kind regards,
George Gericke



From: Herman Cremer [mailto:herman@Integrat.co.za]
Sent: 07 July 2011 05:17 PM
To: Lizelle Gregory
Subject: Re: FW: K 105 Projects Interested and/or Affected Parties

Thanks for this.

Is it possible to send me a copy of the maps (jpg) that was referred to in this ?

Herman

On 07/07/11 15:23, 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:

Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius Drive and the K220 - **GAUT 002/10-11/E0208** (Background Information Document was recently sent out – Meeting will take place in the near future).

K105 from Nellmapius to River Road – **GAUT: 002/07-08/N1311** (Public 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 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



Environmental Consultants &
Landscape Architects

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36 Lelembu Road Johanna Gardens, Pretoria

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Herman Cremer

Integrat (Pty) LTD

office : +27 11 206 7600

mobile : +27 82 806 5030

fax: 086 734 6074

skype: hermancremer

<http://www.integrat.co.za>

<http://www.integrat.co.za/index.php/component/content/article/131>

Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 03 August 2011 10:52 AM
To: 'online1146100@telkomsa.net'
Subject: RE: K 105 Projects Interested and/or Affected Parties
Attachments: Public Meeting 24 May 11 St George Hotel.pdf; I & AP's (version 1).xls; image001.gif; image002.gif; image003.gif

Hi Tim

Please refer to the attached minutes with a list of the names of the people who wrote in the register. Also refer to our list of interested and/or affected parties up to date as requested.

Kind regards,
George Gericke



From: Tim & AJ Lane [mailto:online1146100@telkomsa.net]
Sent: 12 July 2011 04:55 PM
To: Lizelle Gregory
Subject: Re: K 105 Projects Interested and/or Affected Parties

Thank you

From: [Lizelle Gregory](mailto:lizelleg@mweb.co.za)
Sent: Tuesday, July 12, 2011 2:09 PM
To: online1146100@telkomsa.net
Subject: RE: K 105 Projects Interested and/or Affected Parties

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



Environmental Consultants &
Landscape Architects

011 461 1000
26 Lebonheur Road, Ashbur Gardens, Pretoria

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@telkomsa.net)
Sent: Thursday, July 07, 2011 3:23 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; martyhounsom@gmail.com; marketing@irene.co.za; riaan.pheiffer@ericsson.com; arline@irenefownorier.co.za; eugene.klopper@r-e-volution.co.za; martin@ctools.co.za; naasydwalt@mweb.co.za; online1146100@telkomsa.net; edumeyer@iburst.co.za; kitto@icon.co.za; gavin@nad.bz; footi@unisa.ac.za; fbirkholtz@gmail.com; herman@integrat.co.za
Subject: FW: K 105 Projects Interested and/or Affected Parties

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:

- Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Neilmapius Drive and the K220 - **GAUT 002/10-11/E0208** (Background Information Document was recently sent out – Meeting will take place in the near future).
- K105 from
Neilmapius to River
Road – **GAUT:
002/07-08/N1311**
{Public 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 Neilmapius 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



Environmental Consultants &
Landscape Architects

PO Box 2000, Ashlea Gardens, Pretoria
Tel: +27 (0) 11 462 4000
Fax: +27 (0) 11 462 4001
Email: info@sukuma.co.za

**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**

NR.	NAME
1.	Eras Venter
2.	Johan du Plessis
3.	I. Martens
4.	Josene Groenewald
5.	Heidi Bramer
6.	Mandy Weltge
7.	JJ Potgieter
8.	S. Cullinan
9.	Dominic Cullinan
10.	Olu Khonjways
11.	W.E. Archer
12.	Aler Pretorius
13.	Dalene Beyers
14.	Christa Spoelstra
15.	SP & Lianne
16.	R.J. De Jager
17.	TJ Lane
18.	J Cambell
19.	Lizette Visser (Moo Zoo)
20.	Burger Braam

21.	Bob Dehning
22.	Roux Shabangu
23.	Rassie Erasmus
24.	Marie de la Rey
25.	Marlon Dunkeld – Mengell
26.	Martin Rutsch
27.	Jan Snyman
28.	At van Niekerk
29.	L. Sawndors
30.	G. Prinsloo
31.	T.M. Serfontein

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 3rd 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 2nd 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 18th 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 2nd 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 2nd of November 2009. The first Public Meeting was held on the 8th 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 16th 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 16th of September and also hand delivered within a 100m radius. An advertisement was placed in the BEELD News Paper on the 16th 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 was 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 deltoidea* 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 allot 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 GDRAD 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 *Chellanthes deltoideo* 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 stobbiai* 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 Nellmapius 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 here 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 from 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 know 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 states 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. Larsen 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.

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66	Naas van der Walt	naasvdwalt@mweb.co.za	
		071 689 9877	
		012 667 4719	
67	Tim Lane	online1146100@telkomsa.net	
68	Eduard & Edna Meyer	edumeyer@iburst.co.za	86 Main Road/2 Wellington Rd Irene
		012 667 5885	
		082 940 2658	
		082 323 1828	
69	Alison Kitlo	kitlo@icon.co.za	Albert Square Irene
70	Gavin Sleater	gavin@aad.bz	
		012 882 5127	
		082 854 5127	
71	Judith & Brandon Foot	footj@unisa.ac.za	58 King Street Irene
		082 574 4454	
72	Dr. Franz F Birkholtz	fbirkholtz@gmail.com	Stand 622, Cornwall Hill Estate
		082 929 8034	
		012 644 2641	
73	Herman Cremer	herman@integrat.co.za	62 Queen Street Irene
		082 806 5030	
74	Sian Watts	sian@methchurch.org.za	

75	Chris Grobler	chrisg@bibletruths.co.za	
76	Mark Divali	mdivali@shapeconsulting.org 012 867 6965 071 672 0571	29 Chatham Road Irene
78	Dr. Brent Baxter Golder	bbaxter@golder.co.za 011 254 4800 082 907 1802	
79	Nigel Wilkes	nigel.wilkes@bakkavor.co.za 011 571 7830 082 927 7708	
80	Harlie Robertson	Harlie.Robertson@pta.fnb.co.za	1 Lakeview Crescent
81	Phillip & Hendrina Strydom	Pstrydom@arc.agric.za 012 872 9340 012 665 1551 (f)	
82	Gerhard Greyling	gerhard.greyling@vodamail.co.za	
83	Pretoria News	mogomotsi.magome@inf.co.za 073 872 6780	
84	Lizette Visser	visserliz@mweb.co.za	
85	Adri Kitchhoff	ceo@phasa.co.za	
86	Tim Lane	tlane@telkomsa.net	
87	Naas vd Walt	naasvdwalt@mweb.co.za	

