



Datum / Date: 10 October 2024

REF: MAL/12474/

## PER E-MAIL

### Attention:

Swartland Municipality  
Private Bag X52  
**MALMESBURY**  
7299

### **RESPONSE ON COMMENTS ON THE DRAFT BASIC ASSESSMENT REPORT FOR THE PROPOSED ESTABLISHMENT OF A 132 KILOVOLT(KV) OVERHEAD POWERLINE (DE HOOP 132KV OVERHEAD POWERLINE)**

With reference to the comments received from Department of Environmental Affairs and Development Planning (DEA&DP), as outlined in their letter dated 26 September 2024 (attached hereto as **Annexure A**), please find this office's response thereon. Kindly note that several of the comments and concerns is being addressed by EnviroAfrica cc, the appointed Environmental consultants.

#### **2.2. Authorities' Comments**

Several efforts have been made, through phone calls and emails, to obtain feedback from the South African Civil Aviation Authority (CAA). However, no response has been received to date, leading us to reasonably infer that they have no comments on the matter. Additionally, after thorough review of the available documentation, we have determined that the airstrip in question could possibly not be licensed or registered and should therefore be regarded solely as an operational crop-spraying facility. We have requested Westerlike Provinsie Oesbespuiting (Pty) Ltd to engage with us to clarify whether this assessment is incorrect and to clarify the official status of the concerned airstrip.

#### **2.3. Associated Impacts**

We acknowledge the observation regarding the discrepancy between the powerline route depicted in Figure 1 of the draft Basic Assessment Report (BAR) and the route as extracted from the correspondence of WPO, dated 22 November 2023.

It is important to note that WPO responded in writing on 12/12/2022, during the land-use Public Participation Process of the proposed powerline. WPO's response was evaluated against ESKOM's

“AVIATION REQUIREMENTS FOR POWERLINES, BUILDINGS, TOWERS, WIND TURBINES AND RELATED STRUCTURES” which is based on the “LEGISLATIVE RESTRICTIONS AND LIMITATIONS IN TERMS OF THE CIVIL AVIATION REGULATIONS 2011, AS ENACTED IN TERMS OF SECTION 155(1) OF THE

CIVIL AVIATION ACT 13 OF 2009, and subsequently the proposed powerline was rerouted to its current proposed position.

Updated maps and route alignment have been provided to WPO for review, and additional comments were requested to ensure accuracy. In an E-mail dated 29 July 2024, WPO confirmed that their comments remain unchanged despite the efforts of proposing alterations to the proposed Powerline. We will continue to seek their feedback and support on the latest proposed powerline route. Once their comments are obtained, we will ensure that they are thoroughly addressed, and corresponding proof will be included in the Comments and response.

The revised powerline route has been assessed in accordance with the requirements outlined in the relevant documents and legislation, and it complies with all the applicable criteria. The proposed route remains below the “Inner Horizontal Surface” throughout its course, apart from the section where it connects to the existing main regional powerline. From this connection point, the line immediately descends towards the Dieprivier and stays below the ‘Inner Horizontal Surface’ until it reaches the substation.

The proposed alignment runs in a south-westerly, westerly, and north-westerly direction from the airstrip, ensuring minimal impact on the surrounding environment and airspace.

**2.3.3.** According to the correspondence received by the objectors, the location of the proposed route will have a direct impact on the health and safety of the aircraft, pilots and other personnel at the aerodrome, this includes:

Please refer to the table below for our response on the concerns as raised by the Objectors.

<p><b>2.3.3.1.1.</b> Potential catastrophic events caused by pilots have more limited options of evading danger.</p>	<p>It is important to clarify that the intersections between the flight paths and the proposed 132 kV powerline route fall within the ‘Inner Horizontal Surface’ airspace zone. The proposed powerline route remains below the threshold level of the Inner Horizontal Surface at these crossing points. As such, the potential impact on the flight paths is considered negligible.</p> <p>Given the proposed powerline’s compliance with airspace regulations and its placement below critical aviation height restrictions, the risk to aviation safety and the ability of pilots to evade potential hazards is significantly minimised. Additionally, the alignment of the powerline ensures that it does not protrude into areas that would present a substantial obstruction to aircraft operations, other</p>
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	<p>than where the proposed powerline connects with the already existing main regional line, thereby limiting any potential for interference with safe flight operations.</p>
<p><b>2.3.3.1.2.</b> Negative risks to the aircraft, pilots as well as the surrounding environment.</p>	<p>As demonstrated in the elevation profiles provided in <b>Annexure B</b>, there are already numerous natural topographical features and existing obstacles that exceeds the Inner Horizontal Surface in the vicinity. The proposed powerline route only exceeds this threshold at a limited section where it connects to the existing main regional line.</p> <p>Considering the presence of these pre-existing features, the additional impact of the proposed powerline on the airspace is expected to be negligible. The alignment has been carefully planned to minimise intrusion into critical airspace, ensuring that the risks to aircraft, pilots and the surrounding environment remain insignificant. Furthermore, as previously mentioned, compliance with regulatory standards further mitigates any potential negative effects, maintaining the safety and operational integrity of the airspace.</p>
<p><b>2.3.3.1.3.</b> Noise from the powerline with such a high voltage or magnetic field emitted from the powerline, may have an effect on radio communication.</p>	<p>The proposed powerline route is situated at a comparable distance from the airstrip as the existing 132 kV powerline. Given this similar positioning, it can be reasonably inferred that the electromagnetic interference and noise generated by the new powerline will have a minimal impact on radio communication and aircraft instruments.</p> <p>Furthermore, the design and specifications of the powerline adhere to industry standards for electromagnetic field emissions, ensuring that any potential effects on communication systems remain within acceptable limits. As the existing powerline has not demonstrated significant interference issues, it is expected that the new route will similarly pose no substantial risk to radio communication or navigational equipment.</p>

<p><b>2.3.3.1.4.</b> Effect on aircraft instrumentation, which if not properly functioning, can lead to aircraft collisions, incorrect readings.</p>	<p>Please refer to our previous response regarding the potential impact on radio communication and electromagnetic interference. The proposed powerline route, which is situated at a similar distance from the airstrip as the existing 132 kV powerline, is not expected to cause significant interference with aircraft instrumentation.</p>
<p><b>2.3.3.2.</b> If approved, it will severely affect the ability of WPO to adhere to the CAA regulations.</p>	<p>WPO to elaborate on this statement, as the proposed powerline route adheres to all regulatory requirements, except for where the proposed powerline route connects to the existing route.</p>
<p><b>2.3.3.3.</b> It will have a severe financial impact on the business of WPO, its clients and the economy, including:</p>	<p>Noted. This statement is not based on any factual information, and there is no substantiated evidence suggesting that the proposed powerline route will have a financial impact on WPO. Please refer to our responses below.</p>
<p><b>2.3.3.3.1.</b> Paying hefty fines which can harm the liquidity of WPO, thereby affecting the livelihood of its employees and the ability to service its clients.</p>	<p>The statement regarding that the approval of the proposed powerline route will affect the ability to adhere to the CAA regulations by WPO which could result in paying hefty fines, is not based on any factual information, and there is no substantiated evidence suggesting otherwise.</p>
<p><b>2.3.3.3.2.</b> In extreme circumstances, the executive staff of WPO can be held personally liable in the case of severe injury or loss of life.</p>	<p>As outlined in our response to the comments from all the interested and affected parties, the proposed powerline route fully complies with the applicable standards and regulations for powerline (obstacles) development near an aerodrome. This compliance ensures that the powerline is designed and positioned to minimise risks to aviation safety.</p> <p>Given the adherence to these stringent regulatory requirements, the proposed powerline is not anticipated to pose any significant risk to aircraft operations or public safety. Therefore, the likelihood of severe injury or loss of life resulting from the powerline is considered extremely low, mitigating concerns regarding potential liability for the executive staff.</p>
<p><b>2.3.3.3.3.</b> Temporary and permanent suspension of operating certificate / licenses held, would be detrimental to</p>	<p>Please refer to our responses above, indicating that all regulatory requirements are being met and mitigation measures will</p>

