

PROPOSED N21 (R300) CAPE TOWN RING ROAD
INFORMATION SHARING MEETING

DATE: 25th February 2004
TIME: 10h00-11h00
VENUE: Ahlan Wasahlan, Weltevreden Road, Philippi

1. ATTENDANCE

PRESENT		ORGANISATION
Mrs R Jappie	RJ	Ahlan Wasahlan Brick Manufacturers
Mr Y Jappie	YJ	Ahlan Wasahlan Brick Manufacturers
Mr F Jappie	FJ	Ahlan Wasahlan Brick Manufacturers
Mr A Jappie	AJ	Ahlan Wasahlan Brick Manufacturers
Grant Blewett	GB	Blewett Property Administrators, Brokers & Valuers
Trevor Blewett	TB	Blewett Property Administrators, Brokers & Valuers
Theunis van Schalkwyk	TS	Engineering Joint Venture
E Herschell	EH	Chand Environmental Consultants

3. INTRODUCTION

TS thanked those present for attending the meeting. He stated that the aim of this meeting was to inform the landowner of the alignment position, gain feedback regarding the proposal, to answer queries and to record any concerns that attendees may have. He noted that a meeting had been held previously with the Mssrs Blewett to discuss this property.

4. DISCUSSION

TS provided background to the project by explaining the unsolicited proposal, made by a private consortium of companies, Penway. The SANRAL (South African National Roads Agency), has awarded scheme developer status to Penway, and a final proposed alignment for the road has been developed over the last two years. Three processes would need to be approved by government for the road to be built: an environmental, declaration of a national road and declaration of a toll road. If approval is given, the project would go out to tender and the concessionaire (not necessarily Penway), would build, operate and toll the road for a period of thirty years.

TS stated that Chand Environmental Consultants were the independent consultants leading the environmental process. It is their function to independently record comments and concerns from the public, and to incorporate these concerns into the Environmental Impact Report (EIR), which is to be submitted to the Minister of Environmental Affairs.

TS described the proposed alignment that would traverse Mrs Jappie's property. He noted that it would be a limited access freeway, and one could only get on or off

at certain ramps along the route. However, they would not cut off any existing accesses to properties.

RJ asked where Prince George drive would intersect the road.

TS indicated the position where Sector 1 and Sector 5 intersects with Prince George Drive. TS further stated that the Sector 5 alignment utilised the Cape Flats Freeway proposal made by the City of Cape Town (CCT). He noted that Penway had offered to incorporate it into the scheme. This had been accepted by CCT. This sector of road would then be tolled. He added that it would not be elevated as planned by the CCT.

TS explained that if the road was approved, the SANRAL leads a 'land acquisition process', where more than one independent land valuer determines a price for compensation. They are to take into account business rights, buildings etc.

RJ noted that she did not see a problem, as long as compensation was adequate.¹ She noted, however, the emotional impact of her home and business being taken for the proposed route and the impact of uncertainty and not being able to make future plans for her home or business.

EH noted this impact.

RJ asked what the timing would be on the road's construction.

TS answered that if all processes were approved, construction would begin in 2005/2006 and the entire route would have to be built by the concessionaire within three years.

TB noted that Mrs Jappie perhaps had an opportunity to buy the adjoining property, and if so she would still have access to this property via Weltevreden Road.

TS noted that no accesses to properties would be cut off. He asked if the attendees if they knew the names and contact details of their neighbours.

RJ listed the following people:

Name	Contact Number
Adam	371 5600
Schultz	371 5101
Darwood	919 1273
Anthony	374 9487
Josephs	Renting house on property

¹ After this meeting, Ms R Jappie submitted a letter (dated 24/02/04) stating that she did not agree with this proposal. This letter is incorporated into Volume 2 Appendix 2M of the Environmental Impact Report.

4. CONCLUSION

T van Schalkwyk closed the meeting at 11h00.