

**PROPOSED CAPACITY IMPROVEMENTS TO NATIONAL ROUTE 3 (N3) - Lynnfield Park to Gladys Manzi: Comments in respect of Aloe Ridge Farm, Sub 710 Vaalkop & Dadelfontein no. 885, situated at the start of the Old Main Road to Camperdown interchange with N3 Lynnfield Park exit 65.**

**Comments on Basic Assessment 4 report.**

1. Since commencement of discussions with Messrs NME, on numerous occasions it has been requested that surveyors peg the proposed new road reserve area, so as to be able to determine the impact on the property as a whole, in particular the impact on the existing dwelling in close proximity to the road reserve area. To date, this has yet to be done and therefore the impact cannot be determined or commented on by the landowner.
2. As communicated to Messrs NME, although the scope of the project (for this interchange) is understood to only cover the N3 Lynnfield Park interchange with the R103 Old Main Road to Camperdown, it is strongly felt that the scope of the project be amended to also address the problems associated with the Alternative route, specifically the current intersection of R103 Old Main Road to Camperdown and MR477 Lion Park Road. It is understood that this matter had been addressed with SANRAL although details of this have not been made available and therefore the landowners are not in a position to pass comments thereon. The following was communicated to Messrs NME: *“It is felt that the R103 from the N3 Lynnfield Park bridge to where it becomes/ or joins with MR477 is incorrectly placed, particularly as it is the recognised N3 alternate route for that area, as this portion of the R103 was built there for convenience as it was built on a decommissioned railway line from Mpumali station to Umlaas Road station. It is felt that strong consideration be given to keep the R103 on the south west side of the N3 until the Umlaas Road intersection, so as to improve traffic flow and eliminate the existing bottlenecks and danger risks cause by the existing route, particularly when this alternate route is used because of disruptions on the N3. This matter needs to be taken up with SANRAL, who should provide a response to this suggestion.”*
3. Messrs NME have previously communicated that the access road to the Aloe Ridge property will be *“5m wide, single seal”*. The Basic Assessment report contradicts this and mentions that *“access road 1”* will be a gravel road. It is requested that the minimum standard be the *status quo*, ie dual tar strips - provided that the access road is dedicated to serve only the Aloe Ridge property. Please also refer to further comments regarding the proposed access road in this response.
4. Regarding the proposed *“access road 1”*, the length of the proposed access road to the Aloe Ridge property being significantly longer than the existing access road, the proposed access road would need to cater for traffic travelling in the opposite direction – currently one of the vehicles pulls over to the side, to allow the other to pass. This would be a requirement of *“access road 1”*. Please also refer to further comments regarding the proposed access road in this response.

5. Details of the sharing of “access road 1” have not been communicated, however, if the same access road is also to cater for traffic for the Dave Rigby property, for which there is already an approved environmental impact assessment passed for mixed use development, then the width, surface and entry point of this access road becomes more of an issue, and would need to be upgraded to cater for bi-directional traffic. Please also refer to further comments regarding the proposed access road in this response.
6. With this in mind, the position of the proposed access road to the Aloe Ridge and Dave Rigby properties along the stretch of the R103 between the N3 interchange and the current intersection of R103 Old Main Road to Camperdown and MR477 Lion Park Road is not supported, as it poses a danger to both the traffic using the access road, as well as to the R103 users, being the official Alternative route as well as access to the Nkanyenzini and surrounding areas, particularly when there is an increased volume because of a stoppage on the N3. Furthermore, the grade (level) difference at the proposed access road intersection with the R103 is likely to make intersection impossible without significant roadworks and additional land having to be expropriated at that point for safe access. It is therefore requested that access to “access road 1” be at the R103 / M477 junction, as was identified in a previous discussion with Messrs NME. Safe access for all road users can therefore be achieved by, for example, upgrading this intersection into a large traffic circle. Please also refer to further comments regarding the proposed access road in this response.
7. The extension of the access road to create a new access for the adjacent Jackson and Bar Circle/ Imvelo properties is not supported. With the incremental traffic generated by the addition of the two sizable Tait and Jackson properties, a wider and more robust access road of at least 8 metres wide with a higher asphalt specification would be required to be able to adequately cater for the wildlife/ animal transportation trucks etc., and also be compatible with the projected traffic use over the design life, thereby creating an additional public road which would have to be maintained by, presumably, the provincial Department of Transport. Furthermore, the establishment of this road would increase the security risk of all the properties along the proposed access road, as the proposed access road would become another public road. It is also a concern that, if the proposed access road were to continue from the current entrance of the Aloe Ridge property to provide access to the Jackson and Bar Circle/ Imvelo properties, expropriation of land would presumably be on the dwelling side of the Umgeni pipeline servitude and not between the existing Umgeni pipeline servitude and the existing road reserve boundary. Furthermore, Mrs Jackson has voiced her objection to the proposed access road and has indicated that she wishes to continue accessing her property via the current sub-way.
8. It is further requested that a game grade fence be erected on the proposed new road reserve boundary, in order to protect both the animals and motorists from incidents on the road infrastructure, and that this be done prior to the commencement of any construction. This will also offer some level of protection of

the property during the course of the construction, and also prevent animals and livestock from entering the road reserve area, as is currently the case with the current fence.

9. Messrs NME mentioned that the re-routing of the two existing Umgeni water pipelines, ie pipeline 53 and pipeline 61 "Farmers Line" would be necessary. The landowner requested that appropriate representatives from Umgeni water be present at future meetings and discussions, however, this was not done. The Landowner suggested an alternative route that warranted discussion between Messrs NME, Umgeni Water and the landowner. It is therefore requested that, during this Basic Assessment process, the meeting between the abovementioned parties now be arranged.

Kind Regards

Gary Hardman, Darryl Hardman, Ethne Hardman and Linda Robinson  
For Estate: Late R.T. Hardman/ Trustees for The Ron Hardman Trust

Dated 25 March 2019.