the organisation and community.	be implemented.
<b>2.3.3.4.</b> The adjusted location of the proposed powerline:	
<b>2.3.3.4.1.</b> Still intersects directly with the two main flight paths.	As presented in our response on the comments, these intersections is situated below the Inner Horizontal Surface, and therefore is considered to have a insignificant effect on the flight paths.
<b>2.3.3.4.2.</b> Can drastically affect the business of the WPO.	<p>Please refer to our previous responses, which provide detailed insights and justifications demonstrating that the proposed powerline route will not adversely affect the business operations of WPO. The alignment has been carefully planned to comply with all relevant standards and regulations, ensuring that any potential impact on the functionality and safety of the aerodrome is minimised.</p> <p>With these considerations in place, it is not anticipated that the powerline will disrupt WPO's business activities or operational capabilities. The proposed route has been designed to coexist with existing infrastructure without compromising safety or operational efficiency.</p>
<b>2.3.4.3.</b> Provide the comments that were obtained from the South African Civil Aviation Authority during the last Public Participation Process undertaken as well as the response thereto / manner it was addressed.	As previously stated, to date, not comments have been received from the CAA, leading us to reasonably infer that they have no comments on the matter.
<b>2.5.6 Socio- Economic Impact Assessment Report</b>	
Section 1 (a)(ii) - the expertise of that specialist to compile a specialist report including a curriculum vitae;	
Section 1 (c)(cA) - an indication of the quality and age of base data used for the specialist report;	
Section 1 (e) - a description of the methodology adopted in preparing the report or carrying out the specialised process inclusive of equipment and modelling used.	

In addition to our response provided in the table above, with reference to **Annexure B, 5** Elevation profiles is provided to further support the proposed powerline route.

## ELEVATION PROFILES

In order to understand the Elevation profiles, it is important to take the following into consideration:

### Inner Horizontal Surface:

The inner horizontal surface for each runway is defined by 2 half circles centred on the runway ends and joined by tangents. The radii of the half circles are 4000m and the tangents are parallel to the runway centreline at a distance of 4000m. The surface is a constant 45m above the published reference elevation of the aerodrome.

In the absence of obtaining a published reference elevation for this particular aerodrome, the average height of the aerodrome was calculated by averaging the elevations of all contour lines intersecting the airstrip runway. As shown below, the airstrip crosses 41 contours, resulting in an average elevation of 140 meters.

Average height of Airstrip:



By comparing the average elevation of the airstrip with the definition of the Inner Horizontal Surface, it has been determined that the Inner Horizontal Surface is situated at an elevation of 185 meters.

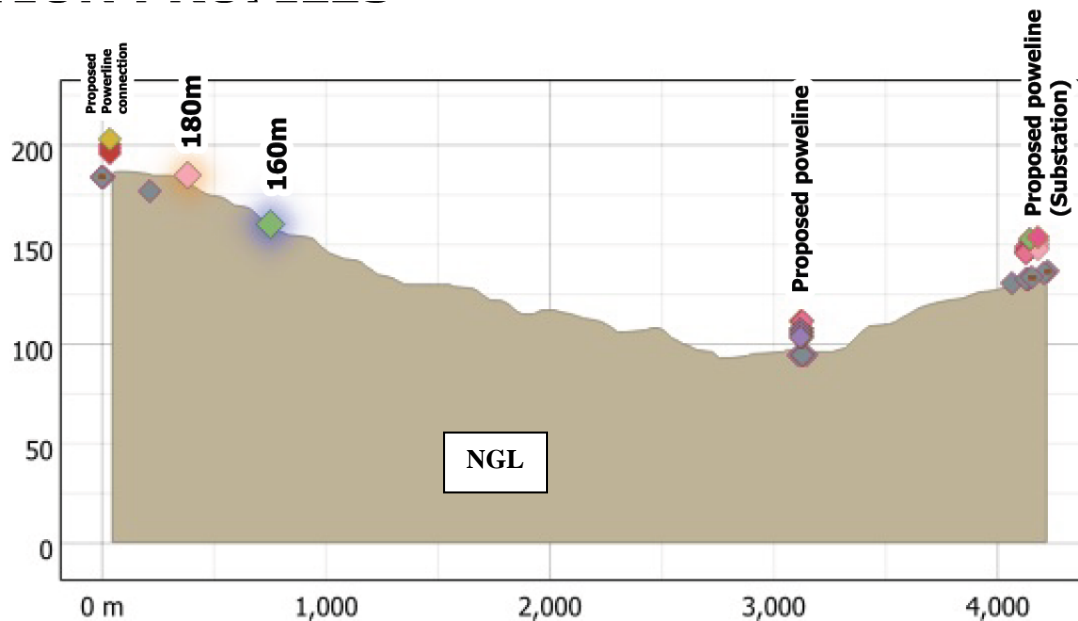
Given that the pylons for the proposed powerline route have a height of 20 meters, any section of the powerline situated below a contour elevation of 160 meters will remain beneath the inner Horizontal Surface. Consequently, the proposed route will not intrude into the airspace or interfere with flight paths.

It is important to note that the Elevation profile and depiction of where the pylons are to be situated on the elevation profile is based on the natural ground level (NGL) and therefore, 20m should be added to these heights indicated.

### Elevation Profile 1:

Consists out of a depiction of a straight line from the exact position where the

proposed powerline route connects with the existing 132 kV main regional line and where to the proposed powerline route connects with the substation, situated north of the connection point.



