

MR201 PUBLIC MEETING MEETING

11/06/2019

12:00 Boschenmeer Conference Hall

ATTENDANCE

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| Mehdi Haider | W.D Bourbon Leftley |
| Michael Hendrickse | Leon Pienaar |
| Guillaume Nel | Philippa Huntly |
| Carina Nel | Angelique Strauss |
| Heloise Groenewald | Winston Travill |
| Kevin McShannon | Magda Christians |
| Tersia Venter | Johan Durr |
| André du Toit | PJ le Roux |
| Carel Lotz | Jan Hanekom |
| Deon Rossouw | Arnelle Collison |
| Steve Sutcliffe | Lochner Joubert |
| Karl Feil | Louis Pienaar |
| Louis Visser | Leslee Durr |
| Andreas Lehmacher | |

DISCUSSION

Guillaume Nel – Idea of the meeting is to do an introduction of the proposed project and also to get feedback from the Interested and Affected Parties (I&APs) to make sure that we take everyone’s opinion into consideration. There is still a lot of work to be conducted as the process is at the beginning phase.

As part of the proposed development, land will have to be acquired which might result in certain individuals to be happy while others might not be happy with the proposed development. In future, smaller focus group meetings will be facilitated with I&APs.

It is proposed that Main Road (MR) 201, also known as the R301 or Wemmershoek Road, be upgraded to support two lanes in both directions. The dualling is proposed from the N1 to just South of the Pearl Valley entrance. The Provincial Department of Transport and Public Works is the applicant / proponent of the proposed development; while Guillaume Nel Environmental Consultants (GNEC) is the appointed Environmental Assessment Practitioner (EAP).

The worst case scenario of the proposed development will be presented in the public meeting.

Status Quo – 12 508 vehicles use MR201 on a daily basis, total counts were taken on Thursday, 25 October 2018.

Overview of existing and proposed developments within the area – Drakenstein Municipality indicated that 22 000 housing units are proposed in the area. The area South of the N1 have been included in the urban edge of Paarl.

The proposed development will entail 43 stormwater structures to be upgraded, of which four are located within watercourses.

Application will be made in terms of the National Environmental Management Act (NEMA); with the Department of Environmental Affairs and Development Planning (DEA&DP) being the competent authority. Other Governmental Departments such as CapeNature are commenting authorities in the application process. Everyone's comments should be included as part of the application process. The people present at the meeting has an interest in the proposed development.

The proposed development consist of two listed activities being the widening of the road, as well as the upgrading of the stormwater structures.

Both a Botanical and Freshwater Assessment has been conducted. Botanical constraints near Pearl Valley have been stipulated by the botanist.

Overview of EIA process: Notice of Intent to Apply (NoI) has been submitted to the DEA&DP & the pre-application meeting with the DEA&DP was already conducted. We are currently in the process of compiling the Basic Assessment Report (BAR) and the process onwards is to notify I&APs when the first public participation period commences (everyone attending the meeting will be informed during the application process). Electronic and hard copies of the report will be made available, with a copy of the report and addendums being uploaded onto GNEC's website. A hard copy of the documentation will also be made available at the local public library. I&APs will get 30 days to review documents and provide comments. Focus group meetings will be facilitated as required. After the first public participation period (PPP) the process will be repeated after which the formal application will be submitted to the DEA&DP. A third PPP round will be conducted after the formal application has been submitted to DEA&DP and the final BAR will be submitted within 90 days from the submission of the formal application. I&APs will be notified of the decision reached by the DEA&DP.

An application for a Water Use Licence will be submitted to the Department of Water and Sanitation in terms of the National Water Act for the Section 21(c) and (i) water uses required for the upgrading of the culverts. A road reserve of roughly 50 metres is required as part of the proposed development. The preferred alternative at this stage is to widen the road and road reserve to the East. Issues are clearly associated if the road reserve is widened towards Boschenmeer (to the West).

Overview of the proposed widening for the remainder of the road. The black line is the road reserve, not the road.

