

**PROPOSED ESTABLISHMENT OF THE ANDERSON-DINALEDI
400kV TRANSMISSION LINE BETWEEN THE PROPOSED
ANDERSON SUBSTATION AND DINALEDI SUBSTATION,
NORTHWEST AND GAUTEHNGE PROVINCES.
ADDENDUM 1.**

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INTRODUCTION

I-scape was appointed by Nema Consulting to review the Visual Impact Assessment report that was compiled by Axis Landscape Architecture CC on *the Proposed Establishment of the Anderson – Dinaledi 400kV Transmission line between the proposed new Anderson Substation and the Dinaledi Substation in the North West and Gauteng Provinces* (Axis, 2011¹).

The review was necessary after the proposed location of the Anderson Substation was changed after the completion of the specialist report. The purpose of this addendum is exclusively to review the findings that have reference to the previous location of the Anderson Substation and to discuss the possible changes as a result of the new location. The report by Axis Landscape Architecture (2011) will still remain the main Visual Impact Assessment document for the Anderson – Dinaledi 400kV Transmission line with this as an addendum prepared by I-scape.

PROJECT CHANGES

Two sites were originally identified for the location of the Anderson Substation. Site 1 was located on Portion 82 of the Farm Weldaba 567JQ and Site 2 was located on Portion 82 of Farm Weldaba 567 JQ, Portion 65 of Farm Weldaba 491 JQ and Portion 25 of Farm Weldaba 491 JQ. The location for the proposed substation was later changed to a site more to the east of the original sites on Portion 82 of the Farm Schurveberg 488 JQ (See Figure 1). This resulted in a change in the alignment of the proposed Anderson – Dinaledi 400kV Transmission line.

The transmission line routes that are affected by the change in substation site is the routes referred to as the Eastern and Western Routes. Both these routes have their origin at the previous Anderson Substation site and are now originating approximately 5 km east at the new Anderson Substation site.

CHANGE IN THE ORIGINAL FINDINGS OF VIA REPORT

In general terms the change in routes are expected to be minimal considering the extent of impact relating to the length of the transmission line and does not alter the final findings of the original VIA report. Ultimately the routes will be approximately 5 km shorter than originally intended.

The new location of the substation and the change in the Eastern and Western Routes will however cause less of an impact due to the shorter length of the transmission lines. The shorter length means that less surface disturbance will occur during construction which will have less of an impact on the landscape character. In addition fewer viewers are expected to be impacted as a result of the construction activity. The same argument applies for the operational phase. The viewers that will experience less of an impact will be those residing between the original and the new substation sites as well as motorists travelling on the R104, N4 and Beyers Naude Drive. For them the visual impact will be considerably less significant due to the absence of the proposed transmission line.

¹ Axis Landscape Architects CC, 2011. *PROPOSED ESTABLISHMENT OF THE ANDERSON-DINALEDI 400KV TRANSMISSION LINE BETWEEN THE PROPOSED NEW ANDERSON SUBSTATION (FLORA PARK A.H.) AND THE DINALEDI SUBSTATION (BRITS), NORTH WEST AND GAUTENG PROVINCES*DEA REF NO: 12/12/20/1567. PRETORIA. February 2011 Axis Ref: Din2011.