88	Gregg Howarth		
89	Ross Howarth		
90	Jaques Coethuizen	michele@jo-law.co.za	
91	RJ de Jager	telefonies besprek	
92	Amanda Mare	maream@netactive.co.za eben.mare@p.ac.za	
93	James & Ann Campbell	james.ah.campbell@gmail.com ann@nelcampbell.com	
94	Bea Fletcher	bea@tph.co.za	
95	Sonia Wills	lhewills@mweb.co.za	
96	Jaco Swart	jaco@sylvania.co.za	
97	Dan	vonselen@netactive.co.za 012 667 2065 082 459 2579	
98	Marie de la Rey	mariedelarey@mweb.co.za	083 291 1069
	Friends of the Doringkloof Spruit		
99	Hendrik du Toit	dutoit@telkomsa.net	
	Friends of the Doringkloof Spruit		

Alfred

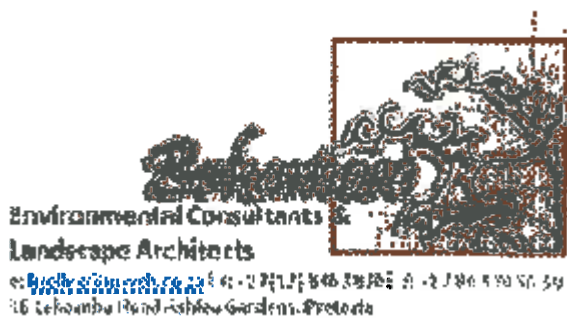
From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 03 August 2011 08:45 AM
To: 'marketing@irene.co.za'
Subject: RE: Application for the Environmental Impact Assessment (EIA) Authorisation for the section of Road K105 between Nellmapius Drive and the K220 - Public Meeting
Attachments: image001.jpg; image002.gif

Hi Heather

A date will soon be scheduled for this meeting. Unfortunately we are still waiting for information from the traffic engineers. We will keep you up to date.

Kind regards

George Gericke



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>](#)

[<Public meeting.pdf>](#)

Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 01 August 2011 12:21 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.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'; 'Huw@oreport-international.com.sg';
'sharon.pen@telkomsa.net'; 'trumpc@wol.co.za'; 'treitz@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'; 'tulp@cyberserv.co.za'; 'thewills@mweb.co.za';
'avross@netactive.co.za'
Subject: FW: Road K105 between Nellmapius Drive and the K220 (Gaut 002/10-11/E0208) -
Public Meeting Reminoer
Attachments: image001.gif

To whom it may concern

This serves as a reminder of the public meeting that will take place tonight at **18h00** at the **St. George's Hotel** for the proposed application for the Environmental Authorisation for the section of the Road K105 between **Nellmapius Drive and the K220**.

Take note that tonight's meeting will not entail discussions on the section of the proposed K105 that could potentially traverse a section of the Irene residential area. That is an entire different project to be known as the **Route determination of the section of Road K105 between Nellmapius Drive and River Road**. Another separate public meeting will be scheduled which will entail discussions and opportunities to comment on this **OTHER** section of the proposed K105 Road.

Please don't hesitate to contact us for any queries.

Kind regards,
George Gericke



**Environmental Consultants &
Landscape Architects**

© www.ecolab.co.za Tel: 011 707 9068800 Fax: 011 706 4056 59
36 Sekhondo Road, Ashlea Gardens, Pretoria



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Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 01 August 2011 12:20 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'; 'ai@taurus.co.za'; 'LutzJ@TSHWANE.GOV.ZA'; 'accounts@ireneestate.co.za'; 'judamo@webmail.co.za'; 'info@twiriversestate.co.za'; 'rudolph.jansen@mtnloaded.co.za'; 'gemvillage@iburst.co.za'; 'info@rmmmanor.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'
Subject: FW: Road K105 between Nellmapius Drive and the K220 (Gaut 002/10-11/E0208) - Public Meeting Reminder
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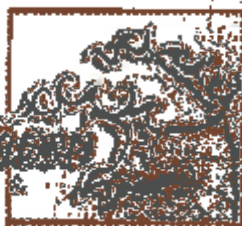
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Kind regards,
George Gericke

Environmental Consultants &
Landscape Architects

e: lizelleg@mweb.co.za t: +27(11) 346 3805 f: +27 86 930 54 34
36 Sakonbu Road Ashlea Gardens, Pretoria



Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 01 August 2011 12:19 PM
To: 'bj.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'; 'orasbo@gmail.com'; 'jankraaij@keymaxprop.co.za'; 'foxtrailers@mweb.co.za'; 'johanm@itse.co.za'
Subject: FW: Road K105 between Neillmapius Drive and the K220 (Gaut 002/10-11/E0208) – Public Meeting Reminder
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Please don't hesitate to contact us for any queries.

Kind regards,
George Gericke



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Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 01 August 2011 12:18 PM
To: 'sandile.simelane@transnet.net'; 'enquiries@drt.gpg.gov.za';
'stephen.mosinki@gauten.gov.za'; 'manager@cornwallhill.co.za';
'lkunneke@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@mmanor.co.za'; 'rochelle@ippartners.co.za'; 'hsj@tiq.co.za';
'ireneglen@telkomsa.net'; 'rohan@mwg.co.za'; 'accounts@ireneestate.co.za';
'owners@rietvliew.co.za'; 'rudolph.jansen@mtnloaded.co.za';
'elana@salbro.co.za'; 'barbara@sagewoodconsulting.co.za';
'sean.cullinan@telkomsa.net'
Subject: FW: Road K105 between Nellmapius Drive and the K220 (Gaut 002/10-11/E0208) -
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Attachments: image001.gif

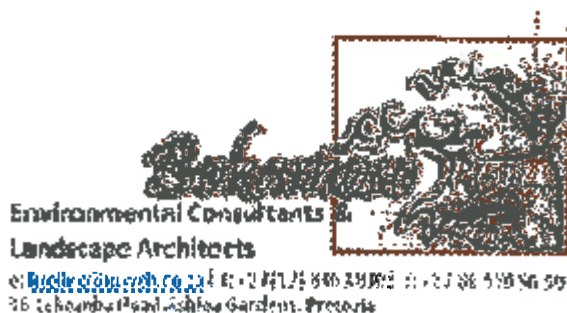
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Kind regards,
George Gericke



 Please consider the environment before printing this e-mail

Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 01 August 2011 12:17 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'; 'ywette.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: Road K105 between Nellmapius Drive and the K220 (Gaut 002/10-11/E0208) -
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Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 01 August 2011 12:17 PM
To: 'mwrspoel@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@holcim.com'
Subject: FW: Road K105 between Nelimapius Drive and the K220 (Gaut 002/10-11/E0208) -
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Alfred

From: Lizelle Gregory <lizeleg@mweb.co.za>
Sent: 01 August 2011 12:16 PM
To: 'maime.freda@gauteng.gov.za'; 'comwallhill@absamail.co.za';
'irenemkt@mweb.co.za'; 'willem@csport.co.za'; 'qudlibet@mweb.co.za';
'mjansen@burst.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: Road K105 between Nellmapius Drive and the K220 (Gaut 002/10-11/E0208) - Public Meeting Reminder
Attachments: image001.gif

