SiVEST SA (PTY) LTD

PROPOSED CONSTRUCTION OF THE HEUWELTJIES WIND ENERGY FACILITY AND ASSOCIATED INFRASTRUCTURE NEAR BEAUFORT WEST, WESTERN CAPE PROVINCE, SOUTH AFRICA

Avifaunal Specialist Assessment Report

DFFE Reference: 14/12/16/3/3/2/2263
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Issue Date: August 2023
Version No.: 05

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AVIFAUNAL SPECIALIST ASSESSMENT

EXECUTIVE SUMMARY

South Africa Mainstream Renewable Power Developments (Pty) Ltd (hereafter referred to as “Mainstream”), has appointed SiVEST SA (Pty) Ltd (hereafter referred to as “SiVEST”) to undertake the required Environmental Impact Assessment (EIA) Process for the proposed construction of the 240MW Heuweltjies Wind Energy Facility (WEF) and associated infrastructure near Beaufort West in the Western Cape Province. The overall objective of the development is to generate electricity by means of renewable energy technology capturing wind energy to feed into the National Grid.

It is anticipated that the proposed Heuweltjies WEF will comprise of thirty-eight (38) wind turbines with a maximum total energy generation capacity of up to 240MW. The electricity generated by the proposed WEF development will be fed into the national grid via a 132kV overhead power line which is being assessed in a separate BA process. A Battery Energy Storage System (BESS) will be located next to the onsite 11-33kV/132kV substation. The storage capacity and type of technology would be determined at a later stage during the development phase, but most likely will comprise an array of containers, outdoor cabinets and/or storage tanks.

1.1 Summary of Findings

It is estimated that a total of 168 bird species could potentially occur in the broader area. Of these, 20 species are classified as priority species for wind developments. Ten priority species have a medium to high likelihood of occurring at the project site.

1.1.1 Wind Energy Facility

The proposed Heuweltjies WEF will have several potential impacts on priority avifauna. These impacts are the following:

- Displacement of priority species due to disturbance linked to construction activities associated with the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling) in the construction phase.
- Displacement due to habitat transformation associated with the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling) in the construction phase.

- Collision mortality caused by the wind turbines in the operational phase.
- Electrocution on the 11-33kV MV overhead lines (if any) in the operational phase.
- Collisions with the 11-33kV MV overhead lines (if any) in the operational phase.
- Displacement of priority species due to disturbance linked to dismantling activities in the decommissioning phase.

1.1.1.1 Displacement of priority species due to disturbance linked to construction activities associated with the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling) in the construction phase.

It is inevitable that a measure of displacement will take place for all priority species during the construction phase, due to the disturbance factor associated with the construction activities linked to the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling). This is likely to affect ground dwelling species the most, as this could temporarily disrupt their reproductive cycle. Species which fall in this category are Ludwig's Bustard, Blue Crane, Double-banded Courser, Karoo Korhaan, Kori Bustard and Spotted Eagle-Owl. Some raptors might also be affected, e.g., Pale Chanting Goshawks which could potentially breed in the small *Vachellia* trees in the drainage lines, and Greater Kestrels which are breeding at the application site. A potential concern is the Martial Eagle pair that breeds on Tower 162 of the Droërivier Proteus 1 - 400kV HV line. Martial Eagles are very sensitive to disturbance but the proposed 5km No-Go buffer zone around the nest, which falls outside of the WEF application site, should prevent any disturbance during the construction phase of the wind farm. Some species might be able to recolonise the area after the completion of the construction phase, but for some species this might only be partially the case, resulting in lower densities than before once the WEF is operational, due to the disturbance caused by the operational turbines. The impact is rated as **medium** but could be mitigated to **low** levels.

1.1.1.2 Displacement due to habitat transformation linked to the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling) in the construction phase.

The network of roads is likely to result in significant habitat fragmentation, and it could have an effect on the density of several species, particularly larger terrestrial species such as Ludwig's Bustard and Karoo Korhaan, and raptors. Given the current density of the proposed turbine layout and associated road infrastructure, it is not expected that any priority species will be permanently displaced from the development site. The alternative substation locations are all situated in essentially the same habitat, i.e., Karoo scrub. The habitat is not particularly sensitive, as far as avifauna is concerned, therefore any of the alternative locations will be acceptable. The same goes for the alternative laydown and compound areas. The impact is rated as **low** both pre- and post-mitigation.

1.1.1.3 Collision mortality caused by the wind turbines in the operational phase.

The proposed Heuweltjies WEF will pose a collision risk to several priority species which could occur regularly at the site. Species exposed to this risk are large terrestrial species i.e., mostly bustards such as Karoo

Korhaan, Kori Bustard, Ludwig's Bustard, and Blue Crane[1], although bustards and cranes generally seem to be not as vulnerable to turbine collisions as was originally anticipated (Ralston-Paton & Camagu 2019). Soaring priority species, i.e., raptors such as Martial Eagle, Pale Chanting Goshawk, Lanner Falcon, Booted Eagle and Greater Kestrel are most at risk of all the priority species likely to occur regularly at the project site. The impact is rated as **medium** pre-mitigation and **low** post-mitigation.

1.1.1.4 Electrocution on the 11-33kV MV overhead lines (if any) in the operational phase.

While the intention is to place the 33kV reticulation network underground where possible, there are areas where the lines might have to run above ground, for technical reasons. In these instances, the poles could potentially pose an electrocution risk to raptors, including Red Data species such as Martial Eagle. The impact is rated as **medium** pre-mitigation and **low** post-mitigation.

1.1.1.5 Collisions with the 11-33kV MV overhead lines (if any) in the operational phase.

While the intention is to place the 33kV reticulation network underground where possible, there are areas where the lines might have to run above ground, for technical reasons. In these instances, the line could potentially pose a collision risk to various species, particularly large terrestrial species including Red Data species such as Ludwig's Bustard, Blue Crane, Karoo Korhaan and Secretarybird and various waterbirds when the dams are full, and the drainage lines contain water. The impact is rated as **medium** pre-mitigation and **low** post-mitigation.

1.1.1.6 Displacement of priority species due to disturbance linked to dismantling activities in the decommissioning phase.

The impact is likely to be similar to the construction phase.

1.1.1.7 Cumulative Impacts.

The maximum number of wind turbines which are currently proposed for the wind farms which are located within a 35km radius in similar habitat around the project site is 449. None of these have been constructed to date, and each of the planned projects must still be subject to a competitive bidding process where only the most competitive projects will obtain a power purchase agreement required for the project to proceed to construction. It is therefore unlikely that a total of 449 turbines will actually be constructed, but due to the possibility that it could happen, the precautionary principle must be applied, and it must be assumed that it will be the case. The Heuweltjies WEF will consist of up to thirty eight (38) turbines, which brings the total number of potential turbines within the 35km radius to 487. The 38 turbines of Heuweltjies WEF constitute 7.8% of the total number of planned turbines. As such, its contribution to the total number of turbines, and by implication the cumulative impact of all the planned turbines, is relatively minor.

The total land parcel area where turbines are planned, including the Heuweltjies WEF, amounts to approximately 560km², which constitutes about 10.9% of the total area of similar habitat (5 098km²) available

[1] Although the species is unlikely to occur regularly.

to birds in the 35km radius around the project. The cumulative impact of the planned wind energy projects at the time of writing is therefore still relatively low as far as the creation of high risk zones are concerned within the area contained in the 35km radius. In the case of solar facilities, the impact on avifauna lies mainly in the habitat transformation associated with the construction of PV solar panels, which transforms vast areas of natural habitat significantly. The total land parcel area of the currently planned PV facilities amounts to about 199km², which equates to about 3.9% of similar habitat available in a 35km radius around the project site, which is low. The land parcel area of the proposed Heuweltjies WEF amounts to about 5.3% of the total amount of land parcel area designated for renewable energy developments, and less than 1% of the total area available in the 35km radius. The contribution of the Heuweltjies WEF to the cumulative impact of all the renewable energy facilities is therefore low as far as potential displacement of priority species due to habitat transformation is concerned. The combined land parcel area of all the planned renewable energy land parcels (both wind and solar) is approximately 759km², which equates to just over 14% of the available habitat in a 35km radius around the project site, which is moderate.

The cumulative impact of all the planned renewable energy facilities in this area is assessed to be **medium** pre-mitigation, and **low** post-mitigation.

Table 1 summarises the expected impacts of the proposed WEF and proposed mitigation measures per impact.

Table 1: Overall Impact Significance for the WEF (Pre- and Post-Mitigation)

Nature of impact and Phase	Overall Impact Significance (Pre -Mitigation)	Proposed mitigation	Overall Impact Significance (Post - Mitigation)
Construction: Displacement due to disturbance linked to the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling)	Medium	(1) Construction activity should be restricted to the immediate footprint of the infrastructure as far as possible. Access to the remainder of the area should be strictly controlled to prevent unnecessary disturbance of priority species. (2) Measures to control noise and dust should be applied according to current best practice in the industry.	Low
Construction: Displacement due to habitat transformation linked to the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling)	Low	(1) Removal of vegetation must be restricted to a minimum and must be rehabilitated to its former state where possible after construction. (2) Construction of new roads should only be considered if existing roads cannot be upgraded. (3) The recommendations of the ecological and botanical specialist studies must be strictly implemented, especially as far as limitation of the activity footprint is concerned.	Low
Operational: Collisions with the turbines	Medium	(1) No turbines should be located in the buffer zones around major drainage lines, waterpoints and dams. (2) A 250m circular No-Go (no turbines) buffer zone must be implemented around the Great Kestrel nest at the Heuweltjies application site. (3) A 5km circular No-Go (no turbines) buffer zone must be implemented around the Martial Eagle nest on Tower 162 of the Droërivier Proteus 1 - 400kV transmission line. (4) Live-bird monitoring and carcass searches should be implemented in the operational phase, as per the most recent edition of the Best Practice Guidelines at the time (Jenkins et al. 2015) to assess collision rates. (5) If estimated annual collision rates indicate unacceptable mortality levels of priority species, i.e., if it exceeds the mortality threshold determined by	Low

Nature of impact and Phase	Overall Impact Significance (Pre -Mitigation)	Proposed mitigation	Overall Impact Significance (Post - Mitigation)
		the avifaunal specialist after consultation with other avifaunal specialists and BirdLife South Africa, additional measures will have to be implemented which could include shut down on demand or other proven recommended measures.	
Operational: Electrocutions on the 11-33kV MV network	Medium	(1) Underground cabling should be used as much as is practically possible. (2) If the use of overhead lines is unavoidable due to technical reasons, the Avifaunal Specialist must be consulted timeously to ensure that a raptor friendly pole design is used, and that appropriate mitigation is implemented pro-actively for complicated pole structures e.g., insulation of live components to prevent electrocutions on terminal structures and pole transformers. (3) Regular inspections of the overhead sections of the internal reticulation network must be conducted during the operational phase to look for carcasses, as per the most recent edition of the Best Practice Guidelines at the time (Jenkins et al. 2015).	Low
Operational: Collisions with the 11-33kV MV network	Medium	Bird flight diverters should be installed on all the overhead line sections for the full span length according to the applicable Eskom standard. These devices must be installed as soon as the conductors are strung.	Low
Decommissioning: Displacement due to disturbance	Medium	1) Dismantling activity should be restricted to the immediate footprint of the infrastructure as far as possible. Access to the remainder of the area should be strictly controlled to prevent unnecessary disturbance of priority species. (2) Measures to control noise and dust should be applied according to current best practice in the industry.	Low
Cumulative impacts	Medium	All the mitigation measures listed in the various bird specialist studies compiled for the eleven (11) renewable energy facilities within a 35km radius around the project.	Low

1.2 Conclusion and Impact Statement

1.2.1 Wind Energy Facility

The proposed Heuweltjies WEF will have a moderate impact on avifauna which, in most instances, could be reduced to a low impact through appropriate mitigation measures. The alternative substation locations are all situated in essentially the same habitat, i.e. Karoo scrub. The habitat is not particularly sensitive, as far as avifauna is concerned, therefore any of the alternative locations will be acceptable. No fatal flaws were discovered during the course of the onsite investigations. The development is therefore supported, provided the mitigation measures listed in this report are strictly implemented and adhered to.

NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) AND ENVIRONMENTAL IMPACT REGULATIONS, 2014 (AS AMENDED) - REQUIREMENTS FOR SPECIALIST REPORTS (APPENDIX 6)

Regulation GNR 326 of 4 December 2014, as amended 7 April 2017, Appendix 6	**Section of Report**
1. (1) A specialist report prepared in terms of these Regulations must contain- a) details of- i. the specialist who prepared the report; and ii. the expertise of that specialist to compile a specialist report including a curriculum vitae;	Appendix 2
b) a declaration that the specialist is independent in a form as may be specified by the competent authority;	Page 10
c) an indication of the scope of, and the purpose for which, the report was prepared;	Section 2
(cA) an indication of the quality and age of base data used for the specialist report;	Section 2
(cB) a description of existing impacts on the site, cumulative impacts of the proposed development and levels of acceptable change;	Section 7
d) the date and season of the site investigation and the relevance of the season to the outcome of the assessment;	Appendix 3 and 9
e) a description of the methodology adopted in preparing the report or carrying out the specialised process inclusive of equipment and modelling used;	Section 2
f) details of an assessment of the specific identified sensitivity of the site related to the proposed activity or activities and its associated structures and infrastructure, inclusive of a site plan identifying site alternatives;	Section 7
g) an identification of any areas to be avoided, including buffers;	Section 7
h) a map superimposing the activity including the associated structures and infrastructure on the environmental sensitivities of the site including areas to be avoided, including buffers;	Section 7
i) a description of any assumptions made and any uncertainties or gaps in knowledge;	Section 3
j) a description of the findings and potential implications of such findings on the impact of the proposed activity, (including identified alternatives on the environment) or activities;	Section 9

k) any mitigation measures for inclusion in the EMPr;	Appendix 7 and 8
l) any conditions for inclusion in the environmental authorisation;	Appendix 7 and 8
m) any monitoring requirements for inclusion in the EMPr or environmental authorisation;	Appendix 7 and 8
n) a reasoned opinion- i. (as to) whether the proposed activity, activities or portions thereof should be authorised; (iA) regarding the acceptability of the proposed activity or activities; and ii. if the opinion is that the proposed activity, activities or portions thereof should be authorised, any avoidance, management and mitigation measures that should be included in the EMPr, and where applicable, the closure plan;	Section 9
o) a description of any consultation process that was undertaken during the course of preparing the specialist report;	Not applicable
p) a summary and copies of any comments received during any consultation process and where applicable all responses thereto; and	Not applicable
q) any other information requested by the competent authority.	Not applicable
2) Where a government notice *gazetted* by the Minister provides for any protocol or minimum information requirement to be applied to a specialist report, the requirements as indicated in such notice will apply.	All sections

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Glossary of Terms

Definitions	
Broader area	A consolidated data set for a total of 15 pentads where the application sites are located.
Powerline priority species	Priority species were defined as species which could potentially be impacted by power line collisions or electrocutions, based on specific morphological and/or behavioural characteristics[2]. Priority species were further subdivided into raptors, waterbirds, terrestrial birds and corvids.
Wind priority species	Priority species for wind development were identified from the most recent (November 2014) list of priority species for wind farms compiled for the Avian Wind Farm Sensitivity Map (Retief et al. 2012).

List of Abbreviations

BA	Basic Assessment
BGIS	Biodiversity Geographic Information System
BLSA	BirdLife South Africa
DFFE	Department of Forestry, Fisheries and the Environment
EGI	Electricity Grid Infrastructure
EIA	Environmental Impact Assessment
EMPr	Environmental Management Programme

[2] Other species were also considered in the case of potential displacement due to disturbance associated with the construction of the grid.

HV	High voltage
IBA	Important Bird Area
IKA	Index of Kilometric Abundance
IUCN	International Union for Conservation of Nature
kV	Kilovolt
MV	Medium voltage
NEMA	National Environmental Management Act (Act 107 of 1998, as amended)
OHL	Overhead line
PV	Photovoltaic
REDZ	Renewable Energy Development Zone
SABAP 1	South African Bird Atlas 1
SABAP 2	South African Bird Atlas 2
SACNASP	South African Council for Natural and Scientific Professions
SANBI	South African Biodiversity Institute
SAPAD	South Africa Protected Areas Database
WEF	Wind Energy Facility

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1. INTRODUCTION

South Africa Mainstream Renewable Power Developments (Pty) Ltd (hereafter referred to as “Mainstream”), has appointed SiVEST SA (Pty) Ltd (hereafter referred to as “SiVEST”) to undertake the required Environmental Impact Assessment (EIA) Process for the proposed construction of the 240MW Heuweltjies Wind Energy Facility (WEF) and associated infrastructure near Beaufort West in the Western Cape Province. The overall objective of the development is to generate electricity by means of renewable energy technology capturing wind energy to feed into the National Grid.

It is anticipated that the proposed Heuweltjies WEF will comprise of up to thirty-eight (38) wind turbines with a maximum total energy generation capacity of up to 240MW. The electricity generated by the proposed WEF development will be fed into the national grid via a 132kV overhead power line which is being assessed in a separate BA process. A Battery Energy Storage System (BESS) will be located next to the onsite 11-33kV/132kV substation. The storage capacity and type of technology would be determined at a later stage during the development phase, but most likely will comprise an array of containers, outdoor cabinets and/or storage tanks.

In terms of the Environmental Impact Assessment (EIA) Regulations, which were published on 04 December 2014 [GNR 982, 983, 984 and 985) and amended on 07 April 2017 [promulgated in Government Gazette 40772 and Government Notice (GN) R326, R327, R325 and R324 on 7 April 2017], various aspects of the proposed development are considered listed activities under GNR 327 and GNR 324 which may have an impact on the environment and therefore require authorisation from the National Competent Authority (CA), namely the Department of Forestry, Fisheries and the Environment (DFFE), prior to the commencement of such activities. Specialist studies have been commissioned to assess and verify the project under the relevant Gazetted specialist protocols.

1.1 Terms of Reference

The terms of reference for this report are the following:

- Describe the affected environment from an avifaunal perspective;
- Discuss gaps in baseline data and other limitations;
- List and describe the expected impacts;
- Assess and evaluate the potential impacts;

- Give a considered opinion whether the project is fatally flawed from an avifaunal perspective; and
- If not fatally flawed, recommend mitigation measures to reduce the expected impacts.

For the general Terms of Reference for all specialist report, please see Appendix 1.

1.2 Specialist Credentials

Please see Appendix 2 Specialist CVs

1.3 Assessment Methodology

The following methods and sources were used to compile this report:

- Bird distribution data from the second Southern African Bird Atlas Project (SABAP 2) was obtained from the FitzPatrick Institute of African Ornithology of the University of Cape Town (2021), as a means to ascertain which species occurs within the broader area i.e., within a block consisting of 15 pentads (see Table 1). A pentad grid cell covers 5 minutes of latitude by 5 minutes of longitude (5'× 5'). Each pentad is approximately 8 × 7.6 km. From 2007 to date, a total of 79 full protocol lists (i.e., surveys lasting for a minimum of at least two hours each) have been completed for this area. In addition, 222 ad hoc protocol lists (i.e., surveys lasting less than two hours but still yielding valuable data) have been completed.
- The national threatened status of all priority species was determined with the use of the most recent edition of the Red Data Book of Birds of South Africa (Taylor *et al.* 2015), and the latest authoritative summary of southern African bird biology (Hockey *et al.* 2005).
- The global threatened status of all priority species was determined by consulting the (2022.1) IUCN Red List of Threatened Species (http://www.iucnredlist.org/).
- A classification of the vegetation in the WEF application site was obtained from the Atlas of Southern African Birds 1 (SABAP 1) (Harrison *et al.* 1997) and the National Vegetation Map (2018) from the South African National Biodiversity Institute website (Mucina & Rutherford 2006 & http://bgisviewer.sanbi.org).
- The Important Bird Areas of Southern Africa (Marnewick *et al.* 2015) was consulted for information on potentially relevant Important Bird Areas (IBAs).
- Satellite imagery (Google Earth ©2022) was used in order to view the broader area on a landscape level and to help identify sensitive bird habitat.
- Priority species for wind development were identified from the most recent (November 2014) list of priority species for wind farms compiled for the Avian Wind Farm Sensitivity Map (Retief *et al.* 2012).
- The South African National Biodiversity BGIS map viewer was used to determine the locality of the proposed site relative to National Protected Areas.
- The DFFE National Screening Tool was used to determine the assigned avian sensitivity of the application site.
- The primary source of information on avifaunal diversity, abundance and flight patterns at the site were the results of a pre-construction monitoring programme conducted over four seasons, during 2020 and 2021, at the proposed Heuweltjies WEF application site. The primary methods of data capturing were walk transect counts, drive transect counts, focal point monitoring, vantage point counts and incidental sightings (see Appendix 3 for a detailed explanation of the monitoring methods).
- Information gained from pre-construction monitoring at three potential wind farm sites in close proximity to the current site, namely Beaufort West WEF, Trakas WEF, and Jessa 1, 2 & 3 Wind Facilities assisted in

providing a comprehensive picture of avifaunal abundance and diversity in the greater area, including the current study area.

Table 1: The number of SABAP2 lists completed for the broader area

Pentad	Number of full protocol lists	Ad hoc protocol lists
3245_2225	5	1
3245_2230	1	21
3245_2235	3	0
3250_2225	18	21
3250_2230	9	40
3250_2235	4	12
3255_2225	6	15
3255_2230	5	37
3255_2235	9	12
3300_2225	1	3
3300_2230	5	24
3300_2235	1	12
3305_2225	2	5
3305_2230	6	16
3305_2235	4	3
Total	**79**	**222**

2. ASSUMPTIONS AND LIMITATIONS

This study made the basic assumption that the sources of information used are reliable and accurate. The following must be noted:

- The SABAP2 dataset is a comprehensive dataset which provides a reasonably accurate snapshot of the avifauna which could occur at the proposed site. For purposes of completeness, the list of species that could be encountered was supplemented with personal observations, general knowledge of the area, and the results of the pre-construction monitoring conducted over four seasons.
- Conclusions in this study are based on experience of these and similar species at wind farm developments in different parts of South Africa. However, bird behaviour can never be predicted with absolute certainty.
- To date, only one peer-reviewed scientific paper has been published on the impacts wind farms have on birds in South Africa (Perold *et al*. 2020). The precautionary principle was therefore applied throughout. The World Charter for Nature, which was adopted by the United Nations General Assembly in 1982, was the first international endorsement of the precautionary principle. The principle was implemented in an international treaty as early as the 1987 Montreal Protocol and, among other international treaties and declarations, is reflected in the 1992 Rio Declaration on Environment and Development. Principle 15 of the 1992 Rio Declaration states that: "in order to protect the environment, the precautionary approach shall be widely applied by States according to their capabilities. Where there are threats of serious or irreversible

damage, lack of full scientific certainty shall be not used as a reason for postponing cost-effective measures to prevent environmental degradation."

- According to the specifications received from the proponent, the 11-33kV medium-voltage lines will be buried next to the roads where practically feasible. It was therefore assumed that there could be 11-33kV overhead lines which could pose an electrocution risk to priority species.
- Priority species for wind developments were identified from the updated list of priority species for wind farms compiled for the Avian Wind Farm Sensitivity Map (Retief *et al*. 2012).
- Priority species for powerline developments were defined as species which could potentially be impacted by power line collisions or electrocutions, based on specific morphological and/or behavioural characteristics. Species classes which fall under these categories are raptors, large terrestrial birds, waterbirds, and crows.

