
Appendix B

CONSULTATION AND PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED ROUTE DETERMINATION FOR PHASE 1 OF THE GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS



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REPORT: CONSULTATION AND PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED ROUTE DETERMINATION FOR PHASE 1 OF THE GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS



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Table of Contents

1. Introduction.....	3
2. Purpose.....	3
3. Approach	3
4. Findings.....	5
5. Conclusion and Recommendation.....	5

Annexures

Annexure A - Notice of Proposed Route Determination for Phase 1 of the Gauteng Rapid Rail Integrated Network Extensions

Annexure B - Consultation with Bulk Services Providers & Affected Government Stakeholders

Annexure C - Public Participation

List of Tables

Table 1: Public Comments per category

1. Introduction

Route Determination, including the public participation process thereof, is legislated by the Gauteng Transport Infrastructure Act (GTIA) and is the first phase of the process of defining the railway reserve. The public participation process recently concluded, which formed part of the determination of the route for Phase 1 of the proposed GRRIN extensions, duly followed the GTIA requirements.

The GTIA prescribes that the notice of the proposed route/s be published in the Provincial Gazette. The notice must include:

- i. A broad description of the of the proposed route/s.
- ii. Where the preliminary route report & environmental report can be inspected.
- iii. An invitation to all interested and affected parties to comment in writing before closing date, not less than 30 days after publication of the notice.
- iv. A reference to the regulatory measures which take effect in terms.

2. Purpose

The purpose of this report is to apprise the MEC for Public Transport and Roads Infrastructure on the Consultation and Public Participation Process that was undertaken as part of the proposed Route Determination for Phase 1 of the GRRIN Extensions. This report together with copies of the Preliminary Route Alignment Report, as well as the Environmental Screening Report thereof are intended to enable the MEC to determine the route for Phase 1 of the proposed GRRIN Extensions.

3. Approach

The notice for the Route Determination for Phase 1 of the GRRIN Extensions was placed in the Provincial Gazette on 13 July 2021 (Attached Annexure A). The GMA, in addition to the legislated requirement, also published the notice in the Sowetan, Star, Die Beeld (all on 09 July 2021), Randburg Sun (15 July 2021), and Sandton Chronicle (14 July 2021). Relevant information has also been made available on various digital platforms throughout the comments period. (09 July 2021 - 15 August 2021).

The consultation with bulk services providers & affected Government stakeholders is contained in **Annexure B** whilst public comments received through the public participation process are contained in **Annexure C**.

These public comments received were categorized into one of the following categories:

- a) EIA Related Comment
- b) Request for Further Information
- c) General Comment
- d) Objection to alignments

- e) Objection to the GRRIN Project
- f) Registering as I&AP
- g) No objection

The impact of the comments and the classification are as follows:

3.1 EIA Related Comment

The environmental scope of work that is done as part of a Preliminary Route Determination is very limited. The environmental screening that was done as part of this Preliminary Route Determination was done to identify clear fatal flaws in the alignments from an environmental point of view. The full Environmental Impact Assessment will only be done as part of the Preliminary Design phase. Some of the comments that have been received are related to environmental issues like noise pollution, possible habitat destruction, etc. All these aspects will be dealt with in detail during the full EIA that will be done during the Preliminary Design phase. The EIA will also identify possible mitigating measures that will be incorporated into the design. The comments that have been classified under this classification has **no impact on the proposed alignment** and can therefore be ignored as part of the Preliminary Route Determination process. These comments will be carried forward to the Preliminary Design stage of the project.

3.2 Request for Further Information

There were requests for additional information. All these requests were provided with the additional information. **These requests do not have any impact on the alignments.**

3.3 General Comment

Some of the comments received were merely statements which were not applicable to any of the alignments. **These do not have an impact on any of the alignments.**

3.4 Objection to the alignments

Most of these comments were from I&AP's which are directly impacted by at least one of the proposed alignments. Direct impact on properties is not avoidable. If the alignment is moved to avoid a property, it is inevitable that an adjacent property will be affected, and another similar comment can be expected. **Comments received were typical comments and do not warrant any change in the proposed alignments.**

3.5 Objection to the GRRIN Project

Some of the comments received were clearly aimed at discrediting the GRRIN project. These I&APs did not comment on any of the proposed routes. Some of these comments speculated about the appropriateness of the extensions to the GRRIN and if the GRRIN will be financially viable. This question clearly fell outside the scope of this phase of the project. These comments cannot be addressed as part of the Preliminary Route Determination process and should be dealt through another forum. **These comments do not have any impact on the alignments proposed.**

3.6 Registering as I&AP

These comments received were requests to be included in any future engagements with the public by the Gautrain Management Agency. **These do not have any impact on the proposed alignments.**

3.7 No objection

There were comments received which are supportive of the GRRIN Project. These came from representative bodies which would like to be involved in the future planning and execution of the project. **These comments do not have any impact on the Preliminary Route Determination**, but these parties will be valuable partners to the project and should be engaged during the Preliminary Design stage of the project.

4. Findings

Submissions from 53 I&APs were received of which four addressed more than one of the above classifications. Thus, a total of 57 comments were received from 53 I&APs. Table 1 below provides a summary of how many comments were received per category.

Figure 1: Public Comments per category

Category	Number of Comments	Impact on Alignment (Y/N)
EIA Related Comments	6	N
Request for Further Information	11	N
General Comment	7	N
Objection to Alignments	17	N
Objection to the GRRIN Project	12	N
Registering as I&AP	2	N
No objection	2	N

Seventeen of the 57 of the comments received were made directly on the proposed alignments. These seventeen comments were mainly made by those communities which will be directly affected by the proposed alignments.

A fair number of comments received raised objections to the overall GRRIN Extensions Project. Although these falls outside of the GTIA process, they were all responded to as part of the consultation with bulk services providers & affected Government stakeholders, as well as the public participation process.

5. Conclusion and Recommendation

To make any conclusions regarding the comments received, it must be noted that the request was for the bulk services infrastructure providers, applicable Government departments and entities, as well as the public to comment on the alignment as indicated in the accompanying documents (Route determination report, environmental screening report, drawings of the 3 x possible route alignments, as well as the proposed alignment). It is therefore important to assess these comments in terms of their applicability to the

Preliminary Route Determination process. Comments that were related to the opposition of the overall GRRIN Extensions project will be comprehensively dealt with in the Feasibility Study process of the project.

Further to this, some of the comments were made from an environmental point of view will be addressed in much more detail during the Preliminary Design phase of the GRRIN. The Preliminary Design process requires a full Environmental Impact Assessment to be conducted. During the EIA the relevant specialists' studies will be conducted and the impact of the GRRIN on the environment will be assessed. If the EIA finds grounds for making changes to the proposed alignment, then these will be incorporated into the design.

It is the project team's view that none of the comments received have a material impact on the preferred alignment to warrant changes to be made to the preferred alignment. It is therefore the project team's recommendation that the MEC determines the route as prescribed.

Annexure A

NOTICE OF PROPOSED ROUTE DETERMINATION FOR PHASE 1 OF THE GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS



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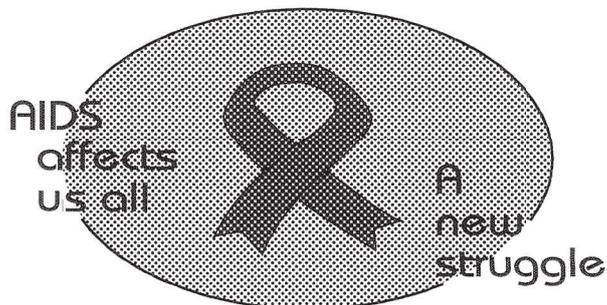
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Contents

<i>No.</i>		<i>Gazette No.</i>	<i>Page No.</i>
	GENERAL NOTICES • ALGEMENE KENNISGEWINGS		
751	Gauteng Transport Infrastructure Act (8/2001), as amended by Gauteng Transport Infrastructure Amendment Act (6/2003): Notice of proposed route determination for Phase 1 of the Gauteng Rapid Rail Integrated Network Extensions.....	222	3
751	Gauteng Wet op Vervoerinfrastruktuur (8/2001), soos gewysig deur Gauteng Wet op Vervoerinfrastruktuur Wysigingswet (6/2003): Kennisgewing van die voorgestelde roetebeplanning vir die Geïntegreerde Gauteng Snelspoorverbinding-uitbreiding	222	7

GENERAL NOTICES • ALGEMENE KENNISGEWINGS**GENERAL NOTICE 751 OF 2021****GAUTENG TRANSPORT INFRASTRUCTURE ACT, 2001 (ACT NO. 8 OF 2001), AS
AMENDED BY GAUTENG TRANSPORT INFRASTRUCTURE AMENDMENT ACT, 2003 (ACT
NO.6 OF 2003)****GAUTENG DEPARTMENT OF ROADS AND TRANSPORT****NOTICE OF PROPOSED ROUTE DETERMINATION FOR PHASE 1 OF THE GAUTENG
RAPID RAIL INTEGRATED NETWORK EXTENSIONS**

The Member of the Executive Council for Public Transport and Roads Infrastructure in the Gauteng Province hereby gives notice of his intent to determine a route for Phase 1 of the Gauteng Rapid Rail Integrated Network Extensions in terms of section 6 of the Gauteng Transport Infrastructure Act, 2001 (Act No. 8 of 2001) ("the Act"), as amended.

The following is a broad description of the route:

The proposed route starts at the proposed location of the Little Falls Station which is located to the east of Hendrik Potgieter Road in Willowbrook. From the proposed Little Falls Station, the route runs in a north easterly direction towards Zandspruit where the route will pass to the west of Jackal Creek Golf Estate. The route then changes in a south easterly direction towards Cosmo City and a newly proposed Cosmo Station. From the Cosmo Station the route will continue in a south easterly direction towards the newly proposed Randburg Station, passing through North Riding, Olivedale, Bryanston, and Ferndale.

The route will continue in a south easterly direction through Randburg, Bordeaux, and Hurlingham. Once it has reached Sandhurst the route will change direction towards the existing Sandton Station where an upgraded station is proposed. From Sandton the route will run in a north easterly direction through Sandton, Sandown, Marlboro, and Alexandra towards the existing Marlboro Station that will be upgraded to accommodate the new alignment.

A Preliminary Route Alignment Report, and Environmental Assessment Report for the proposed alignment are available for inspection on the Gautrain Management Agency ("GMA") website at www.gma.gautrain.co.za/projects. Memory sticks containing copies of these reports may be obtained on request by prior arrangement through the submission of the said request to phase1@gautengrapidrail.co.za for collection at the GMA's Offices located at the following address:

44 Grand Central Boulevard
Grand Central X1

Midrand

Tel: (011) 086 3500

Interested and affected parties are invited to submit written comments on the recommended route no later than 15 August 2021. Submission of comments may be made through the Gautrain Management Agency Website at <http://gma.gautrain.co.za/projects/Pages/5-1-3-Public-Participation.aspx>, or by email to phase1@gautengrapidrail.co.za for attention: **The Project Manager: GRRIN Extensions Project**, with the subject **GRRINE/RD01**.

The information contained in the Preliminary Route Alignment Report is only to the extent required for purposes of Route Determination and thus contains a broad description of the route only. Further information on detailed design, road closures, and the impact on properties located along the proposed alignment will be developed as part of the Preliminary Design Phase that is required by Section 8 of the Act and is undertaken as part of the next planning phase.

Notice is also given that the regulatory measures contemplated in section 7 of the Act will take effect on publication of the route in terms of section 6(11) of the Act. These measures include that every application for the establishment of a township, for subdivision of land, for any change of land use in terms of any law or town planning scheme as well as for any authorisation contemplated in the Environment Conservation Act, 1989 (Act No. 73 of 1989) or the National Environmental Management Act, 1998 (Act No. 107 of 1998) in respect of the areas mentioned in section 8(1) of the Act, must be accompanied by a written report by a consulting civil engineering firm specialising in road / rail design and transportation engineering, reporting on the matters set out in that section. These measures appear from that section, which is quoted below for reference and convenience:

“Regulatory measures in respect of routes

7.(1) After the publication of the notice contemplated in section 6(11) and in addition to any law, every application for the establishment of a township, for subdivision of land, for any change of land use in terms of any law or town planning scheme as well as for any authorisation contemplated in the ECA and NEMA, in respect of the areas mentioned in section 8(1), must be accompanied by a written report by a consulting civil engineering firm specialising in road design and transportation engineering, reporting on the following matters:

- (a) The effect and impact which the granting of such application may have in respect of –
 - (i) The route contemplated in section 6(11);
 - (ii) the future preliminary design of the provincial road or railway line in respect of which the said route has been determined; and
 - (iii) any other route published or deemed to have been published in terms of section 6(11), any preliminary design in respect of which the acceptance

has been published or deemed to have been published in terms of section 8(7) and any other provincial road or railway line.

- (b) The feasibility of amending the said route and the costs in respect thereof, should the application be granted;
 - (c) the additional cost in respect of future preliminary design if an amended route should be found to be feasible, should the application be granted; and
 - (d) any other relevant matter pertaining to the said route, design and construction of the provincial road or railway line which may be relevant should the application be granted.
- (2) The consulting civil engineering firm referred to in subsection (1) must be approved by the MEC as having members with the necessary specialisation and competence as contemplated in subsection (1) and with at least ten years' experience in the required disciplines.
 - (3) The application accompanied by the report in addition to the provisions of any other law must be forwarded to the MEC by:
 - (a) The municipality; or
 - (b) the authority or body to which such application has been made; or
 - (c) the applicant, provided that the applicant must –
 - (i) obtain the consent of the authorities mentioned in paragraph (a) or (b); and
 - (ii) submit proof to the satisfaction of the relevant authority that the applicant has forwarded the application to the MEC.
 - (4) The MEC may comment in writing on the application and accompanying report to the municipality, other authority, or body to whom the application has been made, within a period of 60 days after having received the application and accompanying report, or such shorter period as may be prescribed in terms of any other law.
 - (5) No application may be granted without due consideration of –
 - (a) The comments submitted by the MEC;
 - (b) the written report and matters contemplated in subsection (1) above;
 - (c) the additional costs which the granting of the application may cause directly and indirectly to the State and the community concerned, weighed against the advantage to the applicant and the community of granting the application; and
 - (d) the extent to which the granting of the application promotes sustainable development which integrates transport planning and land use planning in view of transportation engineering requirements.
 - (6) After having made its decision on the application, the municipality or other authority must inform the MEC in writing of its decision within 14 days after having made such decision and in the event of the application having been granted, must furnish full reasons for such decision in writing to the MEC within the said period.
 - (7) Within 28 days after having received the decision and reasons for having granted the application, the MEC is entitled to appeal against the decision, in accordance with the procedure prescribed in the applicable law with the necessary changes being made, to the appeal authority or appeal tribunal provided for in the relevant law, provided that where the applicable law prescribes an appeal to the Premier, any member of the Executive Committee, or Government official of the Province, the appeal must be heard and finally disposed of by the Townships Board for the Province as though the said Townships Board had the final appellate jurisdiction with regard to the appeal.

- (8) After the publication of the notice contemplated in section 6(11) and despite any law to the contrary, no service provider may after commencement of this section, lay, construct, alter or add to any pipeline, electricity line or cable, telephone line or cable, or any other structure on, over or under the areas described in section 8(1) or may construct, alter, or add to any structure of any nature whatsoever on, over or under such areas, except –
- (a) if the written permission of the MEC has been obtained and only in terms of such conditions as the MEC may prescribe; or
 - (b) in terms of an existing registered servitude."

ALGEMENE KENNISGEWING 751 VAN 2021**GAUTENG WET OP VERVOERINFRASTRUKTUUR, 2001 (WET NO. 8 VAN 2001),
SOOS GEWYSIG DEUR GAUTENG WET OP VERVOERINFRASTRUKTUUR
WYSIGINGSWET, 2003 (WET NO.6 VAN 2003)****GAUTENG DEPARTEMENT VAN PUBLIEKE VERVOER EN PADINFRASTRUKTUUR
KENNISGEWING VAN DIE VOORGESTELDE ROETEBEPALING VIR DIE
GEINTEGREERDE GAUTENG SNELSPoorVERBINDING UITBREIDING**

Die Lid van die Uitvoerende Raad vir Publieke Vervoer en Padinfrastruktuur van die Provinsie Gauteng gee hiermee kennis dat hy van voorneme is om die roete vir die Geïntegreerde Gauteng Snelspoorverbinding Uitbreiding uit hoofde van artikel 6 van die Gauteng Wet op Vervoerinfrastruktuur, 2001 (Wet No. 8 van 2001)(soos gewysig), ("die Wet") te bepaal.

Die volgende is 'n breë beskrywing van die roete:

Die voorgestelde roete begin by die beplande Little Falls Stasie oos van Hendrik Potgieter Weg in Willowbrook. Vanaf die voorgestelde Little Falls Stasie volg die roete 'n noord-oostelike rigting na Zandspruit vanwaar dit aan die westelike kant van die Jackal Creek Golfplandoed verbybeweeg. Van hier af beweeg die voorgestelde roete in 'n suid-oostelike rigting na Cosmo City en die nuwe voorgestelde Cosmo Stasie. Vanaf die voorgestelde Cosmo Stasie volg die roete 'n suid-oostelike rigting na die voorgestelde Randburg Stasie deur die North Riding, Olivedale, Bryanston, en Ferndale areas.

Vanaf die nuwe Randburg Stasie volg die voorgestelde roete 'n suid-oostelike rigting deur Randburg, Bordeaux, en Hurlingham. Vanaf Sandhurst verander die roete weer rigting na die huidige Sandton Stasie waar 'n nuwe / opgegradeerde stasie voorgestel word. Vanaf Sandton volg die roete 'n Noord-oostelike rigting deur Sandton, Sandown, Marlboro en Alexandra na die huidige Marlboro Stasie wat opgegradeer sal word om die nuwe voorgestelde roete te akkomodeer.

'n Voorlopige roetebepalingsverslag en omgewingsverslag van die voorgestelde roete is beskikbaar vir besigtiging op die Gautrain Management Agency (GMA) webtuiste - www.gma.gautrain.co.za/projects. Geheuestokkies met elektroniese afskrifte van hierdie dokumente kan ook gereel word deur vooraf 'n versoek te rig deur 'n e-pos te stuur aan phase1@gautengrapidrail.co.za. Die geheuestokkies kan dan afgehaal word by die GMA kantore by die volgende adres:

44 Grand Central Boulevard

Grand Central X1

Midrand

Tel: (011) 086 3500

Belanghebbende partye en partye wat geraak word, word uitgenooi om skriftelike kommentaar oor die voorgestelde roete nie later as 15 Augustus 2021 te doen nie. Indiening van kommentaar kan gedoen word deur die GMA se Webtuiste by <http://gma.gautrain.co.za/projects/Pages/5-1-3-Public-Participation.aspx>, of per e-pos na phase1@gautengrapidrail.co.za, vir aandag – **Die Projekbestuurder: GRRIN Uitbreidingsprojek**, met aanhaling van verwysingsnommer **GRRINE / RD01**.