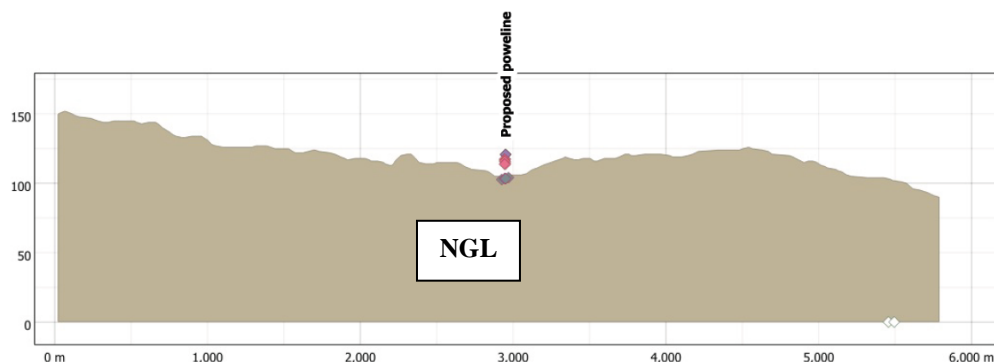
As illustrated in the elevation profile above only a small segment of the proposed powerline route exceeds the height of 180 meters, which is defined as the Inner Horizontal Surface.

As previously noted in our response, it is crucial to emphasise that the only instance where the proposed powerline route intersects with the Inner Horizontal Surface occurs at the point of connection with the existing line.

**Elevation Profile 2:**

This section includes a depiction of the flight path extending in a westerly direction over the proposed powerline route. As illustrated in the elevation profile below, the flight path intersects the proposed powerline at a location where the pylon is situated at an elevation of 105 meters. When accounting for the height of the pylon, this intersection is effectively at a height of 125 meters.

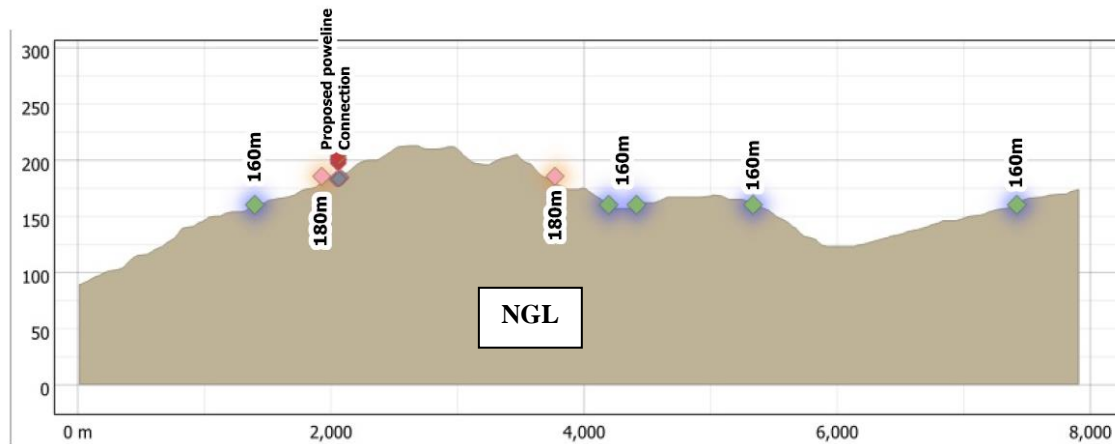
Additionally, it is important to note that the intersection occurs approximately 1550 meters from the northernmost point of the airstrip.



**Elevation Profile 3:**

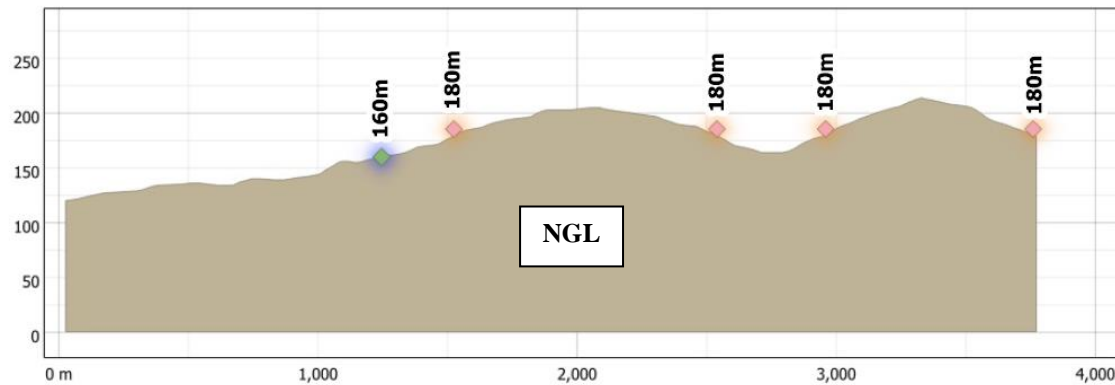
This elevation profile follows the existing 132 kV powerline route and demonstrates

that a significant portion of the current line already exceeds the Inner Horizontal Surface. This is also the location where the proposed powerline route will connect to the existing infrastructure.



**Elevation Profile 4:**

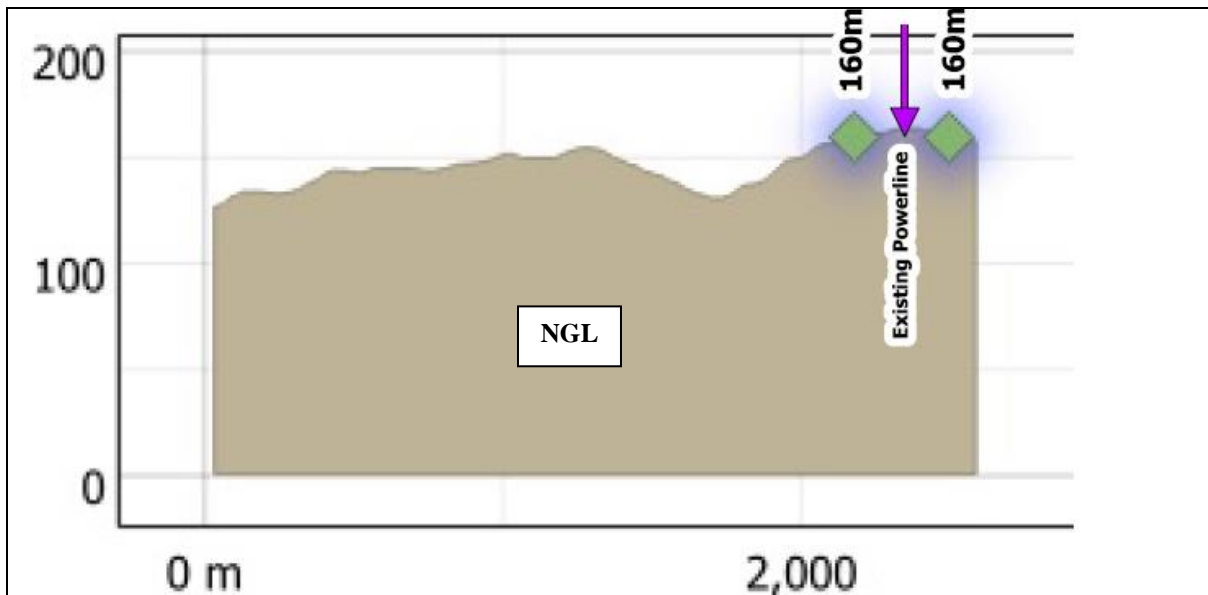
This elevation profile, depicting an elevation from north-east to south-west over the airstrip, illustrates that there are already several natural topographical features in the surrounding vicinity of the Airstrip that exceeds the Inner Horizontal Surface.



