

Lidwala Consulting Engineers



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ENVIRONMENTAL IMPACT ASSESSMENT (EIA)
FOR THE PROPOSED 1X400KV TABOR-BOKMAKIRIE (NZHELELE) AND 4 X
250MVA 400KV/132KV NZHELELE MAIN TRANSMISSION STATION (MTS),
LIMPOPO PROVINCE

DEA REFERENCE NUMBER:
14/12/16/3/3/2/317

COMMENT FORM FOR THE DRAFT SCOPING REPORT

Public Meeting: June 2012

TITLE	MRS	FIRST NAME	GAIL
SURNAME	MAYTHAM		
ORGANISATION	/		
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COMMENT(S) ON THE DRAFT SCOPING REPORT: Please make reference to the Chapter your comment(s) has reference to. You are welcome to use a separate sheet if required

My husband and I attended the Public meeting held on the 12th June 2012 in the Showgrounds Hall at Louis Trichardt.

We are obviously concerned and interested parties as our farm borders Vlakfontein on which some of the new massive pylons will be built. Our concerns are that the cottages we hire out for tourism will be affected by this 1 x 400kv Tabor-Bokakirie construction. Our guests, both local and international come to our mountain farm largely for peace and tranquillity. The ways in which they will be affected include:

- During the construction phase our cottages will be affected because of noise and increased traffic and presence of workers.
- The existing pylons are already visible from our farm and the larger ones will present much more of an eyesore.
- There is to be an access road built right on our border. It is not clear whether it will be on our farm (Middlefontein 809 Portion 4), or Philip Pogieter's (Vlakfontein) and whether any clearing will be done on our farm. (See Page 10 Chapter 11)
- It is not clear to us whether clearing will need to be done on our property, in our gum plantation, for the servitude for the powerline if it extends onto our property. Any clearing will obviously be noisy and disrupt the peace for some time.


Signature

THANK YOU FOR YOUR COMMENTS

Sien keersy vir Afrikaans

10.07.12.
Date

c) Access Roads

A formal section of access road is proposed to be constructed through the farms Clydesdale and Vlaktefontein. Two sections of the road have been identified to be paved with a suitable surfacing material, such as bitumen or concrete, in order to reduce erosion due to the steepness of the slopes. **Figure 10.3** gives an indication of the proposed route that is to be investigated during the detailed studies.

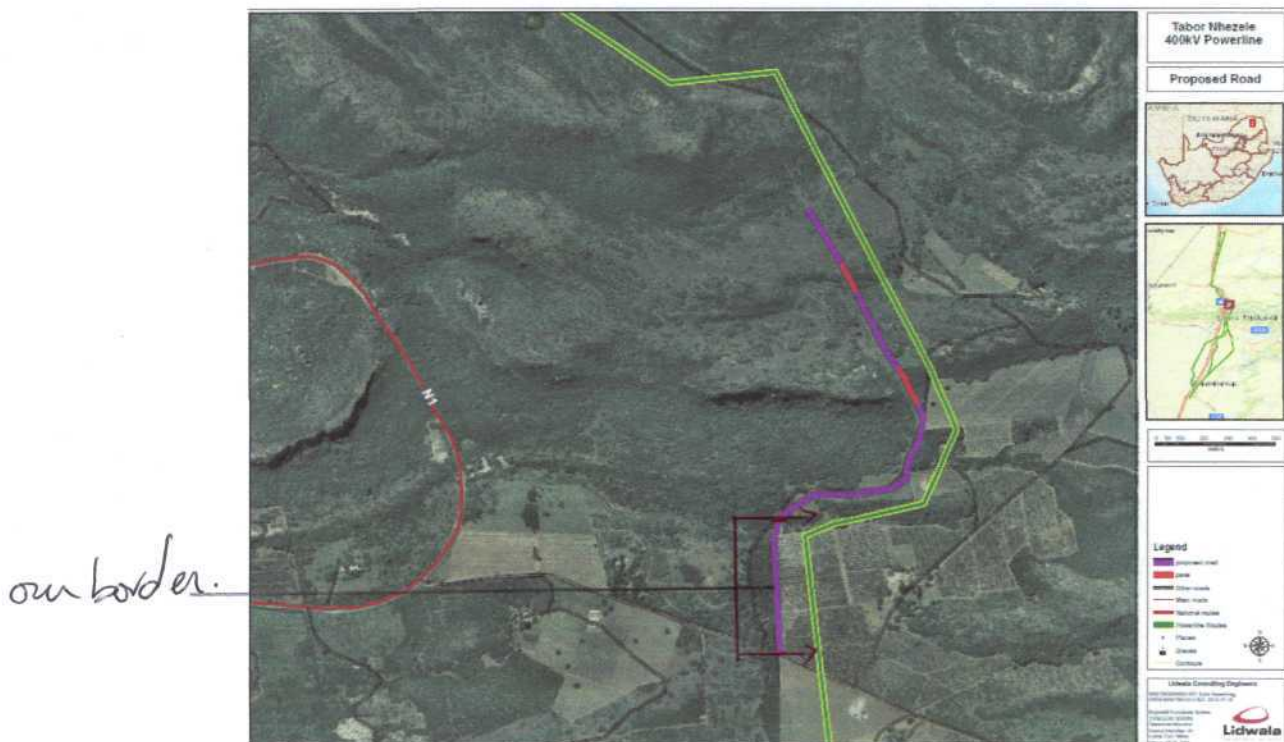


Figure 10.3: Proposed formal access road

In addition to the above access road a further 5 km of access road is proposed to be constructed between the N1 and the proposed new Nzhelele substation. **Figure 10.4** gives an indication of the proposed route that is to be investigated during the detailed studies.