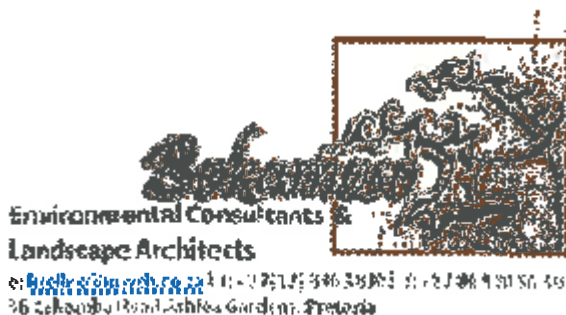
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Kind regards,
George Gericke



Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 01 August 2011 12:15 PM
To: 'salbu@email.com/dkoa'; '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.dekock@za.saabgroup.com'; 'ffouche@vodamail.co.za';
'ircneglen@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: Road K105 between Nellmapius Drive and the K220 (Gaut 002/10-11/E0208) -
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Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 01 August 2011 12:14 PM
To: 'ivan@jppartners.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'
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From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 01 August 2011 12:12 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'; 'ai@taurus.co.za';
'LutzJ@TSHWANE.GOV.ZA'; 'accounts@ireneestate.co.za'; 'judamo@webmail.co.za';
'info@twintriversestate.co.za'; 'rudolph.jansen@mntloaded.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@rietwievew.co.za';
'rudolph.jansen@mntloaded.co.za'; 'elana@salbro.co.za';
'barbara@sagewoodconsulting.co.za'; 'sean.cullinan@telkomsa.net'
Subject: Road K105 between Nellmapius Drive and the K220 (Gaut 002/10-11/E0208) -
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Attachments: image002.gif

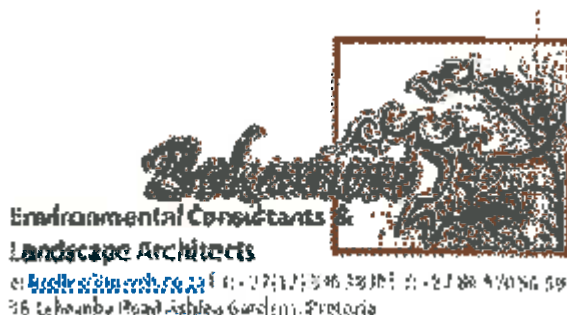
To whom it may concern

This serves as a reminder of the public meeting that will take place tonight at 18h00 at the **St. George's Hotel** for the proposed application for the Environmental Authorisation for the section of the Road K105 between **Nellmapius Drive and the K220**.

Take note that tonight's meeting will not entail discussions on the section of the proposed K105 that could potentially traverse a section of the Irene residential area. That is an entire different project to be known as the **Route determination of the section of Road K105 between Nellmapius Drive and River Road**. Another separate public meeting will be scheduled which will entail discussions and opportunities to comment on this **OTHER** section of the proposed K105 Road.

Please don't hesitate to contact us for any queries.

Kind regards,
George Gericke



Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 27 July 2011 01:44 PM
To: 'vonselen@netactive.co.za'
Subject: vonselen@netactive.co.za
Attachments: K 105 Stef BID .pdf; Public Notice EIA Phase.pdf; image001.gif

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:

- Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nellmapius Drive and the K220 - **GAUT 002/10-11/E0208** (Background Information Document was recently sent out – Meeting will take place in the near future).
- K105 from
Nellmapius to River
Road – **GAUT:
002/07-08/N1311**
(Public 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 public notices that were distributed for the above-mentioned projects.

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

the abovementioned projects.

Kind regards

George Gericke



LEBOMBO GARDEN BUILDING
38 LEBOMBO ROAD
ASHMEGA GARDENS
0081

P.O. BOX 11375
MARDELANA
0181

Tel: (012) 346 3810
Fax: 086 570 5859
E-mail: lizeleg@mwet.co.za
Website: www.Bokamoso.net



Background Information Document for ENVIRONMENTAL IMPACT ASSESSMENT

Application for the Environmental Impact Assessment (EIA) Authorisation for the section of
Road K105 Between Nelmapius Drive and the K220

PROJECT BACKGROUND

Notice is given, in terms of the new 2010 EIA Regulations published in Government Notice No. R543 of the National Environmental Management Act (Act No. 107 of 1998), of intent to carry out an Environmental Impact Assessment (Scoping phase) (i.e. Listing Notice 1, 2 & 3 – G.N. R544, 545 & 546)

Bokamoso Environmental Consultants were appointed by **Gauteng Department of Roads and Transport** to undertake to an Environmental Impact Assessment process for the proposed route determination of the section of Road K105 between Nelmapius Drive and the K220

THE PROPOSED PROJECT

The proposed project will consist of the following:

The route determination of the section of Road K105 between Nelmapius Drive and the K220.

THE PROPOSED SITE

Portion 41, 144, 145, 153, 159, 162, 171, 547, 590, 591, 647, 712, 747, 748 of the Farm Doornkloof 391 JR.

Remainder of Portion 2, 15, 41, 53, 105, 113, 152 of the Farm Doornkloof 391 JR.

Portion 3, 4 of the farm Olifantsfontein 410 JR.

Remainder of Portion 34 and remainder of the Farm Olifantsfontein 410 JR

Portion 14, 25 of the Farm Olifantsfontein 402 JR

Remainder of the Farm Olifantsfontein 402 JR

Remainder of Portion 6 of the Farm Sterkfontein 401 JR

Holding 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22 of Sun Lawns Agricultural Holdings

Road reserve of Glen Avenue.

LEGAL ASPECT OF PROJECT

In terms of Regulation No. R543 published in the Government Notice No. 33308 of 18 June 2010 of the National Environment Management Act, 1998 (Act No. 107 of 1998) a specific list of activities was identified which could have a detrimental impact on the receiving environment. These listed activities require environmental authorisation from the competent authority, i.e. the Gauteng Department of Agriculture and Rural Development (GDARD).

The application was submitted for the following activities in terms of the Government Notice R544, 545 & 546), 18 June 2010:

Indicate the number and date of the relevant Government Notice:	Activity No (6) (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">(i) canals;(ii) channels;(iii) bridges;(iv) dams;(v) weirs;(vi) bulk storm water outlet structures;(vii) maines;(viii) jetties exceeding 50 square metres in size;(ix) slipways exceeding 50 square metres in size;(x) buildings exceeding 50 square metres in size;(xi) infrastructures or structures covering 50 square metres or more <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 18	<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">(i) a watercourse;(ii) the sea;(iii) the seashore;(iv) the littoral active zone, an estuary or a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever distance is the greater. <p>but excluding where such infilling, depositing, dredging, excavation, removal or moving</p> <ul style="list-style-type: none">(i) is for maintenance purposes undertaken in accordance with a management

		plan agreed to by the relevant environmental authority; or occurs behind the development setback line.
Listing No. 1 R. 544, 18 June 2010	Activity 28	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.
Listing No. 1 R. 544, 18 June 2010	Activity 39	The expansion: (xvi) canals; (xvii) channels; (xviii) bridges; (xix) dams; (xx) weirs; (xxi) bulk storm water outlet structures; (xxii) marinas; 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.
Listing No. 2 R. 545, 18 June 2010	Activity 18	The route determination of roads and designs of associated physical infrastructure, including roads that have not yet been built for which routes have been determined before 03 July 2008 and which have not been authority in terms of the Environmental Impact Assessment Regulations, 2006 or 2008, made under section 24(5) of the Act and published in Government Notice No. R385 of 2008. (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); (ii) it is a road administered by a provincial authority; (iii) the road reserve is wider than 30 metres; or (iv) the road will cater for more than one lane of traffic in both directions.
Listing No. 3 R. 546, 18 June 2010	Activity 4	The construction of a road wider than 4 metres with a reserve less than 13,5 metres.
Listing No. 3 R. 546, 18 June 2010	Activity 13	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: (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. (2) The undertaking of a linear activity falling below the thresholds mentioned in Listing Notice 1 in terms of GN No. 544 of 2010
Listing No. 3 R. 546, 18 June 2010	Activity 16	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 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.
Listing No. 3 R. 546, 18 June 2010	Activity 19	The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre.
Listing No. 3 R. 546, 18 June 2010	Activity 24	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 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.