**Elevation Profile 5:**

This elevation profile depicts an elevation in line with the airstrip in a south-eastern direction, that the existing powerline is situated at an elevation of higher than 160m, which results in the existing line, once again, exceeds the Inner Horizontal Surface.





In conclusion, the comprehensive evaluation of the comments received, and the detailed elevation profile analysis indicate that the proposed 132 kV powerline route has been designed to comply with all relevant aviation safety standards and regulations. The majority of the route remains below the Inner Horizontal Surface, minimising any potential impact on flight paths and airspace. Specifically, intersections with the Inner Horizontal Surface occur only at the connection point with the existing powerline, which is situated at a height that does not pose significant risks to aircraft operations.

Furthermore, the assessments confirm that the proposed powerline will not interfere with aircraft instrumentation, radio communication, or the operational efficiency of the WPO. With the careful consideration of existing topographical features and compliance with regulatory requirements, it is anticipated that the implementation of the powerline will be safe and will support the continued development of the area without compromising aviation safety.

Thank you for your time and consideration. We look forward to your response.

Kind regards

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Roeben Pienaar  
For *CK RUMBOLL AND PARTNERS*

***ANNEXURE A – Department of Environmental  
Affairs and Development Planning comments***



**REFERENCE:** 16/3/3/1/F5/16/2052/24

**DATE:** 26 SEPTEMBER 2024

The Municipal Manager  
Swartland Municipality  
Private Bag X52

**MALMESBURY**

7299

**For Attention: Mr. M. J. Möller**

Tel.: (022)487 9400

E-mail: [mollert@swartland.org.za](mailto:mollert@swartland.org.za) /

[swartlandmun@swartland.org.za](mailto:swartlandmun@swartland.org.za)

Dear Sir

**COMMENT ON THE DRAFT BASIC ASSESSMENT REPORT (“BAR”) SUBMITTED IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) (“NEMA”) AND THE ENVIRONMENTAL IMPACT ASSESSMENT (“EIA”) REGULATIONS, 2014 (AS AMENDED) FOR THE PROPOSED ESTABLISHMENT OF 132 KILOVOLT (KV”) OVERHEAD POWERLINE (DE HOOP 132KV OVERHEAD POWERLINE) AND LOOP-IN, LOOP-OUT FROM THE ESKOM NATIONAL ELECTRICITY GRID TO THE EXISTING DE HOOP HOUSING DEVELOPMENT SUBSTATION THAT WILL TRAVERSE THE REMAINDER OF THE FARM NO. 1113, PORTION 18 OF THE FARM NO. 766, PORTION 13 OF THE FARM NO. 766, THE REMAINDER OF PORTION 8 OF THE FARM NO. 766, PORTION 24 OF THE FARM NO. 766, THE REMAINDER OF PORTION 15 OF THE FARM NO. 766 AND ERVEN 373, 12081 AND 12496, MALMESBURY**

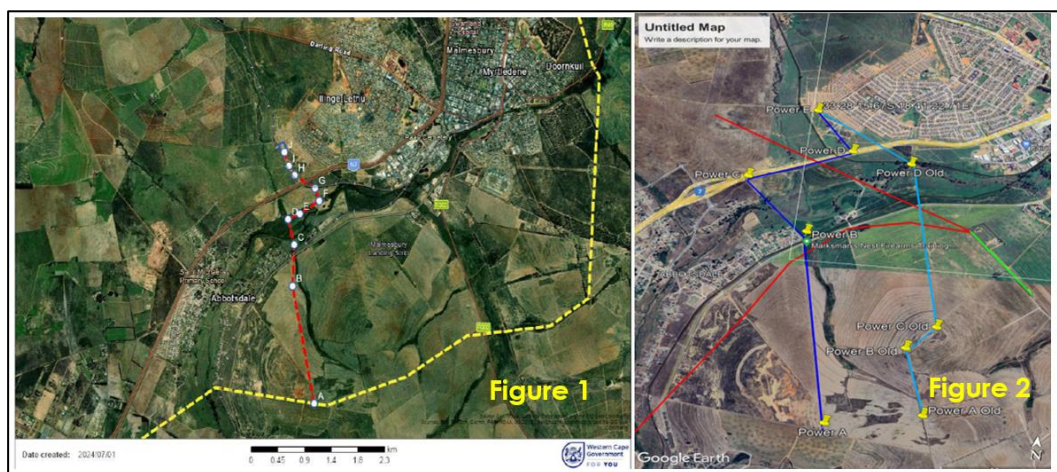
1. The draft BAR and the supporting documentation, received by this Directorate via electronic mail correspondence on 3 September 2024, and this Directorate's correspondence acknowledging receipt thereof (dated 13 September 2024), refer.
2. Having considered the information contained in the draft BAR, this Directorate hereby provides the following comments –
  - 2.1. Landowner's Consent
    - 2.1.1. As per this Directorate's previous correspondence (dated 13 September 2024), please ensure that for all non-linear components, which are proposed to take place on land/property(s) not in the ownership of the Swartland Municipality, the requirements of Regulation 39(1) of the EIA Regulations, 2014 (as amended) are met.
    - 2.1.2. If the above is applicable, proof of having met the requirements of Regulation 39(1) of the EIA Regulations, 2014 (as amended) must be submitted to this Directorate prior to the submission of the final BAR.
  - 2.2. Authorities' Comments
    - 2.2.1. Due to the nature of your proposal, please note that comments from the South African Civil Aviation Authority must be provided. The comments obtained must be adequately responded to, and proof thereof included in the final BAR.

2.2.2. As per this Directorate's previous this Directorate's previous correspondence (dated 13 September 2024), please ensure that comments obtained from Heritage Western Cape is submitted together with the final BAR. The comments obtained must adequately responded to, and proof thereof included in the final BAR.

2.2.3. Similarly, comments from the authorities listed in this Directorate's previous correspondence (dated 13 September 2024) must be obtained and adequately responded to, and proof thereof included in the final BAR.

### 2.3. Associated Impacts

2.3.1. Based on the two (2) images below, it appears that the current proposed powerline, as extracted from figure 1 of the draft BAR (figure 1 below) is not the same as the powerline route as the dark blue line in figure 2 below (extracted from the correspondence of Westerlike Provinsie Oesbespuiting Maatskappy (Pty) Ltd ("WPO") (dated 22 November 2023):



2.3.2. Therefore, please ensure that comments from the WPO is obtained on the latest powerline route, as depicted in figure 1 above. The comments obtained must be adequately responded to, and proof thereof included in the Comments and Responses Report.