3. TECHNICAL DESCRIPTION

3.1 Project Location

The proposed WEF and associated infrastructure is located approximately 70km south of Beaufort West in the Western Cape Province and is within the Prince Albert Local Municipality, in the Central Karoo District Municipality **(Figure 1**).

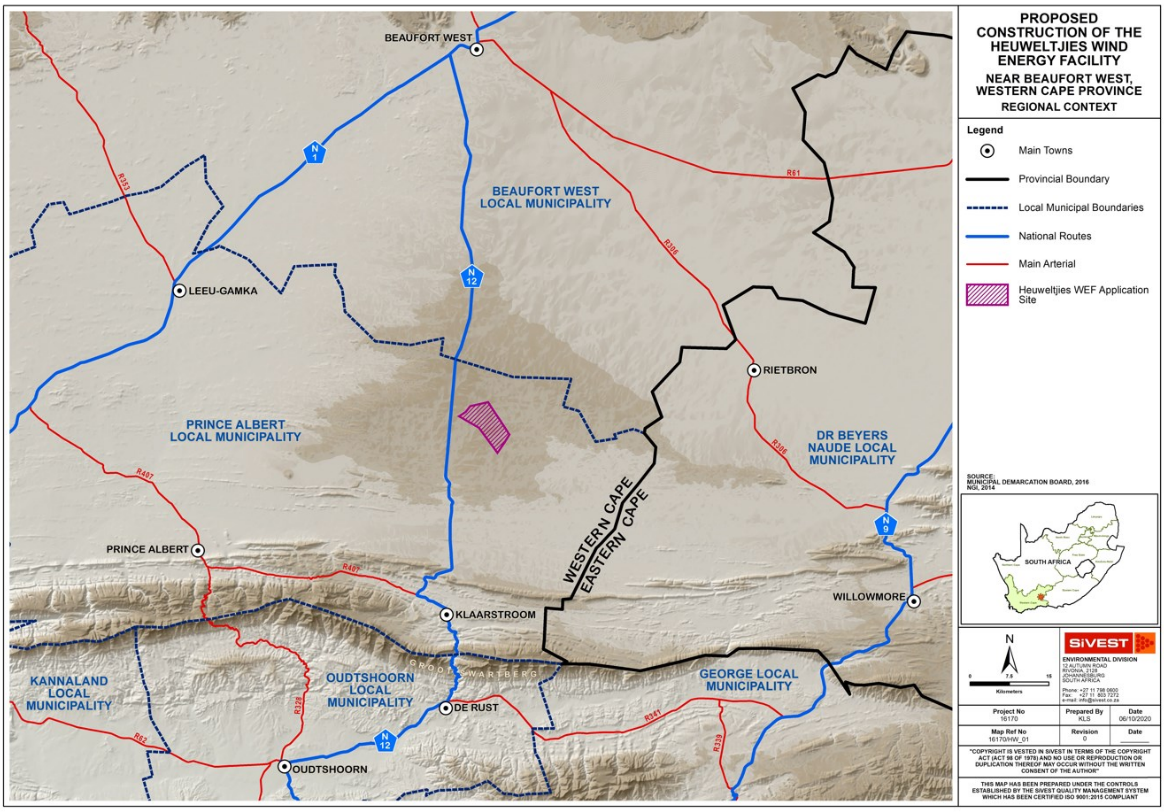

Figure 1: Regional Context Map

3.1.1 WEF

The WEF application site as shown on the locality and layout map below (**Figure 2**) is approximately 4017.6 hectares (ha) in extent and incorporates the following farm portions:

- Remainder of the Farm Witpoortje No 16
- Portion 8 of the Farm Klipgat No 114

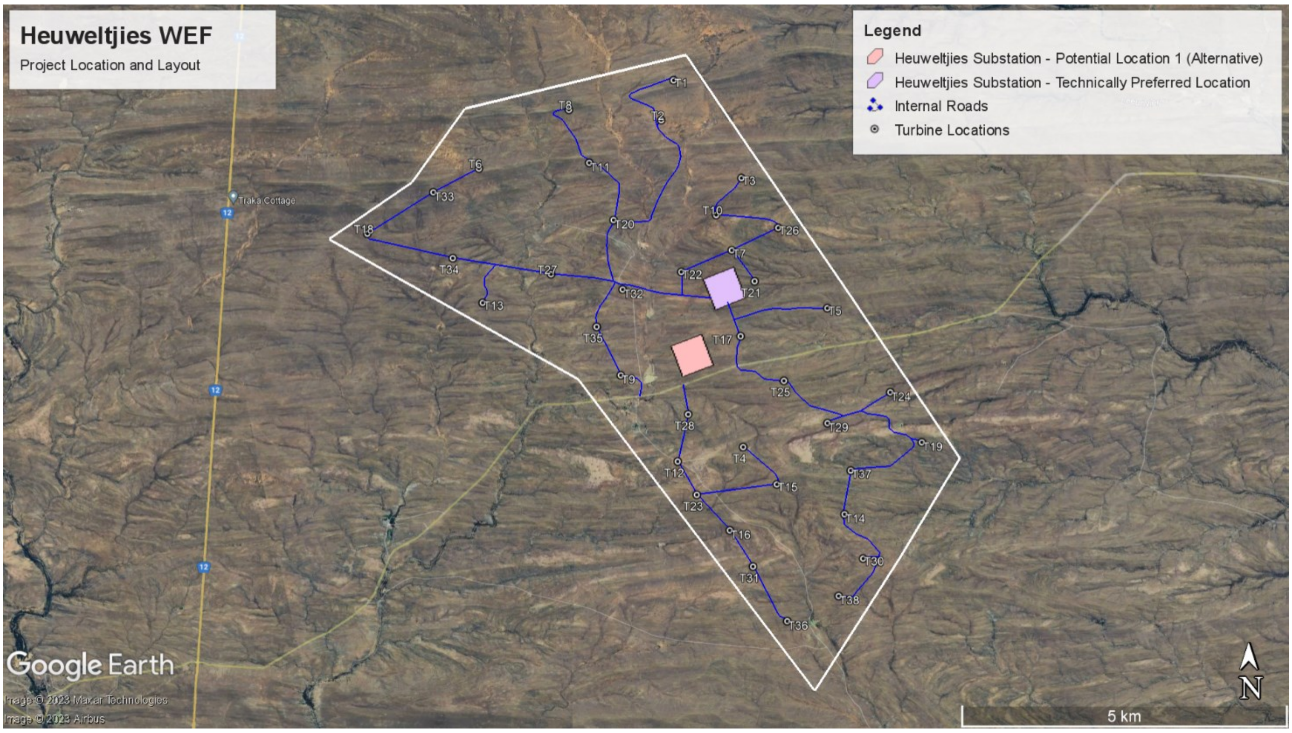

Figure 2: Heuweltjies WEF Site Locality and Layout.

No other project location alternatives are being considered. Renewable Energy development in South Africa is highly desirable from a social, environmental and development point of view and a wind energy facility is considered suitable for this site due to the high wind resource in this area.

3.2 Project Description

At this stage, it is anticipated that the proposed Heuweltjies WEF will comprise of up to 38 wind turbines with a maximum total energy generation capacity of up to 240MW. The electricity generated by the proposed WEF development will be fed into the national grid via a 132kV overhead power line. The 132kV overhead power line will however require a separate EA and is subject to a BA process, which is currently being undertaken in parallel to this EIA process but as a separate process and is not assessed herein.

3.2.1 Wind Farm Components

- Up to thirty-eight (38) wind turbines, each between, with a maximum export capacity of approximately 240MW. This will be subject to allowable limits in terms of the Renewable Energy Independent Power

Producer Procurement Programme (REIPPPP). The final number of turbines and layout of the WEF will, however, be dependent on the outcome of the Specialist Studies conducted during the EIA process.

- Each wind turbine will have a hub height of up to 120m to 200m and rotor diameter of up to approximately 200m.
- Permanent compacted hardstand areas / platforms (also known as crane pads) of approximately 90m x 50m (total footprint of approx. 4 500m2) per turbine during construction and for on-going maintenance purposes for the lifetime of the proposed development.
- Each wind turbine will consist of a foundation of up to approximately 15m x 15m in diameter. In addition, the foundations will be up to approximately 3m in depth.
- Electrical transformers (690V/33kV) adjacent to each wind turbine (typical footprint of up to approximately 2m x 2m) to step up the voltage to 11-33kV.
- Associated infrastructure of approximately 25ha which includes:
    - One (1) new 11-33kV/132kV IPP on-site substation including associated equipment and infrastructure the proposed substation will be a step-up substation and will include an Eskom portion and an IPP portion, hence the substation has been included in the WEF EIA and in the grid infrastructure (substation and 132kV overhead power line) BA to allow for handover to Eskom. Following construction, the substation will be owned and managed by Eskom.
    - A Battery Energy Storage System (BESS) will be located next to the onsite 11-33kV/132kV substation. The storage capacity and type of technology would be determined at a later stage during the development phase, but most likely comprise an array of containers, outdoor cabinets and/or storage tanks.
    - One (1) construction laydown / staging area of up to approximately 3ha. It should be noted that no construction camps will be required in order to house workers overnight as all workers will be accommodated in the nearby town.
    - Operation and Maintenance (O&M) buildings, including offices, a guard house, operational control centre, O&M area / warehouse / workshop and ablution facilities to be located on the site identified for the substation.
- The wind turbines will be connected to the proposed substation via medium voltage (11-33kV) underground cabling and / or overhead power lines.
- Road servitude of 8m and a 20m underground cable or overhead line servitude.
- The main access road will be approximately 8 - 12 m wide. During construction the internal and access roads will be up to 13.5m in some parts (i.e. for bringing in transformers etc), after construction they will be rehabilitated back down to 8m or less. Turns will have a radius of up to 50m for abnormal loads (especially turbine blades) to access the various wind turbine positions. It should be noted that the proposed application site will be accessed via the N12 National Route; During operation, internal roads with a width of up to approximately 5m (excluding reserves) wide will provide access to each wind turbine. Existing site roads will be used wherever possible, although new site roads will be constructed where necessary. A wind measuring lattice (approximately 140m in height) mast has already been strategically placed within the wind farm application site in order to collect data on wind conditions.
- No new fencing is envisaged at this stage. Current fencing is standard farm fence approximately 1-1.5m in height. Fencing might be upgraded (if required) to be up to approximately 2m in height; and
- Water will either be sourced from existing boreholes located within the application site or will be trucked in, should the boreholes located within the application site be limited.

3.3 Layout alternatives

3.3.1 Wind Energy Facility

Design and layout alternatives will be considered and assessed as part of the EIA. These include alternatives for the Substation locations including for the BESS construction / laydown area, and O & M buildings.

3.3.2 No-go Alternative

The ‘no-go’ alternative is the option of not undertaking the proposed project. Hence, if the ‘no-go’ option is implemented, there would be no development, and thus no associated environmental impacts on the site or the surrounding area. It provides the baseline against which other alternatives are compared and will be considered throughout the report.

The ‘no-go’ option is a feasible option; however, this would prevent the proposed development from contributing to the environmental, social and economic benefits associated with the development of the renewable energy sector.

4. LEGAL REQUIREMENT AND GUIDELINES

Table 2 below lists agreements and conventions which South Africa is party to and which is directly relevant to the conservation of avifauna (BirdLife International, 2020).

Table 2: Agreements and conventions which South Africa is party to and which is relevant to the conservation of avifauna.

Convention name	Description	Geographic scope
African-Eurasian Waterbird Agreement (AEWA)	The Agreement on the Conservation of African-Eurasian Migratory Waterbirds (AEWA) is an intergovernmental treaty dedicated to the conservation of migratory waterbirds and their habitats across Africa, Europe, the Middle East, Central Asia, Greenland and the Canadian Archipelago. Developed under the framework of the Convention on Migratory Species (CMS) and administered by the United Nations Environment Programme (UNEP), AEWA brings together countries and the wider international conservation community in an effort to establish coordinated conservation and management of migratory waterbirds throughout their entire migratory range.	Regional

Convention name	Description	Geographic scope
Convention on Biological Diversity (CBD), Nairobi, 1992	The Convention on Biological Diversity (CBD) entered into force on 29 December 1993. It has 3 main objectives: The conservation of biological diversity The sustainable use of the components of biological diversity The fair and equitable sharing of the benefits arising out of the utilization of genetic resources.	Global
Convention on the Conservation of Migratory Species of Wild Animals, (CMS), Bonn, 1979	As an environmental treaty under the aegis of the United Nations Environment Programme, CMS provides a global platform for the conservation and sustainable use of migratory animals and their habitats. CMS brings together the States through which migratory animals pass, the Range States, and lays the legal foundation for internationally coordinated conservation measures throughout a migratory range.	Global
Convention on the International Trade in Endangered Species of Wild Flora and Fauna, (CITES), Washington DC, 1973	CITES (the Convention on International Trade in Endangered Species of Wild Fauna and Flora) is an international agreement between governments. Its aim is to ensure that international trade in specimens of wild animals and plants does not threaten their survival.	Global
Ramsar Convention on Wetlands of International Importance, Ramsar, 1971	The Convention on Wetlands, called the Ramsar Convention, is an intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources.	Global
Memorandum of Understanding on the Conservation of Migratory Birds of Prey in Africa and Eurasia	The Signatories will aim to take co-ordinated measures to achieve and maintain the favourable conservation status of birds of prey throughout their range and to reverse their decline when and where appropriate.	Regional

4.1 National legislation

4.1.1 Constitution of the Republic of South Africa, 1996

The Constitution of the Republic of South Africa provides in the Bill of Rights that: Everyone has the right –

(a) to an environment that is not harmful to their health or well-being; and

(b) to have the environment protected, for the benefit of present and future generations, through reasonable legislative and other measures that –

(i) prevent pollution and ecological degradation;
(ii) promote conservation; and
(iii) secure ecologically sustainable development and use of natural resources while promoting justifiable economic and social development.

4.1.2 The National Environmental Management Act (Act No. 107 of 1998) (NEMA)

The National Environmental Management Act (Act No. 107 of 1998) (NEMA) creates the legislative framework for environmental protection in South Africa and is aimed at giving effect to the environmental right in the Constitution. It sets out several guiding principles that apply to the actions of all organs of state that may significantly affect the environment. Sustainable development (socially, environmentally and economically) is one of the key principles, and internationally accepted principles of environmental management, such as the precautionary principle and the polluter pays principle, are also incorporated.

NEMA also provides that a wide variety of listed developmental activities, which may significantly affect the environment, may be performed only after an environmental impact assessment has been done and authorization has been obtained from the relevant authority. Many of these listed activities can potentially have negative impacts on bird populations in a variety of ways. The clearance of natural vegetation, for instance, can lead to a loss of habitat and may depress prey populations, while erecting structures needed for generating and distributing energy, communication, and so forth can cause mortalities by collision or electrocution.

NEMA makes provision for the prescription of procedures for the assessment and minimum criteria for reporting on identified environmental themes (Sections 24(5)(a) and (h) and 44) when applying for environmental authorisation. The Protocol for the specialist assessment and minimum report content requirements for environmental impacts on terrestrial animal species (Government Gazette No 43855, 30 October 2020) is applicable in the case of powerline developments. In the case of wind energy developments, the Protocol for the specialist assessment and minimum report content requirements for environmental impacts on avifaunal species where the output is 20MW or more (Government Gazette No 43110, 20 March 2020) is applicable.

4.1.3 The National Environmental Management: Biodiversity Act 10 of 2004 (NEMBA) and the Threatened or Protected Species Regulations, February 2007 (TOPS Regulations)

The most prominent statute containing provisions directly aimed at the conservation of birds is the National Environmental Management: Biodiversity Act 10 of 2004 read with the Threatened or Protected Species Regulations, February 2007 (TOPS Regulations). Chapter 1 sets out the objectives of the Act, and they are aligned with the objectives of the Convention on Biological Diversity, which are the conservation of biodiversity, the sustainable use of its components, and the fair and equitable sharing of the benefits of the use of genetic resources. The Act also gives effect to CITES, the Ramsar Convention, and the Bonn Convention on Migratory Species of Wild Animals. The State is endowed with the trusteeship of biodiversity and has the responsibility to manage, conserve and sustain the biodiversity of South Africa.

4.2 Provincial legislation

4.2.1 Western Cape Nature Conservation Laws Amendment Act, 2000

This statute provides for the amendment of various laws on nature conservation in order to transfer the administration of the provisions of those laws to the Western Cape Nature Conservation Board, which includes various regulations pertaining to wild animals, including avifauna.

4.3 Best Practice Guidelines

The South African “Best practice guidelines for avian monitoring and impact mitigation at proposed wind energy development sites in southern Africa” (Jenkins, A.R., Van Rooyen, C.S., Smallie, J.J., Anderson, M.D., & A.H. Smit. 2011) are followed for this study. This document was published by the Endangered Wildlife Trust (EWT) and Birdlife South Africa (BLSA) in March 2011, and subsequently revised in 2011, 2012 and 2015.

5. DESCRIPTION OF THE RECEIVING ENVIRONMENT

5.1 Natural environment

The study area and control sites are located in the Gamka Karoo, which is one of most arid vegetation types of the Nama Karoo Biome. It consists of undulating plains covered with dwarf spiny shrubland dominated by Karoo dwarf shrubs, with sparse low trees. Dense stands of drought-resistant grasses cover broad sandy bottomlands, especially after abundant rains (Mucina & Rutherford 2006). The study area contains a few ephemeral drainage lines which are characterised by sandy channels with *Vachellia* karoo shrubs and small trees growing on the edges. There are several ephemeral river drainage lines present at study area. Rivers and riverine areas, especially when flowing in this arid environment, are important habitats, especially for priority species. Raptors will also use these areas to hunt other bird species which are attracted to the surface water. The Vachellia trees in the drainage lines also provide important roosting and nesting habitat for birds. This region is in the rain shadow of the Cape Fold Belt mountains in the south, with mean annual precipitation ranging from 100–240mm, mostly between December and April. Mean maximum and minimum monthly temperatures in Beaufort West are 38.7˚C and -3.2˚C for January (summer) and July (winter) respectively (Mucina & Rutherford 2006). Strong north-westerly winds occur in winter (Mucina & Rutherford 2006). The only longer-term surface water at the study area consists of a couple of dams and boreholes with reservoirs. Drainage lines flow only briefly after good rains, when pools of standing water may last for several weeks. The land is used for sheep and game farming.

5.2 Modified environment

Whilst the distribution and abundance of the bird species in the broader area are mostly associated with natural vegetation, as this comprises virtually all the habitat, it is also necessary to examine the few external modifications to the environment that have relevance for birds.

The following avifaunal-relevant anthropogenic habitat modifications were recorded within the broader area:

- **Dams and Boreholes:** The study area contains several ground dams located in drainage lines. When these dams fill up after good rains, they contain standing surface water for several months, which attracts birds to bath and drink. The land use in the broader area is mostly small stock and game farming. The entire area is divided into large grazing camps, with associated boreholes and drinking troughs. In this arid environment, open water is a big draw card for birds which use the open water troughs to bath and drink.
- **Agricultural Fields:** The land use in the broader area is mostly small stock and game farming. The study area contains areas of irrigated fields, usually lucerne, or planted grazing pasture for livestock.
- **Transmission Lines:** The Droërivier – Proteus 1 - 400kV transmission line is located to the west of the study area. The transmission towers are used by raptors for perching and roosting, and for breeding. A Martial Eagle nest is present Tower 162, >5km from the closest proposed turbine location (see Appendix 3). In May 2020, both adult birds were observed perching on the towers around the nest, and an immature Martial Eagle was observed in March 2021, the vicinity of the nest, indicating that the territory is active.

Appendix 4 provides a photographic record of the habitat at the application site.

5.3 Important Bird Areas (IBAs)

The Karoo National Park Important Bird Area (IBA) SA102 is the closest IBA and is located approximately 65km north of the study area at its closest point (Marnewick *et al.* 2015). The development is not expected to have any impact on the avifauna in this IBA due to the distance from the project site.

5.4 The DFFE National Screening Tool

5.4.1 Wind Energy Facility

According to the DFFE national screening tool, the habitat within the study area is classified as **High** sensitivity for birds according to the Animal Species Theme (**Figure 3**). This classification is confirmed based on the observed presence of Martial Eagle (Globally and Regionally Endangered), Karoo Korhaan (Regionally Near Threatened) and Ludwig's Bustard (Globally and Regionally Endangered) during the field surveys carried out at the WEF project site.

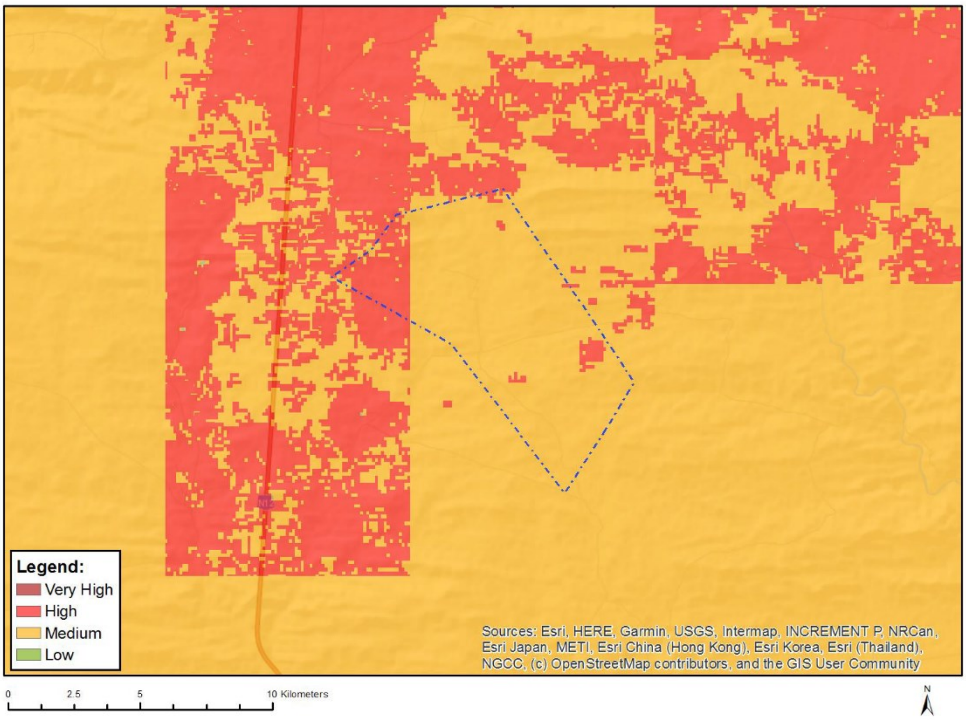

Figure 3: The classification of the project site according to the animal species theme in the DFFE National Screening Tool. The High sensitivity classification for birds is linked to Southern Black Korhaan, Martial Eagle and Ludwig's Bustard.

See Appendix 9 for the Site Sensitivity Verification Report.

5.5 National Protected Areas

The closest protected areas to the proposed application site are Karoo National Park (65km) and the Steenbokkie Private Nature Reserve (68km). The avifauna in these protected areas are not expected to be impacted by the proposed development due to the distance from the project site.

5.6 Avifauna in the study area

It is estimated that a total of 168 bird species could potentially occur in the broader area. Please refer to Appendix 5 which provides a comprehensive list of all the species in the broader area. Of these, 20 species are classified as priority species for wind developments, of which nine species has a medium to high likelihood of occurring at the project site.

Table 3 below list all the priority species and the possible impact on the respective species by the proposed WEF.