Accordingly, the proposed project requires authorisation from GDARD via the EIA process outlined in Regulation 543 published in the Government Notice no. 33306 of 18 June 2010 of NEMA.

After GDARD have issued an Environmental Authorization, interested and affected parties will be notified of the decision and of the opportunity to appeal to the MEC of the Department of Agriculture and Rural Development.

THE PUBLIC PARTICIPATION PROCESS

A Public participation process is being conducted according to the National Environmental Management Act, 1998 (Act No 107 of 1998) and the new Environmental Impact Assessment Regulations, June 2010.

1. Site notices will be erected (at prominent points on and around the study area).
2. Flyers were distributed to the neighboring properties and estates/ developments that may be affected by the proposed development. Not all these properties could be reached due to a lack of sufficient access to them and therefore these flyers, together with this Background Information Document will be sent via email to a preset list of possible interested an/or affected parties and surrounding landowners via email & registered mail.
3. Notices regarding the project will further be e-mailed and faxed to the councils in the area and possible stakeholders in the area.
4. An advertisement was placed in "Die Beeld" newspaper on 21 April 2011.

CONCERNS RAISED BY THE PUBLIC

Possible concerns to be addressed:

- Visibility
- Noise
- Dust
- Speed
- Safety and Security
- Maintenance of road
- Increase in traffic
- Ecological Surroundings
- "Sense of place"
- Rivers and Wetlands

PURPOSE OF THIS DOCUMENT

The purpose of this document is to provide information regarding the route determination of the section of Road K105 between Nelmapius Drive and the R220 and to provide possible stakeholders with an opportunity to register as Interested and/or Affected Parties (I&AP) and to add their comments and issues to our final reports that will be submitted to the Gauteng Department of Agriculture and Rural Development (GDARD).

In order to ensure that you are identified as an interested and/or affected party please submit your name, contact information and concerns regarding the proposed alignments, in within 30 days of receipt of this document.

Please do not hesitate to contact us if there are any questions in connection with the above-mentioned development.

Contact Person: George Gericke

Tel (012) 346 3810

Fax (086) 570 5859

E-mail lizelleg@mweb.co.za

Website: www.bokamoso.net

Figure 1: Locality Map

(Please note that the alignments indicated below only represent conceptual planning alternatives available as up to date).

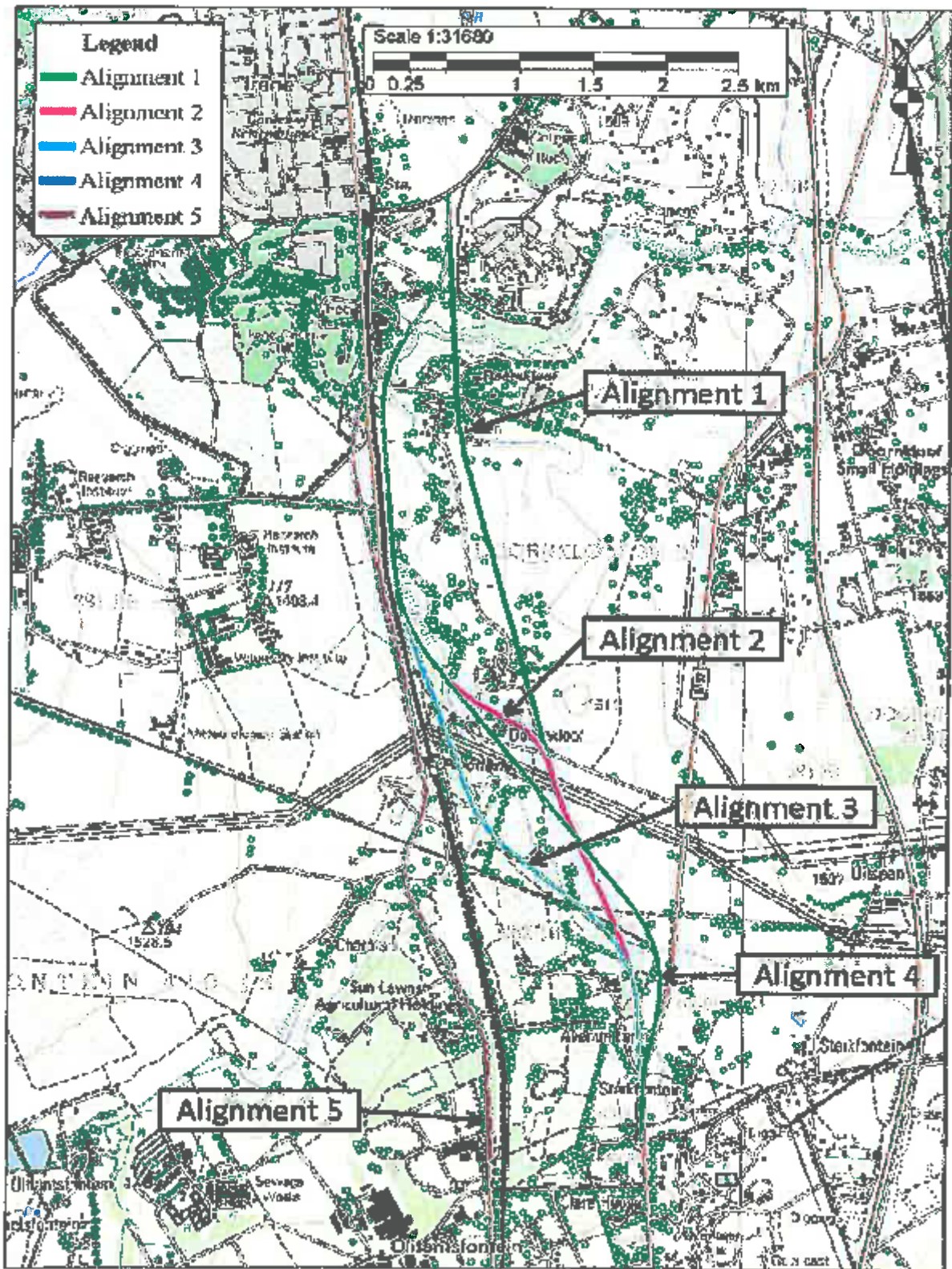


Figure 2: Aerial Map

(Please note that the alignments indicated below only represent conceptual planning alternatives available as up to date).