Die inligting in die Roetebepalingsverslag vervat is slegs tot die mate benodig vir doeleindes van die Roetebepaling en bevat slegs 'n breë beskrywing van die roete. Verdere gedetailleerde ontwerp-inligting en inligting met betrekking tot die sluiting van strate en die uitwerking op eiendomme sal as deel van die proses van Voorlopige Ontwerp ingesluit word om te voldoen aan die volgende beplanningsfase soos deur artikel 8 van die Wet vereis.

Kennis word ook gegee dat die reguleringsmaatreëls bedoel in artikel 7 van die Wet by publukasie van die roete uit hoofde van artikel 6(11) van die Wet in werking sal tree. Sodanige maatreëls behels die dat elke aansoek om die stigting van 'n dorp, vir onderverdeling van grond, vir enige verandering van grondgebruik ingevolge enige wet of dorpsbeplanningskema asook om enige magtiging bedoel in die Wet op Omgewingsbewaring, 1989 (Wet No.73 van 1989)(WOB) of die Wet op Nasionale Omgewingsbestuur, 1998 (Wet No. 107 van 1998)(WNOB) met betrekking tot die gebiede beoog in artikel 8(1) van die Wet, gepaard moet gaan met 'n skriftelike verslag van 'n raadgewende siviele ingenieursfirma wat in spoor / pad ontwerp en vervoeringingenieurswese spesialiseer, wat oor die aangeleenthede in daardie artikel verslag doen. Sodanige maatreëls blyk uit daardie artikel, wat hieronder geriefshalwe aangehaal word:

“Reguleringsmaatreëls ten opsigte van roetes

7.(1) Na die publikasie in artikel 6(11) bedoel en benewens enige wet, moet elke aansoek vir die stigting van 'n dorp, vir die onderverdeling van grond, vir enige verandering in grondgebruik ingevolge enige wet of dorpsbeplanningskema asook vir enige magtiging in die WOB en die WNOB bedoel, ten opsigte van die gebiede in artikel 8(1) bedoel, gepaard gaan met 'n skriftelike verslag deur 'n raadgewende siviele ingenieursfirma wat spesialiseer in padontwerp en vervoeringingenieurswese, waarin oor die volgende aangeleenthede verslag gedoen word:

- (a) Die uitwerking en invloed wat die toestaan van sodanige aansoek kan hê ten opsigte van –
 - (i) die roete in artikel 6(11) bedoel;
 - (ii) die toekomstige voorlopige ontwerp van die provinsiale pad of spoorlyn ten opsigte waarvan die gemelde roete bepaal is; en
 - (iii) enige ander roete wat ingevolge artikel 6(11) gepubliseer is of geag word gepubliseer te gewees het, enige voorlopige ontwerp ten opsigte waarvan die aanvaarding ingevolge artikel 8(7) gepubliseer is of geag word gepubliseer te gewees het, en enige and provinsiale pad of spoorlyn;
- (b) die uitvoerbaarheid van die wysiging van gemelde roete en die koste ten opsigte daarvan, indien die aansoek toegestaan word;
- (c) die bykomende koste ten opsigte van toekomstige voorlopige ontwerp indien 'n gewysigde roete uitvoerbaar bevind sou word, indien die aansoek toegestaan word; en
- (d) enige ander tersaaklike aangeleentheid rakende gemelde roete, ontwerp en bou van die provinsiale pad of spoorlyn wat toepaslik kan wees indien die aansoek toegestaan word.

(2) Die raadgewende siviele ingenieursfirma in subartikel (1) gemeld wat deur die LUR goedgekeur moet word, moet lede hê met die nodige spesialisasie en bekwaamheid soos in subartikel (1) bedoel en met minstens tien jaar ondervinding in die verlangde dissiplines.

(3) Die aansoek vergesel van die verslag, benewens die bepalings van enige ander wet, moet aan die LUR gestuur word deur -

- (a) die munisipaliteit; of
- (b) die owerheid of liggaam aan wie sodanige aansoek gerig is; of
- (c) die aansoeker, met dien verstande dat die aansoeker –
 - (i) die instemming van die owerhede in paragraaf (a) of (b) bedoel moet kry; en
 - (ii) bewys tot tevredenheid van die betrokke owerheid moet voorlê dat die aansoeker die aansoek aan die LUR gestuur het.

(4) Die LUR kan skriftelik kommentaar lewer op die aansoek en gepaardgaande verslag aan die munisipaliteit, ander owerheid of liggaam aan wie die aansoek gerig is, binne 'n tydperk van 60 dae na ontvangs van die aansoek en gepaardgaande verslag, of sodanige korter tydperk as wat ingevolge enige ander wet voorgeskryf is.

(5) Geen aansoek mag toegestaan word nie sonder behoorlike oorweging van –

- (a) die kommentaar deur die LUR ingedien;
- (b) die skriftelike verslag en aangeleenthede in subartikel (1) hierbo bedoel;
- (c) die bykomende koste wat die toestaan van die aansoek regstreeks en onregstreeks vir die Staat en die betrokke gemeenskap kan meebring, opgeweeg teen die voordeel van die toestaan van die aansoek vir die aansoeker en die gemeenskap; en
- (d) die mate waarin die toestaan van die aansoek volhoubare ontwikkeling bevorder, wat vervoerbeplanning en grondgebruik-beplanning integreer met die oog op vervoeringenieursvereistes.

(6) Nadat sy besluit oor die aansoek geneem is, moet die munisipaliteit of ander owerheid die LUR skriftelik van sy besluit in kennis stel binne 14 dae nadat sodanige besluit geneem is, en indien die aansoek toegestaan is, moet die munisipaliteit of ander owerheid volledige redes vir sodanige besluit binne gemelde tydperk skriftelik aan die LUR verskaf.

(7) Binne 28 dae na ontvangs van die besluit en redes vir die toestaan van die aansoek is die LUR geregtig om teen die besluit te appelleer, in ooreenstemming met die prosedure voorgeskryf in die toepaslike wet, met die nodige veranderinge, na die appèlowerheid of appèltribunaal waarvoor die toepaslike wet voorsiening maak, met dien verstande dat waar die toepaslike wet 'n appèl na die Premier, enige lid van die Uitvoerende Komitee of enige stlatsampenaar van die Provinsie voorskryf, die appèl deur die Dorperaad vir die Provinsie aangehoor en afgehandel moet word asof bedoelde Dorperaad die finale appèljurisdiksie met betrekking tot die appèl het.

(8) Na publikasie van die kennisgewing in artikel 6(11) bedoel en ondanks enige andersluidende wetsbepaling mag geen diensverkaffer na die inwerkingtreding van hierdie artikel enige pyleiding, elektrisiteitslyn of-kabel, telefoonlyn of -kabel of enige ander struktuur op, oor of onder die gebiede in artikel 8(1) beskryf lê, bou, verander of daaraan toevoeg nie of enige struktuur van enige aard hoegenaamd op, oor of onder sodanige gebiede bou, verander of daaraan toevoeg nie, behalwe -

- (a) Indien die skriftelike toestemming van die LUR verkry is en slegs ooreenkomstig sodanige voorwaardes as wat die LUR voorskryf; of
- (b) Ooreenkomstig 'n bestaande geregistreerde serwituut."

Annexure B

Consultation with Bulk Services Providers & Affected Government Stakeholders

- MEC for Economic Development, Agriculture, Environmental and Rural Development
- SANRAL
- Rand Water
- Telkom/Open Serve
- Eskom
- City of Johannesburg
- Johannesburg Roads Agency
- City Power
- Johannesburg Water

**MEC for Economic Development, Agriculture, Environmental and
Rural Development**



GAUTENG PROVINCE
ROADS AND TRANSPORT
REPUBLIC OF SOUTH AFRICA

**45 Commissioner Street
MARSHALLTOWN, 2107 (011) 355 7501**

Enquiries: Mr Makhukhu Mampuru

011 355 7342

Dear MEC Mosupyoe,

PRELIMINARY ROUTE ALIGNMENT STUDY PROJECT TO ENABLE THE DETERMINATION OF THE ROUTE FOR PHASE 1 OF THE PROPOSED GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS

The 25-Year Gauteng Integrated Transport Master Plan ("GITMP25") that was commissioned by the Gauteng Provincial Government to enable amongst others; province-wide mobility and societal development in the future; affirmed that the passenger rail network should form the backbone of a modernized, and integrated transport system in the Province.

Noting the affirmation above; it was necessary for the Gautrain Management Agency ("GMA") to develop a comprehensive strategy to improve rail coverage in Gauteng. As such; the GMA undertook and completed a comprehensive feasibility study for the possible extensions to the existing Gauteng Rapid Rail Integrated Network ("GRRIN"). This study was carried out under the framework for Public Private Partnerships ("PPP") in terms of the relevant National Treasury regulations of the Public Finance Management Act, 1999 ("PFMA").

This feasibility study report concludes that the extended GRRIN will provide significant economic and transport related benefits to the Gauteng Province that include the transformation of spatial development, reindustrialisation of the transport industry, and economic stimulus.

The project to extend the rapid rail network is currently awaiting the outcome of the Treasury Approval I ('TAI') application for Phase 1 of the proposed GRRIN extensions. Phase 1 is approximately 32km and extends from the existing Marlboro Station to a new station and depot facility at Little Falls on the West Rand; including an upgraded Sandton Station, as well as additional stations at Randburg, and Cosmo City. This phase of the extensions will further connect to Soweto from Little Falls with an additional station at Roodepoort.

In October 2018; the GMA appointed a consortium of engineering consultants to undertake the Preliminary Route Alignment Study that will enable the MEC for Roads and Transport in the Province to determine the route for Phase 1 of the proposed GRRIN extensions. This project is being executed in terms of the Gauteng Transport Infrastructure Act, Act No 8 of 2001 as amended ("the GTIA").

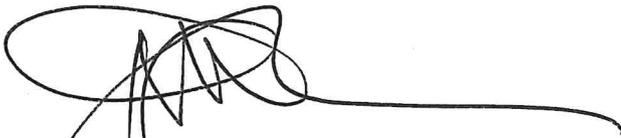
This project has progressed to the stage where draft alignments have been developed to enable the GMA, together with the project team, to commence with stakeholder engagements, as per the prescripts of the GTIA. As such, and pursuant to Sections 6(2), and 6(10) of the GTIA; the GMA therefore requests for an opportunity to present the proposed alignments to the MEC, and to seek guidance on the following:

1. The environmental investigation and report thereof in respect of the route alignment options for Phase 1 of the Proposed GRRIN extensions
2. Any spatial framework or other strategic provincial development planning formulated in terms of development planning legislation of the Province to

ensure that determination of the route is aligned as far as possible with all strategic provincial development planning for Gauteng

I look forward to receiving your positive response in regard to the engagement requested above in which you will be appraised of the proposed alignments. The department, as well as the GMA, hold themselves available should you require any further information in this regard.

Yours Sincerely,

A handwritten signature in black ink, consisting of a large, stylized loop followed by several vertical strokes and a long horizontal line extending to the right.

Mr. J Mamabolo

GAUTENG MEC FOR ROADS AND TRANSPORT

Date:

2019/10/25

Enquiries: Ms Dawn Robertson
011 355 8111

Gauteng Department of Roads and Transport
Office of the MEC
Life Centre Building, 29th Floor
45 Commissioner Street
Johannesburg
2000

Dear MEC Mamabolo,

PRELIMINARY ROUTE ALIGNMENT STUDY PROJECT TO ENABLE THE DETERMINATION OF THE ROUTE FOR PHASE 1 OF THE PROPOSED GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS

Your letter dated 25 October 2019 and attached as **Annexure A** has reference together with the apprising of the Gauteng Provincial Executive Council on 26 August 2020 of the proposed Gauteng Rapid Rail Integrated Network ('GRRIN') Extensions Project.

After careful consideration of the potential economic and transport related benefits that can be realized through the implementation of the GRRIN Extensions Project in the Province; starting with the proposed extension between Marlboro, Sandton, Randburg, Cosmo City, and Little Falls ('Phase 1') together with the environmental assessment report thereto, we wish to confirm that this Department deems the information that has been presented as appropriate for the purposes of the process of determining the route for Phase 1 as per Section 6 of the Gauteng Transport Infrastructure Act, Act No 8 of 2001 as amended ('the GTIA').

The above confirmation should not be seen as an authorization and this Department looks forward to further engagements and receipt of any submissions for which the project may require approvals as per any applicable planning, and environmental legislation in the future as this project develops.

Yours faithfully,



Mr. Parks Tau

**GAUTENG MEC FOR ECONOMIC DEVELOPMENT, AGRICULTURE, ENVIRONMENT, AND
RURAL DEVELOPMENT**

DATE: 08/04/2021

CC: Mr. M. Mampuru HoD: Gauteng Department of Roads and Transport

ATTACHMENT: **Annexure A** – Letter from MEC Mamabolo to MEC Mosupye dated 25 October 2019 – 'Preliminary Route Alignment Study Project To Enable The Determination Of The Route For Phase 1 Of The Proposed Gauteng Rapid Rail Integrated Network Extensions

SANRAL

Kobus Oberholzer

Subject: FW: Gautrain Route Determination

From: Barnard, Andre
Sent: Friday, February 26, 2021 11:57 AM
To: 'agaienza@nra.co.za' <agaienza@nra.co.za>
Subject: Gautrain Route Determination

Hi Alan,

The drawings attached will show the proposed route for the Gautrain Extensions towards the west from Marlboro Station. I have only included those drawings for the section that will impact the N1 Western Bypass. Please note that there are three different alignments and in all these cases the idea is that the route will be going over the N1. The topographic information used was based on satellite information and will be updated with a detailed survey once the project goes into the Preliminary Design stage of the project. Our appointment at this stage is to only do the route determination.

It would be highly appreciated if you could send an e-mail to confirm that you have seen the proposed alignments and that you do not have any objection to the routes as long as it will not have any impact on the N1 and the Malibongwe Interchange.

Regards,

Andre Barnard, Pr Tech Eng
Executive, Transportation, South Africa
D [+27-12-421-3517](tel:+27-12-421-3517)
M [+27-82-338-8967](tel:+27-82-338-8967)
andre.barnard@aecom.com

AECOM
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Centurion
Gauteng, South Africa
T +27-12+421-3500
aecom.com

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Kobus Oberholzer

Subject: FW: Gautrain Route Determination

From: Barnard, Andre
Sent: Wednesday, March 24, 2021 6:18 AM
To: 'agaienza@nra.co.za' <agaienza@nra.co.za>
Subject: Gautrain Route Determination

Hi Alan,

Thanks for setting up the meeting yesterday. I thought that I could get Alan Robinson and Izak vd Linde's e-mail addresses from the meeting invite, but I see that it was only the two of us in the meeting invite. Can you please forward the file attached to them?

Regards,

Andre Barnard, Pr Tech Eng
Executive, Transportation, South Africa
D [+27-12-421-3517](tel:+27-12-421-3517)
M [+27-82-338-8967](tel:+27-82-338-8967)
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Reference: 8791738 Fax Number: +27 (0) 12 844 8200
Date: 15 April 2021 Direct Line: +27 (0) 12 844 8000
Email: robinsona@sanral.co.za Website: www.nra.co.za

The MEC for of Public Transport & Road Infrastructure
Gauteng Province
JOHANNESBURG
2000

Attention: Honourable MEC Jacob Mamabolo

Dear MEC Mamabolo,

PRELIMINARY ROUTE ALIGNMENT STUDY PROJECT TO ENABLE THE DETERMINATION OF THE ROUTE FOR PHASE 1 OF THE PROPOSED GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS BETWEEN MARLBORO, SANDTON, RANDBURG, COSMO, AND LITTLE FALLS

This letter serves as confirmation that the South African National Roads Agency Limited (SANRAL) has been consulted as part of the Route Determination process for the Preliminary Route Determination of Phase 1A of the proposed extensions of the Gauteng Rapid Rail Integrated Network (GRRIN). This project is being executed in terms of the Gauteng Transport Infrastructure Act, Act No 8 Of 2001 ('the GTIA').

It is SANRAL's understanding from the preliminary consultations that none of the proposed alignments will have a direct impact on the road network currently under SANRAL's jurisdiction where the proposed alignments cross these national roads. The proposed alignments will cross the N1 western bypass on elevated structures with vertical and horizontal clearances that will ensure that there will be no impact on this road or any possible future expansion thereof. The detail of the design will be developed during the Preliminary Design and Detail Design phases of the project. SANRAL retains the right to provide further detail comments on these alignments during the Preliminary and Detail Design phases of the project.

Further to the above, SANRAL acknowledges that the expansion of the transport system will require the integration of all modes of transport, which includes many that are road based. Therefore, whilst not directly under SANRAL's jurisdiction, SANRAL would object to the use of any road reserve for a Class 1 or Class 2 road in such a way that would prevent the development of the road to its full originally planned cross section.

Yours faithfully,

A handwritten signature in black ink, appearing to read "L. Kannemeyer".

Mr L Kannemeyer
Engineering Executive
South African National Roads Agency (SOC) Ltd.

RAND WATER

Kobus Oberholzer

Subject: Gautrain Route Alignment Study - Rand Water

From: Botlhale Seageng [<mailto:Botlhale.Seageng@letsema.co.za>]
Sent: Tuesday, July 21, 2020 11:26 AM
To: Wayleave <wayleave@randwater.co.za>
Cc: mmabatho.lekalakala@zanecebo.co.za; Fana Marutla <fmarutla@gibb.co.za>; effort.mokoena@zanecebo.co.za; 'Piet Goosen' <pietg@Gautrain.co.za>
Subject: Gautrain Route Alignment Study - Rand Water Information Request

Good day,

I hope this email finds you well.

The Gautrain Management Agency has appointed a professional team for conducting a route determination study. The project is currently in the feasibility stage, and as such we are undertaking a clash detection desktop study. This is to identify potential clashes between the proposed route and Rand Water bulk infrastructure prior proceeding to the design stages.

We therefore request the assistance of Rand Water in identifying potential clashes between the proposed Gautrain Route and Rand Water bulk infrastructure.

I have attached the KMZ Service Area file (Google earth) to this email and a wetransfer link to access the 47mb DWG file - <https://we.tl/t-okm8pFO77Y>

Please let me know if this would suffice for you to be able to overlay the Rand Water infrastructure against the Gautrain area and advise if there is any affected Rand Water Infrastructure. We can also schedule a call to clarify any issues or concerns.