Engineers have been appointed to assess the safety / stability of the dam wall.
One property within the road reserve, being the church building, faces the possibility of being demolished.
The current layouts indicate the worst case scenario.
Three botanical areas have been identified by the botanist, Dr Dave McDonald, including Swartland Alluvium Fynbos – high to medium impact; Swartland Shale Renosterveld – medium to low impact; and Boland Granite Fynbos – low to very low impact.
Alternatives should also be considered and this is required in terms of NEMA. All impacts should be assessed – including the impacts associated with the alternatives.
The Alternative is for the road and road reserve to bend to the West of the road – this option will provide relief to Magda (the church).
That concludes the presentation and questions are welcome.

Deon Rossouw – The alternative shown was only for the first section of the road. Are there drawings for the entire road?

Guillaume Nel – Drawing of the alternative for the entire length of the road has not yet been compiled, but includes MR201 to be widened to the West.

Philippa Huntly – Which option is the Preferred Alternative?

Guillaume Nel – The widening to the East.

P.J le Roux - How many metres will the road reserve be widened to the East?

Mehdi Haider – The existing road reserve is 25 metres with an additional 25 metres required amounting to 50 metres in total.

Karl Feil – Taking the interest of Boschenmeer into account. Will the boundary wall remain and be incorporated in the road reserve?

Guillaume Nel - Yes

Magda Christians – States that the preferred alternative for the church is the second alternative. The church will be the only formal structure to be lost with the preferred alternative. The farms only support orchards, not buildings and therefore the second alternative should be considered.

Guillaume Nel – Asks opinion of Mr Leflley regarding the second alternative.

W.D Bourbon Leflley – Does not like the second alternative.

Guillaume Nel – The commercial areas will be taken into account and we will assess both options. Before we circulate a report we would like to receive comments from everyone.

PJ le Roux – Asks whether the second alternative will affect the electrical sub station located at the entrance to Pearl Valley.

Guillaume Nel – No, the sub station will not be affected.

Karl Feil – Asks whether the meeting is the platform to raise issues with regards to bus stops etc.

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| Guillaume Nel – No, the purpose of the meeting is only to give an introduction to the project. |
| Jan Hanekom – Is there a possibility that the road reserve can be narrower? Guillaume Nel – The developments to the East made provision for a building buffer area of 40 metres. The current proposal is the worst case scenario. |
| Erik Raimond – Bulk Civil Services Servitude is located to the East. Can the bulk services be accommodated within the road reserve? Guillaume Nel – This option should be considered. |
| Jan Hanekom – Asks whether we are aware of the assessment regarding the overhead lines on the Eastern side of the road? Guillaume Nel – Asks who wants the overhead lines? Jan Hanekom – Eskom through Drakenstein Municipality |
| Karl Feil – What is meant with preferred? Guillaume Nel – Alignment and cost. An independent evaluator will be appointed. The zoning etc. will be taken into account in order to determine the value of the portion to be expropriated. If people are not happy with the value, they can appoint their own evaluator. The social aspects will also be considered. A lot of sentiment with regards to church building. |
| PJ le Roux – Timeframe of the process? Guillaume Nel – Realistically between middle to August of next year for an Environmental Authorisation. PJ le Roux – Is Province ready to begin with the project? Guillaume Nel – Yes, MR201 is a priority road. |
| Jan Hanekom - Length of the construction period? Mehdi Haider – 24 months which is a rough estimate. |
| Jan Hanekom – Has any access roads been considered? Guillaume Nel – Boschenmeer gate 1 to move to the original location with a possible roundabout or traffic light proposed. The access roads will be determined as the process evolves. At this stage we only have an alignment. |
| Leon Pienaar - Fraaigelegen also has a development approval. Guillaume Nel – We will obtain information regarding the development. |
| Guillaume Nel – Asks everyone to please sign the attendance register which ensures that we have the required contact details. Everyone can contact GNEC should there be any further queries. |
| Magda Christians – Asks for the alternative drawings. Guillaume Nel – We will provide Magda with the required drawings. |
| Guillaume Nel – Thanks everyone for attending the meeting. |

PJ le Roux – Two additional developments have been approved, located to the North of Zanddrift and adjacent to the N1. The approved access road might be impacted by the proposed dualling and should be taken into account.