LC = Least Concern H = High
NT = Near threatened M = Medium
VU = Vulnerable L = Low
EN = Endangered

Table 3: Wind energy development priority species recorded in the broader area.

Species	Taxonomic name	SABAP2 Reporting rate		Conservation Status		Recorded during field surveys	Likelihood of regular occurrence at site	Habitat						Impacts				
		Full protocol	Ad hoc protocol	Global status	Regional status			Karoo scrub	Surface water	Drainage line woodland	Alien trees	Agricultural fields	High voltage powerlines	Collisions with turbines	Displacement: Habitat transformation	Displacement: Disturbance	Electrocution: MV lines	Collisions: MV lines
African Harrier-Hawk	*Polyboroides typus*	0,00	0,45	-	-		L		x	x	x			x	x	x	x	
Amur Falcon	*Falco amurensis*	0,00	0,45	-	-		L			x	x	x	x	x	x			
Black Harrier	*Circus maurus*	2,53	0,00	EN	EN		L	x	x					x	x		x	
Black-winged Kite	*Elanus caeruleus*	1,27	0,45	-	-		L	x		x	x	x	x	x	x			
Blue Crane	*Grus paradisea*	2,53	0,45	VU	NT		L	x	x				x	x	x	x		x
Booted Eagle	*Hieraaetus pennatus*	5,06	0,45	-	-	x	M	x	x	x	x	x		x	x		x	
Common Buzzard	*Buteo buteo*	1,27	0,00	-	-		L	x	x	x	x	x	x	x	x		x	
Double-banded Courser	*Rhinoptilus africanus*	11,39	2,25	-	-		M	x						x	x	x		x
Greater Kestrel	*Falco rupicoloides*	12,66	10,36	-	-	x	H	x		x	x	x		x	x		x	
Jackal Buzzard	*Buteo rufofuscus*	1,27	0,90	-	-		L	x	x	x	x	x	x	x	x		x	
Karoo Korhaan	*Eupodotis vigorsii*	72,15	21,62	-	NT	x	H	x						x	x	x		x
Kori Bustard	*Ardeotis kori*	2,53	0,45	NT	NT		M	x		x				x	x	x		x
Lanner Falcon	*Falco biarmicus*	1,27	0,00	-	VU		L	x	x	x	x	x	x	x	x		x	
Ludwig's Bustard	*Neotis ludwigii*	13,92	2,70	EN	EN	x	H	x					x	x	x	x		x
Martial Eagle	*Polemaetus bellicosus*	5,06	1,35	EN	EN	x	H	x	x	x	x	x		x	x	x	x	
Pale Chanting Goshawk	*Melierax canorus*	54,43	14,86	-	-	x	H	x	x	x	x	x		x	x	x	x	
Secretarybird	*Sagittarius serpentarius*	2,53	0,00	EN	VU		L	x	x		x			x	x	x		x
Southern Black Korhaan	*Afrotis afra*	0,00	0,45	VU	VU		L	x						x	x	x		x
Spotted Eagle-Owl	*Bubo africanus*	6,33	1,80	-	-		M	x		x	x	x	x	x	x	x	x	
Verreaux's Eagle	*Aquila verreauxii*	2,53	1,35	-	VU		L	x	x		x	x		x	x		x	

5.7 Results of pre-construction bird monitoring

Table 4 and **Table 5**, and **Figure 4** and **Figure 5** below present the results of the pre-construction monitoring conducted at the study and control area.

5.7.1 Transects

The results of the transect counts are tabled in Tables 4 and 5:

Table 4: Drive transects results

DRIVE TRANSECTS			
	Total number of records - all species	Total number of species	Total number of wind priority species
Wind farm	2143	67	5
Control site	1079	77	2

Table 5: Walk transects results

WALK TRANSECTS			
	Total number of records - all species	Total number of species	Total number of wind priority species
Wind farm	696	67	5
Control site	401	77	2

An Index of Kilometric Abundance (IKA = birds/km) was calculated for each priority species recorded during transects over all four seasons (**Figures 4** and **5**).

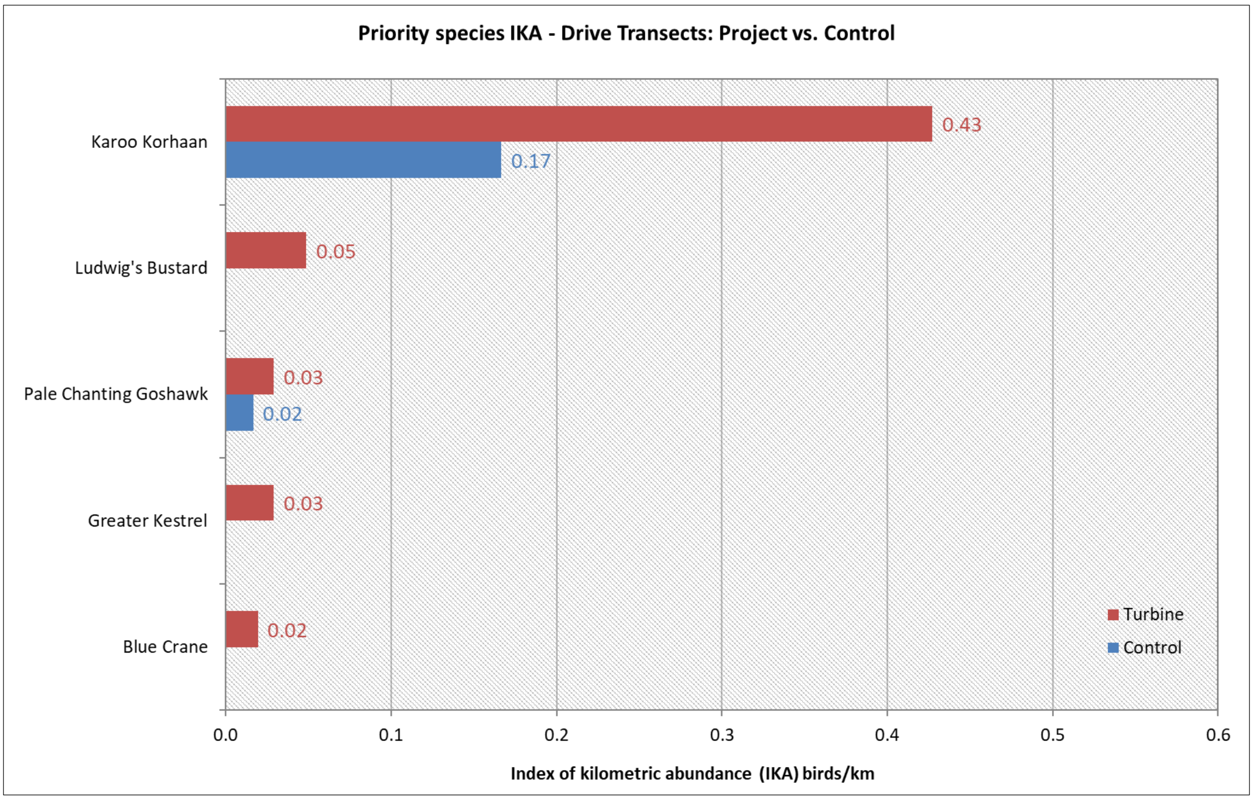

Figure 4: Index of kilometric abundance of priority species recorded at the WEF and control site with drive transect surveys across four seasons.

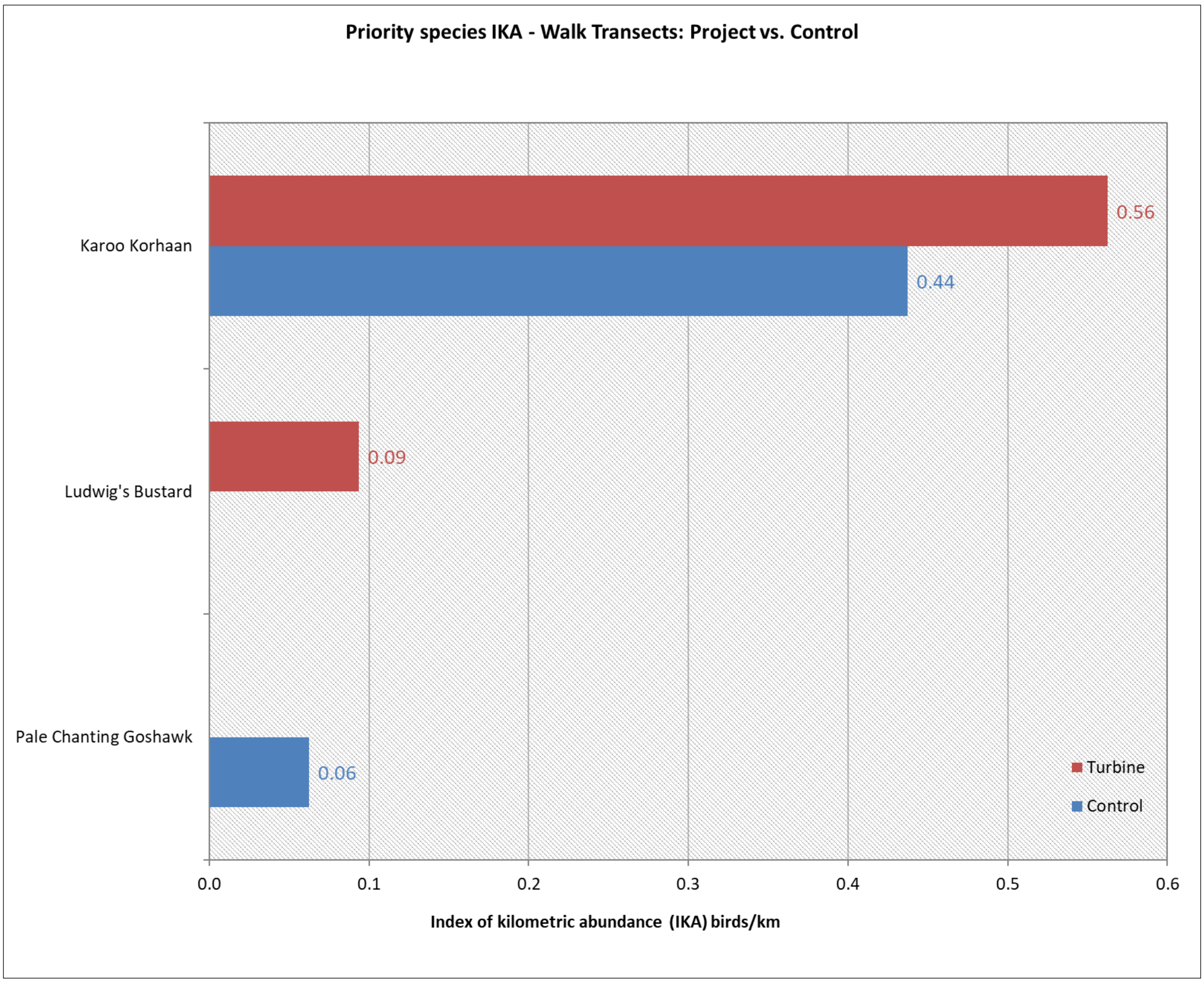

Figure 5: Index of kilometric abundance of priority species recorded at the WEF and control site with walk transect surveys across four seasons.

Figure 6 below shows the spatial distribution of the priority species recorded during transect counts and incidental sightings across all four seasons.

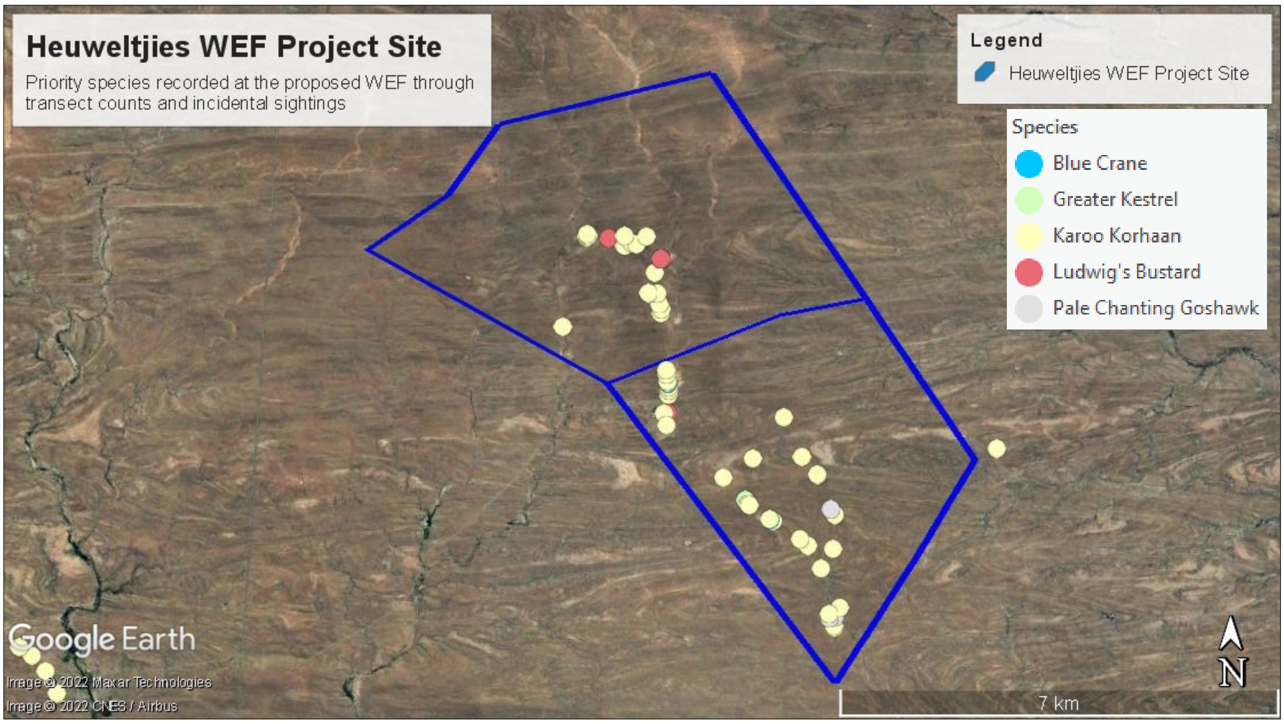

Figure 6: The location of priority species recorded at the proposed Heuweltjies WEF through transect counts and incidental sightings.

5.7.2 Focal points

A total of two potential Focal Points (FPs) of bird activity, i.e., earth dams, were identified and monitored at the turbine site during four seasons of monitoring. A Martial Eagle nest located on Tower 162 of the Droërivier-Proteus 1- 400kV transmission line was also chosen as a Focal Point and monitored. The Martial Eagle nest is located approximately 5km from the study area.

The following species were recorded at the focal points:

Table 6: Species observed at the Focal Points during four seasons of monitoring.

Survey	Focal Point	Description	Species	Number	Comments
August/September 2020	FP1	Earth dam	Blacksmith Lapwing	2	Dam was about 5% full
			Three-banded Plover	1	
			Egyptian Goose	5	
			South African Shelduck	2	
	FP2	Earth dam	Three-banded Plover	1	
			Little Stint	2	
			Pied Avocet	10	
			Egyptian Goose	2	
	CFP	Martial Eagle nest on Tower 162	-	-	No birds were seen
December 2020	FP1	Earth dam	Blue crane	2	Blue cranes were heard about 200m from the focal point. There was little water in the dam.
	FP2	Earth dam	Blue crane	2	Little water in the dam. Surrounding
			African spoonbill	2	

Survey	Focal Point	Description	Species	Number	Comments
					habitat was extremely dry.
	CFP	Martial eagle nest on Tower 162	Greater Kestrel	1	No Martial Eagles were seen near the nest. A Greater Kestrel flew into the nest.
March 2021	FP1	Earth dam	-	-	Dam was dry. No birds were seen.
	FP2	Earth dam	-	-	Dam was about 1% full. No priority species recorded.
	CFP	Martial eagle nest on Tower 162	Martial Eagle	1	One immature Martial Eagle was observed soaring in the area.
June 2021	FP1	Earth dam	Egyptian Goose	10	Dam 20% full.
			Pied Avocet	12	
			Black-winged Stilt	12	
			Three-banded Plover	18	
			Cape Wagtail	4	
			South African Shelduck	4	
	FP2	Earth dam	Egyptian Goose	2	Dam 40% full.
	CFP	Martial eagle nest on Tower 162	-	-	No Martial Eagles were seen near the nest.

See Appendix 3 for the location of the focal points.

5.7.3 Incidental counts

Table 7 provides an overview of the incidental sightings of priority species during the four seasonal surveys.

Table 7: Number of incidental sightings of priority species across four seasonal surveys

Common Name	Scientific Name	Spring 2020	Summer 2020	Autumn 2021	Winter 2021	Grand total
Blue Crane	*Grus paradisea*		1			**1**
Karoo Korhaan	*Eupodotis vigorsii*	11	5	4	10	**30**
Pale Chanting Goshawk	*Melierax canorus*		1	1	1	**3**
Martial Eagle	*Polemaetus bellicosus*			1		**1**
Greater Kestrel	*Falco rupicoloides*				1	**1**
Ludwig's Bustard	*Neotis ludwigii*				1	**1**

See Appendix 5 for a comprehensive list of bird species recorded in the broader area which includes the study area.

5.7.4 Vantage point observations

A total of 96 hours of vantage point watches were completed at two vantage points within the WEF project site in order to record flight patterns of priority species. For the four sampling periods, the duration of priority species flights amounted to 27 minutes and 45 seconds with 13 minutes being at wind turbine rotor altitude (i.e., medium height flights). A total of 25 individual flights were recorded.

The passage rate for priority species was 0.26 birds/hour, or approximately 3.3 birds per day, which is the 19th highest passage rate measured for the 52 instances where we did a year vantage point watches at a project site[3]. This amounts to approximately 3.4 birds per day.[4]

See **Figure 7** below for the duration of flights for each priority species[5].

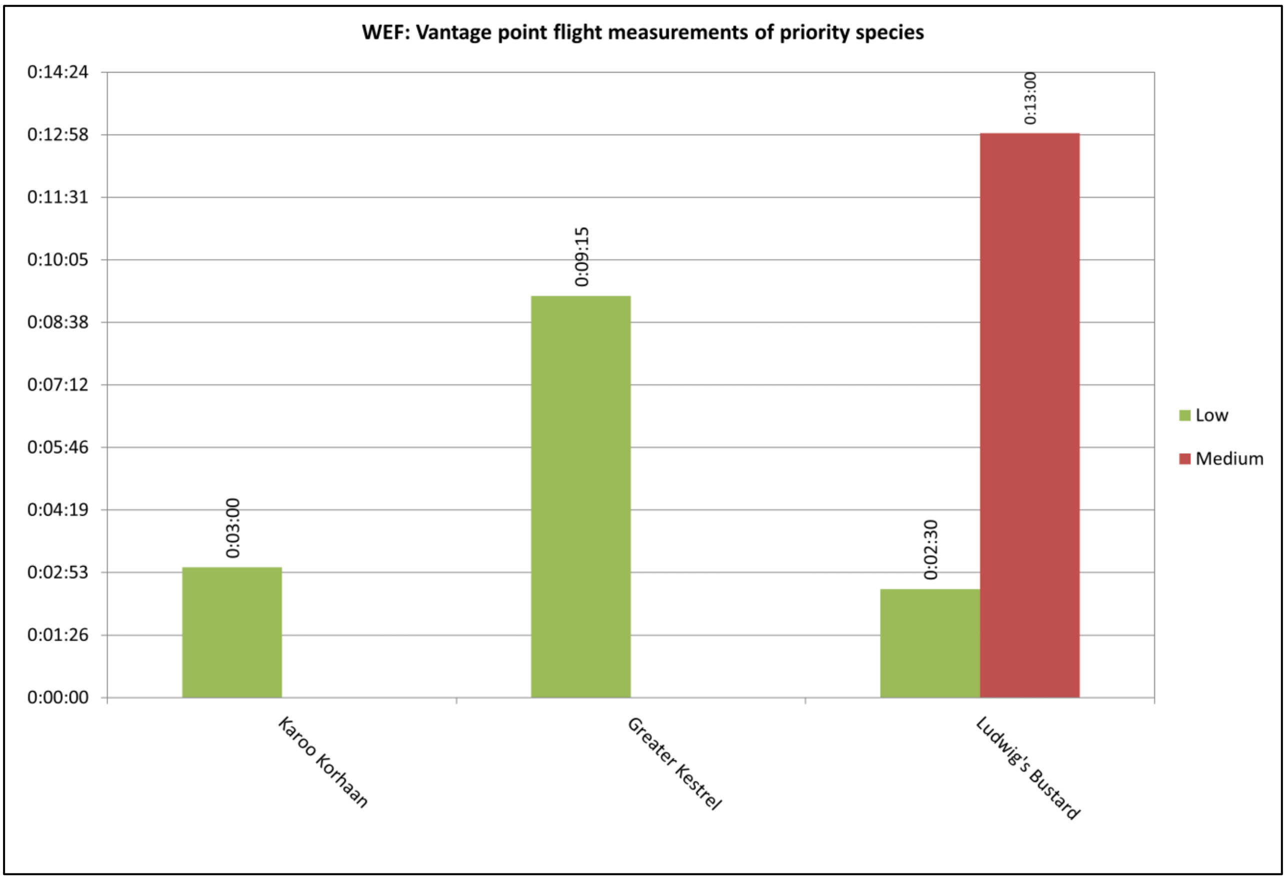

Figure 7: Flight times and altitude recorded for priority species

[3] A distinction was drawn between passages and flights. A passage may consist of several flights e.g. every time an individual bird changes height or mode of flight, this was recorded as an individual flight, although it still forms part of the same passage.

[4] Assuming 13 hours daylight averaged over all four seasons.

[5] Flight duration was calculated by multiplying the flight time with the number of individuals in the flight e.g. if the flight time was 30 seconds and it contained two individuals, the flight duration was 30 seconds x 2 = 60 seconds.

5.7.5 *Site specific collision risk rating*

A site-specific collision risk rating for each priority species recorded during VP watches was calculated to give an indication of the likelihood of an individual of the specific species to collide with the turbines at the project site. This was calculated taking into account the following factors:

- The duration of all flights
- The susceptibility to collisions, based on morphology (size) and behaviour (soaring, predatory, ranging behaviour, flocking behaviour, night flying, aerial display and habitat preference) using the ratings for priority species in the Avian Wind Farm Sensitivity Map of South Africa (Retief *et al*. 2012); and
- The number of turbines (i.e., 38 turbines).

This was done in order to gain some understanding of which species are likely to be most at risk of collision. The formula used is as follows[6]:

Duration of flights (in decimal hours) x collision ratings in the Avian Wind Farm Sensitivity Map x number of turbines ÷100.

The results are presented in **Table 8** and **Figure 8** below.

[6] It is important to note that the formula does not incorporate avoidance behaviour. This may differ between species and may have a significant impact on the size of the risk associated with a specific species. It is generally assumed that 95-98% of bird flights will successfully avoid the turbines (SNH 2010).

Table 8: Site Specific Collision Risk Rating

Species	Duration of all flights (hr)	Avian Wind Farm Sensitivity Map collision susceptibility rating	Site specific collision risk rating
Karoo Korhaan	0.002	65	0,05
Greater Kestrel	0.006	57	0,14
Ludwig's Bustard	0.011	85	0,35

Figure 8: Site specific collision risk rating for priority species. The red line indicates the average collision risk rating for priority species at the study area, based on recorded flight behaviour during four seasonal surveys.