Kind Regards,

Botlhale Seageng

Consultant

C: +27 (82) 056 3206 T: +27 (0)11 233 0000

M: botlhale.seageng@letsema.co.za

W: www.letsema.co.za

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RAND WATER

HEAD OFFICE
522 Impala Road Glenvista 2058
P O Box 1127 Johannesburg 2000 South Africa
Tel (011) 682 0911 Fax (011) 682 0444/0555

CM

Reference: 22/3/4/1-R1-81/21
Enquiries: Mr Cwengile Ma-Awu
Direct line: 011 682 0649
Email Address: cmaawu@randwater.co.za

15 February 2021

For attention: Mmabatho Lekalakala

**ZANECEBO CONSULTING ENGINEERS
8 Incubation Drive
Riverside View EXT 15
Midrand
1685**

Dear Sirs

**FOR INFORMATION ONLY
(THIS IS NOT A WAYLEAVE APPROVAL)**

**WAYLEAVE APPLICATION: FOR PRELIMINARY ROUTE ALIGNMENT STUDY
PROJECT TO ENABLE THE DETERMINATION OF THE ROUTE FOR PHASE 1 -
MARLBORO TO ROODEPOORT FOR GAUTRAIN MANAGEMENT AGENCY:
AFFECTED RAND WATER SERVICES**

Your letter and enclosures refer.

The proposed work affects and is in close proximity to the following of Rand Water's services, the approximate positions of which are depicted on the enclosed annotated copy of A3 size Locality Map

- a) 760mm Moroka - Randfontein (F20) steel Pipeline.
- b) 915mm Moroka - Randfontein (F20) steel Pipeline.
- c) 12.6m wide proposed Rand Water Servitude S.G No 8409/2001.
- d) 610/710mm Phomolong - Randfontein (F15) lead caulk jointed steel Pipeline.
- e) 16m wide Rand Water servitude, vide Deed of Servitude K5149/2003, Servitude Diagram S.G No 8370/2001.
- f) 1400mm Crown Mines - New Canada - Meadowlands (F45) steel Pipeline.

- g) 1100/1500/1100/1800/1100 New Canada - Meadowlands (F39) steel Pipeline.
- h) 18m wide Rand Water servitude, vide Deed of Servitude K8384/2004, Servitude Diagram S.G No 8371/2001.
- i) 1100mm Meadowlands - Witpoorje (F44) steel Pipeline.
- j) 610/710mm Phomolong - Randfontein (F15) lead caulk jointed steel Pipeline.
- k) 610mm Meadowlands - Witpoortje (F28) steel Pipeline.
- l) 940 Meadowlands - Witpoortjie (F32) steel Pipeline.
- m) 28m wide Rand Water servitude, vide Deed of Servitude K6737/2002, Servitude Diagram S.G No 9753/1999.
- n) 405mm Maraisburg-Roodepoort (F2) lead caulk jointed steel Pipeline.
- o) 800/900/800/750/710/580/1000/600mm Maraisburg - Krugersdorp (F35) Pipeline.
- p) 685/710/685mm Maraisburg - Roodepoort (F10) lead caulk jointed steel Pipeline.
- q) 35m wide Rand Water servitude, vide Deed of Servitude K6737/2002, Servitude Diagram S.G No 9753/1999.
- r) 380/405mm Roodepoort Reservoir F9 steel pipeline.
- s) 900mm Rooderpoort Reservoir F42 pipeline.
- t) 28m wide Rand Water servitude, vide Deed of Servitude K521/2003, Servitude Diagram S.G No 7154/2001.
- u) 800/900/800/750/710/580/1000/600mm Maraisburg - Krugersdorp (F35) Pipeline
- v) 10m wide Rand Water servitude, vide Deed of Servitude K1773/2002, Servitude Diagram S.G No 2217/2000.
- w) 685/380mm Roodepoort - Krugersdorp (F11) Pipeline.
- x) 405mm Roodepoort - Krugersdorp Res (F6) lead caulk jointed steel Pipeline.
- y) 8m wide Rand Water servitude, vide Deed of Servitude K1773/2002, Servitude Diagram S.G No 2217/2000.
- z) 1400mm Weltevreden - Cosmos City (F47) steel pipeline.
- aa) 8m wide proposed Rand Water Servitude S.G No 5646/2016.

Rand Water requires 5 working days' notice prior any site meeting taking place for verification of services.

Please note that the official wayleave will be issued when the work starts. A construction programme should be forwarded through. Rand Water requires 7 working days' notice for the issuing of an official wayleave once all documents are accepted by Rand Water.

If any work starts on or close to Rand Water's pipeline without the official wayleave, legal actions will be taken against the perpetrators.

It should be noted that Rand Water does not allow any services running parallel its pipeline(s) and within its servitude; also Rand Water's servitude shall be free of any kind of permanent structures.

Please note that a signed acceptance letter (in a company letter head) for Rand Water's standard condition is required prior any wayleave approval to be granted.

NB: This letter's conditions might change within the 6 months valid period due to other service provider's applications in the same Rand Water's vicinity as you; should their work resume earlier or sooner than your start of construction date.

Please contact the following personnel to confirm Rand Water services on site before a **WAYLEAVE APPROVAL CAN BE ISSUED.**

For any Wayleave queries and follow ups, please contact:

Lindiwe Gamede (telephone 011 682 0962, lgamede@randwater.co.za)

For site kick-off meetings, please contact:

District Superintendent: Mr Rudi van Lingen (telephone 011 477 4316, cell 082 389 2648, rvlingen@randwater.co.za),

District Superintendent: Mr Scout Mbhele (telephone 011 724 9620, cell 083 566 2407, smbhele@randwater.co.za),

District Superintendent: Mr Pulumo Ranyathole (telephone 011 955 2721, cell 082 389 2700, pranyath@randwater.co.za),

Site Inspector: Cwengile Ma-Awu (telephone 011 682 0649, Cell 067 045 5276, email – cmaawu@randwater.co.za).

Your co-operation in this matter will be appreciated.

Yours faithfully

P. MASHELE
PIPELINE PROTECTION MANAGER

Enclosures: Annotated A3 size route plan, Indemnity Form, Annexure A, Checklist

File Ref: 22/3/4/1-R1-81/21

Confirmation of Site Meeting: Date **Location:**

APPLICANT

Name

Signature

RAND WATER DISTRICT SUPERINTENDENT

Name

Signature

Board No

Comments

TELKOM/OPEN SERVE

Kobus Oberholzer

Subject: Gautrain Route Alignment - Open Serve

From: Effort Mokoena <effort.mokoena@zanecebo.co.za>

Sent: 24 March 2021 14:39

To: 'Difference Chauke (D)' <DifferenceC@openserve.co.za>

Cc: 'Gary Heslop (GM)' <GaryH1@openserve.co.za>; 'Adrian Bartel (AR)' <AdrianB@openserve.co.za>

Subject: RE: P17-005 - Gautrain Route Alignment

Hi Difference and Gary,

Thank you so much for this information, much appreciated.

Regards,

Effort Mokoena

Zanecebo Consulting (Pty) Ltd

Tel: 011 464 5021

Mobile: (082) 729 8207

Email: Effort.Mokoena@Zanecebo.co.za

Web: www.zanecebo.co.za



From: Difference Chauke (D) <DifferenceC@openserve.co.za>

Sent: Wednesday, March 24, 2021 2:36 PM

To: Effort Mokoena <effort.mokoena@zanecebo.co.za>

Cc: Gary Heslop (GM) <GaryH1@openserve.co.za>; Adrian Bartel (AR) <AdrianB@openserve.co.za>

Subject: FW: P17-005 - Gautrain Route Alignment

Hi Effort

Kindly receive the attached letter for your attention.

Kind Regards Difference Chauke (D)

Address: City Deep ETE 2 Bonsmara Street 2049

Phone: +27 11 995 9914

Mobile: +27 68 045 9119



This e-mail is subject to the Openserve electronic communication legal notice, available at:
https://www.telkom.co.za/about_us/download/TelkomEMailLegalNotice.pdf

From: Effort Mokoena
Sent: Monday, March 01, 2021 1:20 PM
To: GaryH1@openserve.co.za
Subject: FW: P17-005 - Gautrain Route Alignment

Hi Gary,

Kindly return my call when you get a chance. Attached please find link to info discussed.

https://1drv.ms/u/s!AhuEyKZKLY9K3WWX6uEvS_1Ovd6F?e=UB7Bqa

Regards,

Effort Mokoena
Zanecebo Consulting (Pty) Ltd

Tel: 011 464 5021

Mobile: (082) 729 8207

Email: Effort.Mokoena@Zanecebo.co.za

Web: www.zanecebo.co.za





Openserve – a Division of Telkom SA SOC Ltd
City Deep ETE, 2 Bonsmara Street, City Deep, JHB, 2049

PO Box 932, Crown Mines, Gauteng, 2025
Wayleave Management
Gauteng Central Region

Wayleave Officer: DIFFERENCE CHAUKE
Tel : 068 045 9119 / 011 995 9914
E-mail : gautengwayleaves@telkom.co.za

Request Date : 24 March 2021
Expiry Date : 24 September 2021
Openserve Ref. No : _____
Client Ref. No. : P17-005 - Gautrain

ZANECEBO CONSULTING (PTY) LTD

Attention : Effort Mokoena

RE: WAYLEAVE APPLICATION: PROPOSITION FOR GAUTRAIN ROUTE ALIGNMENT STUDY: FROM MARLBORO STATION TO SOWETO STATION: TELKOM/OPENSERVE AFFECTED.

With reference to your above-mentioned application, I hereby inform you that the proposed services are approved in terms of section 22 of the Electronic Communications Act 36 of 2005.

As exact positions of the cables can only be assumed, due to various reasons, the positioning of the cables as indicated on the attached plan must be regarded as only a guideline. Telkom does not guarantee that the information provided is complete in every respect, and the fact that the information was requested and provided does not limit the responsibility of anyone who is working in the vicinity of Telkom SA SOC Limited's services, to ensure that no damage is caused to Telkom SA SOC Limited's network.

The person or organization responsible for any damages to cables or telecommunication equipment during their excavations or construction work will be held responsible for the repair costs.

Prior to the commencement of any work, Telkom must be contacted to have the position of the cables identified.

TELKOM/OPENSERVE INFRASTRUCTURE TO BE VERIFIED ON SITE PRIOR TO COMENCEMENT OF WORK: PLEASE CONTACT BELOW FOR KICK-OFF MEETINGS:

	<u>NAME</u>	<u>CONTACT NUMBERS</u>	<u>EMAIL ADDRESS</u>
Network Architecture and Planning	Adrian Bartel (AR)	061 424 1748/012 311 1808	AdrianB@openserve.co.za

All Telkom SA SOC LTD rights remain reserved.

Yours Sincerely,

.....
WAYLEAVE (Operations Manager)
pp Gary Heslop (GM)
Cell: 081 392 5210

ESKOM

Kobus Oberholzer

Subject: GRRIN Extensions Phase 1 Route Alignment Study - Eskom Letter to MEC

From: Botlhale Seageng <Botlhale.Seageng@letsema.co.za>

Sent: Friday, 09 October 2020 15:19

To: Thandi Msibe <MsibeTP@eskom.co.za>

Cc: Fana Marutla <fmarutla@gibb.co.za>; 'Wimpie Oosthuizen' <woosthuizen@gibb.co.za>;
mmabatho.lekalakala@zanecebo.co.za

Subject: GRRIN Extensions Phase 1 Route Alignment Study - Eskom Letter to MEC

Good day Thandi Msibe,

I hope this email finds you well.

Thank you for the engagements and information provided to assist the Gautrain Management Agency (GMA) Project Team conduct the Route Determination Study for Phase 1 of the Gautrain Extension.

As part of the Gautrain Transport Infrastructure Act (GTIA) we are required to provide written response to the MEC of Public Transport & Road Infrastructure indicating that the relevant stakeholders were consulted for the purposes of the route determination study.

Please could you assist in providing a letter that will be directed to the MEC of Public Transport & Road Infrastructure confirming:

- Eskom was consulted for the purposes of conducting the route determination study
- Information requested by the GMA Project Team was provided by Eskom to conduct the route determination study

Please feel free to contact me should there be any questions.

Kind Regards,

Botlhale Seageng

Consultant

C: +27 (82) 056 3206 T: +27 (0)11 233 0000

M: botlhale.seageng@letsema.co.za

W: www.letsema.co.za

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LETSEMA

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Date:
29 October 2020

Enquiries:
Tel +2711 690 4265/ 83 214 6555

The MEC for of Public Transport & Road Infrastructure
Gauteng Province
JOHANNESBURG
2000

Attention: Honourable MEC Jacob Mamabolo

Dear MEC Mamabolo,

PRELIMINARY ROUTE ALIGNMENT STUDY PROJECT TO ENABLE THE DETERMINATION OF THE ROUTE FOR PHASE 1 OF THE PROPOSED GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS BETWEEN MARLBORO, SANDTON, RANDBURG, COSMO, AND LITTLE FALLS

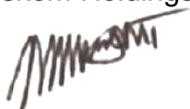
This letter serves as confirmation that the GIS Centre of Excellence assisted the appointed Gautrain Management Agency Project Management Team by providing an Eskom Bulk infrastructure layout map on the 6th of May 2019, which was registered as an adhoc request (reference no. GIScEXT212).

The reason for this request as stated by the GMA project team was to assist with conducting their preliminary route alignment study to enable the determination of the route for phase 1 of the proposed Gauteng Rapid Rail Integrated Network Extension (GRRINN) and determine bulk services that may be impacted by the proposed routes.

We are also aware of the fact that we will be consulted in future phases for any approvals that may be required by the project.

Yours faithfully,

Ms Mmbengeni Makungo
GIS CoE Manager
Eskom Holdings SOC Ltd



29/10/2020

Signature:

CITY OF JOHANNESBURG



GAUTRAIN MANAGEMENT AGENCY

Our Ref.: GMA 2020 05 0001

07 May 2020

The City Manager
City of Johannesburg
Metro Centre
158 Civic Boulevard
Braamfontein
JOHANNESBURG
2000
By E-mail: NdivhoL@joburg.org.za

Attention: Dr Ndivhoniswani Lukwareni

Dear Dr Ndivhoniswani,

PRELIMINARY ROUTE ALIGNMENT STUDY PROJECT TO ENABLE THE DETERMINATION OF THE ROUTE FOR PHASE 1 OF THE PROPOSED GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS BETWEEN MARLBORO, SANDTON, RANDBURG, COSMO, AND LITTLE FALLS

The 25-Year Gauteng Integrated Transport Master Plan ("GITMP25") that was commissioned by the Gauteng Provincial Government to enable amongst others; province-wide mobility and societal development in the future; affirmed that the passenger rail network should form the backbone of a modernized, and integrated transport system in the Province.



Directors: Mr Mogopodi Mokoena (Chairperson), Ms Puli Moloto-Stofile (Deputy Chairperson), Mr William Dachs (CEO), Ms Sebina Hlapolosa, Mr Bolokang Lengane, Mr Abel Mawela, Mr Donovan Nadison, Dr Pritish Dala.
44 Grand Central Boulevard, Grand Central Ext. 1. Midrand | P.O. Box 1266, Kelvin, 2054, Johannesburg, RSA
Telephone: +27 (0) 11086 3500 | Email: info@gautrain.co.za | www.gma.gautrain.co.za

PRELIMINARY ROUTE ALIGNMENT STUDY PROJECT TO ENABLE THE DETERMINATION OF THE ROUTE FOR PHASE 1 OF THE PROPOSED GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS BETWEEN MARLBORO, SANDTON, RANDBURG, COSMO, AND LITTLE FALLS

Noting the affirmation above; it was necessary for the Gautrain Management Agency ("GMA"), under its mandate in relation to the integrated public transport and railway-related functions of the MEC responsible for provincial roads contemplated in Section 50 of the Gauteng Transport Infrastructure Act, Act No 8 of 2001 as amended ("the GTIA"), to develop a comprehensive strategy to improve rail coverage in Gauteng. As such; the GMA undertook and completed a comprehensive feasibility study for the possible extensions to the existing Gauteng Rapid Rail Integrated Network ("GRRIN"). This study was carried out under the framework for Public Private Partnerships ("PPP") in terms of the relevant National Treasury regulations of the Public Finance Management Act, 1999 ("PFMA").

This feasibility study report concludes that the extended GRRIN will provide significant economic and transport related benefits to the Gauteng Province that include the transformation of spatial development, reindustrialisation of the transport industry, and economic stimulus.

The project to extend the rapid rail network is currently awaiting the outcome of the Treasury Approval I ("TA1") application for Phase 1 of the proposed GRRIN extensions. Phase 1 is approximately 32km and extends from the existing Marlboro Station to a new station and depot facility at Little Falls on the West Rand; including an upgraded Sandton Station, as well as additional stations at Randburg, and Cosmo City. This phase of the extensions is therefore located within the boundaries of the City of Johannesburg ("CoJ") and will further connect to Soweto from Little Falls with an additional station at Roodepoort.

In October 2018; the GMA appointed a consortium of engineering consultants to undertake the Preliminary Route Alignment Study that will enable the Gauteng MEC for Public Transport and Roads Infrastructure to determine the route for Phase 1 of the proposed GRRIN extensions in terms of the GTIA.

PRELIMINARY ROUTE ALIGNMENT STUDY PROJECT TO ENABLE THE DETERMINATION OF THE ROUTE FOR PHASE 1 OF THE PROPOSED GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS BETWEEN MARLBORO, SANDTON, RANDBURG, COSMO, AND LITTLE FALLS

Section 6(4) of the GTIA requires consultation with municipalities in whose areas the route will be situated as follows:

6(4) The MEC must consult with all municipalities in whose areas the route will be situated and request them, within a specified time, to submit written comments on the preliminary route report and environmental report with specific reference also to the effect which the proposed route may have on any spatial framework or other strategic municipal development planning of the municipality concerned.

Accordingly, the draft alignments that have been developed were presented to the CoJ's Transformation and Spatial Planning Unit represented by Mr Dylan Weakley on 25 March 2020. Subsequent to this engagement, the GMA has the pleasure of submitting for your consideration and response, the draft route alignments, together with the draft station positions report thereof. It will be appreciated if you can provide your comments thereto by the 29th of May 2020 for consideration into the preliminary route report that will subsequently undergo a consultation process with the broader public, including the CoJ. This information therefore remains confidential to the broader public until the commencement of the public consultation process.

The GMA looks forward to receiving your response hereto and holds itself available should you require any further information in this regard.

Yours faithfully,



Tshepo Kgobe

**ACTING CHIEF OPERATING OFFICER
GAUTRAIN MANAGEMENT AGENCY**

PRELIMINARY ROUTE ALIGNMENT STUDY PROJECT TO ENABLE THE DETERMINATION OF THE ROUTE FOR PHASE 1 OF THE PROPOSED GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS BETWEEN MARLBORO, SANDTON, RANDBURG, COSMO, AND LITTLE FALLS

CC: Mr Eric Raboshakga

Director: City Transformation and Spatial Planning

10th Floor Metro Centre

158 Civic Boulevard

Braamfontein

JOHANNESBURG

2000

By Email: EricR@joburg.org.za

Mr Dylan Weakley

Senior Specialist: City Transformation and Spatial Planning

10th Floor Metro Centre

158 Civic Boulevard

Braamfontein

JOHANNESBURG

2000

By Email: DylanW@joburg.org.za

Attachments: Draft Route Alignment Layouts

Draft Station Position Report



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To: Tshepo Kgobe
Acting Chief Operating Officer
Gautrain Management Agency
Attn: Victor Shange
Gautrain Management Agency
Senior Manager: Portfolio Management Office

City of Johannesburg Comments on Gautrain Draft Stations Report (Ref: J37057)

Tuesday, 25 August 2020

City Transformation and Spatial Planning, Development Planning, City of Johannesburg

Table of Contents

Table of Figures	1
1. Introduction	2
2. Comments on individual stations	4
2.1. Randburg	4
2.2. Cosmo City	5
2.3. Little Falls	6
3. Conclusion	8
Works Cited	Error! Bookmark not defined.

