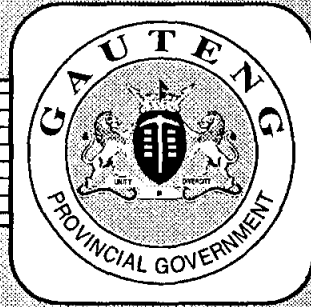


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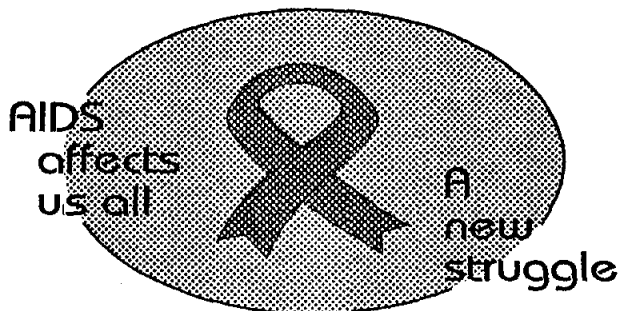
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Vol. 11

PRETORIA, 14 OCTOBER 2005
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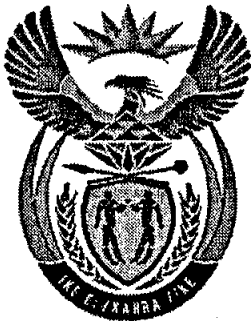


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**THE GOVERNMENT PRINTING WORKS****PUBLICATIONS DIVISION**

NB: The Publications Division of the Government Printing Works will be relocating to its new premises within the:

**MASADA BUILDING at 196 PROES STREET, PRETORIA
(i.e. CORNER OF PAUL KRUGER AND PROES STREETS)
with effect from 3 May 2005.**

For enquiries and information:

**Mr M Z Montjane
Tel: (012) 334-4653
Cell: 083 640 6121**

GENERAL NOTICE

NOTICE 3959 OF 2005

GAUTENG TRANSPORT INFRASTRUCTURE ACT, 2001 (AS AMENDED) (ACT NO. 8 OF 2001)

GAUTENG DEPARTMENT OF PUBLIC TRANSPORT, ROADS AND WORKS

NOTICE OF PRELIMINARY DESIGN FOR THE GAUTRAIN RAPID RAIL LINK

The Member of the Executive Council for Public Transport, Roads and Works of Gauteng Province ("the MEC") hereby gives notice that a preliminary design for different sections of the Gautrain Rapid Rail Link ("Gautrain") has been prepared in terms of section 8(4)(a) of the Gauteng Transport Infrastructure Act, 2001 (Act No. 8 of 2001) ("the Act"), and an environmental report in terms of section 8(4)(b) thereof.

Notice is also given that the MEC intends to take a decision on the draft preliminary design.

The following is a broad description of the route:

Gautrain will be a modern rail connection linking Johannesburg, Tshwane and the Johannesburg International Airport (JIA) with stations at Johannesburg, Rosebank, Sandton, Marlboro, Midrand, Centurion, Pretoria, Hatfield Rhodesfield and the JIA. Gautrain starts at the Johannesburg Park Station, with the station located underground adjacent to the northern side of the existing Spoornet/SARCC station. From Park Station, the alignment goes into a single-track tunnel, falling at a gradient of just over 2%, before rising slightly on entering Rosebank Station located underneath Oxford Road. Leaving Rosebank Station, the alignment continues in tunnel at a 3.5% gradient, curving to the northeast to reach Sandton Station.

Sandton Station will be the main interchange between train services bound for Tshwane and services bound for the JIA. The station is located along the centre line of and underneath Rivonia Road between West and Fifth Streets. From Sandton Station the alignment continues in a north-easterly direction in tunnel, falling at the maximum permitted gradient of 4%, before rising again. It continues underneath the M1 to break ground in a short cut-and-cover section at Marlboro Drive and South Way. From this point the alignment continues on a 350m long viaduct to Marlboro Station adjacent to the N3 highway. East of Marlboro Station, the north-south line (towards Tshwane) and east-west line (towards the JIA) split. Marlboro Station is located at ground level on an open piece of land, close to the Marlboro Drive / N3 interchange, and close to the urban areas of Alexandra, Frankenswald and Buccleuch.