5.7.6 Spatial distribution of flights over the study area

Flight maps were prepared for the species with higher than zero collision risk indices, indicating the spatial distribution of flights observed from the various vantage points. This was done by overlaying a 100m x 100m grid over the survey area. Each grid cell was then given a weighting score (Very High; High; Medium; Low) taking into account the flight intensity i.e. the duration and distance of individual flight lines through a grid cell and the number of individual birds associated with each flight crossing the grid cell, in order to give an indication of where the observed flight activity was most concentrated (**Figure 9**, **Figure 10**, and **Figure 11**).

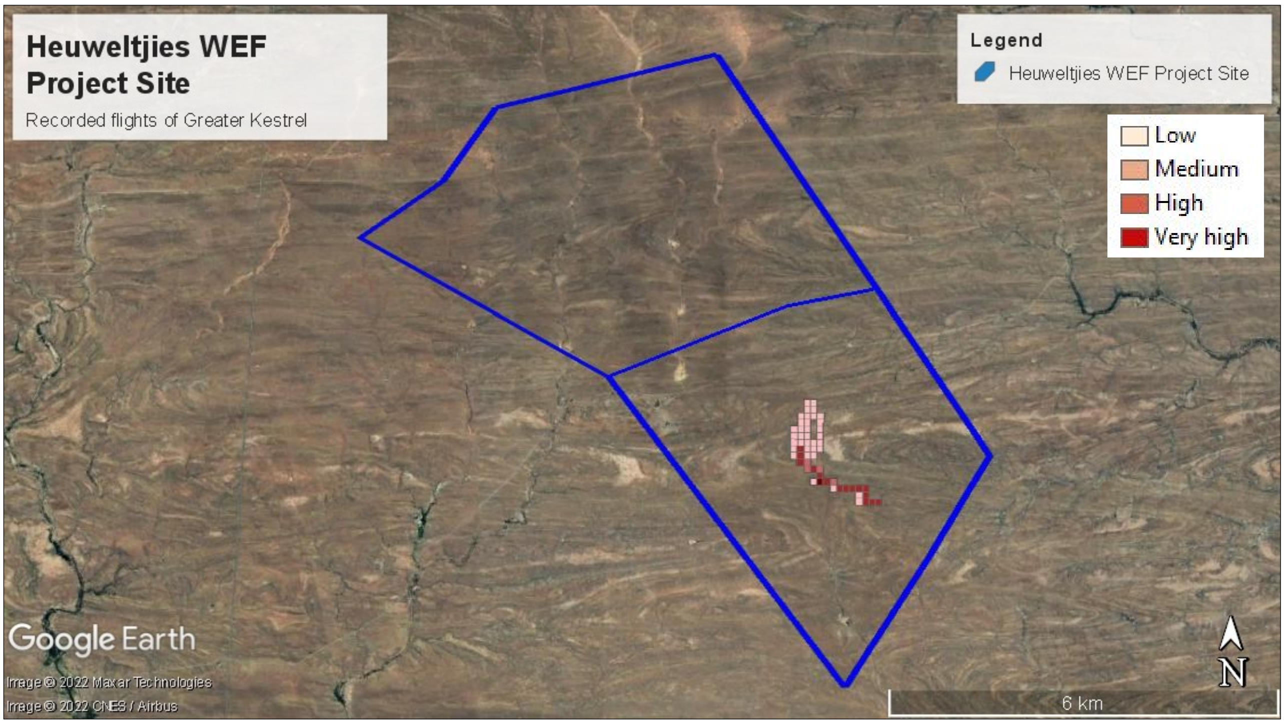

Figure 9: Intensity of flight activity of Greater Kestrel across four seasons of monitoring

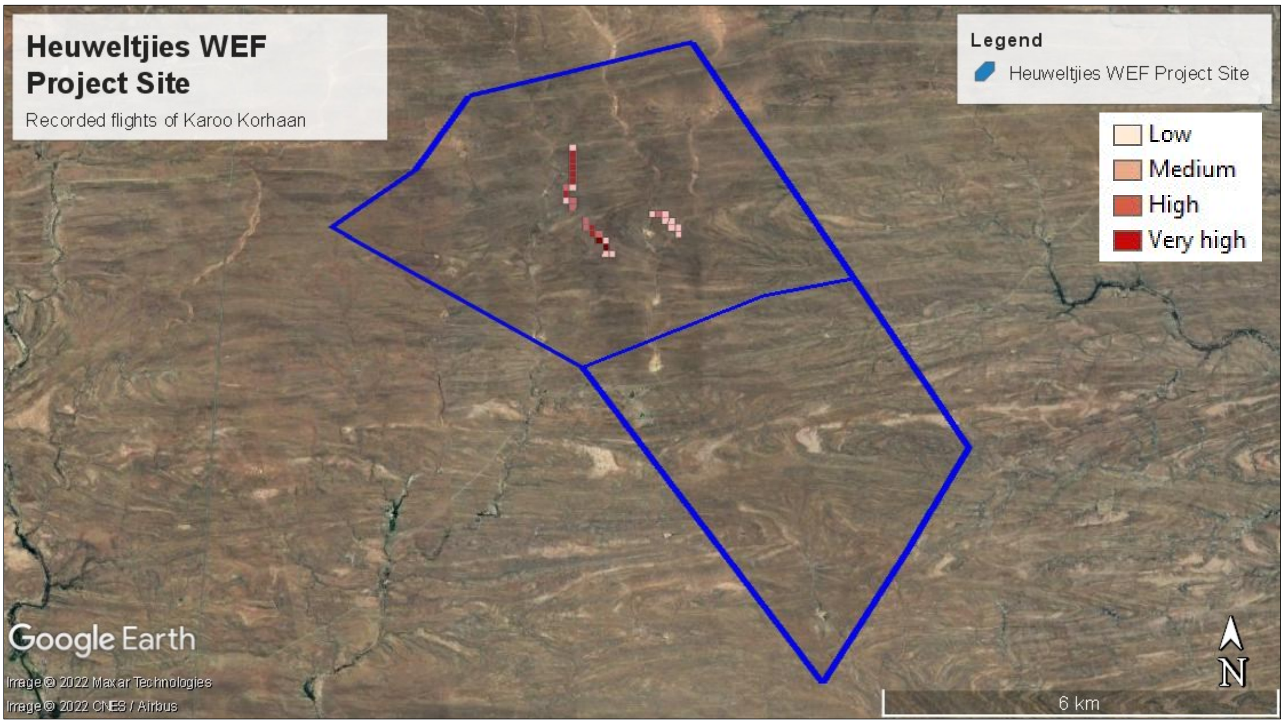

Figure 10: Intensity of flight activity of Karoo Korhaan over four seasons of monitoring

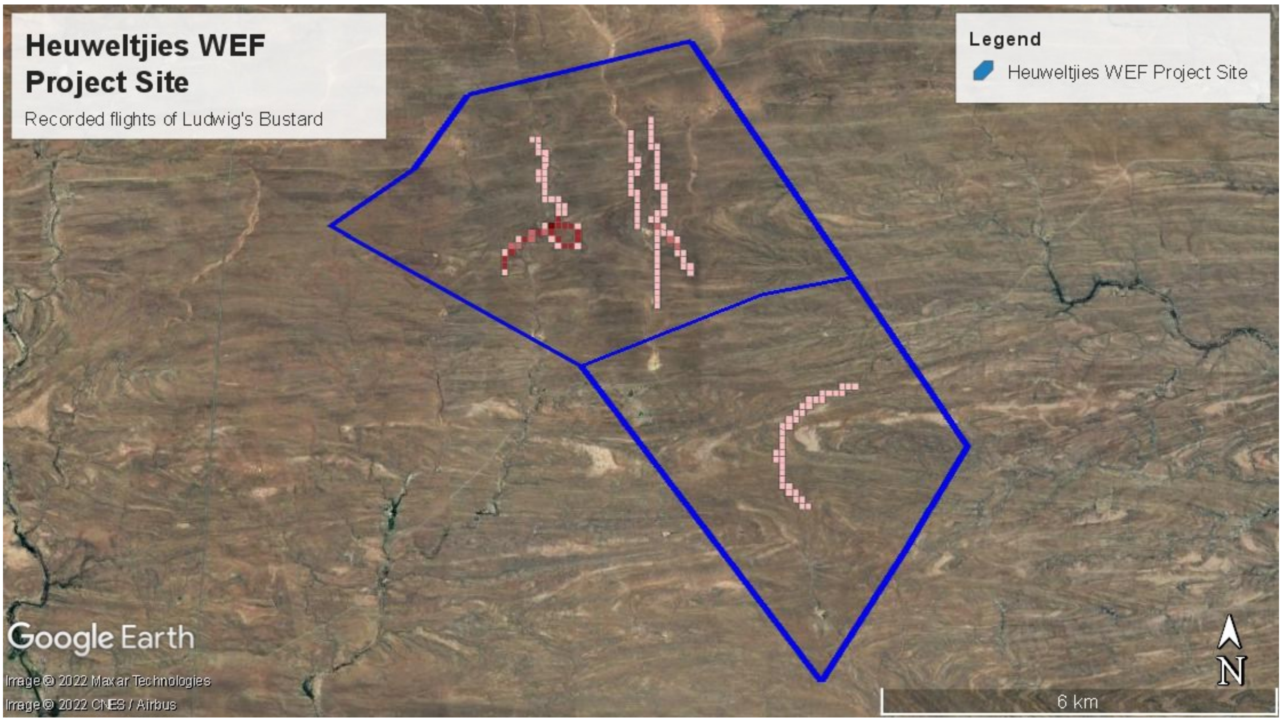

Figure 11: Intensity of flight activity of Ludwig's Bustard over four seasons of monitoring

6. SPECIALIST FINDINGS AND ASSESSMENT OF IMPACTS

6.1 Wind energy facility (WEF)

The effects of a wind farm on birds are highly variable and depend on a wide range of factors including the specification of the development, the topography of the surrounding land, the habitats affected and the number and species of birds present. With so many variables involved, the impacts of each wind farm must be assessed individually. The principal areas of concern with regard to effects on birds are listed below. Each of these potential effects can interact with each other, either increasing the overall impact on birds or, in some cases, reducing a particular impact (for example, where habitat loss or displacement causes a reduction in birds using an area which might then reduce the risk of collision):

- Mortality due to collisions with the wind turbines
- Displacement due to disturbance during construction and operation of the wind farm
- Displacement due to habitat change and loss at the wind farm
- Mortality due to electrocution on the electrical infrastructure

It should be noted that the assessment is made on the *status quo* as it is currently on site. The possible change in land use in the broader development site is not taken into account because the extent and nature of future developments (not only wind energy development) are unknown at this stage. It is however highly unlikely that the land use will change in the foreseeable future due to climatic limitations.

6.1.1 Collision mortality on wind turbines[7]

Wind energy generation has experienced rapid worldwide development over recent decades as its environmental impacts are considered to be relatively lower than those caused by traditional energy sources, with reduced environmental pollution and water consumption (Saidur *et al.*, 2011). However, bird fatalities due to collisions with wind turbines have been consistently identified as a main ecological drawback to wind energy (Drewitt and Langston, 2006).

Collisions with wind turbines appear to kill fewer birds than collisions with other man-made infrastructures, such as power lines, buildings or even traffic (Calvert *et al.* 2013; Erickson *et al.* 2005). Nevertheless, estimates of bird deaths from collisions with wind turbines worldwide range from 0 to almost 40 deaths per turbine per year (Sovacool, 2009). The number of birds killed varies greatly between sites, with some sites posing a higher collision risk than others, and with some species being more vulnerable (e.g. Hull *et al.* 2013; May *et al.* 2012a). These numbers may not reflect the true magnitude of the problem, as some studies do not account for detectability biases such as those caused by scavenging, searching efficiency and search radius (Bernardino *et al.* 2013; Erickson *et al.* 2005; Huso and Dalthorp 2014). Additionally, even for low fatality rates, collisions with wind turbines may have a disproportionate effect on some species. For long-lived species with low productivity and slow maturation rates (e.g. raptors), even low mortality rates can have a significant

[7] This section is based largely on a (2014) review paper by Ana Teresa Marques, Helena Batalha, Sandra Rodrigues, Hugo Costa, Maria João Ramos Pereira,Carlos Fonseca, Miguel Mascarenhas, Joana Bernardino. *Understanding bird collisions at wind farms: An updated review on the causes and possible mitigation strategies*. Biological Conservation 179 (2014) 40– 52.

impact at the population level (e.g. Carrete *et al.* 2009; De Lucas *et al.* 2012a; Drewitt and Langston, 2006). The situation is even more critical for species of conservation concern, which sometimes are most at risk (e.g. Osborn *et al.* 1998).

High bird fatality rates at several wind farms have raised concerns among the industry and scientific community. High profile examples include the Altamont Pass Wind Resource Area (APWRA) in California because of high fatality of Golden eagles *Aquila chrysaetos*, Tarifa in Southern Spain for Griffon vultures *Gyps fulvus*, Smøla in Norway for White-tailed eagles *Haliaatus albicilla*, and the port of Zeebrugge in Belgium for gulls *Larus* sp. and terns *Sterna* sp. (Barrios and Rodríguez, 2004; Drewitt and Langston, 2006; Everaert and Stienen, 2008; May *et al.* 2012a; Thelander *et al.* 2003). Due to their specific features and location, and characteristics of their bird communities, these wind farms have been responsible for a large number of fatalities that culminated in the deployment of additional measures to minimize or compensate for bird collisions. However, currently, no simple formula can be applied to all sites; in fact, mitigation measures must inevitably be defined according to the characteristics of each wind farm and the diversity of species occurring there (Hull *et al.* 2013; May *et al.* 2012b). An understanding of the factors that explain bird collision risk and how they interact with one another is therefore crucial to proposing and implementing valid mitigation measures.

Species-specific factors

- Morphological features

Certain morphological traits of birds, especially those related to size, are known to influence collision risk with structures such as power lines and wind turbines. Janss (2000) identified weight, wing length, tail length and total bird length as being collision risk determinant. Wing loading (ratio of body weight to wing area) and aspect ratio (ratio of wing span squared to wing area) are particularly relevant, as they influence flight type and thus collision risk (Bevanger, 1994; De Lucas *et al.* 2008; Herrera-Alsina *et al.* 2013; Janss, 2000). Birds with high wing loading, such as the Griffon Vulture (*Gyps fulvus*), seem to collide more frequently with wind turbines at the same sites than birds with lower wing loadings, such as Common Buzzards (*Buteo buteo*) and Short-toed Eagles (*Circaetus gallicus*), and this pattern is not related with their local abundance (Barrios and Rodríguez, 2004; De Lucas *et al.* 2008). High wing-loading is associated with low flight manoeuvrability (De Lucas *et al.* 2008), which determines whether a bird can escape an encountered object fast enough to avoid collision.

Information on the wing loading of the priority species potentially occurring regularly at the Heuweltjies WEF was not available at the time of writing. However, based on general observations, and research on related species, it can be confidently assumed that priority species that could potentially be vulnerable to wind turbine collisions due to morphological features (high wing loading) are bustards, making them less manoeuvrable (Keskin *et al.* 2019).

- Sensorial perception

Birds are assumed to have excellent visual acuity, but this assumption is contradicted by the large numbers of birds killed by collisions with man-made structures (Drewitt and Langston, 2008; Erickson *et al.* 2005). A common explanation is that birds collide more often with these structures in conditions of low visibility, but recent studies have shown that this is not always the case (Krijgsveld *et al.* 2009). The visual acuity of birds seems to be slightly superior to that of other vertebrates (Martin, 2011; McIsaac, 2001). Unlike humans, who have a broad horizontal binocular field of 120°, some birds have two high acuity areas that overlap in a very narrow horizontal binocular field (Martin, 2011). Relatively small frontal binocular fields have been described for several species that are particularly vulnerable to power line collisions, such as vultures (Gyps sp.) cranes and bustards (Martin and Katzir, 1999; Martin et.al, 2010; Martin, 2012, 2011; O'Rourke *et al.* 2010). Furthermore, for some species, their high resolution vision areas are often found in the lateral fields of view, rather than frontally (e.g. Martin et.al, 2010; Martin, 2012, 2011; O'Rourke *et al.* 2010). Finally, some birds tend to look downwards when in flight, searching for conspecifics or food, which puts the direction of flight completely inside the blind zone of some species (Martin et.al, 2010; Martin, 2011).

Some of the regularly occurring priority species at the proposed Heuweltjies WEF have high resolution vision areas found in the lateral fields of view, rather than frontally, e.g., the bustards. The exceptions to this are the priority raptors which all have wider binocular fields, although as pointed out by Martin (2011, 2012), this does not necessarily result in these species being able to avoid obstacles better.

- Phenology

Recent studies have shown that, within a wind farm, raptor collision risk and fatalities are higher for resident than for migrating birds of the same species. An explanation for this may be that resident birds generally use the wind farm area several times while a migrant bird crosses it just once (Krijgsveld *et al.* 2009). However, other factors like bird behaviour are certainly relevant. Katzner *et al.* (2012) showed that Golden Eagles performing local movements fly at lower altitudes, putting them at a greater risk of collision than migratory eagles. Resident eagles flew more frequently over cliffs and steep slopes, using low altitude slope updrafts, while migratory eagles flew more frequently over flat areas and gentle slopes where thermals are generated, enabling the birds to use them to gain lift and fly at higher altitudes.

South Africa is at the end of the migration path for summer migrants; therefore, the phenomenon of migratory flyways where birds are concentrated in large numbers for a limited period of time, e.g., the African Rift Valley or Mediterranean Red Sea flyways, is not a feature of the landscape. The migratory priority species which could occur at the proposed Heuweltjies WEF with some regularity, e.g., Booted Eagle, will behave much the same as the resident birds once they arrive in the area. The same is valid for local migrants such as the Ludwig's Bustard. It is expected that, for the period when they are present, these species will be exposed to the same risks as resident species.

- Bird behaviour

Flight type seems to play an important role in collision risk, especially when associated with hunting and foraging strategies. Kiting flight (hanging in the wind with almost motionless wings), which is used in strong winds and occurs in rotor swept zones, has been highlighted as a factor explaining the high collision rate of Red-tailed Hawks *Buteo jamaicensis* at APWRA (Hoover and Morrison, 2005), and could also be a factor in contributing to the high collision rate for Jackal Buzzards in South Africa (Ralston-Paton & Camagu 2019). The hovering behaviour exhibited by Common Kestrels *Falco tinnunculus* when hunting may also explain the fatality levels of this species at wind farms in the Strait of Gibraltar (Barrios and Rodríguez, 2004). This may also explain the high mortality rate of Rock Kestrels *Falco rupicolus* at wind farms in South Africa (Ralston-Paton & Camagu 2019). Kiting and hovering are associated with strong winds, which often produce unpredictable gusts that may suddenly change a bird's position (Hoover and Morrison, 2005). Additionally, while birds are hunting and focused on prey, they might lose track of wind turbine positions (Krijgsveld *et al.* 2009; Smallwood *et al.* 2009). In the case of raptors, aggressive interactions may play an important role in turbine fatalities, in that birds involved in these interactions are momentarily distracted, putting them at risk. At least one eye-witness account of a Martial Eagle getting killed by a turbine in South Africa in this fashion is on record (Simmons & Martins 2016)

Social behaviour may also result in a greater collision risk with wind turbines due to a decreased awareness of the surroundings. Several authors have reported that flocking behaviour increases collision risk with power lines as opposed to solitary flights (e.g. Janss, 2000). However, caution must be exercised when comparing the particularities of wind farms with power lines, as some species appear to be vulnerable to collisions with power lines but not with wind turbines, e.g. indications are that bustards, which are highly vulnerable to power line collisions, are not prone to wind turbine collisions – a Spanish database of over 7000 recorded turbine collisions contains no Great Bustards *Otis tarda* (A. Camiña 2012a). Similarly, in South Africa, only two bustard collisions with wind turbines have been reported to date, both Ludwig's Bustards (Ralston-Paton & Camagu 2019). No Denham's Bustards *Neotis denhami* turbine fatalities have been reported to date, despite the species occurring at several wind farm sites.

The priority species which could occur with some regularity at the proposed Heuweltjies WEF can be classified as either terrestrial species, soaring species or occasional long-distance fliers. Terrestrial species spend most of the time foraging on the ground. They do not fly often and when they do, they generally fly for short distances at low to medium altitude. At the project site, Ludwig Bustard, Kori Bustard and Karoo Korhaan are included in this category. Occasional long-distance fliers generally behave as terrestrial species but can and do undertake long distance flights on occasion. Species in this category are Ludwig's Bustard and Blue Crane. Soaring species spend a significant time on the wing in a variety of flight modes including soaring, kiting, hovering and gliding at medium to high altitudes. At the project site, these include all the raptors which could occur (i.e., Lanner Falcon, Booted Eagle, Martial Eagle, Greater Kestrel, Pale Chanting Goshawk, and Blue Crane (which soars on occasion). Based on the time spent potentially flying at rotor height, soaring species are likely to be at greater risk of collision.

- Avoidance behaviours

Two types of avoidance have been described (Furness *et al.*, 2013): 'macro-avoidance' whereby birds alter their flight path to keep clear of the entire wind farm (e.g. Desholm and Kahlert, 2005; Plonczkier and Simms, 2012; Villegas-Patraca *et al.* 2014), and 'micro-avoidance' whereby birds enter the wind farm but take evasive actions to avoid individual wind turbines (Band *et al.* 2007). This may differ between species and may have a significant impact on the size of the risk associated with a specific species. It is generally assumed that 95-98% of birds will successfully avoid the turbines (SNH 2010).

It is anticipated that most birds at the proposed Heuweltjies WEF will avoid the wind turbines, as is generally the case at all wind farms (SNH 2010). Exceptions already mentioned are raptors that engage in hunting which might serve to distract them and place them at risk of collision, birds engaged in display behaviour or inter- and intraspecific aggressive interaction. Complete macro-avoidance of the wind farm is unlikely for any of the priority species likely to occur at the proposed WEF.

- Bird abundance

Some authors suggest that fatality rates are related to bird abundance, density or utilization rates (Carrete *et al.* 2012; Kitano and Shiraki, 2013; Smallwood and Karas, 2009), whereas others point out that, as birds use their territories in a non-random way, fatality rates do not depend on bird abundance alone (e.g. Ferrer *et al.*

2012; Hull *et al.* 2013). Instead, fatality rates depend on other factors such as differential use of specific areas within a wind farm (De Lucas *et al.* 2008). For example, at Smøla, White-tailed Eagle flight activity is correlated with collision fatalities (Dahl *et al.* 2013). In the APWRA, Golden Eagles, Red-tailed Hawks and American Kestrels (*Falco spaverius*) have higher collision fatality rates than Turkey Vultures (*Cathartes aura*) and Common Raven (*Corvus corax*), even though the latter are more abundant in the area (Smallwood *et al.* 2009), indicating that fatalities are more influenced by each species' flight behaviour and turbine perception. Also, in southern Spain, bird fatality was higher in the winter, even though bird abundance was higher during the pre-breeding season (De Lucas *et al.* 2008).

The abundance of priority species at the proposed Heuweltjies WEF will fluctuate depending on the season of the year, and especially in response to rainfall e.g., Ludwig's Bustard and Blue Crane.

