

Proposed N21 (R300) Cape Town Ring Road
Notes from Information Sharing Meeting

TIME: 12h00 – 13h00
DATE: Tuesday, 14th January 2003
VENUE: 2nd Floor, Liebenberg and Stander Centre, Foreshore

1. Attendance

NAME	ORGANISATION
Sadia Chand	Chand Ecosense JV
Desiree du Preez	Chand Ecosense JV
Christine Unger	Chand Ecosense JV
Patrick Cox	Land owner: Cape & Transvaal Land & Finance Company (Pty) Ltd
Poens Venter	Penway Consortium

2. Issues arising

COMMENTATOR	COMMENT	RESPONDENT	RESPONSE
P Cox	I am a landowner in the area of section 2 of the proposed R300 toll road, between Strandfontein Road and Vanguard Drive. I am concerned about the impacts on myself as a landowner, should the proposed road cut through my properties. I mine sand on a number of these properties. They also have a commercial value. Would I receive compensation for loss of land and sand reserves and/or would the properties be purchased from me by Penway?	P Venter	The final alignment of the road has not yet been finalised. The City of Cape Town prefers the Baden Powell alignment as opposed to Penway's proposed alignment (which would be the one which would affect Mr Cox). The City of Cape Town still needs to conduct studies on the alignment before a decision can be made about its suitability. Only once the basic alignment has been finalised, will Penway proceed with detailed design. This will take place in consultation with the affected landowner, before the final diagrams of the alignment

			<p>were forwarded to the South African National Roads Agency Ltd (SANRAL). SANRAL would then purchase the land needed for their road reserves only, unless left over sections of erven become uneconomical to the landowner, in which case the unviable sections of land could be purchased as well. These decisions would be the outcome of negotiations with the individual landowner. Furthermore, SANRAL would take into account affected mineral rights, value of lost agricultural land etc. and would send an independent evaluator to assess the value of the land to be purchased from the landowner. No land is to be expropriated by SANRAL for this project. Note that only SANRAL would purchase land and NOT Penway, who, as the concession holder, could not own this land on which the concession was granted.</p>
P Cox	The new road	P Venter	Correct.

	would possibly devalue my land in the area, but I understand that SANRA will only purchase the land that they need for the road reserves.		
		S Chand	Is there any part of your land, which is particularly valuable, so that it should possibly be considered when the final alignment design is finalised?
P Cox	My properties have different amounts of sand reserves on them and it would be preferable to me if land, where all the sand reserves had already been mined, would be affected.	P. Venter	Note that land with commercial value which is affected is an issue that would need to be addressed by SANRAL and this would form the basis of purchasing negotiations with the landowner.
P Cox	Have any studies (for example, the botanist's report) been carried out in the area for the purposes of the EIA, found any vegetation of value on his land, and are such reports going to be made available to him and the public?	D Du Preez	No particularly important vegetation was reported in the region of his property.
		S Chand	The botanist's report is currently only in draft format and will only be officially released with the EIA document.
P Cox	Would this new road create opportunity for rezoning current agricultural land in	P Venter	I am not sure. The relevant authorities would need to be contacted.

	the area and so increase its value?		
P Cox	I am concerned about the possibility of a potential squatter problem on my land, should a road pass in its proximity.	P Venter	The proposed road is to be a limited access freeway with better law enforcement than regular roads due to it being a toll road. There would be 24hr patrols for example. This should bring down the risks of squatter problems, although it would be the landowner's responsibility to manage this, as Penway is not involved beyond the road reserve of the road.
P Cox	Are any pay points planned near my property?	P Venter	A payment point in the area was envisioned, but this would depend entirely on the final design of the road alignment. A conceptual idea should be available by June this year.
		S Chand	Once the final alignment is known, Penway engineers will liase with you regarding the details of the alignment across your land.
P Cox	Yes, certain alignments would suit me better than others.	P Venter	Note that it is Penway's aim to resolve such issues with a win-win outcome.
P Cox	Have any other parties in this area commented on the proposal?	P Venter	No notable comments had been received, but all relevant documentation had been sent to the

			landowners in the area.
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3. Conclusion

All parties agreed on a positive note that the way forward was to await the decision on the final basic alignment at which time Penway engineers would liaise with P. Cox as to the final detailed alignment should the route fall within his property and negotiations with SANRAL could take place regarding purchase/compensation for his loss of land.

S Chand thanked all those present for attending and closed the meeting at 13h00.