

**PROPOSED HYDROPOWER STATION AND ASSOCIATED INFRASTRUCTURE AT BOEGOEBERG DAM ON THE ORANGE RIVER, NEAR GROBLERSHOOP,  
NORTHERN CAPE:**

DEA Ref: 14/12/16/3/3/2/568; NEAS Ref: DEA/EIA/TBA

**COMMENTS AND RESPONSE REPORT 2**

*Available in Afrikaans upon request*

This Comments and Response Report reflects the comments submitted during the Final Scoping Report (FSR) public comment period (from **16 September 2013 till 10 October 2013**). Two comments were received and are summarised below with the relevant responses. Please refer to **Annexure B** for the detailed comments as received.

**SUBMISSIONS:**

Ref.	Name	Organisation	Date Received	Method
1.	N.J. Toerien	The Department of Agriculture, Land Reform and Rural Development	16 October 2013	Letter
2.	Mr. David Schalk Fourie	R 307 & 308	12 October 2013	Email & Website

<b>PUBLIC PARTICIPATION PROCESS</b>			
<i>Comments and Responses</i>			
No.	Name	Issue	Response
1.	<b>N.J. Toerien</b>	<p>Impact on aquatic resources: With the development of the abovementioned activities the developer must take care of the following: Article 7.(3)b of Regulation 9238: CONSERVATION OF AGRICULTURE RESOURCES, 1983 (Act 43 of 1983) Utilisation and protection of vleis, marshes, water sponges and water courses 7.(1) " ..... no land user shall utilize the vegetation in a vlei, marsh or water sponge or within the flood area of a water course or within 10 meters horizontally outside such flood area in a manner that causes or may cause the deterioration of or damage to the natural agriculture resources." (3)(b) "cultivate any land on his farm unit within the flood area of a water course or within 10 meters horizontally outside the flood area of a water course"</p> <p>Landuse issues: Also take care of the following: who is the current landowner; will it be a subdivision of land or a lease contract between the developer and the landowner? Rezoning will also be applicable because the land use will change from the current agricultural status.</p>	<p>– Noted. An aquatic ecology assessment has been undertaken by the relevant specialists to determine potential impacts on aquatic resources.</p> <p>– The land will be leased from the owner for the full term of the Independent Power Producer's contract.</p>

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		The Department of Agriculture, Land Reform and Rural Development foresees no problems in the development as mentioned above as long as the developer adheres to the articles of Act 43 of 1983.	– Noted: the developer confirms they will adhere to the articles of Act 43 of 1983.
2.	<b>Mr. David Schalk Fourie (Plaasboer 307 &amp; 308)</b>	Impact of increased traffic on roads close to farm: I herewith would like to make it clear that the issue of a tarred road was only a point that was mentioned as an alternative to a dust problem and wasn't agreed upon as a definite. The day that it was mentioned we were told that it was only supposed to be an introduction of people involved with the project. No one actually had a meeting with us to discuss the issue because now that the facts are on the table of how many vehicles will be travelling per day in front of our house, it isn't just the dust but traffic that is alarming. The option to re-route the road behind the house is actually the better option.	– The proponent has indicated their willingness to engage with Mr Fourie and has requested that a sketch be provided of the preferred route.
		No further discussion of how the security and access control are going to be handled has been done.	– It is agreed that access control has not been finalised. This will be addressed as an issue and the proponent would welcome suggestions solutions from Mr Fourie.
		How will speed bumps solve the problem with our livestock?	– Speedbumps are used to calm the traffic and reduce the speed of vehicles on the road, which in turn would mean that risk to the livestock would be further reduced.
		The point that was mentioned that the traffic on our main road will not have an effect on the condition of the road must be reconsidered. If the road can't handle the traffic now surely the road would deteriorate so much faster with more and heavier traffic.	– The main arterial road is a road administered and maintained by Northern Cape Provincial Roads Department and therefore is ultimately their responsibility. Furthermore private entities are not permitted (for obvious reasons like safety among other) to alter, maintain or work on such an asset as this is a function of the provincial roads department.