After crossing the N3, the alignment to Tshwane curves north-west in a cutting and rising at a gradient of up to 3.5%. Noise barriers are provided to the west of the Buccleuch Estate where the railway crosses the Modderfontein River, and further towards the Midrand Station. Before reaching the Midrand Station, the alignment passes the proposed maintenance depot site some

2km east of the Buccleuch interchange. From the depot, the alignment continues more or less horizontally and supported on a viaduct where it crosses Allandale Road. Midrand Station is provided at ground level between the Old Pretoria Road and Grand Central Airport and between the Allandale and New Road interchanges on the N1. From Midrand Station, the alignment falls gently towards the north, running parallel to and just to the east of the Old Pretoria Road. A significant length of noise barriers will be provided where the railway is on an embankment, including a viaduct of 750m. The alignment continues north of Olifantsfontein Road essentially at-grade and level with small embankments and cuttings as required towards the N1/N14 (Brakfontein) Interchange. The preliminary design of the route between the Brakfontein Interchange, and through Centurion towards Jean Avenue Interchange with the R28 is still to be completed and is not included as part of the current preliminary design process. The same applies to the section of the route between Eeufees Road, Pretoria Station and Hatfield Station.

From Marlboro Station towards the JIA, the alignment moves in an easterly direction in cut towards Modderfontein. Crossing Centenary Way, the alignment rises after crossing Modderfontein Road and continues towards Rhodesfield and the JIA. The final section of the route towards the JIA is not included in this preliminary design as the design has not been finalized.

The preliminary design and environmental report may be inspected at www.gautrain.co.za and at the following addresses during office hours from 08:00 to 16:00 on weekdays:

1. Johannesburg

GAUTRAIN Project Office

Ten Sixty Six

12th Floor

35 Pritchard Street (cnr Harrison)

Johannesburg

Tel: (011) 298 4900

2. Ekurhuleni

Ekurhuleni Civic Centre Library

C/o CR Swart & Pretoria Road

Kempton Park

Tel: (011) 921 2173

3. Sandton

Sandown Library

C/o Rivonia Road & West Street

Sandton

Tel: (011) 881 6420

4. City of Tshwane

Eskia Mphahlele Community Library

Sammy Marks Building

C/o Vermeulen & Van der Walt Streets

Pretoria

Tel: (012) 358 8956

Interested and affected parties are invited to submit written comments on the preliminary design and environmental report within 30 days from the date of this publication by hand or post to Gautrain Project Office, "Ten Sixty Six", 35 Pritchard Street, Johannesburg 2000 or by fax to number (011) 298 4916 or by E-Mail to the following address: comments@gautrainpo.co.za for attention – **The Project Leader: Gautrain Project**, quoting reference number **Gautrain/PD01**.

Notice is also given that the regulatory measures contemplated in section 9 of the Act will take effect on publication of the acceptance of the preliminary design. These measures appear from that section, which is quoted below for convenience:

"Regulatory measures in respect of accepted preliminary designs"

9.1 As from the publication of the notice in respect of the acceptance of a preliminary design as contemplated in section 8(7), and despite the provisions of any law to the contrary -

- (a) no 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 or for any authorization contemplated in the ECA or NEMA may be granted -
 - (i) in respect of an area within the road or rail reserve boundaries of the preliminary design, provided that the MEC may on written application by the applicant relax the provisions of this subsection in respect of an access road on such conditions as the MEC may deem fit, including -
 - (aa) a condition that the access road be substituted by another road or street serving the same function as the access road; and
 - (bb) a condition for amending the preliminary design requiring the applicant to pay all or any of the costs incurred by the MEC in the process, in which case section 38 applies;

- (ii) on the basis of future access to the provincial road to which the said preliminary design relates, except on the basis of access provided for in the said preliminary design, or amendment thereof on application in terms of section 8(9) or otherwise;
 - (b) sections 46, 48 and 49 apply, with the necessary changes, to a building restriction area which exists in respect of the road and rail reserve boundaries, as shown in the preliminary design, inasmuch as these sections are applicable to building restriction areas, but sections 46(4), (5), and (9) and sections 48(7) and (8), do not apply; and
 - (c) no application for a change in land use in respect of a portion of land adjacent to the road reserve boundary of a preliminary design in an urban area may be granted without the written comments of the MEC first having been obtained and considered in accordance with the applicable planning procedure by the authority empowered to grant changes in land use, which must duly consider such comments, and section 7(6), (7) and (8) applies in such a case, with the necessary changes.
- (2) After the publication of the notice contemplated in section 8(7) 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 area within the road or rail reserve boundaries as shown in the preliminary design or may construct, alter or add to any structure of any nature whatsoever on, over or under such area, except –
- (a) if the written permission of the MEC has been obtained and in terms of such conditions as the MEC may determine; or
 - (b) in terms of an existing registered servitude.
-

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Fax: (012) 325-5984

E-mail: infodesk@nlsa.ac.za