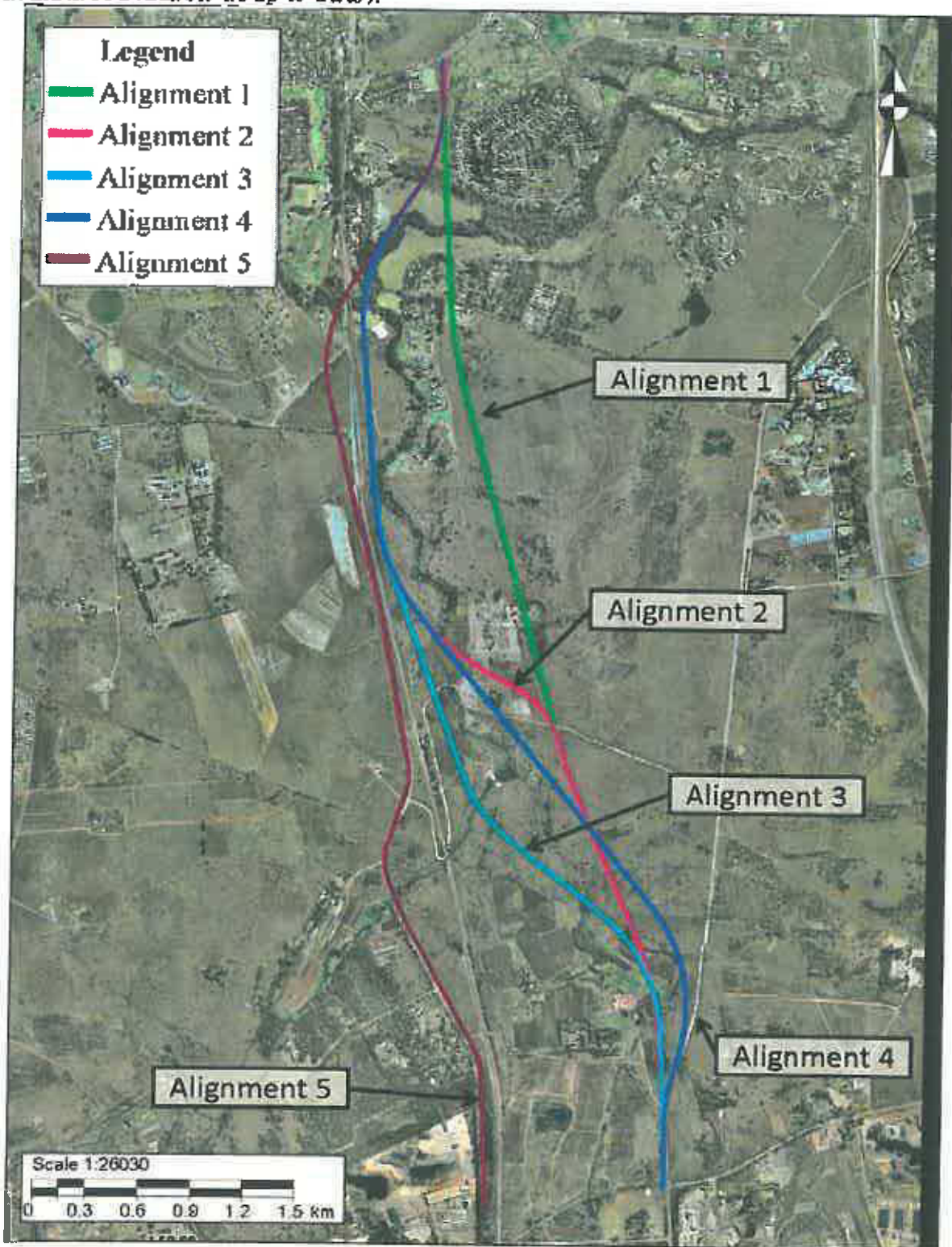


Figure 3: Regional Locality Map

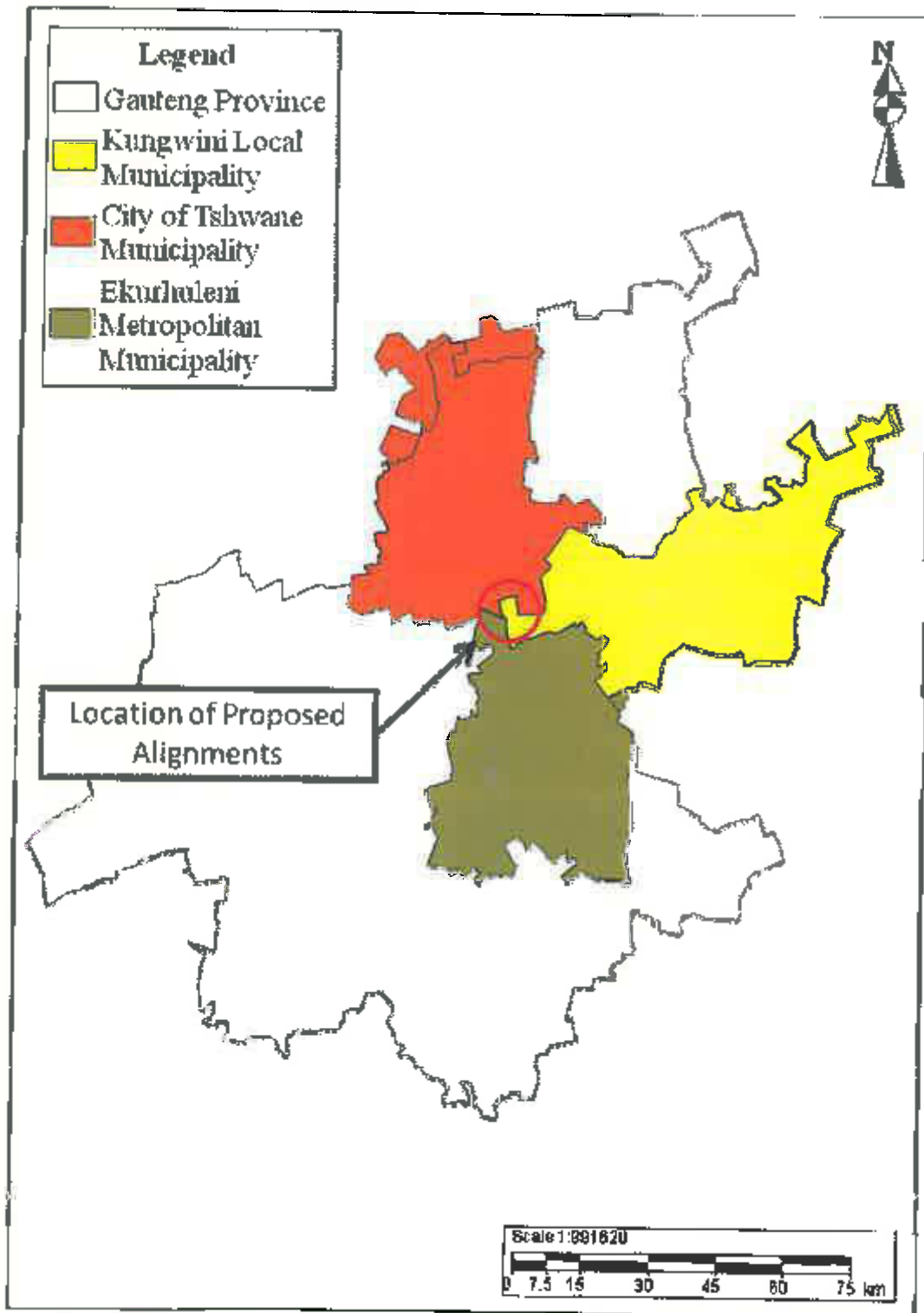
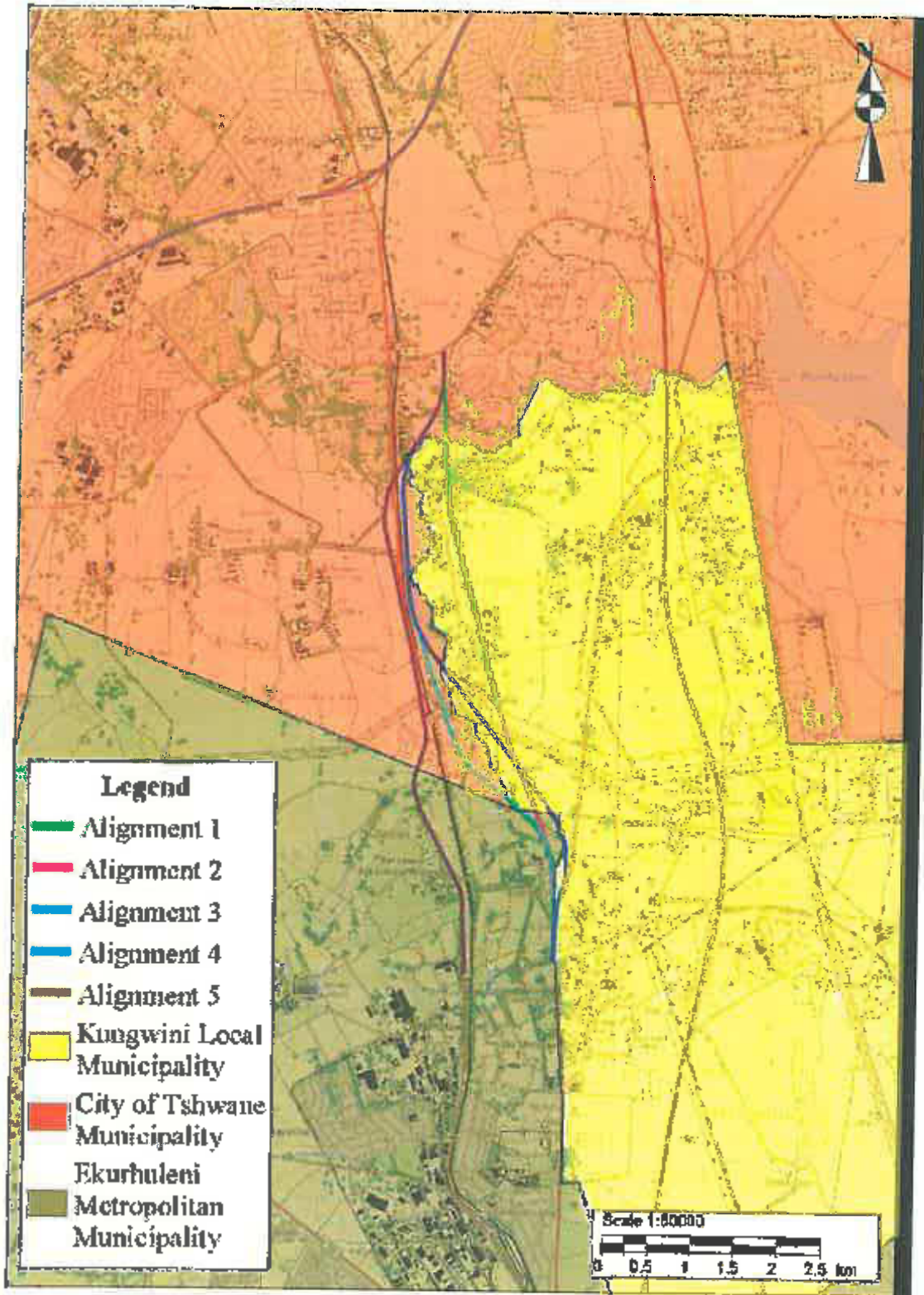