Table of Figures

Figure 1: Nodes and Development Zones: Nodal Review 2020	3
Figure 2: Proposed Location of the Randburg Station (from GMA Draft Station Location Report J37057)	4
Figure 3: Proposed Location of the Cosmo City Station (from GMA Draft Station Location Report J37057)	5
Figure 4: Proposed Location of the Little Falls Station (from GMA Draft Station Location Report J37057)	7



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1. Introduction

Thank you for the invitation to comment the location of the proposed new Gautrain stations in the City of Johannesburg. Firstly, the city wholeheartedly supports the extension of the Gautrain in general, and we see it as beneficial in terms of the sustainability (environmental, social, and economic), liveability, efficiency, and equity of the City. We believe it has the potential to knit our fragmented city together, promote economic growth, and reduce travel times, emissions, and costs. Broadly, the concept of extending the Gautrain network throughout the City and the Province is supported by our spatial vision, outlined in the Spatial Development Framework 2040¹.

The SDF for Johannesburg calls for a compact polycentric urban model:

“The Compact Polycentric Urban model looks to adapt the current structural reality of the city into one that is more socially, environmentally and financially sustainable, efficient and equitable. The model seeks to create a well-connected (by public transit and other transport routes) series of dense metropolitan centres and sub-centres, each immediately surrounded by high density residential and mixed-use areas, with residential densities declining with distance from these nodes or centres. Densification should also occur along defined corridors, specifically the Corridors of Freedom and the Randburg – OR Tambo Corridor. The model looks to maximise the potential of the current nodal structure of the city, while addressing the spatial inequalities that exist.” (City of Johannesburg, 2016, p. 70)

The Nodal Review² was adopted in 2020 as an annexure to the SDF. The Nodes and Development Zones are depicted in Figure 1 below. As you will see, some of your proposed stations align well with the City’s development nodes, while others do not. In order to prioritise development in the City (in terms of land use rights and infrastructure delivery) it is necessary to limit development in other areas (otherwise here would effectively be no prioritisation at all). We believe that some of the stations proposed would promote infill and re-development as proposed by the SDF and Nodal Review (specifically Randburg station) others, (notably Little Falls) may promote development on the periphery of the City, and contribute to undesired sprawl, and stretch the City’s infrastructure resources unsustainably.

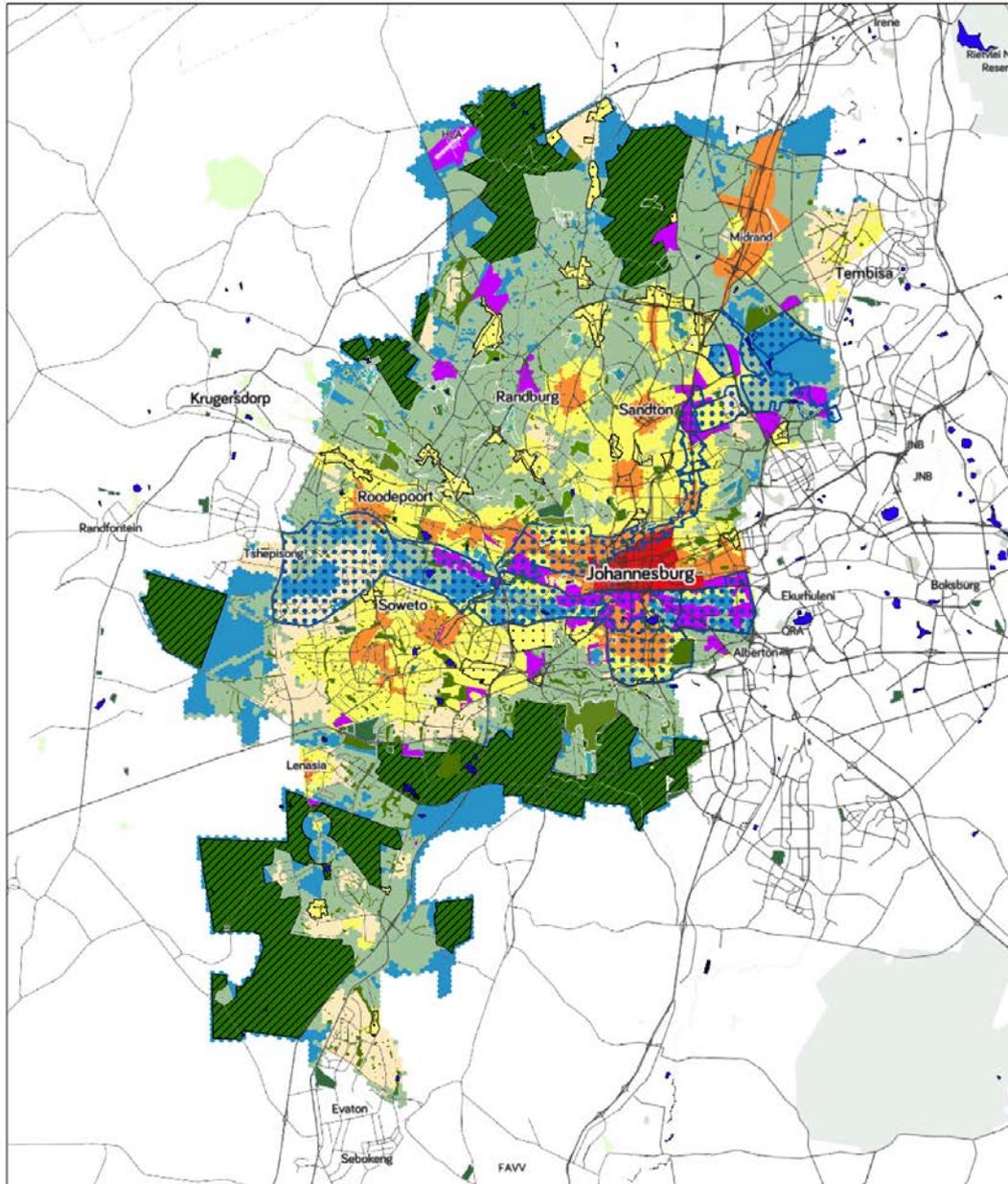
We have included, under relevant headings, comments on each proposed station location.

¹ www.bit.ly/cojcitywide

² www.bit.ly/cojnodemaps



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Nodes and Development Zones

Legend

City Parks/Open Space	Mining Belt SAF's	Node/Devt. Zone	LED Zone
Empire Perth SAF	Randburg-OR Thambo Corridor	Inner City Node	Sub-Urban Zone
Louis Botha SAF	Turffontein SAF	Metropolitan Node	Peri-Urban Zone
		Regional Node	Beyond Urban Development Boundary
		General Urban Zone	Industrial

Figure 1: Nodes and Development Zones: Nodal Review 2020

2. Comments on individual stations

2.1. Randburg

We are in support of the Randburg Station (as depicted by the red dot in Figure 2 below), and we believe it will have significant positive transport and development implications for the City of Johannesburg. The Randburg metropolitan Node will benefit from and to connecting to the Gautrain network, which provides easy access to other metropolitan nodes in the City (Sandton, Rosebank, Midrand), the City's primary node, the Inner City Node, and indeed OR Tambo Airport, and nodes in Tshwane. The Randburg Station fits in entirely with the Spatial Development Framework of the City (SDF 2040) and would support the strategic Randburg to OR Tambo Corridor.

The City is also in support of the proposed location of the station, which is located within the heart of the Randburg Node, as opposed to early proposals which had the station located at the periphery of the node. Our experience with Rosebank and Sandton Gautrain stations (as opposed to the Midland station) is that location the station within the urban core of a node will yield optimal development and transport results.



Figure 2: Proposed Location of the Randburg Station (from GMA Draft Station Location Report J37057)



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2.2. Cosmo City

It is noted that the Cosmo City station is not in Cosmo City and the CoJ would prefer the station to be within Cosmo City, or within one of the existing nodes surrounding the area (including Kya Sand or Northriding). It is some 3 km by road to the closest point in Cosmo, and about 13km by road to the farthest areas. For this reason, we question the naming of the station. It may be disingenuous to call it Cosmo City Station, and maybe North Riding, Northgate or Hoogland would be more accurate. An alternative option would be to move the station into Cosmo City proper.

While the station location is not currently surrounded by the type of urban form that would support mixed use, walkable development, Northriding Agricultural holdings does contain open space that would be viable for urban infill. If the station were to go ahead, the CoJ would see this as an opportunity area for city led urban design to create a walkable, high density, mixed land use node around the station. This node could become a business centre for the surrounding community. For this to happen, it would be ideal if the station had pedestrian access from the western side of Northumberland road would be necessary, or alternately the location of the station on the western side of the road.

The connectivity to Cosmo City proper needs to be addressed through NMT (walking and cycling) infrastructure BRT routes and or Gautrain Buses. Cosmo City will benefit from the link, if the station is easily, efficiently and affordably linked to the area.

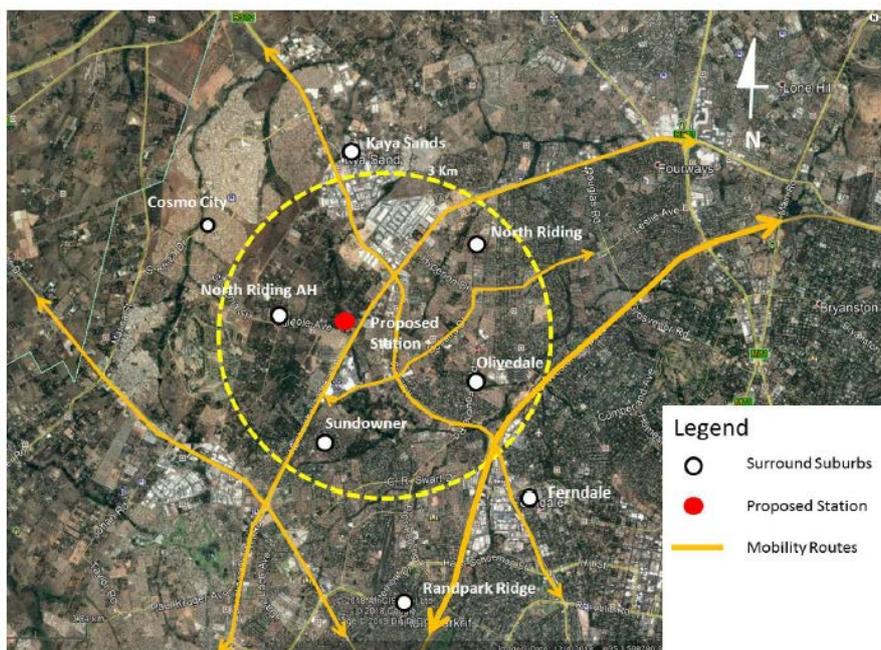


Figure 3: Proposed Location of the Cosmo City Station (from GMA Draft Station Location Report J37057)



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2.3. Little Falls

As per the City's previous comments on the proposed Gautrain network extension, Little Falls is the station we are least in support of. We believe that the route towards Roodepoort and finally Jabulani, Soweto, is necessary, but we question the spatial logic (and the development outcomes of the Little Falls Station. The following bullet point section is taken directly from our previous comments.

- As per our correspondence sent to Tasneem Yusuf on Thu 2015/11/19, City Transformation still has reservations about the Little Falls Station. This relates both to the overall concept of having a station in Little Falls and to the current proposed location
- Overall concept: City Transformation is concerned about the station for a number of reasons, including:
 - Little Falls is not located in any priority area for the city and as such, in current plans, will not attract any significant infrastructure investment in the foreseeable future.
 - We see the location as peripheral, and the station has the possibility of contributing to urban sprawl, rather than containing it, as we believe high speed rail stations should do.
 - While there have been some malls and townhouse complexes built in the area, there is not much urban potential for the area to develop into a significant urban node (as opposed to stations like Randburg, Jabulani, Roodepoort, Sandton and Rosebank).
 - The urban form in the area is not conducive to a mixed use, dense, walkable urban form. As such, we believe that the station will be mostly car oriented, possibly linking commuters from the West Rand to the Gautrain network.
 - The station has the potential to draw development away from key nodes in the city, and indeed other key Gautrain nodes (current and future) and thus contribute to what we see as inefficient peripheral development, rather than the compact development that the draft SDF proposes. Here the risk is that infrastructure investment by the city in Little Falls will not be financially sustainable, and it will dilute efforts to concentrate capital spend in key, central nodes.
 - We believe that for Gautrain investment to be sustainable, it should be complemented by local government investment. This is not the case in Little Falls.
- Station Location: City Transformation is concerned about the station for a number of reasons, including:
 - The station is located adjacent to low density, car oriented residential developments. As such, very few people will walk to the station.
 - While it is located on a future major road, it is unclear when this road will be built. If there is to be a station located in Little Falls, it may be better placed abutting Hendrik Potgieter Rd, to allow car-oriented access from the wider area.



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- While there is open land around the proposed station, we see this as peripheral. Servicing new development in the area will require investment in new bulk infrastructure, which we believe would be financially inefficient. There is a risk, too, that the station will not draw the development and private investment that it should, in that bulk infrastructure will be limited.
- Because of the points above, we would propose putting off the Little Falls Station, and merely having a rail link between Roodepoort and Cosmo City. The Station could then be added at a later stage as development around other Gautrain stations grows, and demand for access to the system increases.

Alternately, if the Little Falls station was to go ahead, we would propose that it is not a “transit Oriented Development” station (that attracts surrounding development) but rather a feeder station that would allow commuters from the broad west rand region, to drive to the station, and link into the rail network from there.



Figure 4: Proposed Location of the Little Falls Station (from GMA Draft Station Location Report J37057)



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3. Conclusion

Thank you for the opportunity to comment. We welcome the extension of the Gautrain in general and regarding the proposed station locations the following must be noted.

- a) **Randburg:** The City of Johannesburg is in full support of the proposed location of the station (Figure 2)
- b) **Cosmo City:** The City of Johannesburg is in support of the concept of the Cosmo City Station location but would encourage its location to be within Cosmo City itself, or within the Northriding or Kya Sand Nodes. Having said this, Northriding agricultural holdings do present an opportunity for infill transit-oriented-development, If the current location is kept, strong NMT (walking and bicycle) and bus links will be required to connect the station to Cosmo City.
- c) **Little Falls:** The City of Johannesburg is of the opinion that if Little Falls station were developed as a station to promote development, that development would not be optimal and would contribute to sprawling the City and its infrastructure, an undesirable outcome. We are in support of the line however, considering the very important socio-economic goal of connecting Gautrain through to the metropolitan nodes of Roodepoort and Jabulani in Soweto. If the Little Falls station is to go ahead, we would recommend that it acts as a feeder station to which commuters from the West Rand can drive (or connect to with road based public transport) and then enter into the Gautrain system, and not as a development oriented-station.

We also note that we believe an extension of the Gautrain service to more stations in the Inner City would be beneficial, and we would like to continue to collaborate and consult on possibilities.

Sincerely,

A handwritten signature in black ink, appearing to be "ND" with a flourish.

25/08/2020

Dr. Ndivhoniswani Lukhwani
City Manager

Date: _____

JOHANNESBURG ROADS AGENCY

Kobus Oberholzer

Subject: GRRIN Extensions Phase 1 Route Alignment Study - Johannesburg Road Agency

From: Botlhale Seageng <Botlhale.Seageng@letsema.co.za>

Sent: 09 October 2020 15:28

To: Ron Segenhout <rsegenhout@jra.org.za>

Cc: Fana Marutla <fmarutla@gibb.co.za>; 'Wimpie Oosthuizen' <woosthuizen@gibb.co.za>;
mmabatho.lekalakala@zanecebo.co.za

Subject: GRRIN Extensions Phase 1 Route Alignment Study - Johannesburg Road Agency

Good day Ron Segenhout,

I hope this email finds you well.

Thank you for the engagements and information provided to assist the Gautrain Management Agency (GMA) Project Team conduct the Route Determination Study for Phase 1 of the Gautrain Extension.

As part of the Gautrain Transport Infrastructure Act (GTIA) we are required to provide written response to the MEC of Public Transport & Road Infrastructure indicating that the relevant stakeholders were consulted for the purposes of the route determination study.

Please could you assist in providing a letter that will be directed to the MEC of Public Transport & Road Infrastructure confirming:

- Johannesburg Road Agency was consulted for the purposes of conducting the route determination study
- Information requested by the GMA Project Team was provided by Johannesburg Road Agency to conduct the route determination study

Please feel free to contact me should there be any questions.

Kind Regards,

Botlhale Seageng

Consultant

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W: www.letsema.co.za

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City of Johannesburg
Johannesburg Roads Agency

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2001

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Braamfontein
South Africa
2017

Tel +27(0) 11 298 5000
Fax +27(0) 11 298 5178
www.jra.org.za
www.joburg.org.za

From: Johannesburg Roads Agency

22 October 2020

To: The MEC for of Public Transport & Road Infrastructure
Gauteng Province
JOHANNESBURG
2000

Attention: Honourable MEC Jacob Mamabolo

Dear MEC Mamabolo,

PRELIMINARY ROUTE ALIGNMENT STUDY PROJECT TO ENABLE THE DETERMINATION OF THE ROUTE FOR PHASE 1 OF THE PROPOSED GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS BETWEEN MARLBORO, SANDTON, RANDBURG, COSMO, AND LITTLE FALLS

This letter serves to confirm that Johannesburg Roads Agency (JRA) has been consulted by the appointed Gautrain Management Agency Project Management Team (GMA Project Team) on the preliminary route alignment study to enable the determination of the route for phase 1 of the proposed Gauteng Rapid Rail Integrated Network Extension (GRRINN). This project is being executed in terms of the Gauteng Transport Infrastructure Act, Act No 8 Of 2001 ('the GTIA')

The purpose of this consultation was to identify JRA's bulk services that may be impacted by the proposed routes. As per our internal processes and consultation with JRA's Planning RAMS GIS. I can confirm that JRA provided the necessary information required to conclude the study.

As per the engagements and information provided JRA therefore support the progression of the project to the next phase in line with the Gautrain Transport Infrastructure Act.

