

## Wag 'n Bietjie 400kV MTS Project

Construction of the Wag 'n Bietjie Main Transmission Substation (MTS) and a 132kv Powerline between the Wag 'n Bietjie MTS and the Vetlaagte MTS : Situated on a Portion of the Remaining Extent of Wag en Bittje No 5; the Remaining Extent of Wag 'n Bietjie Annex C No 137; and the Remaining Extent of Vetlaagte No 4, De Aar, Northern Cape

## Comments & Responses Report

### Confirmation of Public Participation Process Followed

The process followed in the Public Participation Process undertaken for this project involves in short the following:

Due to the COVID-19 pandemic, as per instruction from the Department of Environmental Affairs, timeframes of advertising periods and procedures had to be confirmed by the relevant authorities. A Public Participation Plan had been approved by the Department of Forestry, Fisheries and the Environment (DFFE). This PPP-Plan and approval is included in Appendix D(1).

Also as per agreement with the DFFE (13 December 2021), the initial advertising of the application for environmental authorisation was combined for the Wag 'n Bietjie MTS project and the adjacent four Vetlaagte Projects.

#### Initial Advertising Process

Combined for the Wag 'n Bietjie MTS project and the four Vetlaagte Projects:

- ❖ Three laminated A2 onsite notifications had been placed on site on 19 October 2021 along public accessible roads & entrances to the two relevant properties.
- ❖ A newspaper advertisement was placed in Die Echo/Midland Nuus on 28 January 2022
- ❖ A comprehensive list of Interested & Affected Parties has been compiled and is being updated throughout the BAR process.
- ❖ A Background Information Document (BID) had been prepared and was distributed on 11 January 2022 (via email and/or registered post where e-mail addresses were not available) to everyone on the IAP list.

#### Communication of the Draft Basic Assessment Report

- ❖ All registered Interested & Affected Parties stakeholders are now being supplied with an electronic copy of the Draft Basic Assessment Report for perusal.
- ❖ A 30-day commenting period applies.

#### Final Basic Assessment Report

- ❖ All communication received on the **Draft BAR** will be included and addressed in the **Final BAR** to be submitted to the DFFE for their consideration for Environmental Authorisation.

#### Notification of Environmental Authorisation

- ❖ All registered stakeholders will be informed of the decision of the DFFE as soon as Environmental Authorisation had been received. All stakeholders will also be notified of the relevant appeal procedure.

Proof of the actions referred to above are included in Appendix D of the Basic Assessment Report and is summarised and addressed under the following headings:

All comments and responses thereto are summarised and addressed on the following pages under the following headings:

- Communication resulting from the Initial Advertising Period
- Communication resulting from the distribution of the Draft BAR
- Communication on the Final BAR if relevant

## Communication resulting from the Initial Advertising Period

Comment was received only from the following stakeholders:-

- ❖ Agri Northern Cape, received from the Manager Mr Petus Boshoff via e-mail on 11 January 2022.
- ❖ Transnet, from Ms Chantell Bruintjies, received from Rail Network Transnet Freight Rail via e-mail on 7 February 2022.
- ❖ The South African Civil Aviation Authority (CAA) from the Obstacle Inspector, PANS-OPS Section, received via e-mail on 12 January 2022.
- ❖ The South African Heritage Resources, from the Heritage Office, Ms Natasha Higgitt received via the SAHRIS website on 10 February 2022

Stakeholder	Comments with Responses from the EAPs
<b>Agri Northern Cape</b>	<p>The distribution of the BID email was sent to the Manager, Mr Petrus Boshoff. He forwarded the email to the following addresses <a href="mailto:nicoljansenn@gmail.com">nicoljansenn@gmail.com</a> <a href="mailto:ontvangs@agrink.co.za">ontvangs@agrink.co.za</a> and requested that the email be forwarded to the Chairperson.</p> <p><b><i>Response from Landscape Dynamics</i></b> No further comment was received and the IAP Register was updated with the two emails as mentioned above.</p>
<b>Transnet</b>	<p>Ms Chantell Bruintjies forwarded the email to Vincent Matabane for his attention but no further comment from Transnet was received.</p> <p><b><i>Response from Landscape Dynamics</i></b> The IAP Register was updated with Mr Matabane's contact details.</p>
<b>SA Civil Aviation Authority</b>	<p>SACAA is required to follow International Standards and Requirements in order to keep a database on <i>Obstacles</i> and it is therefore required to follow the Obstacle application process.</p> <p>There is a SACAA process whereby permission is applied for with regards to obstacles which could pose an aviation hazard.</p> <p><b><i>Response from Landscape Dynamics</i></b> The Applicant confirmed that the CAA application process will be followed after the issuing of the EA but before construction commences. This stipulation is also included in the EMPr.</p>

<p><b>The South African Heritage Resources Agency</b></p>	<p>Interim comment (CaseID: 17776) was provided as follows:-</p> <ul style="list-style-type: none"> <li>• The SAHRA Archaeology, Palaeontology and Meteorites (APM) Unit notes the pending assessment of the impact to heritage resources to be undertaken as part of the BAR process and requests that the assessment comply with section 38(3) of the NHRA. The Heritage Impact Assessment (HIA) must contain a field-based archaeological component that must be conducted by a qualified archaeologist and the report comply with the SAHRA 2007 Minimum Standards: Archaeological and Palaeontological Components of Impact Assessment Reports.</li> <li>• Furthermore, the proposed development is located within an area of very high, high and moderate Palaeontological Sensitivity as per the SAHRIS Palaeo-Sensitivity map. As such, a field-based Palaeontological Impact Assessment (PIA) must be undertaken by a qualified palaeontologist. The report must comply with the 2012 Minimum Standards: Palaeontological Components of Heritage Impact Assessments.</li> <li>• Any other heritage resources as defined in section 3 of the NHRA that may be impacted, such as built structures over 60 years old, sites of cultural significance associated with oral histories, burial grounds and graves, graves of victims of conflict, and cultural landscapes or viewsapes must also be assessed.</li> <li>• Further comments will be issued upon receipt of the above reports and the draft BAR with all appendices.</li> </ul> <p><b><i>Response from Landscape Dynamics</i></b> Heritage Impact and Palaeontological Assessments were undertaken as per SAHRA requirement. These reports had been submitted with the Draft BAR for comment to SAHRA.</p>
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### Communication resulting from the distribution of the Draft BAR

All communication received on the **Draft BAR** will be included and addressed in the **Final BAR**.

### Communication resulting from the distribution of the Final BAR if relevant

If any significant comment on the Draft BAR is received that would significantly change the outcome of the recommendations of report, the Final BAR would again be circulated for final comment. It is however not expected that this would be required for the Wag 'n Bietjie MTS Project.

### Conclusion of the Public Participation Process

Conclusion to be made in the Final BAR that will be submitted to the DFFE for consideration for Environmental Authorisation.

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