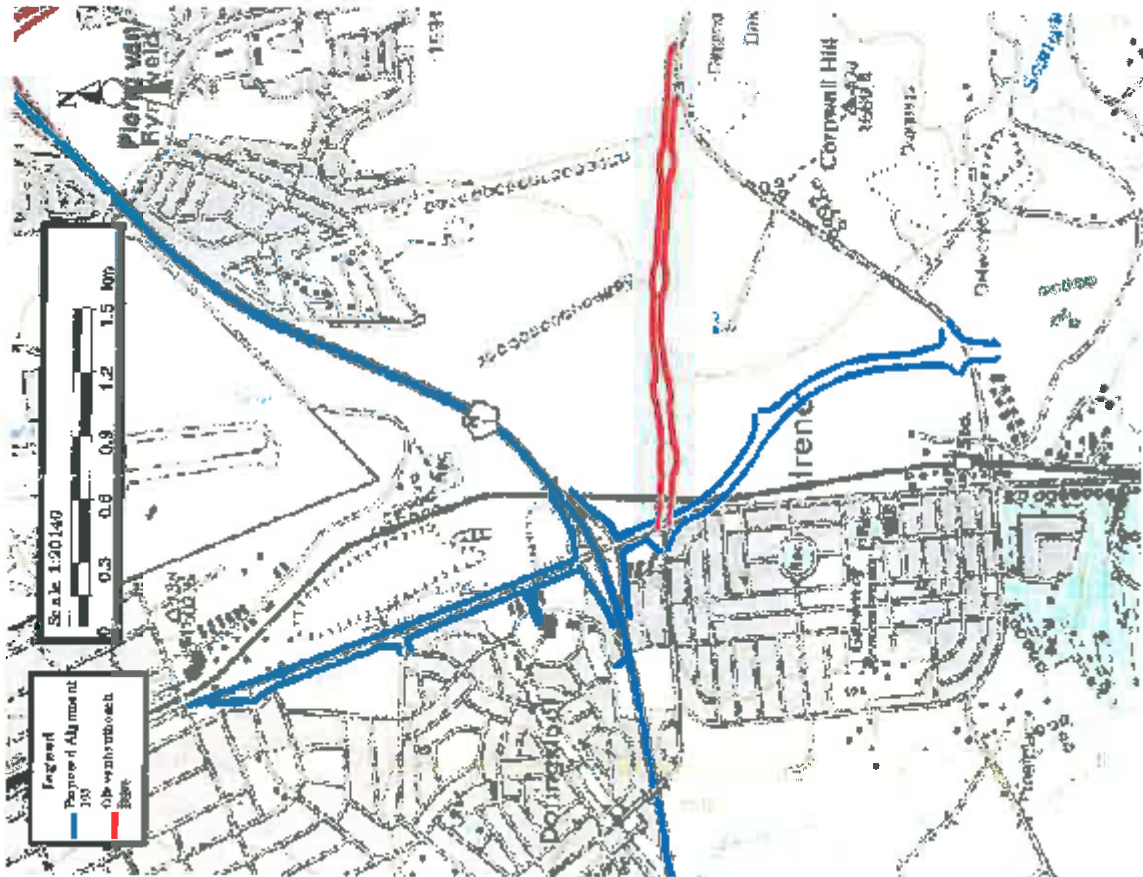


Figure 4: Local Government Map



Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (km 35.5) and River Road (km 40.5).