DATA SUPPLIED

Name	Date modified	Type	Size
ACAD	02/05/2019 08:00	File folder	
Service Area.gdb	02/05/2019 08:00	File folder	
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AI108.pdf	29/04/2019 16:27	Adobe Acrobat D...	1,569 KB
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Segehout

Ron Segehout RAMS:
 Specialist: GIS
 Grace and peace to you.
Johannesburg Roads Agency
 Tel: 011 298-5019
 Mail: rsegehout@jra.org.za

CITY POWER

Kobus Oberholzer

Subject: GRRIN Extensions Phase 1 Route Alignment Study - City Power

From: Botlhale Seageng [<mailto:Botlhale.Seageng@letsema.co.za>]

Sent: Friday, October 9, 2020 3:25 PM

To: Ute Morisse <urmorisse@citypower.co.za>

Cc: Fana Marutla <fmarutla@gibb.co.za>; 'Wimpie Oosthuizen' <woosthuizen@gibb.co.za>;
mmabatho.lekalakala@zanecebo.co.za

Subject: GRRIN Extensions Phase 1 Route Alignment Study - City Power

Good day Ute Morisse,

I hope this email finds you well.

Thank you for the engagements and information provided to assist the Gautrain Management Agency (GMA) Project Team conduct the Route Determination Study for Phase 1 of the Gautrain Extension.

As part of the Gautrain Transport Infrastructure Act (GTIA) we are required to provide written response to the MEC of Public Transport & Road Infrastructure indicating that the relevant stakeholders were consulted for the purposes of the route determination study.

Please could you assist in providing a letter that will be directed to the MEC of Public Transport & Road Infrastructure confirming:

- City Power was consulted for the purposes of conducting the route determination study
- Information requested by the GMA Project Team was provided by City Power to conduct the route determination

Please feel free to contact me should there be any questions.

Kind Regards,

Botlhale Seageng

Consultant

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City Power Johannesburg

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Reuven Booyens Fax +27(0) 11 490 7590
Johannesburg 2016

www.citypower.co.za

LETSEMA
1st Floor
34 Melrose Boulevard
MELROSE ARCH
2196

Date: 2020-10-16

Attention:

PUBLIC LIGHTING MANAGER:

Tiro Mokgosi

Bryanston

Cell: 061 497 5136

Tel: (011) 706 6808

Email: tmokgosi@citypower.co.za

Team Leader on Duty : (011) 706 6808

ELECTRICAL SERVICES FOR KRAMERVILLE / HURLINGHAM / ZANDSPRUIT EXT'S / COSMO CITY EXTENSIONS

Your Reference: GRRIN Extensions Phase 1 Route Alignment Study

With reference to your application, dated 2020/10/15

City Power has no objections to your proposals subject to the following conditions:

1. This is Eskom's area of supply and City Power is responsible for Public Lighting.
2. The position of City Power's Public Lighting can be identified on site.
3. Where road reserve boundaries and levels within road reserve boundaries are to be altered, City Power's Public Lighting Manager must be contacted at (011) 706 6808 for comment and approval.
4. All excavations in the vicinity of City Power's electrical services must be undertaken by hand i.e. jackhammers or any other mechanical excavating apparatus may not be used. City Power's Public Lighting Manager must be contacted on (011) 706 6808, 24 hrs. prior to such excavations taking place.
5. All costs involved in lowering or relocating any of City Power's services due to the applicant's proposals will be to the applicant's account.
6. City Power's underground cables are generally situated between structures and at varying depths.

Contractors will be held responsible for any damage that may be caused to City Power's electrical installations

Yours Faithfully



For Tebogo Motsaanaka
Manager: Lands and Rights



City Power Johannesburg

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A/AREA MANAGER:

Noel Maso

RANDBURG

Cell: 071 861 9242

Tel: (011) 801 0700

Email: nmaso@citypower.co.za

Team Leader on Duty: Tel: (011) 801 0700

Date: 2020-10-16

Attention:

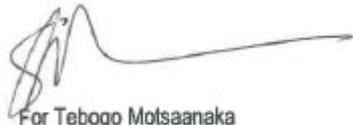
ELECTRICAL SERVICES FOR NORTH RIDING AH / OLIVEDALE EXT'S / FERNDAL / BEVERLEY GARDENS / LYME PARK / FRANKENWALD

Your Reference: GRRIN Extensions Phase 1 Route Alignment Study

With reference to your application dated 2020/10/15, City Power has no objection to your proposals subject to the following conditions:

1. Please contact Area Manager for Site Kick-off meetings.
2. This letter will be valid for a period not exceeding 6 months from the date indicated above.
3. The "approximate" positions of City Power's electrical services are indicated on your drawing.
4. Where road reserve boundaries and levels within road reserve boundaries are to be altered, City Power's Area Manager must be contacted on **(011) 402 5752**, for comment and approval.
5. Where City Power's existing electrical structures, i.e. 88kV Transmission Line Towers, overhead mains, street light poles, transformer substation buildings, etc. are affected, the Area Manager must be contacted on **(011) 402 5752**.
6. Where City Power's existing electrical network infrastructure, i.e. 88kV Transmission cables, overhead cables, street light cables, underground network, etc. are affected, the Area Manager must be contacted on **(011) 402 5752** for comment.
7. All excavations in the vicinity of City Power's electrical services must be undertaken by hand i.e. jackhammers or any other mechanical excavating apparatus may not be used. City Power's Maintenance Manager must be contacted on **(011) 402 5752**, 24 hours prior to such excavations taking place.
8. All costs involved in lowering or relocating any of City Power's services due to the applicant's proposals will be for the applicant's account.
9. Service cables to individual stands are not shown and caution should be exercised during excavations to avoid damage to such cables.
10. City Power's underground cables are generally situated 1.00 meter from stand boundaries and at varying depths.
11. Contractors will be held responsible for any damage that may be cause to City Power's electrical installations.

Yours Faithfully

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke extending to the right.

For Tebogo Motsaanaka
Manager: Lands and Rights



City Power Johannesburg

40 Heronmere Road PO Box 38766 Tel +27(0) 11 490 7000
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1st Floor
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Date: 2020-10-16

A/AREA MANAGER:

David McMahon
Roodepoort

Cell: 0832796233

Tel: (011) 470 3630

Email: dcmahon@citypower.co.za

Team Leader on Duty: (011) 470 3630

ELECTRICAL SERVICES FOR HONEYDEW EXT'S / HONEY PARK EXT'S / WILGEHEUWEL EXTENSIONS

Your Reference: GRRIN Extensions Phase 1 Route Alignment Study

With reference to your application dated 2020/10/15, City Power has no objection to your proposals subject to the following conditions:

1. Please contact Area Manager for Site Kick-off Meetings.
2. This letter will be valid for a period not exceeding 6 months from the date indicated above.
3. The approximate positions of City Power's electrical services are indicated on the attached drawing.
4. Where road reserve boundaries and levels within road reserve boundaries are to be altered, City Power's Area Manager must be contacted on 011 470 3630, for comment.
5. Where City Power's existing electrical structures, i.e. 88kV Transmission Line Towers, overhead mains, street light poles, transformer substation buildings, etc. are affected, the Area Manager must be contacted on 011 470 3630 for comment and approval.
6. Where City Power's existing electrical network infrastructure, i.e. 88kV Transmission cables, overhead cables, street light cables, underground network, etc. are affected, the Area Manager must be contacted on 011 470 3630 for comment and approval.
7. All excavations in the vicinity of City Power's electrical services must be undertaken by hand i.e. jackhammers or any other mechanical excavating apparatus may not be used. City Power's Maintenance Manager must be contacted on 011 470 3630, 24 hours prior to such excavations taking place.
8. All costs involved in lowering or relocating any of City Power's services due to the applicant's proposals will be for the applicant's account
9. Service cables to individual stands are not shown and caution should be exercised during excavations to avoid damage to such cables.
10. City Power's underground cables are generally situated 1.00 meter from stand boundaries and at varying depths.
11. Contractors will be held responsible for any damage that may be caused to City Power's electrical installations.

For Tebogo Motsaanaka
Manager: Lands and Rights

JOHANNESBURG WATER

Kobus Oberholzer

Subject: Gautrain Route Alignment Study - Joburg Water Stakeholder Engagement

From: Botlhale Seageng <Botlhale.Seageng@letsema.co.za>
Sent: Tuesday, March 23, 2021 7:14 AM
To: Hilda Matodzi <hilda.matodzi@jwater.co.za>
Cc: koberholzer@gibb.co.za; effort.mokoena@zanecebo.co.za; Victor Chewe <victor.chewe@jwater.co.za>
Subject: RE: Gautrain Route Alignment Study - Joburg Water Stakeholder Engagement

Hi Hilda,

I hope you're well.

Please find attached the proposed route alignment documents. Please let me know if you're able to access the files.

Kind Regards,

Botlhale Seageng

Consultant

C: +27 (82) 056 3206 T: +27 (0)11 233 0000

M: botlhale.seageng@letsema.co.za

W: www.letsema.co.za

1st Floor • 34 Melrose Boulevard • Melrose Arch • Johannesburg • 2196

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From: Hilda Matodzi <hilda.matodzi@jwater.co.za>
Sent: Thursday, 18 March 2021 09:49
To: Botlhale Seageng <Botlhale.Seageng@letsema.co.za>
Cc: koberholzer@gibb.co.za; Jared Gray <jared.gray@letsema.co.za>; whiskym@Gautrain.co.za; effort.mokoena@zanecebo.co.za; Victor Chewe <victor.chewe@jwater.co.za>
Subject: FW: Gautrain Route Alignment Study - Joburg Water Stakeholder Engagement

Good day Botlhale

Please share information on selected preliminary route so that we can prepare better for the proposed meeting.

Hilda

From: Botlhale Seageng [<mailto:Botlhale.Seageng@letsema.co.za>]
Sent: Tuesday, 16 March 2021 15:48
To: Bongani Sibiyi <bongani.sibiyi@jwater.co.za>
Cc: Kobus Oberholzer <koberholzer@gibb.co.za>; Jared Gray <jared.gray@letsema.co.za>; Whisky Mavoni

<whiskym@Gautrain.co.za>; effort.mokoena@zanecebo.co.za

Subject: Gautrain Route Alignment Study - Joburg Water Stakeholder Engagement

Good day Bongani,

I hope this email finds you well.

We are currently working on a project for The Gautrain Management Agency to conduct a route determination study for the extension of the Gautrain. The project is currently in the feasibility stage and as such we are engaging various bulk service providers to identify potential clashes between the proposed route and bulk infrastructure prior to us proceeding to the design stages.

As part of the Gautrain Transport Infrastructure Act (GTIA) we are subsequent to these engagements required to provide written response to the MEC of Public Transport & Road Infrastructure indicating that the relevant stakeholders were consulted for the purposes of the route determination study.

Please could you advise on your availability to have a meeting with the project team so we can take you through the proposed route.

Kind Regards,

Bothale Seageng

Consultant

C: +27 (82) 056 3206 T: +27 (0)11 233 0000

M: bothale.seageng@letsema.co.za

W: www.letsema.co.za

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a world class African city



City of Johannesburg
Johannesburg Water (Pty) Ltd

17 Harrison Street
Johannesburg

Johannesburg Water
PO Box 61542
Marshalltown
2107

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www.johannesburgwater.co.za

Date: 13 May 2021

**GAUTRAIN MANAGEMENT AGENCY
44 GRAND CENTRAL BOULEVARD
GRAND CENTRAL EXTENSION 1
MIDRAND
1682**

ATTENTION: MR. WILLIAM DACHS

Dear Sir

**PRELIMINARY ROUTE ALIGNMENT STUDY FOR THE GAUTRAIN RAPID RAIL INTERGRATED
NETWORK EXTENSIONS**

Reference is made to the request for water and sewer service information that has been requested.

This letter serves to confirm that the requested information was shared with the Gautrain Management Agency project team.

Should any additional information be required please do not hesitate to contact the writer.

Yours faithfully

(H. Matodzi)

For MANAGER: DEVELOPMENT CONTROL

0116886506

hilda.matodzi@jwater.co.za

Directors:

Mr Sibusiso Buthelezi (Chairperson), Mr Ntshavheni Mukwevho (Managing Director), Mr Johan Koekemoer (Financial Director),
Dr Jack Maduna, Ms Ndivhuho Sekoba, Ms Rachel Kalidass, Professor Clinton Aigbavboa, Ms Mpusi Mangena, Mr Dingane
Khesuoe,

Ms Roslynn Greef, Mr Sabelo Mtolo, Ms Gugu Phakathi, Ms Thembi Maseko, Mr Mveleli Boo

Ms Kethabile Mabe (Company Secretary),

Annexure C
PUBLIC PARTICIPATION

Comment 1:

Will the intended extension relate to the Gaubus system or Gautrain route itself? If Gaubus, which one ended routes through will the bus in areas such as Cosmo City given the small routes designed in the area?

Technical Team Response:

The extensions to the Gauteng Rapid Rail Integrated Network will also include extensions to the feeder and distribution system. These routes will however only be finalized during the next phase of the project.

Category:

General Comment - No impact on the Alignment

Comment 2:

*I have no idea whether I am an "affected party", as I can not find any detailed plans for this project. Could you pls send me (or send a link for) a *detailed* plan for the proposed rail between Little Falls and Cosmos. I live in Ruimsig AH.*

Technical Team Response:

The Preliminary Route Determination is one of the initial steps in the lifecycle of the project, with the end goal of having a rail service that extends to other parts of the Gauteng Province. The Preliminary Route Determination is done in order to identify the most cost effective route, with the least impact on the community, economy, existing infrastructure and the environment. The end result of the Preliminary Route Determination is to identify a corridor of 400m wide within which the final route will be situated. The next step in the project lifecycle is to do the Preliminary Design. The Preliminary Design will be done to a much higher level of detail than the Preliminary Route Determination and it will only be possible to fully assess the impact of the alignment on individual properties. During this Preliminary Design a full Environmental Impact Assessment will be conducted and the community will have another opportunity to comment on the proposed design. The Preliminary Route Determination and Preliminary Design process to be followed is determined by the Gauteng Transport Infrastructure Act 2001, as amended in 2003.

Category:

Request for further information - No impact on the alignment.

Comment 3:

As per the notification below we do request permission to collect the Memory stick with the relevant reports as outlined in your notice. Please confirm when we will be able to collect.

Technical Team Response:

Information provided.

Category:

Request for further information - No impact on the alignment.

Comment 4:

My input is that Hendrick Potgieter should start at Krugersdorp CBD rather. There are thousands of people in the west rand far bigger than cosmos city who commute on a daily basis from Carltonville, Westernarea, Randfontein, Krugersdorp, Hekpoort, Munsieville, Magaliseburg etc to greater Johannesburg and Johannesburg North and they are still in this stage required to travel via JHB CBD. The upcoming smart city and Lanseria Airport will be becoming an integral part of greater west rand sooner. The current transport structure after the days of greyhound banning unfairly excludes west Randers from accessing the economic hubs of Gauteng while other areas are over-serviced.

Technical Team Response:

The GRRIN forms part of an integrated transport network. We value your comment and can confirm that the viability of extending the Gautrain to other parts of the Gauteng Province will be the subject of a new study to be undertaken by the Gautrain Management Agency in the near future.

Category:

General comment - No impact on the alignment.

Comment 5:

As per the Notice of proposed route in the Randburg Sun. I live at ERF 17 Bellairs Park. My entrance into the property is from Bovet road up ERF18. The PWV3 is next to our property. At the moment our entrance is off Malibongwe Drive. Where is the proposed route to Malibongwe Drive and Kapital Streets?

Technical Team Response:

Please note that there are three alternative routes. These routes are indicated on the published plans and you will see that there are four sheets per route. The section in the vicinity of Bellairs Park is shown on sheet 2 of each of the three alternatives.

Category:

Request for further information - No impact on the alignment.

Comment 6:

Regarding the next phase of the Gautrain. The section of track between Randburg Station and the Cosmo City Station, it appears that these tracks will run along Malibongwe and in the KWV3 road reserve.

Will these tracks be below or on the surface?

Technical Team Response:

Please refer to the drawings that have been published on the website. There are three alternatives shown, each alternative is shown in a separate set of plans with four sheets each. The section you are

referring to are shown on sheets 2 and 3 of each of the sets. There is a legend displayed on the drawings which highlights which sections will be in a tunnel and which sections will be on a viaduct structure. The extent and position of the tunnel and viaduct sections are different for each alternative alignment.

Category:

Request for further information - No impact on the alignment.

Comment 7:

I am a resident in the suburb of Sandhurst. When following the Gautrain route to Randburg and out to Little Falls, I noticed that the rail travels right through the middle of Sandhurst where it joins to the Sandton Gautrain Station. My Queries: Does this rail run underground through a tunnel, as occurs with the Rosebank route?? Where does it become above ground on the route to Little Falls, if that is the case?? If the rails are above ground, it will decrease the value of our properties hugely, so I'm sure you can understand my concern.

Technical Team Response:

Please refer to the drawings that have been published on the website. There are three alternatives shown, each alternative is shown in a separate set of plans with four sheets each. The section you are referring to are shown on sheets 3 and 4 of each of the sets. There is a legend displayed on the drawings which highlights which sections will be in a tunnel and which sections will be on a viaduct structure. The extent and position of the tunnel and viaduct sections are different for each alternative alignment.

Category:

Request for further information - No impact on the alignment.

Comment 8:

Please could you send me the Environmental Assessment Report for Phase 1 – particular interest in the Zandspruit/ Jackal Creek/ Cosmo City part, please.

Technical Team Response:

Information provided.

Category:

Request for further information - No impact on the alignment.

Comment 9:

I would like to request on behalf of the Jackal creek management association a memory stick regarding the phase 1 Gautrain rapid rail integrated network extensions, as the development includes the Jackal creek road reserve.

Technical Team Response:

Information provided.

Category:

Request for further information - No impact on the alignment.

Comment 10:

I am Principal of a Montessori nursery and primary school in Bordeaux. I'd like to see where the proposed new Sandton/Randburg route impacts the suburb of Bordeaux. Please may you send me details regarding this section of the proposed route.

Technical Team Response:

Please refer to the drawings that have been published on the website. There are three alternatives shown, each alternative is shown in a separate set of plans with four sheets each. The section that covers the Bordeaux/Randburg area is shown on sheet 3 of each of the sets. There is a legend displayed on the drawings which highlights which sections will be in a tunnel and which sections will be on a viaduct structure. The extent and position of the tunnel and viaduct sections are different for each alternative alignment.

Category:

Request for further information - No impact on the alignment.

Comment 11:

As a resident of Bordeaux South, I am hereby registering as Interested and Affected Party (I&AP) with regards to the Gautrain's proposed route determination for Phase 1 of the Gauteng Rapid Rail Integrated network extensions (referred to as ""GRRIN Extensions Project""). I hereby request to be added to all public consultation going forward.

I would like to provide feedback on the three proposed routes for the Gautrain expansion project. I am focusing on the viaduct location on the route section from Sandton station to Randburg station, with the viaduct crossing the Braamfontein Spruit from Hurlingham into Bordeaux South.

I object against Options 1 and 3.