Site-specific factors

- Landscape features

Susceptibility to collision can also heavily depend on landscape features at a wind farm site, particularly for soaring birds that predominantly rely on wind updrafts to fly. Some landforms such as ridges, steep slopes and valleys may be more frequently used by some birds, for example for hunting or during migration (Barrios and Rodríguez, 2004; Drewitt and Langston, 2008; Katzner *et al.* 2012; Thelander *et al.* 2003). In APWRA, Red-tailed Hawk fatalities occur more frequently than expected by chance at wind turbines located on ridge tops and swales, whereas Golden Eagle fatalities are higher at wind turbines located on slopes (Thelander *et al.* 2003). Other birds may follow other landscape features, such as peninsulas and shorelines, during dispersal and migration periods. Kitano and Shiraki (2013) found that the collision rate of White-tailed Eagles along a coastal cliff was extremely high, suggesting an effect of these landscape features on fatality rates.

The project site does not contain many landscape features as it is situated on a vast, slightly undulating plain. The most significant landscape features from a collision risk perspective are the ground dams, drinking troughs and the drainage lines (when flowing). Surface water attracts many birds, including Red Listed species such as Martial Eagle, Blue Crane, and Lanner Falcon.

- Flight paths

For territorial raptors like Golden Eagles (and Verreaux's Eagles – see Ralston-Patton 2017)), foraging areas are preferably located near to the nest, when compared to the rest of their home range. For example, in Scotland 98% of Golden Eagle movements were registered at ranges less than 6 km from the nest, and the core areas were located within a 2 - 3 km radius (McGrady *et al.* 2002). These results, combined with the terrain features selected by Golden Eagles to forage such as areas close to ridges, can be used to predict the areas used by the species to forage (McLeod *et al.* 2002), and therefore provide a sensitivity map and guidance to the development of new wind farms (Bright *et al.* 2006).

The Martial Eagle nest on Tower 162 of the Droërivier Proteus 1 - 400kV HV line is the hub of the flight activity for the pair of eagles. A No-Go buffer zone of at least 5km (which is the minimum buffer size proposed by BLSA) should be implemented around the nest to reduce the risk of collisions. The only other distinctive potential flight paths at the project site are the drainage lines, which may serve as a flight path for waterbirds when the rivers flow. However, they are dry most of the time.

- Food availability

Factors that increase the use of a certain area or that attract birds, like food availability; also play a role in collision risk. For example, the high density of raptors at the APWRA and the high collision fatality due to collision with turbines is thought to result, at least in part, from high prey availability in certain areas (Hoover and Morrison, 2005; Smallwood *et al.* 2001). This may be particularly relevant for birds that are less aware of obstructions such as wind turbines while foraging (Krijgsveld *et al.* 2009; Smallwood *et al.* 2009). It is thought that the mortality of three Verreaux's Eagles in 2015 at a wind farm site in South Africa may have been linked to the availability of food (Smallie 2015).

The very low levels of bird activity at the proposed Heuweltjies WEF could be partially attributed to the lack of food, brought about by the drought conditions which were prevalent during the pre-construction monitoring. This could change significantly if the site experiences average to above average rainfall for several years, which would result in better foraging conditions.

- Summary

The proposed Heuweltjies WEF will pose a collision risk to several priority species which could occur regularly at the project site. Species exposed to this risk are large terrestrial species i.e., mostly bustards such as Karoo Korhaan, Kori Bustard, Ludwig's Bustard, and Blue Crane[8], although bustards and cranes generally seem to be not as vulnerable to turbine collisions as was originally anticipated (Ralston-Paton & Camagu 2019). Soaring priority species, i.e., raptors such as Martial Eagle, Pale Chanting Goshawk, Lanner Falcon, Booted Eagle and Greater Kestrel are most at risk of all the priority species likely to occur regularly at the project site. Verreaux's Eagle was only identified as a species that could potentially occur in the broader area. In addition this species was noted as having a Low likelihood of regular occurrence at the site. No specific sightings were made of the species, nor were any nests identified. As such, the applicability of the VERA model and associated buffer zones are not deemed appropriate as no known nests occur in proximity to the wind farm .

In summary, the following priority species could be at risk of collision with the turbines:

Species	**Taxonomic name**	**Full protocol**	**Ad hoc protocol**	**Global status**	**Regional status**	**Recorded during surveys**	**Likelihood of occurrence**
African Harrier-Hawk	*Polyboroides typus*	0,00	0,45	-	-		L
Amur Falcon	*Falco amurensis*	0,00	0,45	-	-		L
Black Harrier	*Circus maurus*	2,53	0,00	EN	EN		L
Black-winged Kite	*Elanus caeruleus*	1,27	0,45	-	-		L
Blue Crane	*Grus paradisea*	2,53	0,45	VU	NT		L
Booted Eagle	*Hieraaetus pennatus*	5,06	0,45	-	-	x	M
Common Buzzard	*Buteo buteo*	1,27	0,00	-	-		L
Double-banded Courser	*Rhinoptilus africanus*	11,39	2,25	-	-		M

[8] Although the species is unlikely to occur regularly.

Species	Taxonomic name	Full protocol	Ad hoc protocol	Global status	Regional status	Recorded during surveys	Likelihood of occurrence
Greater Kestrel	*Falco rupicoloides*	12,66	10,36	-	-	x	H
Jackal Buzzard	*Buteo rufofuscus*	1,27	0,90	-	-		L
Karoo Korhaan	*Eupodotis vigorsii*	72,15	21,62	-	NT	x	H
Kori Bustard	*Ardeotis kori*	2,53	0,45	NT	NT		M
Lanner Falcon	*Falco biarmicus*	1,27	0,00	-	VU		L
Ludwig's Bustard	*Neotis ludwigii*	13,92	2,70	EN	EN	x	H
Martial Eagle	*Polemaetus bellicosus*	5,06	1,35	EN	EN	x	H
Pale Chanting Goshawk	*Melierax canorus*	54,43	14,86	-	-	x	H
Secretarybird	*Sagittarius serpentarius*	2,53	0,00	EN	VU		L
Southern Black Korhaan	*Afrotis afra*	0,00	0,45	VU	VU		L
Spotted Eagle-Owl	*Bubo africanus*	6,33	1,80	-	-		M
Verreaux's Eagle	*Aquila verreauxii*	2,53	1,35	-	VU		L

6.1.2 Displacement due to disturbance linked to the construction of the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling)

The displacement of birds from areas within and surrounding wind farms due to visual intrusion and disturbance in effect can amount to habitat loss. Displacement may occur during both the construction and operation phases of wind farms, and may be caused by the presence of the turbines themselves through visual, noise and vibration impacts, or as a result of vehicle and personnel movements related to site maintenance. The scale and degree of disturbance will vary according to site- and species-specific factors and must be assessed on a site-by-site basis (Drewitt & Langston 2006).

Unfortunately, few studies of displacement due to disturbance are conclusive, often because of the lack of before- and-after and control-impact (BACI) assessments. Indications are that Great Bustard *Otis tarda* could be displaced by wind farms up to one kilometre from the facility (Langgemach 2008). An Austrian study found displacement for Great Bustards up to 600m (Wurm & Kollar as quoted by Raab *et al.* 2009). However, there is also evidence to the contrary; information on Great Bustard received from Spain points to the possibility of continued use of leks at operational wind farms (Camiña 2012b). The same situation seems to prevail at wind farms in the Eastern Cape where Denham's Bustard are still using wind farm sites as leks.[9] Research on small grassland species in North America indicates that permanent displacement is uncommon and very species specific (e.g. see Stevens *et al.* 2013, Hale *et al.* 2014). There also seems to be little evidence for a persistent decline in passerine populations at wind farm sites in the UK (despite some evidence of turbine avoidance), with some species, including Skylark, showing increased populations after wind farm construction (see Pierce-Higgins et. al 2012). Populations of Thekla Lark *Galerida theklae* were found to be unaffected by wind farm developments in Southern Spain (see Farfan *et al.* 2009).

[9] Personal communication by Wessel Rossouw, bird monitor based in Jeffreys Bay, based on personal observations in the Kouga municipal area.

The consequences of displacement for breeding productivity and survival are crucial to whether or not there is likely to be a significant impact on population size. However, studies of the impact of wind farms on breeding birds are also largely inconclusive or suggest lower disturbance distances, though this apparent lack of effect may be due to the high site fidelity and long life-span of the breeding species studied. This might mean that the true impacts of disturbance on breeding birds will only be evident in the longer term, when new recruits replace existing breeding birds. Few studies have considered the possibility of displacement for short-lived passerines (such as larks), although Leddy *et al.* (1999) found increased densities of breeding grassland passerines with increased distance from wind turbines, and higher densities in the reference area than within 80m of the turbines. A review of minimum avoidance distances of 11 breeding passerines were found to be generally <100m from a wind turbine ranging from 14 – 93m (Hötker *et al.* 2006). A comparative study of nine wind farms in Scotland (Pearce-Higgens *et al.* 2009) found unequivocal evidence of displacement: Seven of the 12 species studied exhibited significantly lower frequencies of occurrence close to the turbines, after accounting for habitat variation, with equivocal evidence of turbine avoidance in a further two. No species were more likely to occur close to the turbines. Levels of turbine avoidance suggest breeding bird densities may be reduced within a 500m buffer of the turbines by 15– 53%, with Common Buzzard *Buteo buteo*, Hen Harrier *Circus cyaneus*, Golden Plover *Pluvialis apricaria*, Snipe *Gallinago gallinago*, Curlew *Numenius arquata* and Wheatear *Oenanthe oenanthe* most affected. In a follow-up study, monitoring data from wind farms located on unenclosed upland habitats in the United Kingdom were collated to test whether breeding densities of upland birds were reduced as a result of wind farm construction or during wind farm operation. Red Grouse *Lagopus lagopus scoticus*, Snipe *Gallinago gallinago* and Curlew *Numenius arquata* breeding densities all declined on wind farms during construction. Red Grouse breeding densities recovered after construction, but Snipe and Curlew densities did not. Post-construction Curlew breeding densities on wind farms were also significantly lower than reference sites. Conversely, breeding densities of Skylark *Alauda arvensis* and Stonechat *Saxicola torquata* increased on wind farms during construction. Overall, there was little evidence for consistent post-construction population declines in any species, suggesting that wind farm construction can have greater impacts upon birds than wind farm operation (Pierce-Higgens *et al.* 2012).

It is inevitable that a measure of displacement will take place for all priority species during the construction phase, due to the disturbance factor associated with the construction activities. This is likely to affect ground dwelling species the most, as this could temporarily disrupt their reproductive cycle. Species which fall in this category are Ludwig's Bustard, Blue Crane, Double-banded Courser, Karoo Korhaan, Kori Bustard and Spotted Eagle-Owl. Some raptors might also be affected, e.g., Pale Chanting Goshawk and Secretarybird which could potentially breed in the small *Vachellia* trees in the drainage lines, and Greater Kestrels breeding at the project area. A potential concern is the Martial Eagle pair that breeds on Tower 162 of the Droërivier Proteus 1 - 400kV HV line. Martial Eagles are very sensitive to disturbance but the proposed 5km No-Go buffer zone around the nest, which falls outside of the WEF project area, should prevent any disturbance factor during the construction phase of the wind farm. Some species might be able to recolonise the area after the completion of the construction phase, but for some species this might only be partially the case, resulting in lower densities than before once the WEF is operational, due to the disturbance factor of the operational turbines. The impact is rated as medium but could be mitigated to low levels.

In summary, the following priority species are expected to be vulnerable to displacement due to disturbance:

Species	Taxonomic name	Full protocol	Ad hoc protocol	Global status	Regional status	Recorded during surveys	Likelihood of occurrence
African Harrier-Hawk	*Polyboroides typus*	0,00	0,45	-	-		L
Blue Crane	*Grus paradisea*	2,53	0,45	VU	NT		L
Double-banded Courser	*Rhinoptilus africanus*	11,39	2,25	-	-		M
Karoo Korhaan	*Eupodotis vigorsii*	72,15	21,62	-	NT	x	H
Kori Bustard	*Ardeotis kori*	2,53	0,45	NT	NT		M
Ludwig's Bustard	*Neotis ludwigii*	13,92	2,70	EN	EN	x	H
Martial Eagle	*Polemaetus bellicosus*	5,06	1,35	EN	EN	x	H
Pale Chanting Goshawk	*Melierax canorus*	54,43	14,86	-	-	x	H
Secretarybird	*Sagittarius serpentarius*	2,53	0,00	EN	VU		L
Southern Black Korhaan	*Afrotis afra*	0,00	0,45	VU	VU		L
Spotted Eagle-Owl	*Bubo africanus*	6,33	1,80	-	-		M

6.1.3 Displacement due to habitat loss linked to the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling)

The scale of permanent habitat loss resulting from the construction of a wind farm and associated infrastructure depends on the size of the project but, in general, it is likely to be small per turbine base. Typically, actual habitat loss amounts to 2–5% of the total development site (Fox *et al.* 2006 as cited by Drewitt & Langston 2006), though effects could be more widespread where developments interfere with hydrological patterns or flows on wetland or peatland sites (unpublished data). Some changes could also be beneficial. For example, habitat changes following the development of the Altamont Pass wind farm in California led to increased mammal prey availability for some species of raptor (for example through greater availability of burrows for Pocket Gophers *Thomomys bottae* around turbine bases), though this may also have increased collision risk (Thelander *et al.* 2003 as cited by Drewitt & Langston 2006).

However, the results of habitat transformation may be more subtle, whereas the actual footprint of the wind farm may be small in absolute terms, the effects of the habitat fragmentation brought about by the associated infrastructure (e.g. power lines and roads) may be more significant. Sometimes Great Bustard can be seen close to or under power lines, but a study done in Spain (Lane *et al.* 2001 as cited by Raab *et al.* 2009) indicates that the total observation of Great Bustard flocks was significantly higher further from power lines than at control points. Shaw (2013) found that Ludwig's Bustard generally avoid the immediate proximity of roads within a 500m buffer. Bidwell (2004) found that Blue Cranes select nesting sites away from roads. This means that power lines and roads also cause loss and fragmentation of the habitat used by the population in addition to the potential direct mortality. The physical encroachment increases the disturbance and barrier effects that contribute to the overall habitat fragmentation effect of the infrastructure (Raab *et al.* 2010). It has been shown that fragmentation of natural grassland in Mpumalanga (in that case by afforestation) has had a detrimental impact on the densities and diversity of grassland species (Alan *et al.* 1997).

Marques *et al.* (2021) reviewed 71 peer-reviewed studies on displacement and compiled: (1) information on the geographical areas, type of wind farm, study design and bird groups studied; and (2) the evidence of displacement effects on different bird groups. They found that most studies have been conducted in Europe and North America, particularly in agricultural areas. About half of the studies did not find any effects, for wind farms both on land and at sea, while many studies (40.6%) found displacement effects, and a small proportion (7.7%) detected attraction, i.e., an increased abundance of birds around the wind farms. Relevant to this project, they found that raptors were significantly affected.

The network of roads is likely to result in significant habitat fragmentation, and it could have an effect on the density of several species, particularly larger terrestrial species such as Ludwig's Bustard and Karoo Korhaan. Raptors could also be affected. Given the current density of the proposed study area and associated road infrastructure, it is not expected that any priority species will be permanently displaced from the project site. The alternative substation locations are all situated in essentially the same habitat, i.e., Karoo scrub. The habitat is not particularly sensitive, as far as avifauna is concerned, therefore any of the alternative locations will be acceptable. The same goes for the alternative laydown and compound areas.

In summary, the following priority species are expected to be vulnerable to displacement due to habitat transformation:

Species	Taxonomic name	Full protocol	Ad hoc protocol	Global status	Regional status	Recorded during surveys	Likelihood of occurrence
African Harrier-Hawk	*Polyboroides typus*	0,00	0,45	-	-		L
Amur Falcon	*Falco amurensis*	0,00	0,45	-	-		L
Black Harrier	*Circus maurus*	2,53	0,00	EN	EN		L
Black-winged Kite	*Elanus caeruleus*	1,27	0,45	-	-		L
Blue Crane	*Grus paradisea*	2,53	0,45	VU	NT		L
Booted Eagle	*Hieraaetus pennatus*	5,06	0,45	-	-	x	M
Common Buzzard	*Buteo buteo*	1,27	0,00	-	-		L
Double-banded Courser	*Rhinoptilus africanus*	11,39	2,25	-	-		M
Greater Kestrel	*Falco rupicoloides*	12,66	10,36	-	-	x	H
Jackal Buzzard	*Buteo rufofuscus*	1,27	0,90	-	-		L
Karoo Korhaan	*Eupodotis vigorsii*	72,15	21,62	-	NT	x	H
Kori Bustard	*Ardeotis kori*	2,53	0,45	NT	NT		M
Lanner Falcon	*Falco biarmicus*	1,27	0,00	-	VU		L
Ludwig's Bustard	*Neotis ludwigii*	13,92	2,70	EN	EN	x	H
Martial Eagle	*Polemaetus bellicosus*	5,06	1,35	EN	EN	x	H
Pale Chanting Goshawk	*Melierax canorus*	54,43	14,86	-	-	x	H
Secretarybird	*Sagittarius serpentarius*	2,53	0,00	EN	VU		L
Southern Black Korhaan	*Afrotis afra*	0,00	0,45	VU	VU		L
Spotted Eagle-Owl	*Bubo africanus*	6,33	1,80	-	-		M
Verreaux's Eagle	*Aquila verreauxii*	2,53	1,35	-	VU		L

6.1.4 Electrocution on the 11-33kV medium voltage network

Electrocution refers to the scenario where a bird is perched or attempts to perch on the electrical structure and causes an electrical short circuit by physically bridging the air gap between live components and/or live and earthed components (van Rooyen 2000). The electrocution risk is largely determined by the design of the electrical hardware.

While the intention is to place the 11-33kV reticulation network underground where possible, there are areas where the lines might have to run above ground, for technical reasons. In these instances, the poles could potentially pose an electrocution risk to raptors.

In summary, the following priority species are expected to be vulnerable to electrocution[10]:

Species	Taxonomic name	Full protocol	Ad hoc protocol	Global status	Regional status	Recorded during surveys	Likelihood of occurrence
African Harrier-Hawk	*Polyboroides typus*	0,00	0,45	-	-		L
Black Harrier	*Circus maurus*	2,53	0,00	EN	EN		L
Booted Eagle	*Hieraaetus pennatus*	5,06	0,45	-	-	x	M
Common Buzzard	*Buteo buteo*	1,27	0,00	-	-		L
Greater Kestrel	*Falco rupicoloides*	12,66	10,36	-	-	x	H
Jackal Buzzard	*Buteo rufofuscus*	1,27	0,90	-	-		L
Lanner Falcon	*Falco biarmicus*	1,27	0,00	-	VU		L
Martial Eagle	*Polemaetus bellicosus*	5,06	1,35	EN	EN	x	H
Pale Chanting Goshawk	*Melierax canorus*	54,43	14,86	-	-	x	H
Spotted Eagle-Owl	*Bubo africanus*	6,33	1,80	-	-		M
Verreaux's Eagle	*Aquila verreauxii*	2,53	1,35	-	VU		L

6.1.5 Collisions with the 11-33kV medium voltage network

While the intention is to place the 11-33kV reticulation network underground where possible, there are areas where the lines might have to run above ground, for technical reasons. In these instances, the line could potentially pose a collision risk to various species.

Collisions may be the biggest threat posed by overhead lines to birds in southern Africa (Van Rooyen 2004). Most heavily impacted upon are bustards, storks, cranes and various species of waterbirds, and to a lesser

[10] These include both wind and powerline priority species

extent, vultures. These species are mostly heavy-bodied birds with limited manoeuvrability, which makes it difficult for them to take the necessary evasive action to avoid colliding with transmission lines (Van Rooyen 2004, Anderson 2000).

From incidental record keeping by the Endangered Wildlife Trust, it is possible to give a measure of what species are generally susceptible to power line collisions in South Africa (see Figure 12 below).

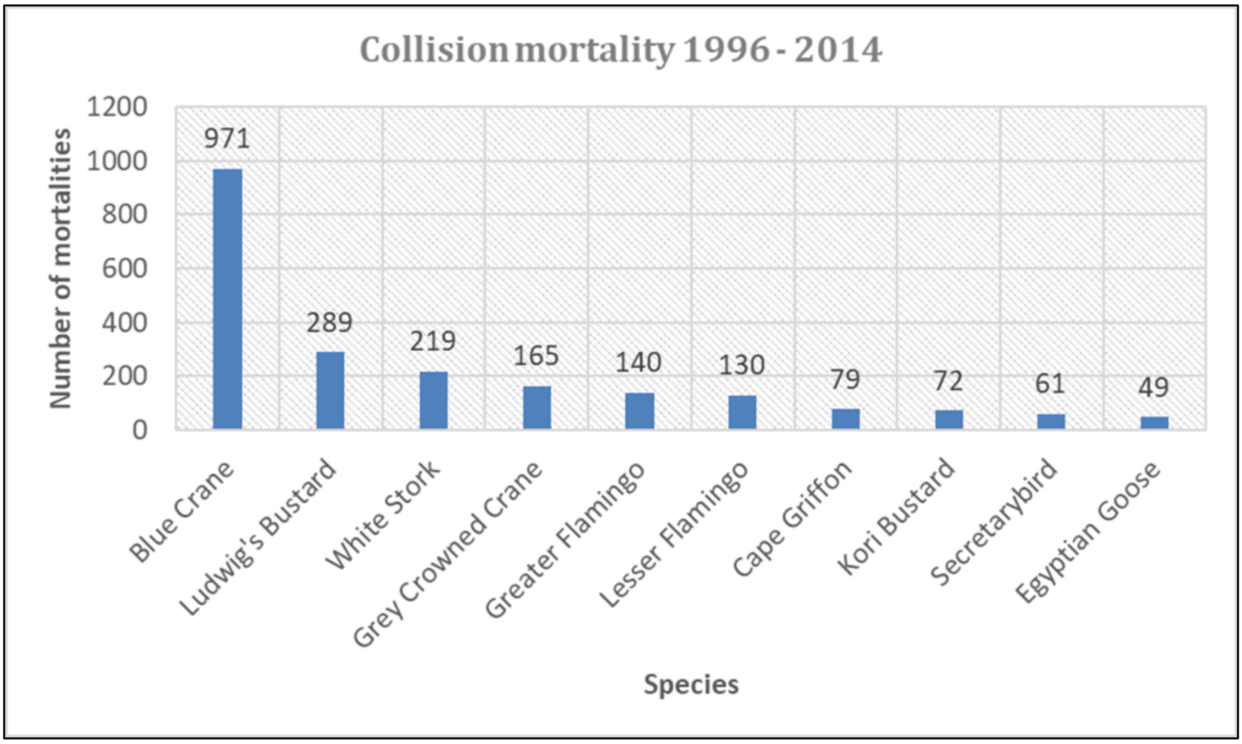

Figure 12: The top 10 collision prone bird species in South Africa, in terms of reported incidents contained in the Eskom/Endangered Wildlife Trust Strategic Partnership central incident register 1996 - 2014 (EWT unpublished data)

Power line collisions are generally accepted as a key threat to bustards (Raab *et al*. 2009; Raab *et al*. 2010; Jenkins & Smallie 2009; Barrientos *et al*. 2012, Shaw 2013). In a recent study, carcass surveys were performed under high voltage transmission lines in the Karoo for two years, and low voltage distribution lines for one year (Shaw 2013). Ludwig's Bustard was the most common collision victim (69% of carcasses), with bustards generally comprising 87% of mortalities recovered. Total annual mortality was estimated at 41% of the Ludwig's Bustard population, with Kori Bustards also dying in large numbers (at least 14% of the South African population killed in the Karoo alone). Karoo Korhaan was also recorded, but to a much lesser extent than Ludwig's Bustard. The reasons for the relatively low collision risk of this species probably include their smaller size (and hence greater agility in flight) as well as their more sedentary lifestyles, as local birds are familiar with their territory and are less likely to collide with power lines (Shaw 2013).