2.3.3. Furthermore, whilst not being based on the latest proposed powerline depicted in figure 1 above, the Directorate notes with concern the objections raised in the correspondences from WPO (dated 12 December 2022 and 22 November 2023, respectively). The said correspondences highlighted that the proposal's impacts and matters of concern are, as follows:

2.3.3.1. Its location having a direct impact on the health and safety of the aircraft, pilots and other personnel at the aerodrome, including.:

- 2.3.3.1.1. potential catastrophic events caused by pilots have more limited options of evading danger;
- 2.3.3.1.2. negative risks to the aircraft, pilots as well as the surrounding environment;
- 2.3.3.1.3. noise from the powerline with such a high voltage or the magnetic field emitted from the powerline, may have an effect on radio communication; and
- 2.3.3.1.4. effect on aircraft instrumentation, which if not properly functioning, can lead to aircraft collisions, incorrect readings.

2.3.3.2. If approved, it will severely affect the ability of WPO to adhere to the Civil Aviation Regulations;

- 2.3.3.3. It will have a severe financial impact on the business of WPO, its clients and the economy, including:
  - 2.3.3.3.1. paying hefty fines which can harm the liquidity of WPO, thereby affecting the livelihood of its employees and the ability to service its clients;
  - 2.3.3.3.2. in extreme circumstances, the executive staff of WPO can be held personally liable in the case of severe injury or loss of life; and
  - 2.3.3.3.3. temporary and/or permanent suspension of operating certificate/licenses held, would be detrimental to the organisation and community.
- 2.3.3.4. The adjusted location of the proposed powerline:
  - 2.3.3.4.1. still intersects directly with the two main flight paths; and
  - 2.3.3.4.2. can drastically affect the business of the WPO.
- 2.3.4. Should the pending comments to be obtained from the WPO on the latest powerline route be maintained, then the abovementioned impacts and/or should any other/new matters/concern be raised, then it will require you to:
  - 2.3.4.1. update the BAR to display evidence of having addressed and assessed the impacts raised by the WPO;
  - 2.3.4.2. update Appendix J2 of the BAR to display evidence of having addressed and assessed the impacts raised by the WPO;
  - 2.3.4.3. provide the comments that were obtained from the South African Civil Aviation Authority during the last Public Participation Process ("PPP") undertaken as well as the responses thereto/manner it was addressed; and
  - 2.3.4.4. provide a Comments and Response Report of all comments obtained, including that which were obtained from the South African Civil Aviation Authority as well as the responses thereto.
- 2.3.5. With regards to the abovementioned requirements, please note that if the BAR undergoes several updates and changes, depending on (i) the comments to be obtained from the WPO, the South African Civil Aviation Authority and/or any other registered I&AP and commenting authority(s) and (ii) the need to provide the information, as per 2.3.4.1. to 2.3.4.2. above), then a revised draft BAR and supporting information, which incorporates all of the changes must be circulated to all registered I&APs as well as commenting authorities for an additional minimum commenting period of thirty (30) days. Your attention is therefore drawn to Regulation 19(1)(b) of the EIA Regulations, 2014 (as amended) that is applicable in this regard.

## 2.4. Associated Applications and Information

- 2.4.1. As per this Directorate's previous correspondence (dated 13 September 2024), please ensure that proof of having submitted the necessary application (s) in terms of the National Water Act, 1998 (Act No. 36 of 1998) to the National Department of Water and Sanitation is provided.
- 2.4.2. According to the information contained in the Freshwater Report (dated October 2023), CK Rumboll and Partners in Malmesbury were appointed to deal with the required servitudes over private land. This information was, however, not made available, as part of the abovementioned draft BAR.
- 2.4.3. The omitted information, as mentioned above, reinforces the need to circulate a revised draft BAR, which also includes the information, as per paragraph 2.5.3. above.

## 2.5. Specialist Report and Input

- 2.5.1. Based on the review of the Freshwater Report (dated October 2023), it is evident that the report was compiled to meet the requirements, as per National Water Act, 1998 (Act No. 36 of 1998), as opposed to Appendix 6 of EIA Regulations, 2014 (as amended), as originally confirmed in this Directorate's correspondence (dated 13 September 2024). However, in view of the proposed development and the EIA Listed Activities it triggers (most notably in this case Listed Activity 19 of Listing Notice 1 of the EIA Regulations, 2014 (as amended)), it is recommended that the Freshwater Report (dated October 2023) be updated to meet the requirements of Appendix 6 of EIA Regulations, 2014 (as amended).
- 2.5.2. Please ensure that page ii of the Terrestrial Biodiversity Assessment Report (dated 11 January 2024), which refers to the specialist being appointed for the proposed Helios tower cellular site is amended to include the appointment for the correct proposed development, which forms part of this application.
- 2.5.3. The abovementioned study must be updated to provide the following information in terms of the requirements of the "*Procedures for the Assessment and Minimum Criteria for Reporting on identified Environmental Themes in terms of Sections 24(5)(a) and (h) and 44 of the National Environmental Management Act, 1998, when applying for Environmental Authorisation*" ("the Protocols") –
  - 2.5.3.1. The contact details of the specialist, their SACNASP registration number, their field of expertise and a curriculum vitae; and
  - 2.5.3.2. A statement on the duration, date and season of the site inspection and the relevance of the season to the outcome of the assessment.
- 2.5.4. The Visual Assessment Report (dated 29 July 2024), must be updated to provide the following information in terms of the requirements of the Appendix 6 of the EIA Regulations, 2014 (as amended) –
  - 2.5.4.1. Section 1 (a)(ii) - the expertise of that specialist to compile a specialist report including a curriculum vitae;
  - 2.5.4.2. Section 1 (c)(cA) - an indication of the quality and age of base data used for the specialist report; and
  - 2.5.4.3. Section 1 (d) - the duration, date and season of the site investigation and the relevance of the season to the outcome of the assessment.
- 2.5.5. The Agricultural Compliance Statement (dated October 2023), must be updated to provide the following information, as per the requirements of the Protocol –
  - 2.5.5.1. In the case of a linear activity, confirmation from the agricultural specialist or soil scientist, that in their opinion, based on the mitigation and remedial measures proposed, the land can be returned to the current state within two years of completion of the construction phase.
- 2.5.6. The Socio- Economic Impact Assessment Report (dated May 2024), must be updated to provide the following information, as per the requirements of the Appendix 6 of the EIA Regulations, 2014 (as amended) –
  - 2.5.6.1. Section 1 (a)(ii) - the expertise of that specialist to compile a specialist report including a curriculum vitae;
  - 2.5.6.2. Section 1 (c)(cA) - an indication of the quality and age of base data used for the specialist report; and
  - 2.5.6.3. Section 1 (e) - a description of the methodology adopted in preparing the report or carrying out the specialised process inclusive of equipment and modelling used.

2.5.7. Based on proposed powerline route, as illustrated in figure 1 on page 13 of the draft BAR versus the visual representations of the proposed powerline route, as it appears in the various specialist studies/input (with the exception of the Visual Assessment Report (dated 29 July 2024), which has been suitably updated), it appears that the following specialist studies/inputs are based on the previous and not current proposed powerline route:

- 2.5.7.1. Freshwater Report (dated October 2023);
- 2.5.7.2. Terrestrial Biodiversity Assessment Report (dated 11 January 2024);
- 2.5.7.3. Agricultural Compliance Statement (dated October 2024); and
- 2.5.7.4. Socio- Economic Impact Assessment Report (dated May 2024).