Technical Team Response:

The Preliminary Route Determination is one of the initial steps in the lifecycle of the project, with the end goal of having a rail service that extends to other parts of the Gauteng Province. The Preliminary Route Determination is done in order to identify the most cost effective route, with the least impact on the community, economy, existing infrastructure and the environment. The end result of the Preliminary Route Determination is to identify a corridor of 400m wide within which the final route will be situated. The next step in the project lifecycle is to do the Preliminary Design. The Preliminary Design will be done to a much higher level of detail than the Preliminary Route Determination and it will only be possible to fully assess the impact of the alignment on individual properties. During this Preliminary Design a full Environmental Impact Assessment will be conducted and the community will have another opportunity to comment on the proposed design. The Preliminary Route Determination and Preliminary Design process to be followed is determined by the Gauteng Transport Infrastructure Act 2001, as amended in 2003. The stakeholder engagement process during the Preliminary Route Determination is

very limited, the public is however encouraged to provide comment during this phase of the project. These comments will be taken into consideration before the final route is selected and published. It should be noted that the next step in the project, the Preliminary Design, will involve a full Environmental Impact Assessment which will provide the public with another opportunity to give comment on the planned Gauteng Rapid Rail Integrated Network. The EIA will include public meetings with detailed drawings to be presented at these meetings.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 12:

Please could I have a copy of the Environmental Assessment Report referred to in the NOTICE OF PROPOSED ROUTE DETERMINATION FOR PHASE 1 OF THE GAUTENG RAPID RAIL INTEGRATED NETWORK EXTENSIONS.

I could not find a copy on the Gautrain Management Agency website. I did find the Preliminary Route Determination Report. The report appears to be concerned with the location of stations rather than the alignment of the railway line itself.

Technical Team Response:

Information provided.

Category:

Request for further information - No impact on the alignment.

Comment 13:

As a resident of Bordeaux South, I am hereby registering as Interested and Affected Party (I&AP) with regards to the Gautrain's proposed route determination for Phase 1 of the Gauteng Rapid Rail Integrated network extensions (referred to as "GRRIN Extensions Project". I hereby request to be added to all public consultation going forward.

I would like to provide feedback on the three proposed routes for the Gautrain expansion project. I am focusing on the viaduct location on the route section from Sandton station to Randburg station, with the viaduct crossing the Braamfontein Spruit from Hurlingham into Bordeaux South.

Route 1 (referring to map "60590425 Gautrain Proposed Alignment Routes-1sh3_Optimized") This route is entirely over the suburb, and most specifically directly over my property, and is not an acceptable solution. Besides the loss of sense of place (not considered in the screening report), it will also be a source of unacceptable noise pollution (not considered in the screening report), especially considering this is a residential suburb. In areas where the current Gautrain runs above ground, this is in industrial and business areas, veldt, or along major transport routes, such as highway and existing train routes which are already areas where noise levels are elevated.

Furthermore the building of a viaduct will result in the destruction of properties for the pillars and for entry and exit points, as well as the clearing of the 300m buffer area. This is not an acceptable route option.

Route 2 (referring to the map "60590425 Gautrain Proposed Alignment Routes-2sh3_Optimized") This route is less invasive, but will still have a high visual and noise impact. The entry point into the suburb is adjacent to Garden Village, an old age home. The impacts on this would not be acceptable to the residents of there.

Route 3 (refer to map "60590425 Gautrain Proposed Alignment Routes-3sh3_Optimized") This option shows the entry point situated on existing houses. The fact that the tracks will run above ground straight through the suburb cutting it in half, and the destruction of these houses required to make way for this is not acceptable. Furthermore, there will be high noise and visual impacts, which are unacceptable in a residential suburb. This is not an acceptable route option.

Your preliminary route determination report indicates that this is the preferred option and it will be a death knell for our suburb and I object utterly against it.

About Bordeaux South

Bordeaux South is a highly sought-after suburb. The Bordeaux South Residents Association (BSRA) have worked tirelessly to make it a safe and beautiful suburb, with high property values. It's sense of place is what makes it so attractive. Building the Gautrain route aboveground through this suburb will destroy everything that the community has worked so hard to achieve.

Conclusion

It is a concern that the noise and visual impacts were not considered in the environmental screening report. These are the biggest impacts when it comes to the proposed viaduct locations and need to be very seriously considered.

I oppose having a viaduct entering our suburb. I recommend that the train route be kept underground all the way between the Sandton and Randburg stations.

I am also concerned that us residents were not consulted at any point. We only received notice of this via the BSRA (who was not consulted) who themselves only received notice from our Ward Councillor who found out about by accident and then notified the BSRA. This shows a flaw in your public participation process. I am concerned that this lack of consultation will continue. I insist that us residents be consulted throughout this process, including through the Environmental Authorisation process and that meaningful consultation be done with us. This needs to be direct consultation, not notices via newspaper or site notices. Make use of the BSRA for consultation, that way as many residents as possible can be reached.

Technical Team Response:

It must be noted that the environmental work done during the Preliminary Route Determination is very limited and the next phase of the project, the Preliminary Design, will include a full Environmental Impact Assessment. The EIA will highlight any environmental concerns and will provide mitigating measures to be incorporated into the design by the project team involved.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 14:

The natural heritage of this area is threatened by your green route planA feature of the landscape of North Riding is a low, narrow ridge of rock supporting dense bush vegetation, very distinctive in the otherwise typical grassland of the middle Bankenveld on the Halfway House granite dome.

Amongst the flora on this dyke are what is probably the most southerly specimens of 'Ficus salicifolia' or the Wonderboom, at another point are the only Acacia nilotica growing naturally on the Witwatersrand. Please don't destroy the Northriding Forest Dyke.

Technical Team Response:

It must be noted that the environmental work done during the Preliminary Route Determination is very limited and the next phase of the project, the Preliminary Design, will include a full Environmental Impact Assessment. The EIA will highlight any environmental concerns and will provide mitigating measures to be incorporated into the design by the project team involved.

Category:

EIA Related Comment - No impact on the Alignment

Comment 15:

I am writing in the capacity of Club Manager of the Old Parktonian Sports Club.

We were made aware of the future expansion of the Gautrain Rapid Rail Systems and one proposed route in Randburg is of particular concern. (see attached the route in question).

The Old Parktonian Sports Club is situated on 1 Garden Road, Bordeaux Randburg and consists of 14 Hectares of sports facilities, including soccer and cricket fields, bowling greens and courts.

Your proposed route is going over our property, and will traverse over the length of our main soccer field (see enlarged image attached). You can clearly see the adverse effect this construction will have on the sports activities at the club and ultimately the income of the club. As a non-profit organisation, we solely rely on sports membership and the rental of our sports facilities for income to sustain the sports club. This is one of the few private sports clubs left that offer a variety of sporting options to the community.

Major earth works will be required and our members cannot be subjected to this invasive operation while practicing their sports or enjoying the green belt area. Our sports club is one of the only green belt area in the Bordeaux region where residents can safely walk or run and use the facility for recreational purposes.

With this communication we officially lodge our opposition for the implementation of this route.

Technical Team Response:

The property in question is impacted on by one of the routes that is not currently seen as the preferred route. If the process does concludes that the route affecting the property in question, then there is still room to make small changes to the alignment in order to accommodate some of the comments raised. At this stage however it seems unlikely that the route affecting the property in question will be selected as the preferred route.

Category:

Objection to alignments - No Impact on the Alignment.

Comment 16:

Thank you for the opportunity to submit written comments (as advertised on you facebook page).

Please see attached map showing our location (yellow outlined)

We are situated next to the proposed new Cosmo station as shown on your documents.

Our main entrance border Aureole avenue (Gandalf & Ben Ami complexes) and part of it border Northumberland avenue (Rivendell complex).

As affected parties can you please forward us with documentation showing the station & rail line positions.

Questions: 1 Will the proposed new station be on the corner of Aureole & Northumberland or will it be situated on the municipal PWV3 land a bit higher up?

2 Will the track/rail run on the PWV3 land, on Aureole avenue or over any residential homes?

Can you please send updates to the project to my/this email.

Technical Team Response:

With reference to the Preliminary Route Determination Report, the report does identify Route Alignment Option 3 as the preferred route. If the comment period does not highlight any issues not previously addressed by the project team, then this route will be the route published as the route for the extension to the GRRIN. It must however be noted that this alignment will be further refined during the Preliminary Design phase of the project. The final position of the station and the rail alignment will only be fixed once the Preliminary Design has been completed.

Category:

Request for further information - No impact on the alignment.

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 17:

I have another concern/question on one of the proposed routes, the Green route:

It show that the green route run through the middle of our residential complex and it specifically cuts right through the middle of my property.

Please see attached illustration called ""Green route"" (my property is outlined in orange and our estate in yellow)

Question: can a Gautrain rail run through a residential property?

Technical Team Response:

With reference to the Preliminary Route Determination Report, the report does identify Route Alignment Option 3 as the preferred route. If the comment period does not highlight any issues not previously addressed by the project team, then this route will be the route published as the route for the extension to the GRRIN. It must however be noted that this alignment will be further refined during the Preliminary Design phase of the project. The final position of the station and the rail alignment will only be fixed once the Preliminary Design has been completed.

Category:

Request for further information - No impact on the alignment.

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 18:

With regards to this Project I am in favour with concerns:

As a Sharonlea Resident please accept my comment with respect to phase 1 of the Gautrain extension.

In general, I am in favour of the proposed extension to the greater Gautrain network, the extension of such would be a great improvement to the area particularly with regards to (Proposed Route Alignment 1) as well as subsequent stations, as indicated in Red on the supplied layouts, please see attached pdf, not only does this route allow for much better utilization of public land previously demarcated for the ""PWV3"" road upgrades stretching from the ""Western Bypass"" all the way through to ""Northumberland"" but this route also has a minimum effect on the existing residents of Sharonlea as well as surrounding critical infrastructure.

It should also be noted that I am firmly opposed to routes 2 & 3 indicated in Blue and Green respectively for portions indicated between the ""Western Bypass"" & ""Northumberland"" which are currently indicated to pass directly through Sharonlea as this would have an adverse effect on our well-established suburb, local primary school (Sharonlea Primary) as well as a local mall (Bel Air).

Furthermore to the above I am not opposed to an amalgamation of the various routes as far as which route 1 is used for Sharonlea/ Northriding should other routes be more favourable in other suburbs.

Technical Team Response:

During the Feasibility study the red route was developed with the intention of limiting the impact on existing developments. Although this seems like a good idea it has to be mentioned that these road

reserves are all protected and will be utilised at some stage in future to construct these roads in. These roads, like the PWV3 are important parts of the greater road network, The importance of these roads have been confirmed during the recent updating of the Gauteng Integrated Transport Masterplan Plan. In some areas the space available are such that both the road and the rail line can be accommodated inside the road reserve. One such an example is along the green route where it runs past the Jackal Creek development. In this area the rail alignment will be constructed on a viaduct and in this case the road and the rail line will be able to fit in the same corridor in order to limit the impact on existing developments. In the case of Sharonlea this is however not possible.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 19:

We acknowledge the contribution of the Gautrain to our city and support the extension of the network to serve a broader area of our city.

We believe that the routes that are proposed through Hurlingham, Craighall and Bordeaux may have an unnecessarily high negative impact on the community, property values, the environment and heritage.

We would like to propose that route options be further investigated that either

a) Remain underground in tunnels that would limit the impact on homes in our established neighborhoods and green belt.

b) Utilise existing arterial routes such as Jan Smuts as the primary overland routes.

Technical Team Response:

During the Preliminary route Determination study a range of alternative are investigated. These get evaluated and rated according to a range of criteria. One of these criteria is cost. If one was to put the entire alignment in a tunnel then it would result in an unfeasible project. It must be noted that the alignment that will be selected will go through another round of refinement during the Preliminary Design stage of the project. During this stage of the project a full environmental assessment will be conducted and if the recommendation out of the EIA is that the alignment should be accommodated in a tunnel, or moved to another location, then that will be taken on board by the technical team. It must further be noted that the GRRIN cannot be placed inside any of the existing roads as there is not enough space to accommodate both the roads and the GRRIN. Further to this, the GRRIN will not replace the roads as it forms part of a Integrated Transport Solution which include the road network and other modes of transport like busses and taxis.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 20:

While we acknowledge the contribution that the Gautrain makes to our city and support the extension of the network to serve the broader area of our city.

We believe the routes that are proposed through Hurlingham, Criaghall and Bordeaux have an unnecessarily high negative impact on the community, property values and the heritage of our environment.

We would like to propose that the route options be further investigated that they remain underground in tunnels so they limit the impact on our homes, the established neighbourhoods and green belt.

Or the Gautrain should utilise the arterial routes such as Jan Smuts Avenue as the primary overland routes.

Technical Team Response:

During the Preliminary route Determination study a range of alternatives are investigated. These get evaluated and rated according to a range of criteria. One of these criteria is cost. If one was to put the entire alignment in a tunnel then it would result in an unfeasible project. It must be noted that the alignment that will be selected will go through another round of refinement during the Preliminary Design stage of the project. During this stage of the project a full environmental assessment will be conducted and if the recommendation out of the EIA is that the alignment should be accommodated in a tunnel, or moved to another location, then that will be taken on board by the technical team. It must further be noted that the GRRIN cannot be placed inside any of the existing roads as there is not enough space to accommodate both the roads and the GRRIN. Further to this, the GRRIN will not replace the roads as it forms part of an Integrated Transport Solution which includes the road network and other modes of transport like buses and taxis.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 21:

While we acknowledge the contribution that the Gautrain makes to our city and support the extension of the network to serve the broader area of our city.

We believe the routes that are proposed through Hurlingham, Criaghall and Bordeaux have an unnecessarily high negative impact on the community, property values and the heritage of our environment.

We would like to propose that the route options be further investigated that they remain underground in tunnels so they limit the impact on our homes, the established neighbourhoods and green belt.

Or the Gautrain should utilise the arterial routes such as Jan Smuts Avenue as the primary overland routes.

Technical Team Response:

During the Preliminary route Determination study a range of alternative are investigated. These get evaluated and rated according to a range of criteria. One of these criteria is cost. If one was to put the entire alignment in a tunnel then it would result in an unfeasible project. It must be noted that the alignment that will be selected will go through another round of refinement during the Preliminary Design stage of the project. During this stage of the project a full environmental assessment will be conducted and if the recommendation out of the EIA is that the alignment should be accommodated in a tunnel, or moved to another location, then that will be taken on board by the technical team. It must further be noted that the GRRIN cannot be placed inside any of the existing roads as there is not enough space to accommodate both the roads and the GRRIN. Further to this, the GRRIN will not replace the roads as it forms part of a Integrated Transport Solution which include the road network and other modes of transport like busses and taxis.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)"

Comment 22:

Please see attached a covering letter as well as the full submission from the Automobile Association of South Africa (AA) in response to the call for public comment on extensions to the Gautrain. Please acknowledge receipt of this mail and its contents via return mail.

Technical Team Response:

The comments by the AA should be addressed at a different level.

Category:

Objection to the GRRIN project - No impact on the proposed alignments.

Comment 23:

As a resident of Bordeaux South, I am hereby registering as Interested and Affected Party (I&AP) with regards to the Gautrain's proposed route determination for Phase 1 of the Gauteng Rapid Rail Integrated network extensions (referred to as ""GRRIN Extensions Project"". I hereby request to be added to all public consultation going forward.

I would like to provide feedback on the three proposed routes for the Gautrain expansion project. I am focusing on the viaduct location on the route section from Sandton station to Randburg station, with the viaduct crossing the Braamfontein Spruit from Hurlingham into Bordeaux South.

1. Route 1 (referring to map""60590425 Gautrain Proposed Alignment Routes-1sh3_Optimized"")

This route is entirely over the suburb, and most specifically directly over my property, and is not an acceptable solution. Besides the loss of sense of place (not considered in the screening report), it will also be a source of unacceptable noise pollution (not considered in the screening report), especially considering this is a residential suburb. In areas where the current Gautrain runs above ground, this is in

industrial and business areas, veldt, or along major transport routes, such as highway and existing train routes which are already areas where noise levels are elevated.

Furthermore the building of a viaduct will result in the destruction of properties for the pillars and for entry and exit points, as well as the clearing of the 300m buffer area. This is not an acceptable route option.

2. Route 2 (referring to the map ""60590425 Gautrain Proposed Alignment Routes-2sh3_Optimized"")

This route is less invasive, but will still have a high visual and noise impact. The entry point into the suburb is adjacent to Garden Village, an old age home. The impacts on this would not be acceptable to the residents there.

3. Route 3 (refer to map ""60590425 Gautrain Proposed Alignment Routes-3sh3_Optimized"")

This option shows the entry point situated on existing houses. The fact that the tracks will run above ground straight through the suburb cutting it in half, and the destruction of these houses required to make way for this is not acceptable. Furthermore, there will be high noise and visual impacts, which are unacceptable in a residential suburb. This is not an acceptable route option.

Your preliminary route determination report indicates that this is the preferred option and it will be a death knell for our suburb and I object utterly against it.

About Bordeaux South

Bordeaux South is a highly sought-after suburb. The Bordeaux South Residents Association (BSRA) have worked tirelessly to make it a safe and beautiful suburb, with high property values. It's sense of place is what makes it so attractive. Building the Gautrain route aboveground through this suburb will destroy everything that the community has worked so hard to achieve.

Conclusion

It is a concern that the noise and visual impacts were not considered in the environmental screening report. These are the biggest impacts when it comes to the proposed viaduct locations and need to be very seriously considered.

I oppose having a viaduct entering our suburb. I recommend that the train route be kept underground all the way between the Sandton and Randburg stations.

I am also concerned that we residents were not consulted at any point. We only received notice of this via the BSRA (who was not consulted) who themselves only received notice from our Ward Councillor who found out about this by accident and then notified the BSRA. This shows a flaw in your public participation process. I am concerned that this lack of consultation will continue. I insist that we residents be consulted throughout this process, including through the Environmental Authorisation process and that meaningful consultation be done with us. This needs to be direct consultation, not notices via newspaper or site notices. Make use of the BSRA for consultation, that way as many residents as possible can be reached.

Technical Team Response:

The Preliminary Route Determination process involves assessing a number of alignments and then to select the most appropriate alignment based on set criteria. One of these criteria is the cost. Even though it may be possible to have the entire alignment in a tunnel through this section of the alignment it will come at an extremely high cost to the project. Although it is not currently the plan to have this section of the rail alignment in tunnel it may still end up being pushed underground if the EIA process determines that the impact on the environment and the community is such that it warrants the alignment to be placed in a tunnel, then that decision will be taken during the Preliminary Design stage of the project. The Preliminary Design stage involves a full EIA to be undertaken. This will allow the public another opportunity to comment on the alignment.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 24:

Breda Lombard Town Planners registering as I&AP on behalf of the owner, Heerenhof Beleggings (Pty) Ltd, of Portion 646 of the Farm Zandfontein 42 IR. Route 01 (Red Route) will pass underneath the property in a tunnel.

Technical Team Response:

The property in question will not be directly affected by any of the alignments. Proposed Route Alignment Option 01 will pass underneath the property in a tunnel at an approximate depth of 35m below natural ground.

Category:

Registering as I&AP - No Impact on the alignment.

Comment 25:

I live very close to the route in Pierre Rd, diagonally across from the Steve Jobs School.