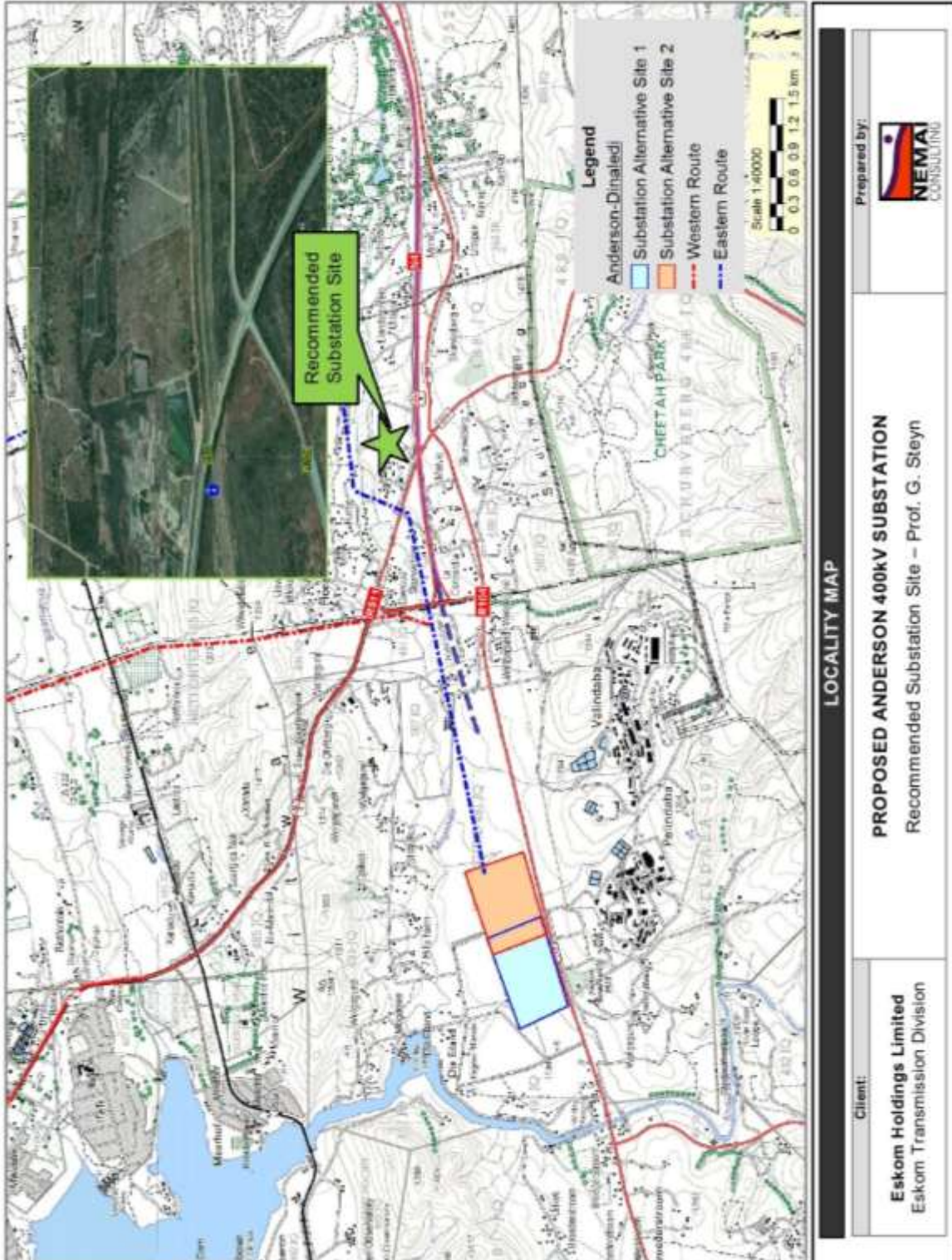


Figure 1: New location of Anderson Substation site

CONCLUSION

After the review of the original Visual Impact Assessment report done by Axis (2011) and the consideration given to the project alteration, it is concluded that the findings of the report is still relevant and does not require any adjustment. Any reference to the previous substation locations was changed in order to reflect the new Anderson Substation location. Maps were left unchanged as time and budget constraints did not permit the redoing of the maps.

In essence, the alteration to the Eastern and Western Routes are considered fairly minor relative to the length of the alignments and has no influence on the broad-scale assessment done by Axis (2011). It should however be mentioned that both routes will be shorter and will cause marginally less impact on both observers and the landscape character during the construction and operation phases. This will have no bearing on the preferred route as described by Axis (2011).