In light of the above, the said specialists must suitably update their studies and inputs to focus on the current proposed powerline route.

2.5.8. This Directorate hereby reminds to you that all updated studies and inputs will be regarded as new information that must be circulated to all registered I&APs and commenting authorities (including this Directorate) for a further minimum commenting period of thirty (30) days. It is in this regard that the new information must be made part of the abovementioned revised draft BAR and the provisions of Regulation 19 (1)(b) of the EIA Regulations, 2014 (as amended).

## 2.6. EIA Listed Activities

As per this Directorate's previous correspondence (dated 13 September 2024), please ensure that confirmation is provided on the applicability of Listed Activity 14 of Listing Notice 3 of the EIA Regulations, 2014 (as amended). In the event that the said Listed Activity is not triggered, an updated Application Form, which excludes the said Listed Activity must be submitted to this Directorate. The updated Application Form may be included in the revised draft BAR to be circulated for the additional minimum commenting period of thirty (30) days.

## 2.7. Public Participation Particulars

2.7.1. According to this Directorate's records, only a Notice of Intent ("NOI") Form was received and responded to by this Directorate on 14 February 2023 (Referenced: 16/3/3/6/7/1/F5/16/2019/23). It is, therefore, this Directorate's understanding that all of the PPP requirements stipulated in Chapter 6 and Regulation 41 of the EIA Regulations, 2014 (as amended) will be conducted, as part of your current application, with the exception of the placing of the newspaper advert (already placed on 15 November 2022 and 17 October 2023, respectively). Proof of having met these requirements must therefore be submitted together with final BAR.

2.7.2. All comments obtained during the PPP must be adequately responded to, and proof hereof included in the Comments and Response Report to be submitted together with the final BAR.

## 2.8. Content Requirements of the Environmental Management Programme ("EMPr")

2.8.1. Please ensure that all relevant mitigation measures proposed throughout the Basic Assessment process, the specialist studies and other inputs obtained, are included in the EMPr.

2.8.2. Your attention is drawn to Appendix 4 of the EIA Regulations, 2014 (as amended), for the requirements with respect to the '*Content of Environmental Management Programme*'. Please ensure that the EMPr is updated to fulfil the following requirements, as per Appendix 4 of the EIA Regulations, 2014 (as amended):

- 2.8.2.1. Section 1 (a)(ii) - the expertise of that EAP to prepare an EMPr, including a curriculum vitae; and

- 2.8.2.2. Section 1 (c) - a map at an appropriate scale which superimposes the proposed activity, its associated structures, and infrastructure on the environmental sensitivities of the preferred site, indicating any areas that should be avoided, including buffers (further refer to paragraph 2.9.3. below and ensure that the same map is provided in both instances).
  - 2.8.3. As per the Freshwater Report (October 2023), please ensure that the specific best management practices pertaining to, *inter alia*, awareness that the river must be kept intact to keep the impacts at bay are all included in the EMPr.
  - 2.8.4. Furthermore, (i) the specific targeted restoration efforts as well as (ii) the measures to manage and control Invasive Alien Plants that must be implemented, as required in terms of the Terrestrial Biodiversity Assessment Report (dated 11 January 2024) must be further elaborated on/detailed and included in the EMPr.
- 2.9. Content Requirements of the BAR
- 2.9.1. Your attention is drawn to Appendix 1 of the EIA Regulations, 2014 (as amended), for the requirements with respect to the '*Content of basic assessment reports*'. Please ensure that you fulfil these requirements.
  - 2.9.2. It appears that the following 'no-go' areas, are applicable to your development proposal:
    - 2.9.2.1. buffer areas (with reference to the development footprint in proximity to the aerodrome and associated components);
    - 2.9.2.2. possible/partial avoidance of the mapped CBA I and ESA1;
    - 2.9.2.3. possible/partial avoidance of local watercourses, the danger and others areas, as per page 27 of the Freshwater Report (October 2023); and
    - 2.9.2.4. transmission line required to be located a 100m away from any residential property, as per page 13 of Appendix J2.
  - 2.9.3. In light of the above, the information, as per Section 3(l)(ii) of Appendix 1 of the EIA Regulations, 2014 (as amended) must be provided together with the final BAR.

### 3. General

- 3.1. Please be reminded that in accordance with Regulation 19(1) of the EIA Regulations, 2014 (as amended), the final BAR must be submitted within ninety (90) days of receipt of the application by the Competent Authority, calculated from **3 September 2024**.
- 3.2. In terms of Regulation 45 of the EIA Regulations, 2014 (as amended), an application in terms of the EIA Regulations, 2014 (as amended) lapses and the Competent Authority will deem the application as having lapsed, if the applicant fails to meet any of the timeframes prescribed in terms of these Regulations.
- 3.3. **If, however, significant changes have been made or significant new information has been added to the BAR, the applicant/EAP must notify the Competent Authority that an additional 50 days (i.e., 140 days from receipt of the Application Form for Environmental Authorisation) will be required for the submission of the final BAR for decision-making. The additional 50 days must include a minimum commenting period of thirty (30) days to allow I&APs to comment on the revised report/additional information (see paragraphs 2.3.4.1., 2.3.4.2., 2.3.5., 2.4.3. and 2.5.8. above).**
- 3.4. This Directorate awaits the submission of the final BAR for decision-making. Please note that the final BAR must be submitted via mail correspondence to the central email address ([DEADPEIAAdmin@westerncape.gov.za](mailto:DEADPEIAAdmin@westerncape.gov.za)) and include a link to download the documents. The submission of the final BAR must contain an MS Word document/pdf (not scanned) copy of the final BAR and separate appendices.



4. Kindly quote the abovementioned reference number in any future correspondence in respect of the application.
5. It is prohibited in terms of the NEMA for a person to commence with a Listed Activity unless the Competent Authority has granted an Environmental Authorisation for the undertaking of the activity. A person convicted of an offence in terms of the above is liable for a fine not exceeding R10 000 000 or to imprisonment for a period not exceeding 10 years, or to both such fine and imprisonment.
6. This Directorate reserves the right to revise or withdraw its comments and request further information from you based on any information received.

Your interest in the future of the environment is greatly appreciated.