Public Notice

To all Interested and Affected Parties
 Botswana Environmental Consultants hereby notifies the surrounding residents, land-owners and tenants of this Proposed Development.

Notice is given of an application for Environmental authorisation that was submitted to the Granting Department of Agriculture, Conservation and Environment, in terms of regulation no. R385 published in the Government Gazette no. 28763 of 21 April 2006 of the National Environmental Management Act, 1988 (Act No. 107 of 1988) 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: Gaut 092/07-08/N1311
 Project description: Route Determination and Preliminary Design Phases of the K105 between Nellmapius Drive (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: main purpose is the one in ten year flood line of a river stream, or within 22 metres from the bank of a river stream where the flood line is unknown, excluding purposes associated with existing residential use but including - canals for one third of a mile (0.5 km); 21 April 2007 Activity 15: The construction of a road that is wider than 4 metres or that has a reserve wider than 6 metres, excluding roads that fall within the ambit of an authorised activity or which are reserved or less than 20 metres in width; 21 April 2007 Activity 16: the route determination of a road and design of a associated physical infrastructure, including roads that have not yet been built for which reserves 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(6) of the Act and published in Government notice No. R. 385 of 2006, where - (a) the 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) the road administered by a provincial authority (c) the road reserve is wider than 20 metres; or (d) the road will cater for more than one line of traffic in both directions.

Extent: The study area covers approximately 5 km in extent.

Name of the proponent JR 209 Investments (Pty) Ltd

Address: 111

Location: The involved section of the K105 lies in the quarter degree grid square 2528CC

(Crown) and stretches in a south-north direction from Nellmapius Drive, to hence, to River Road in Lytleton Manor.

Date of notice: 5 October 2010

Questions regarding this matter should be referred to:

Botswana Landscape Architects and Environmental Consultants

George Gerdes

P.O. Box 11376

Marakeha 0151

www.botswana.net

Tel: (012) 345 3810

Fax: (012) 460 7079

e-mail: botswana@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.

Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 21 July 2011 08:46 AM
To: 'mogomotsi.magome@inl.co.za'
Subject: RE: media query
Attachments: image001.gif

Hi Mogomotsi

We will still provide you with more in depth information in the form of our draft reports that will be made available to the public and to yourself in the near future.

1. All K-routes have been in planning for a long time and forms part of the overall Gauteng Transport routes. More information will be available in the Traffic Reports which will be attached as an annexure in our draft reports.
2. Some properties will definitely be affected more than others. These include properties that are located directly adjacent to the proposed road developments, and the properties which will be traversed by the proposed K105 section between Nelmapius Road and River Road. Keep in mind that these projects are for the route determination of the proposed K105, which implies that nothing is yet cast in stone.
3. We (Bokamoso Environmental Consultants) currently work on two sections of the proposed K105 route determination. These include the following:
 - Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road K105 between Nelmapius Drive and the K220 - **GAUT 002/10-11/E0208** (Background Information Document was recently sent out – Meeting will take place in on 1 August 2011 at the St. George's Hotel).
 - K105 from Nelmapius to River Road – **GAUT: 002/07-08/N1311** (Public meeting recently took place – you will be informed of another public meeting that will also take place in the near future).
 - Bokamoso is still in the process of consulting with all interested and/or affected parties in terms of the requirements as set out in the 2010 EIA Regulations in terms of the National Environment Management Act, 1998 (Act No. 107 of 1998).
4. All the feedback from the registered interested and/or affected parties will be available in our draft document in the form of an 'Issues & Response Report' which will form part of the Public Participation section in the draft and final EIA report. All correspondence will also be included in this section.
5. More information will be available in the Traffic Impact Assessments (will be annexure in our reports).
6. Such Environmental processes consist of a Scoping Phase and an EIA (Environmental Impact Assessment) Phase. The section of Road K105 between Nelmapius Drive and the K220 are currently in the Scoping Phase, whereas the section of the K105 from Nelmapius to River Road is currently in the EIA Phase.
7. The applicant for the section between Nelmapius Drive and the K220 is WSP on behalf of Gautrans. The applicant for the section between Nelmapius Road and River road is M&T Development on behalf of Gautrans.

You were placed on our interested and/or affected party list and we will inform you of any meetings or draft reports which will be made available on our website (www.bokamoso.net), and in hard copy at public places within the Irene area.

Kind regards,
George Gericke



From: Mogomotsi Magome [<mailto:Mogomotsi.Magome@inf.co.za>]
Sent: 20 July 2011 05:28 PM
To: 'lizelleg@mweb.co.za'
Subject: FW: media query

Hi George

Checking on the response to the media query.

Regards

From: Mogomotsi Magome
Sent: 19 July 2011 10:35 AM
To: 'lizelleg@mweb.co.za'
Subject: media query

Hi George

I spoke to you briefly yesterday, apologies for only sending the e-mail now. The following questions relate mainly to the proposed K105 between Nelmapius Drive and River Road. Please include any other information you deem necessary for this story.

1. What has necessitated the building of the K105 between Nelmapius Drive and River Road and that between Nelmapius Drive and K220?
2. Are there properties that will be affected by the proposed K105 between Nelmapius Drive and River Road?
3. If so, how will they be affected?
4. Has Bokamoso been in consultation with the people that are most likely to be affected by the road?
5. What has been the feedback from them?
5. According to the minutes of a meeting held with the community on 24 May 2011, there was an alternative to the building of the road that would have cost about R60 million. Is this correct? Please elaborate on this.
6. At what stage are both the proposed developments, i.e. Has Environmental Impact Assessment studies been done, have they been approved etc.
7. Exactly who (Gauteng provincial government, SANRAL etc) is Bokamoso doing the consulting for in this project?

Please include further information that may be necessary for the story.

Kind regards

You were placed on our interested and/or affected party list and we will inform you of any meetings or draft reports which will be made available on our website (www.bokamoso.net), and in hard copy at public places within the Irene area.

Kind regards,
George Gericke



From: Mogomotsi Magome [mailto:Mogomotsi.Magome@inl.co.za]
Sent: 19 July 2011 10:35 AM
To: 'lizelleg@mwweb.co.za'
Subject: media query

Hi George

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1. What has necessitated the building of the K105 between Nelmapius Drive and River Road and that between Nelmapius Drive and K220?
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7. Exactly who (Gauteng provincial government, SANRAL etc) is Bokamoso doing the consulting for in this project?