Several factors are thought to influence avian collisions, including the manoeuvrability of the bird, topography, weather conditions and power line configuration. An important additional factor that previously has received little attention is the visual capacity of birds; i.e. whether they are able to see obstacles such as power lines, and whether they are looking ahead to see obstacles with enough time to avoid a collision. In addition to helping explain the susceptibility of some species to collision, this factor is key to planning effective mitigation measures. Recent research provides the first evidence that birds can render themselves blind in the direction of travel during flight through voluntary head movements (Martin *et al* 2010). Visual fields were determined in three bird species representative of families known to be subject to high levels of mortality associated with power lines i.e. Kori Bustards *Ardeotis kori*, Blue Cranes *Anthropoides paradiseus* and White Storks *Ciconia ciconia*. In all species the frontal visual fields showed narrow and vertically long binocular fields typical of birds that take food items directly in the bill under visual guidance. However, these species differed markedly in the vertical extent of their binocular fields and in the extent of the blind areas which project above and below the binocular fields in the forward-facing hemisphere. The importance of these blind areas is that when in flight, head movements in the vertical plane (pitching the head to look downwards) will render the bird blind in the direction of travel. Such movements may frequently occur when birds are scanning below them (for foraging or roost sites, or for conspecifics). In bustards and cranes pitch movements of only 25° and 35°, respectively, are sufficient to render the birds blind in the direction of travel; in storks, head movements of 55° are necessary. That flying birds can render themselves blind in the direction of travel has not been previously recognised and has important implications for the effective mitigation of collisions with human artefacts including wind turbines and power lines. These findings have applicability to species outside of these families especially raptors (A*ccipitridae*) which are known to have small binocular fields and large blind areas similar to those of bustards and cranes, and are also known to be vulnerable to power line collisions.

Despite doubts about the efficacy of line marking to reduce the collision risk for bustards (Jenkins *et al*. 2010; Martin *et al.* 2010), there are numerous studies which prove that marking a line with PVC spiral type Bird Flight Diverters (BFDs) generally reduce mortality rates (e.g. Bernardino *et al.* 2018; Sporer *et al.* 2013, Barrientos *et al*. 2011; Jenkins *et al*. 2010; Alonso & Alonso 1999; Koops & De Jong 1982), including to some extent for bustards (Barrientos *et al*. 2012). Beaulaurier (1981) summarised the results of 17 studies that involved the marking of earth wires and found an average reduction in mortality of 45%. Barrientos *et al.* (2011) reviewed the results of 15 wire marking experiments in which transmission or distribution wires were marked to examine the effectiveness of flight diverters in reducing bird mortality. The presence of flight diverters was associated with a decrease of 55–94% in bird mortalities. Koops and De Jong (1982) found that the spacing of the BFDs was critical in reducing the mortality rates - mortality rates are reduced up to 86% with a spacing of 5m, whereas using the same devices at 10m intervals only reduces the mortality by 57%. Barrientos *et al*. (2012) found that larger BFDs were more effective in reducing Great Bustard collisions than smaller ones. Line markers should be as large as possible, and highly contrasting with the background. Colour is probably less important as during the day the background will be brighter than the obstacle with the reverse true at lower light levels (e.g. at twilight, or during overcast conditions). Black and white interspersed patterns are likely to maximise the probability of detection (Martin *et al*. 2010).

Using a controlled experiment spanning a period of nearly eight years (2008 to 2016), the Endangered Wildlife Trust (EWT) and Eskom tested the effectiveness of two types of line markers in reducing power line collision mortalities of large birds on three 400kV transmission lines near Hydra substation in the Karoo. Marking was highly effective for Blue Cranes, with a 92% reduction in mortality, and large birds in general with a 56% reduction in mortality, but not for bustards, including the endangered Ludwig's Bustard. The two different marking devices were approximately equally effective, namely spirals and bird flappers, they found no evidence supporting the preferential use of one type of marker over the other (Shaw *et al*. 2017).

Distribution lines i.e. 11kV to 88kV are often overlooked in collision studies, but given their far greater extent they can represent a serious source of mortality (Shaw et al. 2010a, 2010b).

In summary, the following priority species could be vulnerable to collisions with the 33kV medium voltage lines[11]:

Species	Taxonomic name	Full protocol	Ad hoc protocol	Global status	Regional status	Recorded during surveys	Likelihood of occurrence
Blue Crane	*Grus paradisea*	2,53	0,45	VU	NT		L
Double-banded Courser	*Rhinoptilus africanus*	11,39	2,25	-	-		M
Karoo Korhaan	*Eupodotis vigorsii*	72,15	21,62	-	NT	x	H
Kori Bustard	*Ardeotis kori*	2,53	0,45	NT	NT		M
Ludwig's Bustard	*Neotis ludwigii*	13,92	2,70	EN	EN	x	H
Secretarybird	*Sagittarius serpentarius*	2,53	0,00	EN	VU		L
Southern Black Korhaan	*Afrotis afra*	0,00	0,45	VU	VU		L

6.2 The identification and assessment of potential impacts: Wind Energy Facility

The potential impacts on avifauna identified in the course of the study are listed and assessed in the tables below. The impact criteria are explained in Appendix 6.

[11] These include both wind and powerline priority species.

6.2.1 Construction Phase

- Displacement of priority species due to disturbance associated with the construction of the wind turbines and associated infrastructure (roads, substation, BESS, laydown area and internal cabling).
- Displacement of priority species due to habitat transformation associated with the construction of the wind turbines and associated infrastructure (roads, substation, BESS, laydown area and internal cabling).

Table 9: Rating of impacts: Construction Phase

ENVIRONMENTAL PARAMETER	ISSUE / IMPACT / ENVIRONMENTAL EFFECT/ NATURE	ENVIRONMENTAL SIGNIFICANCE BEFORE MITIGATION									RECOMMENDED MITIGATION MEASURES	ENVIRONMENTAL SIGNIFICANCE AFTER MITIGATION								
		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S
CONSTRUCTION PHASE																				
Avifauna	Displacement due to disturbance linked to the construction of the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling)	1	4	2	3	1	3	33		Medium	(1) Construction activity should be restricted to the immediate footprint of the infrastructure as far as possible. Access to the remainder of the area should be strictly controlled to prevent unnecessary disturbance of priority species. (2) Measures to control noise and dust should be applied according to current best practice in the industry.	1	4	2	3	1	2	22		Low

ENVIRONMENTAL PARAMETER	ISSUE / IMPACT / ENVIRONMENTAL EFFECT/ NATURE	ENVIRONMENTAL SIGNIFICANCE BEFORE MITIGATION									RECOMMENDED MITIGATION MEASURES	ENVIRONMENTAL SIGNIFICANCE AFTER MITIGATION								
		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S
CONSTRUCTION PHASE																				
Avifauna	Displacement due to habitat transformation linked to the construction of the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling)	1	3	2	2	3	2	22		Low	(1) Removal of vegetation must be restricted to a minimum and must be rehabilitated to its former state where possible after construction. (2) Construction of new roads should only be considered if existing roads cannot be upgraded. (3) The recommendations of the ecological and botanical specialist studies must be strictly implemented, especially as far as limitation of the activity footprint is concerned.	1	2	2	2	3	2	20		Low

6.2.2 Operational Phase

- Mortality due to collisions with the wind turbines.
- Mortality due to electrocutions on the overhead sections of the internal 11-33kV cables.
- Mortality due to collisions with the overhead sections of the internal 11-33kV cables.

Table 10: Rating of impacts: Operational Phase

ENVIRONMENTAL PARAMETER	ISSUE / IMPACT / ENVIRONMENTAL EFFECT/ NATURE	ENVIRONMENTAL SIGNIFICANCE BEFORE MITIGATION									RECOMMENDED MITIGATION MEASURES	ENVIRONMENTAL SIGNIFICANCE AFTER MITIGATION								
		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S
OPERATION PHASE																				
Avifauna	Mortality of priority species due to collisions with the wind turbines.	2	3	2	3	3	3	39		Medium	(1) No turbines should be located in the buffer zones around major drainage lines, waterpoints and dams. (2) A 250m circular No-Go (no turbines) buffer zone must be implemented around the Great Kestrel nest at the Heuweltjies project site (3) A 5km circular No-Go (no turbines) buffer zone must be implemented around the Martial Eagle nest on Tower 162 of the Droërivier Proteus 1-400kV transmission line. (4) Live-bird monitoring and carcass searches should be	2	2	2	2	3	2	22		Low

ENVIRONMENTAL PARAMETER	ISSUE / IMPACT / ENVIRONMENTAL EFFECT/ NATURE	ENVIRONMENTAL SIGNIFICANCE BEFORE MITIGATION									RECOMMENDED MITIGATION MEASURES	ENVIRONMENTAL SIGNIFICANCE AFTER MITIGATION								
		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S
OPERATION PHASE																				
											implemented in the operational phase, as per the most recent edition of the Best Practice Guidelines at the time (Jenkins et al. 2015) to assess collision rates. (5) If estimated annual collision rates indicate unacceptable mortality levels of priority species, i.e., if it exceeds the mortality threshold determined by the avifaunal specialist after consultation with other avifaunal specialists and BirdLife South Africa, additional measures will have to be implemented which could include shut down on demand or other proven recommended measures.									
Avifauna	Mortality of priority species due to electrocutions on	2	3	1	3	3	2	24		Medium	(1) Underground cabling should be used as much as is	2	2	1	2	3	1	10		Low

ENVIRONMENTAL PARAMETER	ISSUE / IMPACT / ENVIRONMENTAL EFFECT/ NATURE	ENVIRONMENTAL SIGNIFICANCE BEFORE MITIGATION									RECOMMENDED MITIGATION MEASURES	ENVIRONMENTAL SIGNIFICANCE AFTER MITIGATION								
		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S
OPERATION PHASE																				
	the overhead sections of the internal 11-33kV cables.										practically possible. (2) If the use of overhead lines is unavoidable due to technical reasons, the Avifaunal Specialist must be consulted timeously to ensure that a raptor friendly pole design is used, and that appropriate mitigation is implemented pro-actively for complicated pole structures e.g., insulation of live components to prevent electrocutions on terminal structures and pole transformers. (3) Regular inspections of the overhead sections of the internal reticulation network must be conducted during the operational phase to look for carcasses, as per the most recent edition of									

ENVIRONMENTAL PARAMETER	ISSUE / IMPACT / ENVIRONMENTAL EFFECT/ NATURE	ENVIRONMENTAL SIGNIFICANCE BEFORE MITIGATION									RECOMMENDED MITIGATION MEASURES	ENVIRONMENTAL SIGNIFICANCE AFTER MITIGATION								
		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S
OPERATION PHASE																				
											the Best Practice Guidelines at the time (Jenkins et al. 2015).									
Avifauna	Mortality due to collisions with the overhead sections of the internal 11-33kV cables.	2	3	2	3	3	2	26		Medium	Bird flight diverters should be installed on all the overhead line sections for the full span length according to the applicable Eskom standard. These devices must be installed as soon as the conductors are strung.	2	1	1	2	3	1	9		Low

6.2.3 *Decommissioning Phase*

- Displacement due to disturbance associated with the decommissioning (dismantling) of the wind turbines and associated infrastructure.

Table 11: Rating of impacts: Decommissioning Phase

ENVIRONMENTAL PARAMETER	ISSUE / IMPACT / ENVIRONMENTAL EFFECT/ NATURE	ENVIRONMENTAL SIGNIFICANCE BEFORE MITIGATION									RECOMMENDED MITIGATION MEASURES	ENVIRONMENTAL SIGNIFICANCE AFTER MITIGATION								
		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S
DECOMMISSIONING PHASE																				
Avifauna	Displacement due to disturbance associated with the dismantling of the wind turbines and associated infrastructure.	1	4	1	2	1	2	18		Low	(1) Dismantling activity should be restricted to the immediate footprint of the infrastructure as far as possible. Access to the remainder of the area should be strictly controlled to prevent unnecessary disturbance of priority species. (2) Measures to control noise and dust should be applied according to current best practice in the industry.	1	3	1	2	1	2	16		Low

6.3 The identification of environmental sensitivities: Wind Energy Facility

The following environmental sensitivities were identified from an avifaunal perspective for the proposed wind energy facility:

6.3.1 High sensitivity No-turbine buffer: Surface water.

Included in this category are areas within 200m of water troughs and earth dams, and 150m from all major drainage lines. Surface water in this arid habitat is crucially important for priority avifauna, including several Red Data species such as Martial Eagle, Lanner Falcon and Secretarybird, and many non-priority species, including several waterbirds. Drainage lines, when flowing, attract waterbirds on occasion, as do the large pools that remain in the channel after the flow has stopped. Wind turbines that are placed near these sources of surface water pose a collision risk to birds using the water for drinking and bathing, and drainage lines, when flowing, are natural flight paths for birds.

6.3.2 High sensitivity No-turbine buffer: Breeding Red Data species nests.

Transmission lines are an important breeding substrate for raptors in the Karoo, due to the lack of large trees (Jenkins *et al.* 2013). A Martial Eagle nest is present on Tower 162 of the Droërivier Proteus 1 – 400kV transmission line. In March 2021, an immature Martial Eagle was seen soaring near the nest site. Martial Eagles do not necessarily breed every year, therefore the absence of breeding should not be interpreted as a sign that the territory has been abandoned. Nests may remain vacant for several years just to be re-occupied again when conditions are favourable (personal observation). A 5km No-turbine buffer zone must be implemented around the nest to reduce the risk of turbine collisions.

There is also a Greater Kestrel breeding pair with a nest site present at the project site of the proposed Heuweltjies WEF at 33° 1’38.60”S 22°37’49.80”E. Although not a Red Data species, Greater Kestrels are considered priority species for wind farm developments. A 250m turbine exclusion zone is recommended around the nest.

Verreaux’s Eagle was only identified as a species that could potentially occur in the broader area. In addition this species was noted as having a Low likelihood of regular occurrence at the site. No specific sightings were made of the species, nor were any nests identified. As such, the applicability of the VERA model and associated buffer zones are not deemed appropriate as no known nests occur in proximity to the wind farm .

See **Figure 13** for a map indicating the No-turbine buffers.

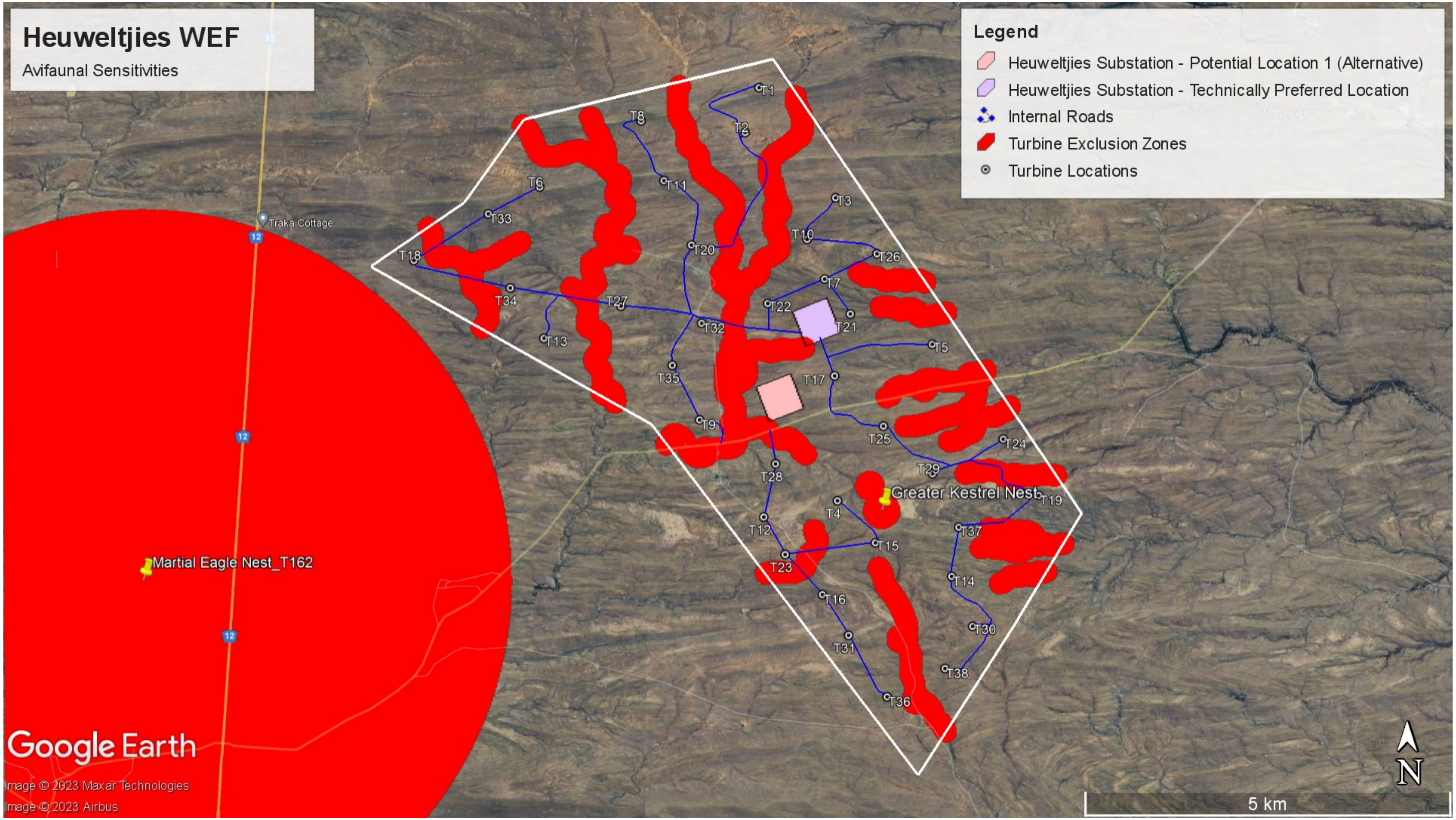

Figure 13: Proposed no-turbine zones. Other infrastructure is allowed.

6.4 Cumulative Impacts

"Cumulative Impact", in relation to an activity, means the past, current and reasonably foreseeable future impact of an activity, considered together with the impact of activities associated with that activity, that in itself may not be significant, but may become significant when added to existing and reasonably foreseeable impacts eventuating from similar or diverse activities. The assessment of cumulative effects therefore needs to consider all planned (both authorised and in process) renewable energy facilities (REFs) within a 35km radius of the proposed study area.

6.4.1 Wind Energy Facility

Twelve (12) proposed renewable energy projects were considered within a 35km radius of the proposed development as shown in **Figure 14** and **Table 12** below[12]. In the case of the proposed Beaufort West WEF, Trakas WEF, Koup 2 WEF, and Kwagga 1, 2 and 3 WEFs, the authors did the 12-months pre-construction monitoring and are therefore well acquainted with the sites and the proposed mitigation measures. No operational renewable energy facilities were identified. The authorised projects were identified using the latest (July 2021) Renewable Energy EIA Application Database for SA from the Department of Fisheries, Forestry and Environment (DFFE), in conjunction with information provided by Independent Power Producers (IPPs) operating in the broader region. It should be noted that this list is based on information available at the time of writing this report and as such there may be other renewable energy projects proposed within the study area.

[12] According to the DFFE database, the environmental authorisation of a ninth project, the 300MW Steenrotsfontein PV facility has lapsed or has been withdrawn.

Table 12: Renewable energy developments proposed within a 35km radius of the proposed Heuweltjies WEF.

Project	DEA Reference No	Technology	Capacity	Max number of turbines	Land parcel area km²	Status of Application / Development
Proposed Beaufort West Wind Farm	12/12/20/1784/1	Wind	140 MW	70	43	Approved
Proposed Trakas Wind Farm	12/12/20/1784/2	Wind	140 MW	70	54	Approved
Jessa Z	TBA	Wind	220 MW	35	39	EIA in process
Jessa M	TBA	Wind	220 MW	29	31	EIA in process
Jessa S	TBA	Wind	203 MW	28	25	EIA in process
Proposed Leeu Gamka Solar Power Plant	12/12/20/2296	Solar	-	n/a	199	EIA in Process
Proposed Koup 1 WEF	TBA	Wind	140 MW	32	28	EIA in Process
Proposed Koup 2 WEF	TBA	Wind	140 MW	32	24	EIA in Process
Proposed Kwagga WEF 1	TBA	Wind	279 MW	45	51	EIA in Process
Proposed Kwagga WEF 2	TBA	Wind	341 MW	55	91	EIA in Process
Proposed Kwagga WEF 3	TBA	Wind	204.6 MW	33	94	EIA in Process
Proposed Kraaltjies WEF	TBA	Wind	240 MW	20	40	EIA in Process

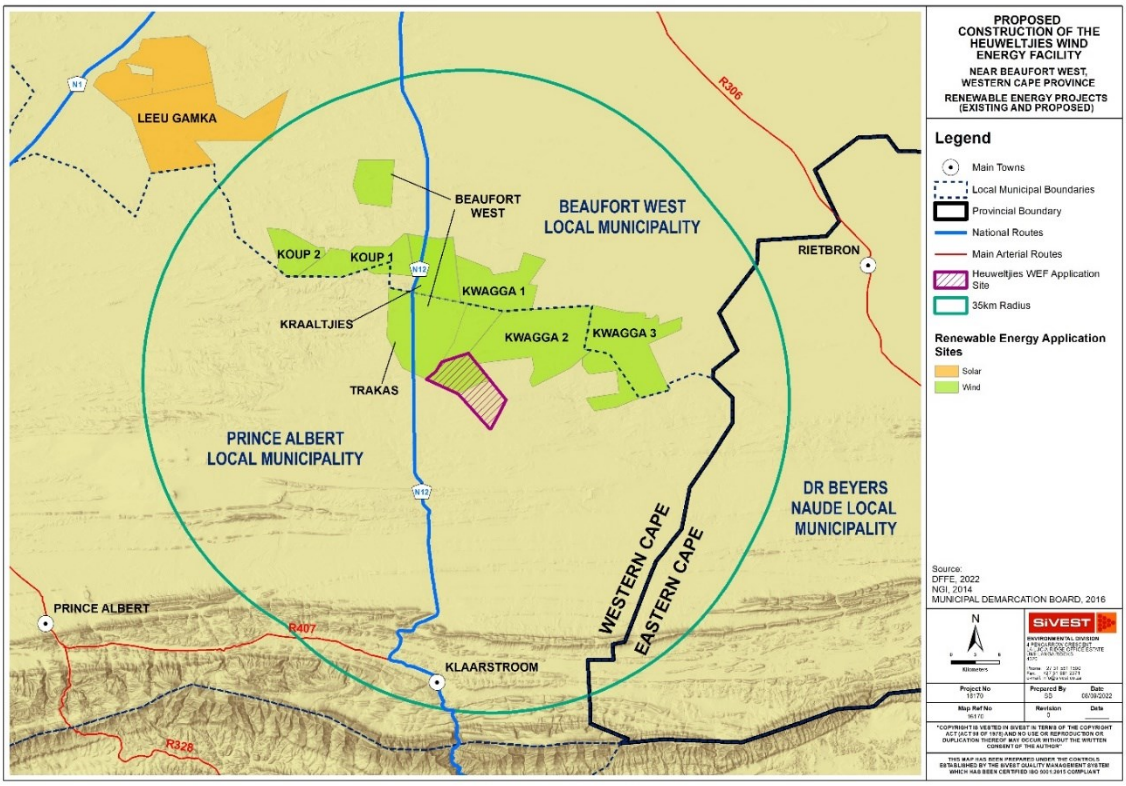

Figure 14: Proposed renewable energy projects within a 35km radius around the proposed Heuweltjies WEF.