Yours faithfully

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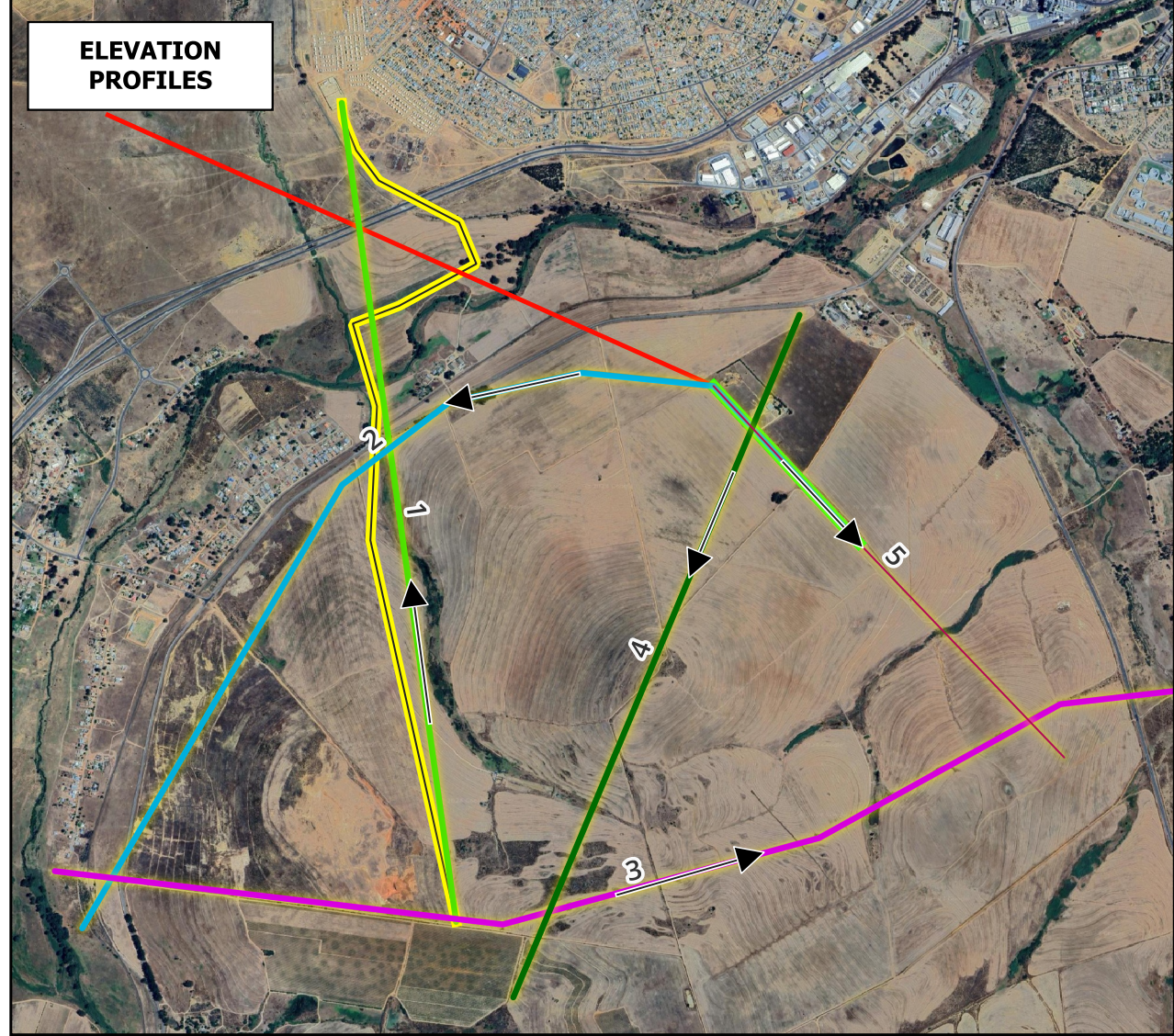
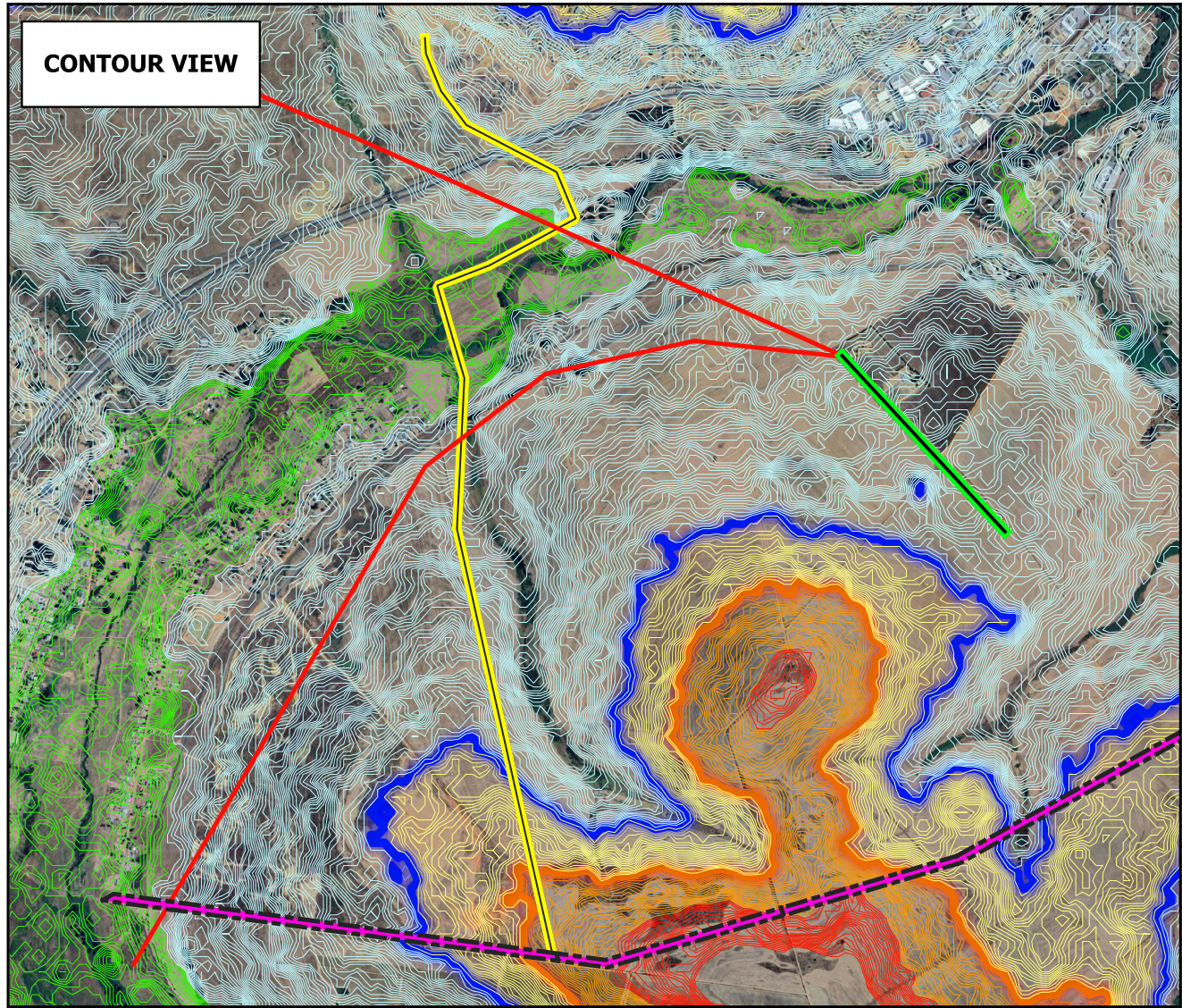
**pp MR. ZAAHIR TOEFY**  
**DIRECTOR: DEVELOPMENT MANAGEMENT (REGION 1)**

Copied to:

