

**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."