The maximum number of wind turbines which are currently proposed for the wind farms which are located within a 35km radius in similar habitat around the project site is 449. None of these have been constructed to date, and each of the planned projects must still be subject to a competitive bidding process where only the most competitive projects will obtain a power purchase agreement required for the project to proceed to construction. It is therefore unlikely that a total of 449 turbines will actually be constructed, but due to the possibility that it could happen, the precautionary principle must be applied, and it must be assumed that it will be the case. The Heuweltjies WEF will consist of up to thirty eight (38) turbines, which brings the total number of potential turbines within the 35km radius to 487. The 38 turbines of Heuweltjies WEF constitute 7.8% of the total number of planned turbines. As such, its contribution to the total number of turbines, and by implication the cumulative impact of all the planned turbines, is relatively minor.

The total land parcel area where turbines are planned, including the Heuweltjies WEF, amounts to approximately 560km², which constitutes about 10.9% of the total area of similar habitat (5 098km²) available to birds in the 35km radius around the project. The cumulative impact of the planned wind energy projects at the time of writing is therefore still relatively low as far as the creation of high risk zones are concerned within the area contained in the 35km radius.

The impact of solar facilities on avifauna lies mainly in the habitat transformation associated with the construction of PV solar panels, which transforms vast areas of natural habitat significantly. The total land parcel area of the currently planned PV facilities amounts to about 199km², which equates to about 3.9% of similar habitat available in a 35km radius around the project site, which is low.

The land parcel area of the proposed Heuweltjies WEF amounts to about 5.3% of the total amount of land parcel area designated for renewable energy developments, and less than 1% of the total area available in the 35km radius. The contribution of the Heuweltjies WEF to the cumulative impact of all the renewable energy facilities is therefore low as far as potential displacement of priority species due to habitat transformation is concerned. The combined land parcel area of all the planned renewable energy land parcels (both wind and solar) is approximately 759km², which equates to just over 14% of the available habitat in a 35km radius around the project site, which is moderate.

The cumulative impact of all the planned renewable energy facilities in this area is assessed to be medium pre-mitigation, and low post-mitigation. (see Table 13 below).

Table 13: Rating of cumulative impacts: WEF

ENVIRONMENTAL PARAMETER	ISSUE / IMPACT / ENVIRONMENTAL EFFECT/ NATURE	ENVIRONMENTAL SIGNIFICANCE BEFORE MITIGATION									RECOMMENDED MITIGATION MEASURES	ENVIRONMENTAL SIGNIFICANCE AFTER MITIGATION								
		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S		E	P	R	L	D	I / M	TOTAL	STATUS (+ OR -)	S
Cumulative impacts																				
Avifauna	(1) Mortality due to collisions with the wind turbines (2) Displacement due to disturbance during construction and operation of the wind farm (3) Displacement due to habitat change and loss at the wind farm (4) Mortality due to electrocution on the electrical infrastructure	1	4	2	3	3	3	39	-	Medium	All the mitigation measures listed in the various bird specialist studies compiled for the eleven (11) renewable energy facilities within a 35km radius around the project.	1	2	2	3	3	2	22	-	Low

6.5 Conditions for inclusion in the EMPr: WEF

Please see Appendix 7 for the monitoring requirements to be included in the EMPr for the WEF.

7. COMPARATIVE ASSESSMENT OF ALTERNATIVES

7.1 Wind Energy Facility

Table 14 below provides a summary of the proposed alternatives relating to the WEF and associated infrastructure, namely the two on-site substation options (including the lay down area options, BESS and O & M building).

Key

PREFERRED	The alternative will result in a low impact / reduce the impact / result in a positive impact
FAVOURABLE	The impact will be relatively insignificant
LEAST PREFERRED	The alternative will result in a high impact / increase the impact
NO PREFERENCE	The alternative will result in equal impacts

Table 14: Comparative assessment of WEF components

Alternative	Preference	Reasons
SUBSTATION SITE ALTERNATIVES		
Substation Option 1	The alternative will result in equal impacts	Both the options are located in similar habitat namely Nama Karoo shrub. There is therefore no specific preference for one site above the other, due to the impacts being identical in scope and nature. Both options are acceptable.
Substation Option 2	The alternative will result in equal impacts	The alternative will result in equal impacts. Both the options are located in similar habitat namely Nama Karoo shrub. There is therefore no specific preference for one site above the other, due to the impacts being identical in scope and nature. Both options are acceptable.

7.2 No-Go Alternative

7.2.1 Wind Energy Facility

The no-go alternative will result in the current *status quo* being maintained as far as avifauna are concerned. The low human population in the area is definitely advantageous to sensitive avifauna, especially Red Data species. The no-go option would eliminate any additional impact on the ecological integrity of the proposed project site as far as avifauna is concerned.

8. CONCLUSION AND SUMMARY

8.1 Summary of Findings

8.1.1 Wind Energy Facility

The proposed Heuweltjies WEF will have several potential impacts on priority avifauna. These impacts are the following:

- Displacement of priority species due to disturbance linked to construction activities associated with the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling) in the construction phase.
- Displacement due to habitat transformation associated with the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling) in the construction phase.
- Collision mortality caused by the wind turbines in the operational phase.
- Electrocution on the 11-33kV MV overhead lines (if any) in the operational phase.
- Collisions with the 11-33kV MV overhead lines (if any) in the operational phase.
- Displacement of priority species due to disturbance linked to dismantling activities in the decommissioning phase.

8.1.1.1 Displacement of priority species due to disturbance linked to construction activities associated with the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling) in the construction phase.

It is inevitable that a measure of displacement will take place for all priority species during the construction phase, due to the disturbance factor associated with the construction activities. This is likely to affect ground nesting species the most, as this could temporarily disrupt their reproductive cycle. Species which fall in this category are Ludwig's Bustard, Blue Crane, Double-banded Courser, Karoo Korhaan, Kori Bustard and Spotted Eagle-Owl. Some raptors might also be affected, e.g., Pale Chanting Goshawks which could potentially breed in the small *Vachellia* trees in the drainage lines, and Greater Kestrels which are breeding at the application site. A major concern is the Martial Eagle pair that breeds on Tower 162 of the Droërivier Proteus 1 - 400kV HV line. Martial Eagles are very sensitive to disturbance but the proposed 5km No-Go buffer zone around the nest, which falls outside of the WEF study area, should prevent any disturbance factor during the construction phase of the wind farm. Some species might be able to recolonise the area after the completion of the construction phase, but for some species this might only be partially the case, resulting in lower densities than before once the WEF is operational, due to the disturbance factor of the operational turbines. The impact is rated as **medium** but could be mitigated to **low** levels.

8.1.1.2 Displacement due to habitat transformation in the construction phase associated with the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling).

The network of roads is likely to result in significant habitat fragmentation, and it could have an effect on the density of several species, particularly larger terrestrial species such as Ludwig's Bustard and Karoo Korhaan. Given the current density of the proposed wind farm and associated road infra-structure, it is not expected that any priority species will be permanently displaced from the study area. The alternative substation locations are all situated in essentially the same habitat, i.e., Karoo scrub. The habitat is not particularly sensitive, as far as avifauna is concerned, therefore any of the alternative locations will be acceptable. The same goes for the alternative laydown and compound areas which fall wihtin the substation assessment area. The impact is rated as **low** both pre- and post-mitigation.

8.1.1.3 Collision mortality caused by the wind turbines in the operational phase.

The proposed Heuweltjies WEF will pose a collision risk to several priority species which could occur regularly at the site. Species exposed to this risk are large terrestrial species i.e., mostly bustards such as Karoo Korhaan, Kori Bustard, Ludwig's Bustard, and Blue Crane[13], although bustards and cranes generally seem to be not as vulnerable to turbine collisions as was originally anticipated (Ralston-Paton & Camagu 2019). Soaring priority species, i.e., raptors such as Martial Eagle, Pale Chanting Goshawk, Lanner Falcon, Booted Eagle and Greater Kestrel are most at risk of all the priority species likely to occur regularly at the project site. The impact is rated as **medium** pre-mitigation and **low** post-mitigation.

8.1.1.4 Electrocution on the 11-33kV MV overhead lines (if any) in the operational phase.

While the intention is to place the 11-33kV reticulation network underground where possible, there are areas where the lines might have to run above ground, for technical reasons. In these instances, the poles could potentially pose an electrocution risk to raptors, including Red Data species such as Martial Eagle. The impact is rated as **medium** pre-mitigation and **low** post-mitigation.

8.1.1.5 Collisions with the 11-33kV MV overhead lines (if any) in the operational phase.

While the intention is to place the 11-33kV reticulation network underground where possible, there are areas where the lines might have to run above ground, for technical reasons. In these instances, the line could potentially pose a collision risk to various species, particularly large terrestrial species including Red Data species such as Ludwig's Bustard, Blue Crane, Karoo Korhaan and Secretarybird and various waterbirds when the dams are full, and the drainage lines contain water. The impact is rated as **medium** pre-mitigation and **low** post-mitigation.

8.1.1.6 Displacement of priority species due to disturbance linked to dismantling activities in the decommissioning phase.

The impact is likely to be similar to the construction phase.

[13] Although the species is unlikely to occur regularly.

8.1.1.7 Cumulative impacts.

The maximum number of wind turbines which are currently proposed for the wind farms which are located within a 35km radius in similar habitat around the project site is 449. None of these have been constructed to date, and each of the planned projects must still be subject to a competitive bidding process where only the most competitive projects will obtain a power purchase agreement required for the project to proceed to construction. It is therefore unlikely that a total of 449 turbines will actually be constructed, but due to the possibility that it could happen, the precautionary principle must be applied, and it must be assumed that it will be the case. The Heuweltjies WEF will consist of up to thirty eight (38) turbines, which brings the total number of potential turbines within the 35km radius to 487. The 38 turbines of Heuweltjies WEF constitute 7.8% of the total number of planned turbines. As such, its contribution to the total number of turbines, and by implication the cumulative impact of all the planned turbines, is relatively minor.

The total land parcel area where turbines are planned, including the Heuweltjies WEF, amounts to approximately 560km², which constitutes about 10.9% of the total area of similar habitat (5 098km²) available to birds in the 35km radius around the project. The cumulative impact of the planned wind energy projects at the time of writing is therefore still relatively low as far as the creation of high risk zones are concerned within the area contained in the 35km radius.

The impact of solar facilities on avifauna lies mainly in the habitat transformation associated with the construction of PV solar panels, which transforms vast areas of natural habitat significantly. The total land parcel area of the currently planned PV facilities amounts to about 199km², which equates to about 3.9% of similar habitat available in a 35km radius around the project site, which is low.

The land parcel area of the proposed Heuweltjies WEF amounts to about 5.3% of the total amount of land parcel area designated for renewable energy developments, and less than 1% of the total area available in the 35km radius. The contribution of the Heuweltjies WEF to the cumulative impact of all the renewable energy facilities is therefore low as far as potential displacement of priority species due to habitat transformation is concerned. The combined land parcel area of all the planned renewable energy land parcels (both wind and solar) is approximately 759km², which equates to just over 14% of the available habitat in a 35km radius around the project site, which is moderate.

The cumulative impact of all the planned renewable energy facilities in this area is assessed to be **medium** pre-mitigation, and **low** post-mitigation. **Table 15** summarises the expected impacts of the proposed WEF and proposed mitigation measures per impact.

Table 15: Overall Impact Significance for the WEF (Pre- and Post-Mitigation)

Nature of impact and Phase	Overall Impact Significance (Pre -Mitigation)	Proposed mitigation	Overall Impact Significance (Post - Mitigation)
Construction: Displacement due to disturbance associated with the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling)	Medium	(1) Construction activity should be restricted to the immediate footprint of the infrastructure as far as possible. Access to the remainder of the area should be strictly controlled to prevent unnecessary disturbance of priority species. (2) Measures to control noise and dust should be applied according to current best practice in the industry.	Low
Construction: Displacement due to habitat transformation associated with the proposed WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling)	Low	(1) Removal of vegetation must be restricted to a minimum and must be rehabilitated to its former state where possible after construction. (2) Construction of new roads should only be considered if existing roads cannot be upgraded. (3) The recommendations of the ecological and botanical specialist studies must be strictly implemented, especially as far as limitation of the activity footprint is concerned.	Low
Operational: Collisions with the turbines	Medium	(1) No turbines should be located in the buffer zones around major drainage lines, waterpoints and dams. (2) A 250m circular No-Go (no turbines) buffer zone must be implemented around the Great Kestrel nest at the Heuweltjies application site. (3) A 5km circular No-Go (no turbines) buffer zone must be implemented around the Martial Eagle nest on Tower 162 of the Droërivier Proteus 1 400kV transmission line. (4) Live-bird monitoring and carcass searches should be implemented in the operational phase, as per the most recent edition of the Best Practice Guidelines at the time (Jenkins et al. 2015) to assess collision rates.	Low

Nature of impact and Phase	Overall Impact Significance (Pre -Mitigation)	Proposed mitigation	Overall Impact Significance (Post - Mitigation)
		(5) If estimated annual collision rates indicate unacceptable mortality levels of priority species, i.e., if it exceeds the mortality threshold determined by the avifaunal specialist after consultation with other avifaunal specialists and BirdLife South Africa, additional measures will have to be implemented which could include shut down on demand or other proven recommended measures.	
Operational: Electrocutions on the 11-33kV MV network	Medium	(1) Underground cabling should be used as much as is practically possible. (2) If the use of overhead lines is unavoidable due to technical reasons, the Avifaunal Specialist must be consulted timeously to ensure that a raptor friendly pole design is used, and that appropriate mitigation is implemented pro-actively for complicated pole structures e.g., insulation of live components to prevent electrocutions on terminal structures and pole transformers. (3) Regular inspections of the overhead sections of the internal reticulation network must be conducted during the operational phase to look for carcasses, as per the most recent edition of the Best Practice Guidelines at the time (Jenkins et al. 2015).	Low
Operational: Collisions with the 11-33kV MV network	Medium	Bird flight diverters should be installed on all the overhead line sections for the full span length according to the applicable Eskom standard. These devices must be installed as soon as the conductors are strung.	Low
Decommissioning: Displacement due to disturbance	Medium	1) Dismantling activity should be restricted to the immediate footprint of the infrastructure as far as possible. Access to the remainder of the area should be strictly controlled to prevent unnecessary disturbance of priority species.	Low

Nature of impact and Phase	Overall Impact Significance (Pre -Mitigation)	Proposed mitigation	Overall Impact Significance (Post - Mitigation)
		(2) Measures to control noise and dust should be applied according to current best practice in the industry.	
Cumulative impacts	Medium	All the mitigation measures listed in the various bird specialist studies compiled for the eleven (11) renewable energy facilities within a 35km radius around the project.	Low

8.2 Conclusion and Impact Statement

8.2.1 Wind Energy Facility

The proposed Heuweltjies WEF and associated infrastructure (roads, substation, BESS, laydown area and internal cabling) will have a moderate impact on avifauna which, in most instances, could be reduced to a low impact through appropriate mitigation. The alternative substations (inclusive of the laydown areas) are all situated in essentially the same habitat, i.e. Karoo scrub. The habitat is not particularly sensitive, as far as avifauna is concerned, therefore any of the alternative locations will be acceptable. No fatal flaws were discovered in the course of the onsite investigations. The development is therefore supported, provided the mitigation measures listed in this report are strictly implemented.

9. POST CONSTRUCTION PROGRAMME

The new procedures and minimum criteria for reporting on identified environmental themes in terms of Sections 24(5)(a) and (h) and 44 of NEMA came into force in March 2020. According to these regulations, a detailed post-construction monitoring programme must be included as part of the bird specialist study. See Appendix 9 for a proposed programme.

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APPENDIX 1: TERMS OF REFERENCE

1. SPECIALIST REPORT REQUIREMENTS

1.1 Site Sensitivity Verification and Reporting

The requirements for Specialist Studies being undertaken in support of applications for Environmental Authorisation are specified in **Appendix 6** of the 2014 NEMA EIA Regulations (as amended), as well as the Assessment Protocols that were published on 20 March 2020, in Government Gazette 43110, GN 320. These protocols stipulate the Procedures for the Assessment and Minimum Criteria for reporting on identified environmental themes in terms of Sections 24(5)(A) and (H) and 44 of the NEMA, when applying for EA.

The Assessment Protocols as per GN320 are as follows:

- **PART A:** This relates to the Site Sensitivity Verification (SSV) and Reporting requirements where a Specialist Assessment is required but no specific Assessment Protocol has been prescribed. In this instance, specialist assessment must comply with **Appendix 6** of the 2014 NEMA EIA Regulations (as amended). However, the current use of the land and the environmental sensitivity of the site under consideration as identified by the DFFE Screening Tool must be verified and confirmed and an SSV report must be compiled and included as an appendix to the Specialist Assessment. Where there are no sensitivity layers on the Screening Tool for a particular Specialist Assessment, then this must be stated in the actual Specialist Assessment and in the accompanying SSV report.
- **PART B:** This relates to the Site Sensitivity Verification (SSV) and Reporting requirements where a Specialist Assessment is required and a specific Assessment Protocol has been prescribed. The following Assessment Protocols are relevant to the proposed project:
    - Agriculture
    - Terrestrial Biodiversity
    - Aquatic Biodiversity
    - Avifauna
    - Civil Aviation
    - Defence
    - Noise Assessment
    - Terrestrial Plant Species
    - Terrestrial Animal Species

1.2 Specialist Assessment Reports / Compliance Statements

Specialists are requested to provide ***one (1)*** scoping phase report and / or compliance statement that provides an assessment of the proposed Heuweltjies WEF ***and*** the associated grid connection infrastructure (132kV overhead power line on-site switching / collector substation). The report should however include separate assessment and impact rating chapters/sections for the WEF and the grid connection proposals respectively.

During the EIA phase, specialists will be required to update the scoping phase specialist report to provide a review of their findings in accordance with revised site layouts and to address any comments or concerns arising from the public participation process.

The specialist assessment reports and / or compliance statements should include the following sections:

1.2.1 Project Description

The specialist report must include the project description as provided above.

1.2.2 Terms of Reference

The specialist report must include an explanation of the terms of reference (TOR) applicable to the specialist study. Where relevant, a table must be provided at the beginning of the specialist report, listing the requirements for specialist reports in accordance with Appendix 6 of the EIA Regulations, 2014 (as amended) and cross referencing these requirements with the relevant sections in the report. An MS Word version of this table will be provided by SiVEST.

1.2.3 Legal Requirements and Guidelines

The specialist report must include a thorough overview of all applicable best practice guidelines, relevant legislation, prescribed Assessment Protocols and authority requirements.

1.2.4 Methodology

The report must include a description of the methodology applied in carrying out the specialist assessment.

1.2.5 Specialist Findings / Identification of Impacts

The report must present the findings of the specialist studies and explain the implications of these findings for the proposed development (e.g. permits, licenses etc.). This section of the report should also identify any sensitive and/or ‘no-go’ areas on the development site or within the power line assessment corridors. These areas must be mapped clearly with a supporting explanation provided.

This section of the report should also specify if any further assessment will be required.

1.2.6 Environmental Impact Assessment

The impacts (both direct and indirect) of the proposed WEF and the proposed grid connection infrastructure (during the Construction, Operation and Decommissioning phases) are to be assessed and rated *separately* according to the methodology developed by SiVEST. Specialists will be required to make use of the impact rating matrix provided (in Excel format) for this purpose, and *separate tables* must be provided for the WEF and for the grid connection infrastructure respectively. **Please note that the significance of Cumulative Impacts should also be rated in this section.** Both the methodology and the rating matrix will be provided by SiVEST.

Please be advised that this section must include mitigation measures aimed at minimising the impact of the proposed development.

1.2.7 Input To The Environmental Management Programme (EMPr)

The report must include a description of the key monitoring recommendations for each applicable mitigation measure identified for each phase of the project for inclusion in the Environmental Management Programme (EMPr) or Environmental Authorisation (EA).

Please make use of the Impact Rating Table (in Excel format) for each of the phases i.e. Design, Construction, Operation and Decommissioning.

1.2.8 Cumulative Impact Assessment

Cumulative impact assessments must be undertaken for the proposed WEF and associated grid connection infrastructure to determine the cumulative impact that will materialise if other Renewable Energy Facilities (REFs) and large scale industrial developments are constructed within 35kms of the proposed development.

The cumulative impact assessment must contain the following:

- A cumulative environmental impact statement noting whether the overall impact is acceptable; and
- A review of the specialist reports undertaken for other REFs and an indication of how the recommendations, mitigation measures and conclusion of the studies have been considered.

In order to assist the specialists in this regard, SiVEST will provide the following documentation/data:

- A summary table listing all REFs identified within 35kms of the proposed WEF;
- A map showing the location of the identified REFs; and
- KML files.

It should be noted that it is the specialist's responsibility to source the relevant EIA / BA reports that are available in the public domain. SiVEST will assist, where possible.

1.2.9 No Go Alternative

Consideration must be given to the "no-go" option in the EIA process. The "no-go" option assumes that the site remains in its current state, i.e. there is no construction of a WEF and associated infrastructure in the proposed project area and the status quo would be preserved.

1.2.10 Comparative Assessment Of Alternatives

As mentioned, alternatives for the Substation location, construction / laydown area and power line route alignment have been identified. These alternatives are being considered as part of the EIA / BA processes and as such specialists are required to undertake a comparative assessment of the alternatives mentioned above as per the latest table provided by SiVEST.

1.2.11 Conclusion / Impact Statement

The conclusion section of the specialist report must include an Impact Statement, indicating whether any fatal flaws have been identified and ultimately whether the proposed development can be authorised or not (i.e. whether EA should be granted / issued or not).

1.2.12 Executive Summary

Specialists must provide an Executive Summary summarising the findings of their report to allow for easy inclusion in the EIA / BA reports.

1.2.13 Specialist Declaration of Independence

A copy of the Specialist Declaration of Interest (DoI) form, containing original signatures, must be appended to all Draft and Final Reports. This form will be provided to the specialists. *Please note that the undertaking / affirmation under oath section of the report must be signed by a Commissioner* of Oaths.

APPENDIX 2: SPECIALIST CV

Curriculum vitae: Chris van Rooyen

Profession/Specialisation	:	Avifaunal Specialist
Highest Qualification	:	BA LLB
Nationality	:	South African
Years of experience	:	22 years

Key Experience

Chris van Rooyen has decades of experience in the assessment of avifaunal interactions with industrial infrastructure. He was employed by the Endangered Wildlife Trust as head of the Eskom-EWT Strategic Partnership from 1996 to 2007, which has received international acclaim as a model of co-operative management between industry and natural resource conservation. He is an acknowledged global expert in this field and has consulted in South Africa, Namibia, Botswana, Lesotho, New Zealand, Texas, New Mexico and Florida. He also has extensive project management experience and he has received several management awards from Eskom for his work in the Eskom-EWT Strategic Partnership. He is the author and/or co-author of 17 conference papers, co-author of two book chapters, several research reports and the current best practice guidelines for avifaunal monitoring at wind farm sites. He has completed around 130 power line assessments; and has to date been employed as specialist avifaunal consultant on more than 50 renewable energy generation projects. He has also conducted numerous risk assessments on existing power lines infrastructure. He also works outside the electricity industry and he has done a wide range of bird impact assessment studies associated with various residential and industrial developments. He serves on the Birds and Wind Energy Specialist Group which was formed in 2011 to serve as a liaison body between the ornithological community and the wind industry.