Your thoughtfulness and planning I find to be lacking in substance, and totally without logic. I would like to submit the following thoughts for consideration:

Strategic Level

- 1. This intended extension will never be financially viable, even if you include Soweto as the starting point. Very few people in Soweto have cars that they use daily to commute to work and will rather use a taxi based upon convenience and cost. The taxi will collect them very near to their residence and drop them off outside their place of work. Homeward will be the same convenience.*
- 2. The areas chosen along the route are also not financially viable as a basis for the journey into the city. Only once you get close to Fourways would the ROI become beneficial.*

3. *The Fourways area would then be exactly the same as the current problem with the Gautrain and people with cars are using it as an alternative while the lower income groups are not. So, it is simply a nice train for the wealthy people which makes it unsustainable like the current Gautrain. The AA submission covers this in a lot more detail.*

4. *The Gautrain competes with the Uber system, and loses handsomely. Anyone using the Gautrain needs to first get to a station, then get on the train, then get off the train, and potentially still take a ride on one of the empty busses. Uber offers far more utility in that you are collected in your driveway and dropped off at your place of work. As this is for wealthy people, they will gladly pay for that utility and convenience. This develops a number of sub-points –*

5. *Your model is completely out of date. When it was first proposed (circa 2005), the disruptors like Uber and working from home did not exist. There was no pandemic on the radar either. The Gautrain must now compete with those disruptors, which have changed the landscape for the Gautrain demand completely. If anything, demand for the*

6. *Your targeted audience are those people that already have transport in the form of cars mainly, and use them as their primary mode of transport anyway. Why would they now swap this utility for one of lesser utility without any significant benefit.*

7. *Security is a primary concern for the potential users and paying for the private vehicle vs a public transport system of limited utility is never a viable comparison. The potential users will opt for the private vehicle as it will travel directly between the home and the workplace with relatively low risk.*

8. *Gauteng public transport is non-existent and unreliable. It addresses the requirements for the masses but also loses hands down to the taxi industry.*

In summary, the whole concept is flawed as it has no economic basis. The assumptions made are not financially viable and instead of wasting the taxpayers' money rather use it to fund viable options to resolve the real issues affecting the communities.

So I ask the obvious question – what is the problem to be solved that requires an extension of an antiquated and out of date concept? And it is here that I cannot find any logical reason for this process, except if it is furtive.

Tactical Level

1. *Your intention to begin Phase 1 at Little Falls makes no sense. The Little Falls junction will service a small enclave of residents, and no more.*

2. *Little Falls can only be accessed along Hendrik Potgieter, which is already heavily congested from very early in the morning.*

3. *The route then passes through a low density area of plots until it reaches Zandspruit where you have a number of huge informal settlements, with residents who do not even have food so could never afford to travel on the system.*

4. *Cosmo City is alongside Zandspruit and adjoins a number of informal settlements. So, I am still wondering where the user base is going to come from.*
5. *It is critical to understand that the electricity supply in this whole area is very problematic with electricity outages in the Honeydew area almost daily. Firstly, there is only a single supply that comes from the Princess substation. This is heavily affected by illegal connections resulting in intermittent supply. Secondly, the infrastructure is aged and should have been replaced a long time ago. This is also affecting supply. Finally, the biggest effect on the electricity supply is theft. Just as the Gautrain has experienced this previously in other areas, they are a long way behind the level of theft experienced in this area. So all the Gautrain will be doing is supplying cables and services to these informal settlements.*
6. *The Gautrain will derive no benefit of security from SAPS as they do not go into the Zandspruit settlement for fear of their lives. So there will be no security on the Gautrain services.*
7. *The route then moves on to the Fourways area. Only now would you have a viable user base, but again, this is a wealthy area with many motor cars. So very few takers there.*
8. *There is also the crime that will be attracted to the station, just like Marlboro station. It is therefore unlikely that any normal person will see this as a benefit and*
9. *The overall degradation to the area alongside the tracks is also of concern to the residents as this will affect property values significantly due to the noise and pollution affecting the area.*

How many of the applicable residents' associations have been contacted and engaged? None I bet because this seems to be a fire and forget exercise hoping that no-one complains. The Act is about stakeholder engagement not pushing through your own agendas, so let's get down to the stakeholder engagement and see the public meetings!!!

The lack of application of the supposed education of this team does not surprise me. This proposal is very sub-standard and should be seen as an embarrassment to the firm. No practical and realistic insights to help alleviate a problem. The Gautrain seems to be steeped in mediocrity and this is just another example of where we are headed. A theoretical exercise underpinned by a hidden agenda – anyone can draw a few lines on a map without understanding the implications and practicality of those lines. I strongly suggest that this team actually investigates this proposal in reality i.e. on the ground instead of by computer in an office far away from the reality of the situation.

Again, I am left wondering what is the problem being solved, and where the financial benefit of the solution to the community. After all, this taxpayer's money being wasted again on another poor idea with no careful foresight into the long-term future of the initiative.

Technical Team Response:

We take note of the comments made. Unfortunately none of the comments that were made has any impact on the proposed alignments. It must also be highlighted that the current public comment period is only the start of the process and the next phase of the project, the Preliminary Design, will include a full Environmental Impact Assessment which makes provision for a much broader public consultation process.

Category:

Objection to the GRRIN project - No impact on the proposed alignments.

Comment 26:

I would like to object, as Chair of and on behalf of the Lavender Grove Complex, located between Glover Road and Gooseberry Street.

1. Greenbelt and preservation of Wildlife

We live in a Greenbelt where wildlife is rich in our suburban area, with many bird species such as the Grey Hornbill, Red Bill Hoepoe, Crested Barber and Spotted Eagle Owl which feeds daily in our complex trees. This development will not preserve that Wildlife at all.

2. Economically Unfeasible

Our country cannot afford the expansion of the Gautrain in the Westrand as we cannot even meet our current Fiscal Budget or show economic growth to attract international investors.

Our council can also not afford such a budget either, and will also take away from businesses in the area that dilligently pay their rates and taxes.

Majority of the Tax payers in this area where the development is planned, has children attending many of the private schools in this area.

Our country has seen a downturn in the number of tax payers as a result of COVID and Skilled People leaving South Africa.

A big part of the dilligent Gauteng Tax Payers live on the Westrand. These tax payers will now be directly impacted by forcing them to leave there homes for such a development. Many of them will be even more encouraged to leave the country.

3. Gautrain usage

The Gautrain has seen a downturn in passengers over the past few years. We do not believe that the ROI for such a project will be realised at all.

The residents in our area will rather drive themselves or take an Uber to Lanseria airport, instead of going out of their way to drive to Little Falls station and then catching the Gautrain.

Due to amount of private schools, parents travel with their own transport to drop children off at schools themselves, and majority will not use the Gautrain.

This will just be another project, like the implementation of E-toll in Gauteng, where monies spent will never be recuperated and leaving Gauteng with budget deficits for many years to come.

Technical Team Response:

We take note of the comments made. Unfortunately none of the comments that were made has any impact on the proposed alignments. It must also be highlighted that the current public comment period is only the start of the process and the next phase of the project, the Preliminary Design, will include a

full Environmental Impact Assessment which makes provision for a much broader public consultation process.

Category:

Objection to the GRRIN project - No impact on the proposed alignments.

Comment 27:

FNS is a long-standing nursery school in ferndale. It has been in existence since 1957 and is considered a heritage site. We cater to over 60 children from 6 months until 6 years. The proposed viaduct cuts right overhead the school. This will provide noise and other forms of pollution for children whom are at school to have a fun filled healthy and safe day outside. Many children live in small spaces due to crime forcing people into apartments and flats and school is their only access to be outside safely. A viaduct endangers the health and safety and education of said children. Please reconsider this project.

Technical Team Response:

The comments made are incorrect as the alignment will be further to the north of the school.

Category:

Registering as I&AP - No Impact on the alignment.

Comment 28:

We need further, concrete, answers as to which route will be taken. We are being affected by the 'above ground' proposed route and we have questions about land expropriation. Who can assist us? And when will there be final decisions made?

We are not willing to invest further in our home, only for the land to be expropriated... that's money down the drain for us. Same as us paying a bond for 5 years.. literally paying the bank interest and money down the drain.

My family is not for this and we need answers.

Technical Team Response:

The Preliminary Route Determination is done in order to investigate different alignment options and then to select the most suitable alignment. The next stage of the project, the Preliminary Design, will determine the rail reserve that will be required and those affected by the reserve will be compensated for their property.

Category:

Objection to the GRRIN project - No impact on the proposed alignments.

Comment 29:

The Gautrain doesn't carry enough passengers currently – certainly not as many as it had projected when it started. Spending valuable financial resources now to continue with a system that doesn't have a

demand, at the expense of better, more efficient, and more affordable transport does not make any sense.

As the Bordeaux community we also need more information and participation.

Technical Team Response:

We take note of the comments made. Unfortunately the comments do not have any impact on the alignments proposed.

Category:

Objection to the GRRIN project - No impact on the proposed alignments.

Comment 30:

Although I am a card-carrying Gautrain user, I do not think these expansions are the best way forward. What is required is a way to get people from the townships to where they need to be, safely and cost effectively.

It does not make sense to build new Gautrain stations suburb to suburb - for people who likely already have cars - while ignoring the masses who are either walking miles or having to brave overcrowded taxis (and deal with taxi violence) to get to their destinations.

Moreover, how long will it take for the expansion to be built, when in that time a better feeder network could be established? This is an expensive outlay that will not help deal with the public transport issues faced by the majority of Gauteng residents.

Per the Automobile Association:

Simply put, the Gautrain doesn't carry enough passengers currently – certainly not as many as it had projected when it started. Spending valuable financial resources now to continue with a system that doesn't have a demand, at the expense of better, more efficient, and more affordable transport does not make any sense.

We are in favour of alternatives that provide solutions to vehicle usage, and which reduce pollution and congestion – but the Gautrain is not that solution.

Low usage of the Gautrain puts additional pressure on the province's Transport Budget which effectively means other transport options are not properly funded, again disadvantaging the mass market which needs it most.

The provision of safe cycle lanes and solutions for those who walk the 'last mile' to work and home must also be considered.

Please halt progress on this expansion and allow for more detailed, nuanced discussions to take place before going ahead with such expense.

Technical Team Response:

We take note of the comments made. Unfortunately the comments do not have any impact on the alignments proposed.

Category:

- Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 31:

Thanks for your response, and acknowledge the contribution of the Gautrain to our city and support the extension of the network to serve a broader area of our city.

But the routes that you are proposing through Hurlingham, Craighall and Bordeaux will have an unnecessarily high negative impact on my communities, property values, the environment and heritage.

I would like to propose that route options be further comprehensively investigated and that they either;

a) Remain underground in tunnels that would limit the impact on homes in our established neighbourhoods and green belt.

b) Utilise existing arterial routes such as Jan Smuts as the primary overland routes.

This needs to be reviewed in light of all my fellow community members feedback to you.

Technical Team Response:

The routes proposed in the Preliminary Route Determination Report has been selected out of a number of alternatives that were investigated. The alignments will not be further investigated at this stage. It must however be noted that the Preliminary Design that will follow the Preliminary Route Determination will allow for the preferred alignment to be further refined. The Preliminary Design also include a full Environmental Impact Assessment. The EIA will investigate the impact of the GRRIN and will proposed mitigating measures to be included in the design.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 32:

It pains me that for the last few days my fellow residents and I have unsuccessfully tried logging our public comments, but your link does NOT work and it feels almost deliberate.

I am NOT in support of your proposed extensions route and was shocked to how you landed Route 3 right smack bang in our residential community negatively impacting many residents in Guillaume and Orchard Avenues including our beloved Bordeaux primary school. Why would you do that, when it makes better sense to move it further into Randburg CBD, where the rail system will integrate with other nodes of transport beneficial for commuters...

You need to STOP and URGENTLY embark on consultations with all suburban residents involved in Bordeaux, before you proceed with anything!

And you definitely do NOT have my support.

Technical Team Response:

The extensions to the GRRIN will unfortunately impact communities. Regardless of where the final alignment will be, there will always be communities that will object to the project. The alignment that was proposed as the preferred alignment has been selected based on the criteria discussed in the Preliminary Route Determination Report.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 33:

The country and the province have significantly greater problems to resolve than an extension to the Gautrain. It seems illogical to me to spend money on a rapid rail system that appears to cater to only the middle and upper class when the province is struggling with:

the dire impact of electricity shortages resulting from Eskom's challenges;

the frequent power outages experienced in Johannesburg as a result of the city's failing electricity infrastructure;

the crumbling water infrastructure in the province;

the dismal state of our health services (look at what happened at Charlotte Maxeke and how long it now is taking to restore the hospital, when in fact we need several more Charlotte Maxekes to be built in the province);

the grim state of our public education system; and

our underfunded police services. Our Minister of Police was on television this week telling us the recent unrest could not be contained because the police services are underfunded.

It confounds me how the extension of the Gautrain is a better spend of billions of tax payer money than any of the above items.

In addition, I note the proposal to build the rail above ground whenever possible. This will have a severe impact on the environment (cutting through some of the city's few green belts), will disrupt traffic (one of the proposed routes cuts across William Nicol Drive apparently at ground level) and will displace thousands of families and destroy large swathes of neighbourhoods. The reasoning behind this approach seems to be that it is more cost effective than tunnelling. I submit that a much more holistic approach should be taken and that cost cannot be the most significant driver of the project.

And if cost is the most significant driver of the project, it brings me back to my initial point: due to the country's constrained fiscal situation, tax payer money should be spent where it is needed most urgently.

I would have liked to register as an interested and affected party, but I note your portal created for this purpose is not a secure site. Given the requirements of the Protection of Personal Information Act, Act 4

of 2013, I recommend that you create a secure site where people can enter their personal information for this purpose with some level of security.

Technical Team Response:

We take note of the comments made. Unfortunately the comments do not have any impact on the alignments proposed.

Category:

Objection to the GRRIN project - No impact on the proposed alignments.

Comment 34:

We herewith would like to lodge our objection, to the planned Gautrain travel route, via Honeydew agricultural/business and residential properties.

Properties on Plein Street, which runs parallel with Glover Road, will be affected. Business is conducted from these properties, and most of the other properties, effected, in the area are small holding farming properties, with animals like horses, cows, sheep, etc.

Residents are trying to make a living from their business operations, which is challenging enough after this pandemic, influencing the economy negatively!

This planned railway route would negatively affect business operations.

We are living in this area for many years, and we are of the strong opinion, that a Gautrain service will not be used to its fullest extent in this area.

Technical Team Response:

The preferred alignment in the area discussed in this comment have significant sections of the rail line that will be constructed on a viaduct. This will limit the impact on properties. It must be noted that the current Preliminary Route Determination process is done in order to identify the most suitable corridor that can be used for the extension of the GRRIN. During the next stage of the project, the Preliminary Design, the alignment will be refined further in order to limit the impact on both the environment and on the community.

Category:

Objection to the GRRIN project - No impact on the proposed alignments.

Comment 35:

Please find attached the submission from the Randburg Chamber of Commerce and Industry (RCCI) on the planned expansion of the Gautrain rail route through Randburg.

The RCCI CEO will be in contact with your team shortly to establish a task team to work together with the Gautrain Management team to maximise the impact and benefits of the Gautrain coming to Randburg.

Technical Team Response:

Positive comments with a desire to be part of the process.

Category:

- No objection - Supporting the GRRIN Project

Comment 36:

We tried to comment via the website but there is only a very limited amount of characters that can be used. We do hope this is not intentionally to hinder people to leave proper comments.

We would like to point out that approx. a week to read through the provided documents despite understanding them is extremely short. We doubt that this is in line with the current legislation.

Some of our comments:

Proposed routes cut through residential areas and the documents provided are very vague in terms of how people are being compensated, relocated or whatever options there are.

Proposed documents are contradictory with the information given, e.g. colour key states underground, overground, viaduct whereas other parts state all routes are overground. Other documents state the creation of jobs but do not specify whether those jobs are sustainable or just being needed during construction which would not really be job creation as some of those jobs are in existence already, etc. The argument about job creation is purely populist and lacks any details and substantiation.

Very unclear why routes were chosen, no alternative routes given and why those are not being considered.

Who is liable for any damages caused during construction and operation of the railway extension?

Why is an underground system not an option minimizing many of the given obstacles and problems with all the stakeholders involved in such a project. In most of the world's metropolises an underground system is available with all the benefits attached to it. The proposed routes cut straight through residential areas, businesses, infrastructures, etc. causing major problems and impacts on all aspects of life including environmental aspects.

It looks that the provided documents are not well established and not sound.

Technical Team Response:

We take note of the comments made, but unfortunately most of the comments do not have any relevance to the alignment. It must be stated that three alternatives have been provided and there is no real merit in developing many more alternatives as the main driver behind the alignments are the positions of the stations and the design speed that needs to be achieved. It should also be highlighted that the comment period was 30 days and not only a week.

Category:

Objection to the GRRIN project - No impact on the proposed alignments.

Comment 37:

I herewith lodge my objection, as a concerned and affected property owner and part of the residential complexes in Glover Road, Honey Park, Honeydew, Roodepoort, on their behalf on the following grounds,

1. Greenbelt and preservation of Wildlife

Living in a suburb that is rich in wildlife with a host of birds, Black eagles which nest in the area, butterflies etc. This development will destroy this and a country style quiet living which is why some people moved to this area originally, remember this area is designated as agricultural/residential.

2. Economic Feasibility

The existing Gautrain project is not economically viable, subsidising something that is not paying its own way. Extension of the project will likely result in more taxpayers' money being wasted on subsidising the white elephant.

This money would be better used providing and improving a sustainable public transport system e.g. bus service (Reavya) to the surrounding suburbs and business areas, which at present is not available in the West Rand area.

This would go a long way to taking a lot of private vehicles and taxis off the roads. A reliable bus service has proven successful throughout many other countries.

This will also take money away from a cash strapped municipality with homeowners, where the planned route will run, moving out of the area, some even leaving the country thus a loss of much needed skills and taxes, it is debatable that it would increase development in the area also.

The added cost of removing people from numerous complexes with an average of 80 units per complex would be in the millions unless it will be a case of no restitution, then who gets the benefits, not the people who have spent time and money improving the area.

3. Gautrain Usage

Most of the residents in the area live near to their workplaces and would likely not make use of the Gautrain even if it were an option.

Residents would rather drive themselves or get family/friends to take them to Lanseria airport on the odd occasion that this would happen.

As an exercise in personal feasibility, it would be financially cheaper to drive to Midrand (Mall of Africa) than to use the projected Gautrain route on a daily basis as well as saving travel time.

Technical Team Response:

We take note of the comments, but unfortunately these comments do not apply to the alignments proposed. The Preliminary Design will address the environmental issues raised and the economic viability of the project has already been addressed through the Feasibility study that was conducted previously. The Gautrain usage has also been addressed in the Feasibility study, and although the current ridership numbers are not where they used to be it should be noted that the current scenario is

only temporary and with an ever growing population in Gauteng the need for mass public transport systems like the Gautrain will only increase in future.

Category:

Objection to the GRRIN project - No impact on the proposed alignments.

