

Your Ref: Eskom TTLIP 9520

Our Ref: 19/3/1/1/3

Deals with this matter: Joram Mkosana

tel: +27 (0) 41 506 1332

e-mail: jmiller@mandelametro.gov.za

tel: +27 (0) 41 506 5412, fax: +27 (0) 41 585 7261

PO Box 11, Port Elizabeth, 6000

Republic of South Africa

website: www.nelsonmandelabay.gov.za

To: Snr Public Participation Practitioner
Sivest Environmental Division
PO Box 2921
Rivona
2128

Date: 3 November 2011

Attention: Nicolene Venter

RE: THYSPUNT NUCLEAR 400KV INTEGRATION PROJECT

The Nelson Mandela Bay Municipality requested that Sivest grant an extension on the Public Participation period and attend a site visit and meeting to resolve conflicts regarding the proposed Thyspunt Transmission lines and substations. The meeting and site visit was conducted on the 18 October 2011 and was attended by Sivest: Environmental Division, Eskom representatives and various municipal officials.

Electricity and Energy

The Comments for Electricity and Energy is based in terms of the latest proposed HV master plan of the Nelson Mandela Bay Municipality.

Our comments on the existing Eskom plans are simply that the proposed substation position (Uitenhage Nodal on the attached drawing) is very far from our existing San Souci substation where we will be taking the power from Eskom. This means that Eskom will have to provide a servitude wide enough to build three 132kV monopole power lines from their substation to our San Souci to cater for the demand we will put on them at the new substation in the future. This will sterilize a large portion of our land in the vicinity.

The current proposed position of the two 400kV lines through Jagvalkte cuts straight through the industrial developments at the Coega Logistics Park. This will impact on the proposed economic development of the area as these sites were to provide Logistic support to the large motoring industry in Uitenhage. The NMBM has allocated an area between Kwanobuhle and Hopewell, which is large enough to accommodate the lines. The site visit with Sivest and Eskom indicated that the 400kV lines could be built in this space.

The NMBM must therefore regard in existing proposal to route the lines through Logistic Park as a fatal flaw.

Environmental Management

The potential conflicts are listed, they may be found acceptable with adequate mitigation:

1. The municipal reserves within the Nelson Mandela Bay Municipality should be avoided completely and mitigation measures must be implemented against visual impacts.
2. The area between Rocklands, Elands River and Groendal is composed of Rocklands Renoster thicket. In terms of mitigation, the vegetation must not be disturbed and existing development footprints should be utilized. Any disturbance must be kept to the periphery of sensitive areas. There may be potential visual impact at the entrance of a Wilderness area, the Groendal Natures Reserve to be incorporated as part of the Baviaanskloof Mega Reserve.
3. The NMBM has agreed upon 100m servitude within Kwanobuhle Area 11. This servitude will be reserved by Electricity and Energy for the purpose of the corridor. This area lies routed along the boundary of the Hopewell Conservation Estate.
4. The powerline must run along the northern boundary of the Springs Nature Reserve as opposed to the proposed southern boundary of the reserve. Again visual impacts must be mitigated adequately. The power line cannot run between Uitenhage and the Springs Nature Reserve.
5. The San Souci power station proposal is accepted by Environmental Management, provided that the impacts within the Critical Biodiversity Areas (CBAs) area is kept to a minimum and that mitigation measures be implemented to prevent the loss of any important biodiversity features.
6. The sections where the Swartkops River will be crossed must be limited or the line must jump areas of sensitivity.
7. In areas where CBAs will be crossed, it will be preferred that the power line is restricted to disturbed areas, or along the boundary of the CBAs.
8. The intact Bonteveld patches between Coega and Grassridge must not be disturbed and adequate mitigation measures must be implemented around such sensitive sites.
9. The Environmental Management Sub-directorate of the NMBM must be included in the team that ground truths the final alignment of the power lines to ensure that impacts to CBAs are limited.

The above mentioned comments must be read in conjunction with the 3 maps attached.

p.p. 

Yours faithfully

JORAM MKOSANA
DIRECTOR: ENVIRONMENTAL MANAGEMENT

tel: +27 (0) 41 506 3111, fax: +27 (0) 41 506 3430

PO Box 9, Port Elizabeth 6000

Republic of South Africa

website: www.nelsonmandelabay.gov.za

Your Ref: Eskom TTLIP 9520

Our Ref: 19/3/1/1/3

Date: 07 November 2011

DEALS WITH THIS MATTER: SCHALK POTGIETER

SUB-DIRECTORATE: LAND PLANNING AND MANAGEMENT

Tel: (041) 5062356 Fax: (041) 5063567

e-mail: spotgiet@mandelametro.gov.za

Senior Public Participation Practitioner
Sivest Environmental Division
PO Box 2921
Rivonia
2128

Attention: Nicolene Venter

per electronic mail: NicoleneV@sivest.co.za

Dear Nicolene

THYSPUNT NUCLEAR 400KV INTEGRATION PROJECT

Our site visit on 18 October 2011 as well as the Multi-Disciplinary Technical Task Team meeting where the above matter was discussed, has reference.