Please include further information that may be necessary for the story.

Kind regards

Mogomotsi Magome
Pretoria News
012 300 2631

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Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 18 July 2011 05:04 PM
To: '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@inf.co.za'; 'visserliz@mweb.co.za'; 'ceo@phasa.co.za';
'tlane@telkomsa.net'; 'naasvdwalt@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'; 'bea@tph.co.za'; 'thewilfs@mweb.co.za';
'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
Attachments: Public meeting.pdf; image002.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



Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 18 July 2011 05:03 PM
To: 'Brian.melville-Smith@barloworldmotor.com'; 'patjay@axcess.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'; 'lighthouse@mweb.co.za'; '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'; 'martyhounsom@gmail.com'; 'marketing@irene.co.za'; 'riaan.pheiffer@ericsson.com'; 'arline@irenetowncrier.co.za'; 'eugene.klopper@r-evolution.co.za'; 'martin@lgtools.co.za'; 'naasvdwalt@mweb.co.za'; 'online1146190@telkomsa.net'; 'edumeyer@iburst.co.za'; 'kitto@icon.co.za'; 'gavin@nad.bz'; 'footj@unisa.ac.za'; 'fbirkholtz@gmail.com'; 'herman@integrat.co.za'; 'sian@methchurch.org.za'; 'chriscg@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.grayling@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
Attachments: Public meeting.pdf; image001.gif

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

Kind regards

George Gericke


Environmental Consultants &
Landscape Architects
P.O. Box 1700, Ashburton, 6013
Tel: +27 (0) 31 25 846 34300, Fax: +27 (0) 31 25 846 34300
25 Ashburton Road, Ashburton Gardens, Pretoria

Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 18 July 2011 04:54 PM
To: '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';
'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'
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
P.O. Box 1111, 546 Strand Street, - 2013, 479 SA, 59
16 Lebombo Road Ashlea Gardens, Pretoria

Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 18 July 2011 04:52 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'; 'smutthouse@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@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'
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.

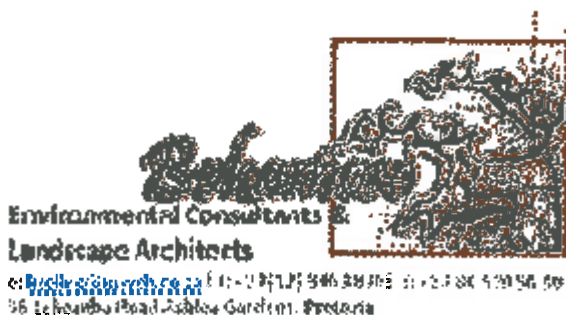
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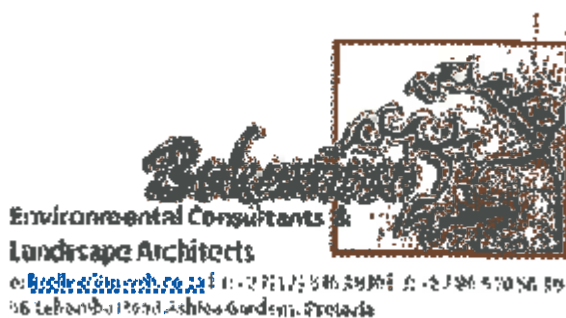
From: Lizelle Gregory <lizellig@mweb.co.za>
Sent: 18 July 2011 01:51 PM
To: 'marketing@irene.co.za'
Subject: RE: K 105 Projects Interested and/or Affected Parties
Attachments: image001.gif; image002.jpg

Hi Heather

I want to thank you for your assistance. Please don't hesitate to contact me for any additional information or queries.

Kind regards

George Gericke



From: Irene Landowners Association [mailto:marketing@irene.co.za]
Sent: 18 July 2011 12:27 PM
To: Lizelle Gregory
Subject: Re: K 105 Projects Interested and/or Affected Parties

Hi George

I've mailed & sms'd our residents.

thanks



On 18 Jul 2011, at 11:52 AM, Lizelle Gregory wrote:

Hi Heather

I am sending out the invitations as we speak. The time will be 18h00 at the St. George's Hotel on 1 August 2011.07.18

Kind regards

George Gericke
<image001.gif>

From: Irene Landowners Association [mailto:marketing@irene.co.za]
Sent: 18 July 2011 11:40 AM
To: Lizelle Gregory
Subject: Re: K 105 Projects Interested and/or Affected Parties

Hi again George

I'd like to get residents to reserve the date 1 August for your meeting to ensure a good turnout. Can you confirm and advise a time please?

thanks
<image002.jpg>

On 15 Jul 2011, at 11:24 AM, Lizelle Gregory wrote:

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
<image002.gif>

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
<image001.jpg>

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:

- Application for the Environmental Impact Assessment (EIA) Authorization for the section of Road **K105** between Nellmapius Drive and the K220 - **GAUT 002/10-11/E0208** (Background Information Document was recently sent out – Meeting will take place in the near future).
- K105 from Nellmapius to River Road – **GAUT: 002/07-08/N1311** (Public 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 Nellmapius to River Road** that was held at the St. George's Hotel on 24 May 2011.

Alfred

From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 18 July 2011 11:54 AM
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'; 'mheyms@investmech.com'; 'ewald1006@mweb.co.za'; 'ncmalan@gmail.com'; 'orasbo@gmail.com'; 'jankraaij@keymaxprop.co.za'; 'foxtrailers@mweb.co.za'; 'johanm@itse.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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<Public Meeting 24 May 11 St George Hotel.pdf>

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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'; 'Meryl.Pretorius@transnet.net';
'sandile.simelane@transnet.net'
Subject: FW: Application for the Environmental Impact Assessment (EIA) Authorisation for
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From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 18 July 2011 11:57 AM
To: 'jonathan.greengrass@sita.co.za'; 'ianmac@gafrika.com'; 'Huw@oreport-international.com.sg'; 'sharon.pen@telkomsa.net'; 'trumpc@wol.co.za'; 'creltz@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'; 'thewillis@mweb.co.za'
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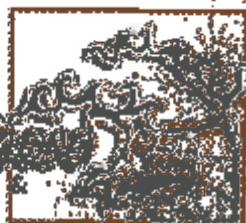
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e: info@benzuresources.co.za t: +27(0)21 946 2310 f: +27(0)21 946 2311
16 Tekonbu Road Ashke Gardens, Pretoria



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From: Lizelle Gregory <lizelleg@mweb.co.za>
Sent: 18 July 2011 11:56 AM
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.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'
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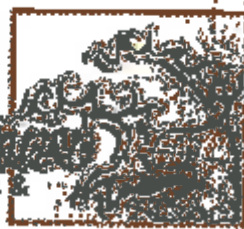
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06 246 4200
e: bully@bully.co.za f: +27(12) 346 4200 g: +27(6) 920 50 50
96 Lekkerbuis Road Ashlea Gardens, Pretoria



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© lizelleg@mweb.co.za | Tel: +27(0)11 546 3210 | Fax: +27(0)11 546 3210
36 Lebonheur Road - Oaklee Gardens, Pretoria