Comment 38:

Please find attached the submission from the Randburg Improvement Central (RIC) regarding the planned expansion through Randburg.

Our submission is a positive one and seen as the start of a hopefully long and mutually beneficial relationship.

We look forward to engaging with your team from here on to revamp Randburg in so many ways.

Technical Team Response:

Positive comment with a desire to be part of the process.

Category:

No objection - Supporting the GRRIN Project.

Comment 39:

As a resident of Bordeaux South, I am hereby registering as Interested and Affected Party (I&AP) with regards to the Gautrain's proposed route determination for Phase 1 of the Gauteng Rapid Rail Integrated network extensions (referred to as "GRRIN Extensions Project". I hereby request to be added to all public consultation going forward.

I would like to provide feedback on the three proposed routes for the Gautrain expansion project. I am focusing on the viaduct location on the route section from Sandton station to Randburg station, with the viaduct crossing the Braamfontein Spruit from Hurlingham into Bordeaux South.

1. *Route 1 (referring to map "60590425 Gautrain Proposed Alignment Routes-1sh3_Optimized")*

This route is entirely over the suburb, and most specifically directly over my property, and is not an acceptable solution. Besides the loss of sense of place (not considered in the screening report), it will also be a source of unacceptable noise pollution (not considered in the screening report), especially considering this is a residential suburb. In areas where the current Gautrain runs above ground, this is in industrial and business areas, veldt, or along major transport routes, such as highway and existing train routes which are already areas where noise levels are elevated.

Furthermore the building of a viaduct will result in the destruction of properties for the pillars and for entry and exit points, as well as the clearing of the 300m buffer area. This is not an acceptable route option.

2. *Route 2 (referring to the map "60590425 Gautrain Proposed Alignment Routes-2sh3_Optimized")*

This route is less invasive, but will still have a high visual and noise impact. The entry point into the suburb is adjacent to Garden Village, an old age home. The impacts on this would not be acceptable to the residents of there.

3. *Route 3 (refer to map "60590425 Gautrain Proposed Alignment Routes-3sh3_Optimized")*

This option shows the entry point situated on existing houses. The fact that the tracks will run above ground straight through the suburb cutting it in half, and the destruction of these houses required to make way for this is not acceptable. Furthermore, there will be high noise and visual impacts, which are unacceptable in a residential suburb. This is not an acceptable route option.

Your preliminary route determination report indicates that this is the preferred option and it will be a death knell for our suburb and I object utterly against it.

About Bordeaux South

Bordeaux South is a highly sought-after suburb. The Bordeaux South Residents Association (BSRA) have worked tirelessly to make it a safe and beautiful suburb, with high property values. It's sense of place is what makes it so attractive. Building the Gautrain route aboveground through this suburb will destroy everything that the community has worked so hard to achieve.

Conclusion

It is a concern that the noise and visual impacts were not considered in the environmental screening report. These are the biggest impacts when it comes to the proposed viaduct locations and need to be very seriously considered.

I oppose having a viaduct entering our suburb. I recommend that the train route be kept underground all the way between the Sandton and Randburg stations.

I am also concerned that us residents were not consulted at any point. We only received notice of this via the BSRA (who was not consulted) who themselves only received notice from our Ward Councillor who found out about by accident and then notified the BSRA. This shows a flaw in your public participation process. I am concerned that this lack of consultation will continue. I insist that us residents be consulted throughout this process, including through the Environmental Authorisation process and that meaningful consultation be done with us. This needs to be direct consultation, not notices via newspaper or site notices. Make use of the BSRA for consultation, that way as many residents as possible can be reached.

Technical Team Response:

The comments raised are typical of a directly impacted party. The comments made do not build a case against the preferred route and does not require a change to the alignment of the preferred route. Some of the comments raised are related to the environmental and social impact of the project. These comments will be addressed in more detail during the Preliminary Design stage of the project.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 40:

Comments received from the Jackal Creek Golf Estate.

Technical Team Response:

Overall there seem to be good support for the GRRIN project, there are however objections to some of the proposed route alternatives, with the Proposed Route Alignment 1 being the preferred route. This route takes the alignment along the alignment of the PWV5. The route which has been identified as the preferred route will run next to the PWV5 road reserve instead of inside the road reserve of the PWV5. This alignment will be on a viaduct where the alignment is next to the Jackal Creek development. The idea with this section of the alignment is to limit the impact on the development by combining it with the reserve of the PWV5. The route will be refined during the Preliminary Design stage of the project. The environmental issues raised in the comments will also be fully addressed during the Environmental Impact Assessment that will be done as part of the Preliminary Design.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 41:

Just a few questions regarding GRRIN going thru Randburg.

Who is suppose to benefit from these new routes? the poor people cannot afford these rates.- or is the patronage system catering for that? so taxpayers are sponsoring the poor people?

.....so GMA were hoping to get people off the highways and into the train.

The problem is once you get to a station it is very difficult to get to your office or home. Uber taxis battled to gain safe access to Gautrain stations and were threatened. How do you intend solving this problem?

What are you doing about the noise levels when going thru a suburb like Ferndale in Randburg.

How will affected properties be compensated.

Please indicate which properties will be affected by which routes. A clear map indicating affected properties will be appreciated.

Do the public have a choice in selecting which option they prefer running thru their suburb?

How long will the construction take?

How deep underground will the tunnel be in Route 3 leaving Randburg underground station?

Ferndale streets are not safe to walk. Will extra police on foot be deployed?

What is your response to the below?

Technical Team Response:

The comments made seem to be made in such a way that this is an overall objection to the GRRIN. No comments were made on the proposed routes and it does not have any impact on the preferred route alignment.

Category:

Objection to the GRRIN project - No impact on the proposed alignments.

Comment 42:

I am representing property owners in Magnum Rd where I live and surrounds who object to the proposed Gauteng route leading to van Dalen St, Little Falls.

1. Will the above mentioned route be feasible?

I think not as it will not be used sufficiently.

2. The areas wildlife - jackals, hares, birdlife etc will be depleted...

3. The noise will be a problem and property values will most likely diminish even more.

4. Will the property owners definitely receive a reasonable amount in compensation for properties to be expropriated or become homeless and penniless..

5. Would it not be a better idea to upgrade the existing roads and keep them in good condition. And perhaps fix the vandalized train lines in Roodepoort and Krugersdorp that are now not operational.

6. There are many private schools and shops in the area so I really dont think Gautrain will be of much value in the area and will become a white elephant. Also a couple of government schools and Gautrain would not help.

These are just some of the things that concern us in the area.

We do hope that our plight will be heard.

Technical Team Response:

The comments made seem to be made in such a way that this is an overall objection to the GRRIN. No comments were made on the proposed routes and it does not have any impact on the preferred route alignment.

Category:

Objection to the GRRIN project - No impact on the proposed alignments.

Comment 43:

I would like to lodge the following comments with respect to the proposed Gautrain expansion. They specifically relate to the section of the route running through Bordeaux, indicated to be approximately between chainages 35800 and 36900 as indicated on Drawing PRO-ROUTE 03-03.

The routes shown on the engineering drawings (especially the KEYPLAN DRAWING PRO-ROUTES 00-00) seem to differ from the ones indicated in the Environmental Screening Report.

Route 03 on the engineering drawings seems to match Alternative 6 in the Environmental Screening Report although this was not stated anywhere in either set of documents. It appears that the long section shown on the engineering drawings corresponds to Route 03, i.e. Alternative 6.

The Screening Report does not make mention of the social impacts of the portions of the route which will be above ground.

Having the route above ground within Bordeaux (as indicated on Drawing PRO-ROUTE 03-03) is expected to:

Lower house prices.

Fragment the suburb.

Result in a loss of houses which would impact the neighbourhood's charm and reduce the amount of contributions made to the Bordeaux South Residents' Association (BSRA). A decrease in the finances of the resident's association would prevent further maintenance of, and upgrades to, the suburb and lower the charm and value of the area.

Visually interrupt the neighbourhood.

Negatively impact upon the Braamfontein Spruit which is an important green belt in Johannesburg for a number of recreational, ecological and hydrological purposes.

In addition to disturbing the Braamfontein Spruit, constructing the route above ground will necessitate a WULA in terms of Sections 21 (c) and (i) of the National Water Act.

There are electrical transmission lines running within the Braamfonteinspruit green belt which the Gautrain route would interfere with, if above ground.

Above ground sections would disturb the peace of the suburb, not to mention interfere with nursery schools, a swimming school, technical college, the green belt and a number of small businesses.

The BSRA actively undertakes community functions in the suburb, for example trick-or-treating for Halloween, which would be negatively impacted upon by having a discontinuous suburb with frequent trains running through it.

There is an active running club in the area which undertakes weekly time trial runs through Bordeaux. The Gautrain running above ground through the suburb would negatively impact upon the run and running route.

The construction period above ground (including probable access from the above ground portion into the tunnel to facilitate tunnel construction) is likely to continue for an extended period. This would have health, safety and security impacts upon the suburb, not to mention result in additional construction plant through the suburb.

Bordeaux contains a well maintained public park which the BSRA has heavily invested in. The park is frequented by residents and non-residents and has been considerably upgraded over the years. Any

disturbance to the park would be heartbreaking and negatively impact the suburb, especially the large number of children who utilise the park on a regular basis.

Some general comments and questions:

While we are not against the route passing through Bordeaux, we are against it passing through the suburb above ground.

We are against any ventilation points being located within Bordeaux.

More detail should be provided on the exact routing as the figures in the Screening Report are not of sufficient quality to scrutinise.

The above ground route also crosses a drainage path which drains water from the park green belt (including the catchment from Blairgowrie and above). It is a tributary of the Braamfontein Spruit. This is shown as a minor low point on the long section.

The Frequently Asked Questions released on 13 August indicated that a 200m wide strip on each side of the route will be protected by the province. It is unclear what this means. My house is approximately 130m from the centreline of Route 03 (from what can be inferred from manually transferring the route to Google Earth) on part of the above ground portion. What implications would this have for my property?

We suggest routing the above ground portion alongside (or above) Jan Smuts instead of through the middle of residential areas.

Technical Team Response:

We take note of the comments, please note that the environmental issues raised will be fully addressed during the Preliminary Design stage of the project. The current Preliminary Route Determination process only makes provision for a high level assessment of possible environmental issues. During the next stage of the project, the Preliminary Design, a full Environmental Impact Assessment will be done. The EIA includes specialists studies like heritage impact, impact on fauna and flora, noise impact, social impact, etc. This process will also include another public comment period with open days on what will be designed and constructed.

Category:

EIA Related Comment - No impact on the Alignment

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 44:

I would like to register as an effected party for the new Gautrain route proposals.

The estate where I own property will be directly affected by the development of the the Gautrain station in Little Falls.

I have concerns regarding the preservation of the wild life in the greenbelt next to the estate.

The greenbelt has a spruit/river flowing through it and supports a diverse wildlife. Including birds, bats and jackals.

Technical Team Response:

We take note of the comments, please note that the environmental issues raised will be fully addressed during the Preliminary Design stage of the project. The current Preliminary Route Determination process only makes provision for a high level assessment of possible environmental issues. During the next stage of the project, the Preliminary Design, a full Environmental Impact Assessment will be done. The EIA includes specialists studies like heritage impact, impact on fauna and flora, noise impact, social impact, etc. This process will also include another public comment period with open days on what will be designed and constructed.

Category:

EIA Related Comment - No impact on the Alignment.

Comment 45:

Comment received from cable car provider.

Technical Team Response:

The information received is not applicable to the project and should not be seen as a comment on the alignment options that have been published.

Category:

General Comment - No impact on the Alignment

Comment 46:

We are a Retirement Village in Reier road Northriding and would like further information. We border on the President Fouche servitude.

Technical Team Response:

The property in question is to the north of all of the alignments proposed. None of which will have any impact on the property in question.

Category:

General Comment - No impact on the Alignment

Comment 47:

Please be so kind as to advise where to lodge objections or make comments to the proposed project in the Randburg area? The link below doesn't take me to the relevant page?

Technical Team Response:

Additional information has been sent to the affected party.

Category:

General Comment - No impact on the Alignment

Comment 48:

I acknowledge the extension of the Gautrain as being a project that will help the unemployed and add value to the city as a whole. But I have a problem with it destroying the quiet neighborhood I live in. It will lower the value of my property and all my income is invested in my property (I have no pension to speak of) so this is a problem. It will make this area unattractive and drive prices down which will drive rates down! I believe there are other win-win solutions that can be considered. Running the train below or alongside the William Nicol and Jan Smuts roads is a better option that does not affect any of us. The roads are wide and so there is space. The train will also cause noise disturbance. I don't think it will be used that much. I object to the proposal.

Technical Team Response:

The comments raised are typical of a directly impacted party. The comments made do not build a case against the preferred route and does not require a change to the alignment of the preferred route. Some of the comments raised are related to the environmental and social impact of the project. These comments will be addressed in more detail during the Preliminary Design stage of the project.

Category:

EIA Related Comment - No impact on the Alignment

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 49:

I have tried to register on the below website but the page is unresponsive ... please add my details to the list of interested parties (Little Falls, Roodepoort)

Technical Team Response:

Thank you for your interest in the Gauteng Rapid Rail Integrated Network (GRRIN) Extensions Project.

Your submission with regard to the three possible route options for Phase 1 of the extensions to the GRRIN has been received and will be duly considered as part of the process to determine the route.

Furthermore thank you for alerting us of the technical issue you experienced with the website. That matter will be escalated to the website developers accordingly.

Category:

General Comment - No impact on the Alignment

Comment 50:

I am for the Gautrain extension. When looking at successful cities, trains are at the centre of that. It will allow for faster and safer travel for all. This extension will not only improve this city that wants to be one

of the great cities of the world but will also allow for new nodes and more business surrounding the new stations. Only good can come from such a project. The link to little falls or lanseria are good options with stops at Randburg and Cosmo City. It will tie one side of the city to the other. A side note: A bicycle cart will be a great addition as this will allow people who cycle to be able to use the Gautrain as well. It will allow for more cyclists into different parts of the city which then leads to less carbon emission in our air. This enhances the Gautrain brand as it associates itself with the green movement.

Technical Team Response:

Positive comment in support of the project.

Category:

General Comment - No impact on the Alignment

Comment 51:

Please could the senior planner contact me regarding the current and future gautrain routes. I have major concerns. We have the resources and the ingenuity... we can run the routes slightly deeper so there's less impact above ground!

In addition we have the skills to focus on the publicly exposed structures to be more beautifully designed (than the existing one). We don't care in SA on this yet it impacts us and our property values. Consider that your current viaducts are carefully planned to only run through semi-industrial non impacting residential areas. Why do you believe the viaducts should differ in the Randburg area going straight through residential suburbs unlike the current viaducts? Are we less deserving?

Will the tracks be straight unlike the existing ones are for example from the airport while traveling the train to shifts left and right embarrassingly while I'm mortified with my visiting foreigners. Can we not as easily adjust the existing rails slightly to get a smoother more maintenance free route. For your trains and tracks to wear less and have a more comfortable seem less trip.

I own 4 properties most within half a kilometer of the new proposed route, my details, email and contact numbers are with the council, however, I have not even once been contacted re the proposed plans!

I haven't been informed what it's going to sound like, what it will look like and how the surrounding nature will be reinstated to make up for the loss of beautiful neighborhood trees, fauna, insect and bird life.

I wouldn't expect anything less than stunning landscaping and trees surrounding the structures.

How will the reinstated landscaping be tendered to as part of the monthly service? Will there be control and security and cameras to ensure the routes and to ensure the landscaping is nurtured, clean and taken care of? What will be done about the bird life? Will you do extra somehow to the neighborhood and surrounding green belts to grow it more and encourage lost birds and insects being killed hourly in line of fire?

I have mixed feelings about it. I'm trying to be positive but can't think how noisy the new trains will be because I haven't been informed... also how it will look... how it will be maintained? Will the viaducts will be beautifully designed with additional evergreen trees and landscaping surrounding them to reinstate

what was lost and balance the loss of property values in our properties?. Will you install walls to absorb and deflect the constant train/ "highway swishing" noises?

I have mixed feelings. I don't know , I haven't been informed what was agreed so I'm very very unhappy.

Technical Team Response:

Thank you for your interest in the Gauteng Rapid Rail Integrated Network (GRRIN) Extensions Project.

Route Determination including the public participation process thereof is legislated by the Gauteng Transport Infrastructure Act (GTIA), and is the first phase of the process of defining the railway reserve. The process to determine the route for Phase 1 of the proposed GRRIN extensions including the public participation process that was recently concluded duly followed prescripts of the GTIA which prescribes for the notice of the proposed route/s to be published in the Provincial Gazette including detailing the manner in which interested and affected parties to provide comments thereto for a period of 30 days. The notice for the Route Determination for Phase 1 of the GRRIN Extensions was placed in the Provincial Gazette on 13 July 2021. The GMA, over and above this legislated requirement, published the notice including the process of the submission of any comments in the Sowetan, Star, Die Beeld (all on 09 July 2021), Randburg Sun (15 July 2021), and Sandton Chronicle (14 July 2021). This information has also been made available on various digital platforms throughout the comments period that opened on 09 July 2021 and closed on 15 August 2021

The three possible route options for Phase 1 that were published for comments by interested and affected parties have varying degrees to which they impact land on which they are proposed to traverse. The alignment that will be selected as part this Route Determination process, after consideration of all submissions received from interested and affected parties, will go through further refinement during the Preliminary Design process that follows after the conclusion of the determination of the route. This stage of the project will include the undertaking of a full Environmental Impact Assessment (EIA) of the determined route, as well as further consultation with affected parties. Further information on detailed design and thus the extent to which the determined route will impact the current and future spatial and infrastructure planning, as well as properties located along the proposed alignment will be developed as part of this Preliminary Design Phase.

The security regime that has been applied on the current Gautrain System will continue to be applied to the proposed GRRIN extensions and entails a combination of passive and active human, as well as physical and technological security infrastructure that is in place for 24 hours of every day. Similarly, the operations and maintenance regime of the rail reserve will that is applied to the current Gautrain System will continue to be applied to the proposed GRRIN extensions together with whatever technological advancements will be available for application at the time of the implementation of the GRRIN Extensions Project, starting with Phase 1.

Category:

EIA Related Comment - No impact on the Alignment

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)

Comment 52:

Please would you advise me where I may buy a readable plan of these proposed routes for the Gautrain.

Technical Team Response:

Request for additional information which was provided.

Category:

Request for further information - No impact on the alignment.

Comment 53:

Regarding the Gautrain extension through Craighall/Hurlingham:

I wish to object to the proposed extension of the Gautrain into the area that I live in. It will destroy our suburb. It will push prices of properties down. I am sure you can run it in areas where it doesn't come near houses. Imagine the noise. Will you compensate us for these negatives?

Technical Team Response:

Unfortunately the stations are placed in areas surrounded by residential developments and it is unavoidable to have an impact on existing residential areas.

Category:

Objection to alignments - No Impact on the Alignment.

Typical comment from I&AP (Not in my backyard)