Please once again accept our apology for the delayed response which resulted from miscommunication and other technical glitches. However, herewith our response in respect of the spatial planning matters. Additional comments iro of the environmental and electricity matters have been forwarded to you under cover of a letter from our Public Health: Environmental Management Directorate.

This technical input covers three aspects i.e.: (i) the implication of the Northern Corridor on proposed future spatial development iro the Metro SDF; (ii) the implication of the Southern Corridor iro the proposed Kwanobuhle Ext 11 project and (iii) the implications and constraints of the Jachtylakte Sustainable Human Settlement Plan.

Norther Corridor and Metro SDF

Please read our comments in this respect with the spatial material that has been provided to Paul de la Cruz via the office of our Mr Stuart Beattie.

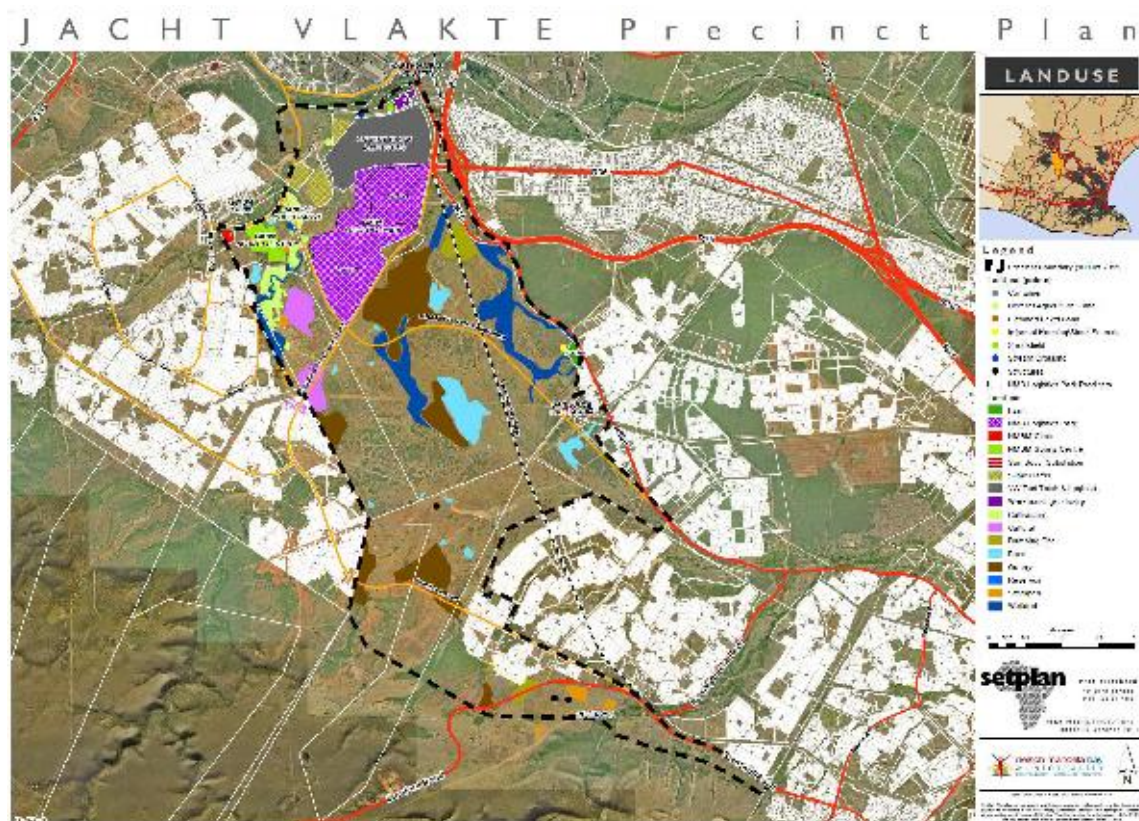
The general concern is that the proposed Northern Corridor would sterilize significant portions of future developments in the northern parts of Uitenhage. A re-alignment of the corridor to a potion above the Springs Resort area would minimize the impact on future development.

The plan below indicates clearly the proposed corridor will have a significant impact on the manner in which the NMBM can undertake development proposed for the area.

The following factors need to be considered:

The area demarcated as the potential position of the future substation primarily encompasses land which is currently under private management

- NMBM Logistics Park (Only Phase one of this development has been implemented, but the remaining portions of the land are planned for industrial and logistics park expansion) and
- VW Test Track and Logistics Centre.
- Privately owned quarry
- The Sandile Agricultural co-operative



Other land uses occurring within the corridor:

- Waste water settling ponds
- Urban agriculture and cultivation
- Cultural practices (Abaquetha)
- Sand Mining
- Private agricultural holdings

In addition to the various land uses currently being undertaken on the site it is traversed by numerous bulk service lines (Water, Sewerage and electrical). These existing routes have not been taken into consideration in determining the optimal corridor or 'consultant team alignment'. The principle of the consolidation of services footprints needs to be applied.

A proposed passenger rail line also traverses the site from north to south. Consultation with PRASA will have to be undertaken to ensure the viability of this transportation route.

The expansion of the existing footprint of the San Souci would be a far more effective option than the creation of an additional footprint elsewhere on the site together with its accompanying transmission lines.

