

**PROPOSED N21 R300 CAPE TOWN RING ROAD**  
**NOTES TAKEN AT INFORMATION SHARING MEETING: AFFECTED**  
**FARMER**

**DATE:** Monday, 25th August 2003  
**VENUE:** Lochlynn Farm, Durbanville  
**TIME:** 15h00-16h00

## **1. ATTENDANCE**

NAME	ORGANISATION
B Niewoudt	Lochlynn Farm Manager
T van Schalkwyk	Goba Moahloli Keeve Steyn
E Herschell	Chand Environmental Consultants

## **2. INTRODUCTION**

T van Schalkwyk briefly described, through the use of a map, the latest changes to the original proposed alignment (indicated in dark blue) of the proposed road (Sector 3). The new alignment (yellow) was deduced after a number of discussions held with all affected farmers, and an economic impact assessment.

Subsequent to the new alignment and the SANRAL's (South African National Roads Agency Ltd) investigations into realigning parts of it, have been conducted. These changes are called alternative B1 (light blue) and alternative B2 (green).

T van Schalkwyk explained that from a technical perspective, the alternative B2 was more suitable. This alternative, a straighter route, would be less costly to build, increase practicability, and it would be a safer road to drive. Moreover, the crossing of Adderley Road could be better accommodated.

The original proposed route and the farmer's alternative route would affect Vrymansfontein Farm negatively in terms of their proximity to his homestead (associated noise and visual impacts).

T van Schalkwyk acknowledged that it would also affect Lochlynn (also Phisantekraal and Sondagsfontein) in a negative manner.

E Herschell explained that, as the independent environmental consultant, she would like to record any comments, queries and concerns that B Niewoudt might have with the proposal.

### **3. MATTERS ARISING**

B Niewoudt noted that he had had no issues with the original alignment, however his concerns with the subsequent investigations lay with the alternative B2, as it would run directly through the vineyards, splitting the farm in half. He noted that alternative B2 was unacceptable to Lochlynne. Nothing could be done with the remaining piece of land.

Furthermore, as Lochlynne was up for sale, a new potential buyer would not accept this, and thus the potential of the sale at the expected price would be jeopardised.

B Niewoudt explained that the farm was producing for the Distell Winery, and the route could jeopardise this partnership.

B Niewoudt explained that there may be plans in the future to develop that area of the farm over which the proposed alternative B2 lies, for residential purposes.

He noted that Lochlynne is the smallest farm in the area. It also bothered him that they had helped negotiate for other farmers in the area with regards to the farmer's alternative route, but no one would aid him under these circumstances.

B Niewoudt also mentioned that a new law was about to be passed regarding the state and expropriation. He asked how this would come about.

T van Schalkwyk responded that the SANRAL worked from a 'willing buyer; willing seller' perspective.

B Niewoudt asked how wide the proposed road would be.

T van Schalkwyk responded that in width, the road would be 60m wide.

B Niewoudt acknowledges that alternative B2 is technically the best, however, he also explained that a fight is not wanted and that he would like to sort out this problem together. The correct procedure would be followed and a lawyer's letter would be compiled and sent to the offices of Chand Environmental Consultants.

T van Schalkwyk noted that a meeting with P Brundyn would be appropriate.

### **4. CONCLUSION**

T van Schalkwyk and E Herschell thanked B Niewoudt for his input and the meeting closed at 16h00.