- (1) Mr. Bernard de Witt (EnviroAfrica cc)
- (2) Mr. Clinton Geyser (EnviroAfrica cc)
- (3) Mr. Lian Roos: (EnviroAfrica cc)
- (4) Mr. Alwyn Zaayman (Swartland Local Municipality)

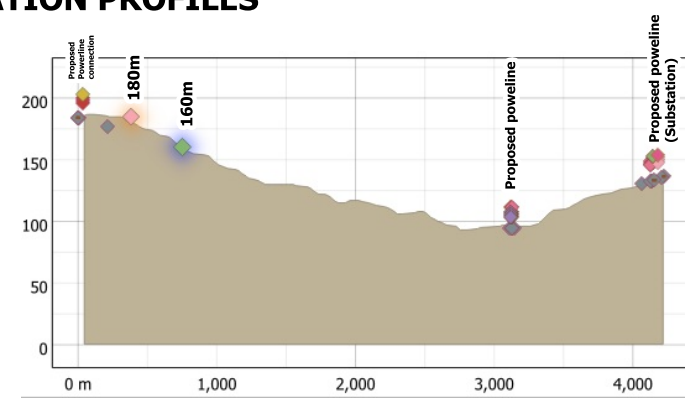
- E-mail: [bernard@enviroafrica.co.za](mailto:bernard@enviroafrica.co.za)  
E-mail: [clinton@enviroafrica.co.za](mailto:clinton@enviroafrica.co.za)  
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## ***ANNEXURE B – Elevation Profiles***

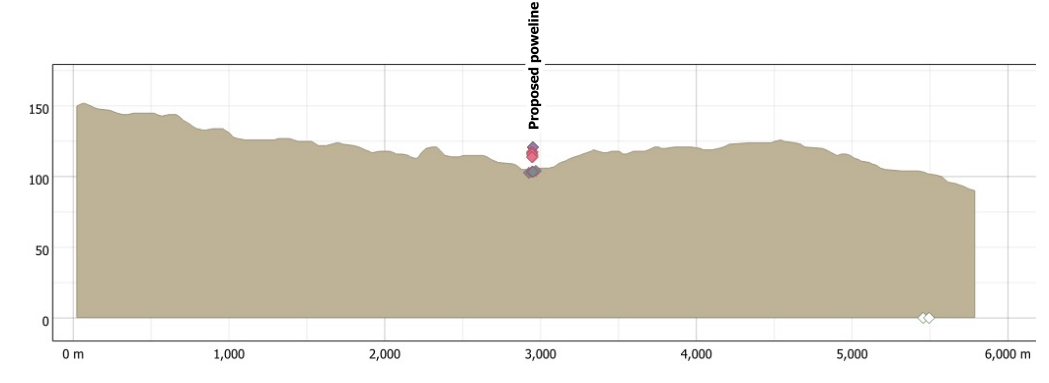


- ### LEGEND
- WPO**
    - Airstrip (Green line)
    - Flight Paths (Red line)
  - Powerlines**
    - Proposed 132 kV Powerline (Yellow line)
    - Existing 132kV Powerline (Pink dashed line)
  - Contours**
    - 160 (Blue line)
    - 180 (Orange line)
    - 0 - 100 (Light green line)
    - 100 - 160 (Light blue line)
    - 160 - 180 (Yellow line)
    - 180 - 200 (Light orange line)
    - 200 - 220 (Light red line)
  - Elevation Profiles**
    - 1 (Light green line)
    - 2 (Cyan line)
    - 4 (Dark green line)
    - 3 (Pink line)
    - 5 (Red line)

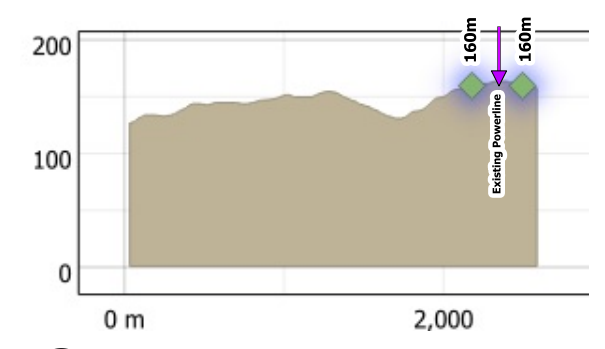
### ELEVATION PROFILES



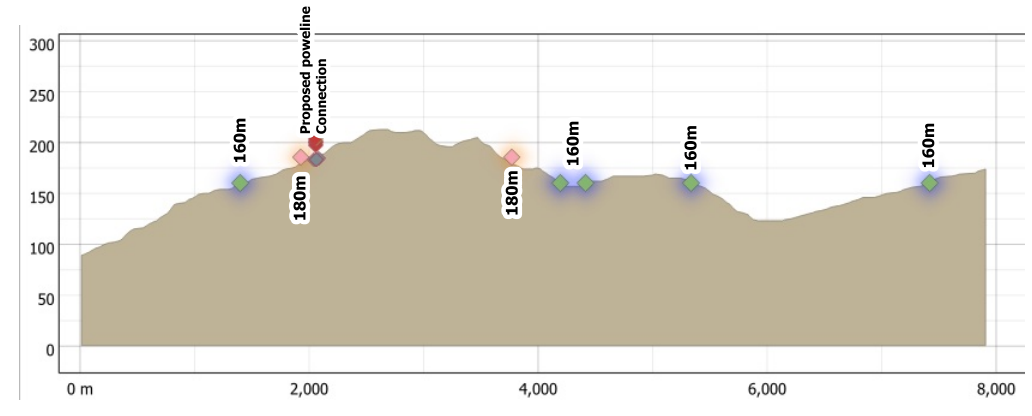
1. Elevation profile from Existing 132 kV Line to Substation along proposed 132 kV powerline



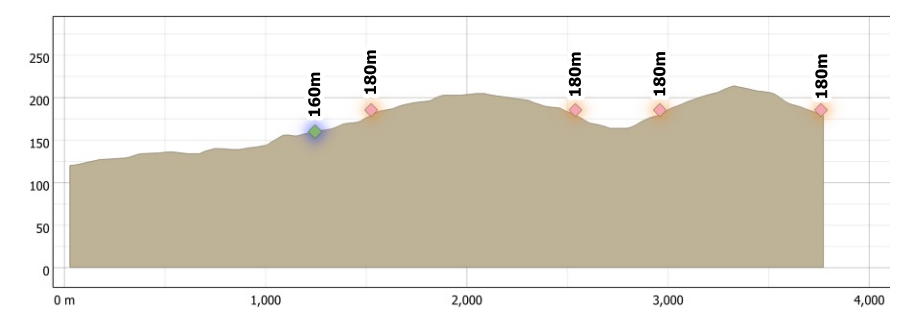
2. Elevation profile of Flight Path from Airstrip over proposed 132 kV Powerline



5. Elevation profile of south-east direction from Airstrip




3. Elevation profile of Existing 132 kV Powerline



4. South-west elevation profile over airstrip and existing 132 kV Powerline



REF: MAL/12747

Date: October 2024	AUTHORITY: SWARTLAND MUNICIPALITY
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