Key Project Experience

Bird Impact Assessment Studies and avifaunal monitoring for wind-powered generation facilities:

1. Eskom Klipheuwel Experimental Wind Power Facility, Western Cape
2. Mainstream Wind Facility Jeffreys Bay, Eastern Cape (EIA and monitoring)
3. Biotherm, Swellendam, (Excelsior), Western Cape (EIA and monitoring)
4. Biotherm, Napier, (Matjieskloof), Western Cape (pre-feasibility)
5. Windcurrent SA, Jeffreys Bay, Eastern Cape (2 sites) (EIA and monitoring)
6. Caledon Wind, Caledon, Western Cape (EIA)
7. Innowind (4 sites), Western Cape (EIA)
8. Renewable Energy Systems (RES) Oyster Bay, Eastern Cape (EIA and monitoring)
9. Oelsner Group (Kerriefontein), Western Cape (EIA)
10. Oelsner Group (Langefontein), Western Cape (EIA)
11. InCa Energy, Vredendal Wind Energy Facility Western Cape (EIA)
12. Mainstream Loeriesfontein Wind Energy Facility (EIA and monitoring)
13. Mainstream Noupoort Wind Energy Facility (EIA and monitoring)
14. Biotherm Port Nolloth Wind Energy Facility (Monitoring)
15. Biotherm Laingsburg Wind Energy Facility (EIA and monitoring)
16. Langhoogte Wind Energy Facility (EIA)
17. Vleesbaai Wind Energy Facility (EIA and monitoring)
18. St. Helena Bay Wind Energy Facility (EIA and monitoring)
19. Electrawind, St Helena Bay Wind Energy Facility (EIA and monitoring)
20. Electrawind, Vredendal Wind Energy Facility (EIA)
21. SAGIT, Langhoogte and Wolseley Wind Energy facilities

22. Renosterberg Wind Energy Project – 12-month preconstruction avifaunal monitoring project
23. De Aar – North (Mulilo) Wind Energy Project – 12-month preconstruction avifaunal monitoring project
24. De Aar – South (Mulilo) Wind Energy Project – 12-month bird monitoring
25. Namies – Aggenys Wind Energy Project – 12-month bird monitoring
26. Pofadder - Wind Energy Project – 12-month bird monitoring
27. Dwarsrug Loeriesfontein - Wind Energy Project – 12-month bird monitoring
28. Waaihoek – Utrecht Wind Energy Project – 12-month bird monitoring
29. Amathole – Butterworth Utrecht Wind Energy Project – 12-month bird monitoring & EIA specialist
30. Phezukomoya and San Kraal Wind Energy Projects 12-month bird monitoring & EIA specialist study (Innowind)
31. Beaufort West Wind Energy Facility 12-month bird monitoring & EIA specialist study (Mainstream)
32. Leeuwdraai Wind Energy Facility 12-month bird monitoring & EIA specialist study (Mainstream)
33. Sutherland Wind Energy Facility 12-month bird monitoring (Mainstream)
34. Maralla Wind Energy Facility 12-month bird monitoring & EIA specialist study (Biotherm)
35. Esizayo Wind Energy Facility 12-month bird monitoring & EIA specialist study (Biotherm)
36. Humansdorp Wind Energy Facility 12-month bird monitoring & EIA specialist study (Cennergi)
37. Aletta Wind Energy Facility 12-month bird monitoring & EIA specialist study (Biotherm)
38. Eureka Wind Energy Facility 12-month bird monitoring & EIA specialist study (Biotherm)
39. Makambako Wind Energy Faclity (Tanzania) 12-month bird monitoring & EIA specialist study (Windlab)
40. R355 Wind Energy Facility 12-month bird monitoring (Mainstream)
41. Groenekloof Wind Energy Facility 12-month bird monitoring & EIA specialist study (Mulilo)
42. Tsitsikamma Wind Energy Facility 24-months post-construction monitoring (Cennergi)
43. Noupoort Wind Energy Facility 24-months post-construction monitoring (Mainstream)
44. Kokerboom Wind Energy Facility 12-month bird monitoring & EIA specialist study (Business Venture Investments)
45. Kuruman Wind Energy Facility 12-month bird monitoring & EIA specialist study (Mulilo)
46. Dassieklip Wind Energy Facility 3 years post-construction monitoring (Biotherm)
47. Loeriesfontein 2 Wind Energy Facility 2 years post-construction monitoring (Mainstream)
48. Khobab Wind Energy Facility 2 years post-construction monitoring (Mainstream)
49. Excelsior Wind Energy Facility 18 months construction phase monitoring (Biotherm)
50. Boesmansberg Wind Energy Facility 12-months pre-construction bird monitoring (juwi)
51. Mañhica Wind Energy Facility, Mozambique, 12-months pre-construction monitoring (Windlab)
52. Kwagga Wind Energy Facility, Beaufort West, 12-months pre-construction monitoring (ABO)
53. Pienaarspoort Wind Energy Facility, Touws River, Western Cape, 12-months pre-construction monitoring (ABO).
54. Koup 1 and 2 Wind Energy Facilities, Beaufort West, Western Cape, 12 months pre-construction monitoring (Genesis Eco-energy)
55. Duiker Wind Energy Facility, Vredendal, Western Cape 12 months pre-construction monitoring (ABO)
56. Perdekraal East Wind Energy Facility, Touws River, Western Cape, 18 months construction phase monitoring (Mainstream).
57. Swellendam Wind Energy Facility, Western Cape, 12-month pre-construction monitoring (Veld Renewables)
58. Lombardskraal Wind Energy Facility, Western Cape, 12-month pre-construction monitoring (Enertrag SA)
59. Mainstream Kolkies & Heuweltjies Wind Energy Facilities, Western Cape, 12-month pre-construction monitoring (Mainstream)
60. Great Karoo Wind Energy Facility, Northern Cape, 12-month pre-construction monitoring (African Green Ventures).
61. Mpumalanga & Gauteng Wind and Hybrid Energy Facilities (6x), pre-construction monitoring (Enertrag SA)
62. Dordrecht Wind Energy Facilities, Eastern Cape, Screening Report (Enertrag SA)

63. Dordrecht Wind Energy Facilities, Eastern Cape, Screening Report (ACED)
64. Nanibees North & South Wind Energy Facilities, Northern Cape, Screening Report (juwi)
65. Sutherland Wind Energy Facilities, Northern Cape, Screening Report (WKN Windcurrent)
66. Pofadder Wind Energy Facility, Northren Cape, Screening Report (Atlantic Energy)
67. Haga Haga Wind Energy Facility, Eastern Cape, Amendment Report (WKN Windcurrent)
68. Banken Wind Energy Facility, Northern Cape, Screening Report (Atlantic Energy)
69. Hartebeest Wind Energy Facility, Western Cape, 12-month pre-construction monitoring (juwi).

Bird Impact Assessment Studies for Solar Energy Plants:

1. Concentrated Solar Power Plant, Upington, Northern Cape.
2. Globeleq De Aar and Droogfontein Solar PV Pre- and Post-construction avifaunal monitoring
3. JUWI Kronos PV project, Copperton, Northern Cape
4. Sand Draai CSP project, Groblershoop, Northern Cape
5. Biotherm Helena PV Project, Copperton, Northern Cape
6. Biotherm Letsiao CSP Project, Aggeneys, Northern Cape
7. Biotherm Enamandla PV Project, Aggeneys, Northern Cape
8. Biotherm Sendawo PV Project, Vryburg, North-West
9. Biotherm Tlisitseng PV Project, Lichtenburg, North-West
10. JUWI Hotazel Solar Park Project, Hotazel, Northern Cape
11. Namakwa Solar Project, Aggeneys, Northern Cape
12. Brypaal Solar Power Project, Kakamas, Northern Cape
13. ABO Vryburg 1,2,3 Solar PV Project, Vryburg, North-West
14. NamPower CSP Facility near Arandis, Namibia
15. Dayson Klip PV Facility near Upington, Northern Cape
16. Geelkop PV Facility near Upington, Northern Cape
17. Oya PV Facility, Ceres, Western Cape
18. Vrede and Rondawel PV Facilities, Free State
19. Kolkies & Sadawa PV Facilities, Western Cape
20. Leeuwbosch PV1 and 2 and Wildebeeskuil PV1 and 2 Facilities, North-West
21. Kenhardt PV 3,4 and 5, Northern Cape
22. Wittewal PV, Grootfontein PV and Hoekdoornen PV Facilities, Touws River, Western Cape

Bird Impact Assessment Studies for the following overhead line projects:

1. Chobe 33kV Distribution line
2. Athene - Umfolozi 400kV
3. Beta-Delphi 400kV
4. Cape Strengthening Scheme 765kV
5. Flurian-Louis-Trichardt 132kV
6. Ghanzi 132kV (Botswana)
7. Ikaros 400kV
8. Matimba-Witkop 400kV
9. Naboomspruit 132kV
10. Tabor-Flurian 132kV
11. Windhoek - Walvisbaai 220 kV (Namibia)
12. Witkop-Overyssel 132kV
13. Breyten 88kV
14. Adis-Phoebus 400kV
15. Dhuva-Janus 400kV
16. Perseus-Mercury 400kV
17. Gravelotte 132kV
18. Ikaros 400 kV
19. Khanye 132kV (Botswana)
20. Moropule – Thamaga 220 kV (Botswana)

21. Parys 132kV
22. Simplon –Everest 132kV
23. Tutuka-Alpha 400kV
24. Simplon-Der Brochen 132kV
25. Big Tree 132kV
26. Mercury-Ferrum-Garona 400kV
27. Zeus-Perseus 765kV
28. Matimba B Integration Project
29. Caprivi 350kV DC (Namibia)
30. Gerus-Mururani Gate 350kV DC (Namibia)
31. Mmamabula 220kV (Botswana)
32. Steenberg-Der Brochen 132kV
33. Venetia-Paradise T 132kV
34. Burgersfort 132kV
35. Majuba-Umfolozi 765kV
36. Delta 765kV Substation
37. Braamhoek 22kV
38. Steelpoort Merensky 400kV
39. Mmamabula Delta 400kV
40. Delta Epsilon 765kV
41. Gerus-Zambezi 350kV DC Interconnector: Review of proposed avian mitigation measures for the Okavango and Kwando River crossings
42. Giyani 22kV Distribution line
43. Liqhobong-Kao 132/11kV distribution power line, Lesotho
44. 132kV Leslie – Wildebeest distribution line
45. A proposed new 50 kV Spoornet feeder line between Sishen and Saldanha
46. Cairns 132kv substation extension and associated power lines
47. Pimlico 132kv substation extension and associated power lines
48. Gyani 22kV
49. Matafin 132kV
50. Nkomazi_Fig Tree 132kV
51. Pebble Rock 132kV
52. Reddersburg 132kV
53. Thaba Combine 132kV
54. Nkomati 132kV
55. Louis Trichardt – Musina 132kV
56. Endicot 44kV
57. Apollo Lepini 400kV
58. Tarlton-Spring Farms 132kV
59. Kuschke 132kV substation
60. Bendstore 66kV Substation and associated lines
61. Kuiseb 400kV (Namibia)
62. Gyani-Malamulele 132kV
63. Watershed 132kV
64. Bakone 132kV substation
65. Eerstegoud 132kV LILO lines
66. Kumba Iron Ore: SWEP - Relocation of Infrastructure
67. Kudu Gas Power Station: Associated power lines
68. Steenberg Booysendal 132kV
69. Toulon Pumps 33kV
70. Thabatshipi 132kV
71. Witkop-Silica 132kV
72. Bakubung 132kV
73. Nelsriver 132kV
74. Rethabiseng 132kV
75. Tilburg 132kV
76. GaKgapane 66kV
77. Knobel Gilead 132kV

78. Bochum Knobel 132kV
79. Madibeng 132kV
80. Witbank Railway Line and associated infrastructure
81. Spencer NDP phase 2 (5 lines)
82. Akanani 132kV
83. Hermes-Dominion Reefs 132kV
84. Cape Pensinsula Strengthening Project 400kV
85. Magalakwena 132kV
86. Benficosa 132kV
87. Dithabaneng 132kV
88. Taunus Diepkloof 132kV
89. Taunus Doornkop 132kV
90. Tweedracht 132kV
91. Jane Furse 132kV
92. Majeje Sub 132kV
93. Tabor Louis Trichardt 132kV
94. Riversong 88kV
95. Mamatsekele 132kV
96. Kabokweni 132kV
97. MDPP 400kV Botswana
98. Marble Hall NDP 132kV
99. Bokmakiere 132kV Substation and LILO lines
100. Styldrift 132kV
101. Taunus – Diepkloof 132kV
102. Bighorn NDP 132kV
103. Waterkloof 88kV
104. Camden – Theta 765kV
105. Dhuva – Minerva 400kV Diversion
106. Lesedi –Grootpan 132kV
107. Waterberg NDP
108. Bulgerivier – Dorset 132kV
109. Bulgerivier – Toulon 132kV
110. Nokeng-Fluorspar 132kV
111. Mantsole 132kV
112. Tshilamba 132kV
113. Thabamoopo - Tshebela – Nhlovuko 132kV
114. Arthurseat 132kV
115. Borutho 132kV MTS
116. Volspruit - Potgietersrus 132kV
117. Neotel Optic Fibre Cable Installation Project: Western Cape
118. Matla-Glockner 400kV
119. Delmas North 44kV
120. Houwhoek 11kV Refurbishment
121. Clau-Clau 132kV
122. Ngwedi-Silwerkrans 134kV
123. Nieuwehoop 400kV walk-through
124. Booysendal 132kV Switching Station
125. Tarlton 132kV
126. Medupi - Witkop 400kV walk-through
127. Germiston Industries Substation
128. Sekgame 132kV
129. Botswana – South Africa 400kV Transfrontier Interconnector
130. Syferkuil – Rampheri 132kV
131. Queens Substation and associated 132kV powerlines
132. Oranjemond 400kV Transmission line
133. Aries – Helios – Juno walk-down
134. Kuruman Phase 1 and 2 Wind Energy facilities 132kV Grid connection
135. Transnet Thaba 132kV

Bird Impact Assessment Studies for the following residential and industrial developments:

1. Lizard Point Golf Estate
2. Lever Creek Estates
3. Leloko Lifestyle Estates
4. Vaaloewers Residential Development
5. Clearwater Estates Grass Owl Impact Study
6. Somerset Ext. Grass Owl Study
7. Proposed Three Diamonds Trading Mining Project (Portion 9 and 15 of the Farm Blesbokfontein)
8. N17 Section: Springs To Leandra –"Borrow Pit 12 And Access Road On (Section 9, 6 And 28 Of The Farm Winterhoek 314 Ir)
9. South African Police Services Gauteng Radio Communication System: Portion 136 Of The Farm 528 Jq, Lindley.
10. Report for the proposed upgrade and extension of the Zeekoegat Wastewater Treatment Works, Gauteng.
11. Bird Impact Assessment for Portion 265 (a portion of Portion 163) of the farm Rietfontein 189-JR, Gauteng.
12. Bird Impact Assessment Study for Portions 54 and 55 of the Farm Zwartkop 525 JQ, Gauteng.
13. Bird Impact Assessment Study Portions 8 and 36 of the Farm Nooitgedacht 534 JQ, Gauteng.
14. Shumba's Rest Bird Impact Assessment Study
15. Randfontein Golf Estate Bird Impact Assessment Study
16. Zilkaatsnek Wildlife Estate
17. Regenstein Communications Tower (Namibia)
18. Avifaunal Input into Richards Bay Comparative Risk Assessment Study
19. Maquasa West Open Cast Coal Mine
20. Glen Erasmia Residential Development, Kempton Park, Gauteng
21. Bird Impact Assessment Study, Weltevreden Mine, Mpumalanga
22. Bird Impact Assessment Study, Olifantsvlei Cemetery, Johannesburg
23. Camden Ash Disposal Facility, Mpumalanga
24. Lindley Estate, Lanseria, Gauteng
25. Proposed open cast iron ore mine on the farm Lylyveld 545, Northern Cape
26. Avifaunal monitoring for the Sishen Mine in the Northern Cape as part of the EMPr requirements
27. Steelpoort CNC Bird Impact Assessment Study

Professional affiliations

I work under the supervision of and in association with Albert Froneman (MSc Conservation Biology) (SACNASP Zoological Science Registration number 400177/09) as stipulated by the Natural Scientific Professions Act 27 of 2003.

Curriculum vitae: Albert Froneman

Profession/Specialisation	:	Avifaunal Specialist
Highest Qualification	:	MSc (Conservation
Biology) Nationality	:	South African
Years of experience	:	22 years

Key Qualifications

Albert Froneman (*Pr.Sci.Nat*) has more than 22 years' experience in the management of avifaunal interactions with industrial infrastructure. He holds a M.Sc. degree in Conservation Biology from the University of Cape Town. He managed the Airports Company South Africa (ACSA) – Endangered Wildlife Trust Strategic Partnership from 1999 to 2008 which has been internationally recognized for its achievements in addressing airport wildlife hazards in an environmentally sensitive manner at ACSA's airports across South Africa. Albert is recognized worldwide as an expert in the field of bird hazard management on airports and has worked in South Africa, Swaziland, Botswana, Namibia, Kenya, Israel, and the USA. He has served as the vice chairman of the International Bird Strike Committee and has presented various papers at international conferences and workshops. At present he is consulting to ACSA with wildlife hazard management on all their airports. He also an accomplished specialist ornithological consultant outside the aviation industry and has completed a wide range of bird impact assessment studies. He has co-authored many avifaunal specialist studies and pre-construction monitoring reports for proposed renewable energy developments across South Africa. He also has vast experience in using Geographic Information Systems to analyse and interpret avifaunal data spatially and derive meaningful conclusions. Since 2009 Albert has been a registered Professional Natural Scientist (reg. nr 400177/09) with The South African Council for Natural Scientific Professions, specialising in Zoological Science.

KEY PROJECT EXPERIENCE

Renewable Energy Facilities – avifaunal monitoring projects in association with Chris van Rooyen Consulting

1. Jeffrey's Bay Wind Farm – 12-months preconstruction avifaunal monitoring project
2. Oysterbay Wind Energy Project – 12-months preconstruction avifaunal monitoring project
3. Ubuntu Wind Energy Project near Jeffrey's Bay – 12-months preconstruction avifaunal monitoring project
4. Bana-ba-Pifu Wind Energy Project near Humansdorp – 12-months preconstruction avifaunal monitoring project
5. Excelsior Wind Energy Project near Caledon – 12-months preconstruction avifaunal monitoring project
6. Laingsburg Spitskopvlakte Wind Energy Project – 12-months preconstruction avifaunal monitoring project
7. Loeriesfontein Wind Energy Project Phase 1, 2 & 3 – 12-months preconstruction avifaunal monitoring project
8. Noupoort Wind Energy Project – 12-months preconstruction avifaunal monitoring project
9. Vleesbaai Wind Energy Project – 12-months preconstruction avifaunal monitoring project
10. Port Nolloth Wind Energy Project – 12-months preconstruction avifaunal monitoring project
11. Langhoogte Caledon Wind Energy Project – 12-months preconstruction avifaunal monitoring project
12. Lunsklip – Stilbaai Wind Energy Project – 12-months preconstruction avifaunal monitoring project

13. Indwe Wind Energy Project – 12-months preconstruction avifaunal monitoring project
14. Zeeland St Helena bay Wind Energy Project – 12-months preconstruction avifaunal monitoring project
15. Wolseley Wind Energy Project – 12-months preconstruction avifaunal monitoring project
16. Renosterberg Wind Energy Project – 12-months preconstruction avifaunal monitoring project
17. De Aar – North (Mulilo) Wind Energy Project – 12-months preconstruction avifaunal monitoring project (2014)
18. De Aar – South (Mulilo) Wind Energy Project – 12-months bird monitoring
19. Namies – Aggenys Wind Energy Project – 12-months bird monitoring
20. Pofadder - Wind Energy Project – 12-months bird monitoring
21. Dwarsrug Loeriesfontein - Wind Energy Project – 12-months bird monitoring
22. Waaihoek – Utrecht Wind Energy Project – 12-months bird monitoring
23. Amathole – Butterworth Wind Energy Project – 12-months bird monitoring & EIA specialist study
24. De Aar and Droogfontein Solar PV Pre- and Post-construction avifaunal monitoring
25. Makambako Wind Energy Faclity (Tanzania) 12-month bird monitoring & EIA specialist study (Windlab)
26. R355 Wind Energy Facility 12-month bird monitoring (Mainstream)
27. Aletta Wind Energy Facility 12-month bird monitoring (Biotherm)
28. Maralla Wind Energy Facility 12-month bird monitoring (Biotherm)
29. Groenekloof Wind Energy Facility 12-month bird monitoring & EIA specialist study (Mulilo)
30. Tsitsikamma Wind Energy Facility 24-months post-construction monitoring (Cennergi)
31. Noupoort Wind Energy Facility 24-months post-construction monitoring (Mainstream)
32. Kokerboom Wind Energy Facility 12-month bird monitoring & EIA specialist study (Business Venture Investments)
33. KurumanWind Energy Facility 12-month bird monitoring & EIA specialist study (Mulilo)
34. Mañhica Wind Energy Facility 12-month bird monitoring & EIA specialist study (Windlab)
35. Klipheuwel-Dassiefontein Wind Energy Facility, Caledon, Western Cape – Operational phase bird monitoring – Year 5 (Klipheuwel-Dassiefontein Wind Energy Facility)
36. Kwagga Wind Energy Facility, Beaufort West, 12-months pre-construction monitoring (ABO)
37. Pienaarspoort Wind Energy Facility, Touws River, Western Cape, 12-months pre-construction monitoring (ABO). Koup 1 and 2 Wind Energy Facilities, Beaufort West, Western Cape, 12 months pre-construction monitoring (Genesis Eco-energy)
38. Duiker Wind Energy Facility, Vredendal, Western Cape 12 months pre-construction monitoring (ABO)
39. Perdekraal East Wind Energy Facility, Touws River, Western Cape, 18 months construction phase monitoring (Mainstream).
40. Swellendam Wind Energy Facility, Western Cape, 12-month pre-construction monitoring (Veld Renewables)
41. Lombardskraal Wind Energy Facility, Western Cape, 12-month pre-construction monitoring (Enertrag SA)
42. Mainstream Kolkies & Heuweltjies Wind Energy Facilities, Western Cape, 12-month pre- construction monitoring (Mainstream)
43. Great Karoo Wind Energy Facility, Northern Cape, 12-month pre-construction monitoring (African Green Ventures).
44. Mpumalanga & Gauteng Wind and Hybrid Energy Facilities (6x), pre-construction monitoring (Enertrag SA)
45. Dordrecht Wind Energy Facilities, Eastern Cape, Screening Report (Enertrag SA)
46. Dordrecht Wind Energy Facilities, Eastern Cape, Screening Report (ACED)
47. Nanibees North & South Wind Energy Facilities, Northern Cape, Screening Report (juwi)
48. Kappa Solar PV facility, Touwsrivier, Western Cape, pre-construction monitoring (Veroniva)

49. Sutherland Wind Energy Facilities, Northern Cape, Screening Report (WKN Windcurrent)
50. Pofadder Wind Energy Facility, Northren Cape, Screening Report (AtlanticEnergy)
51. Haga Haga Wind Energy Facility, Eastern Cape, Amendment Report (WKN Windcurrent)
52. Banken Wind Energy Facility, Northern Cape, Screening Report (Atlantic Energy)
53. Hartebeest Wind Energy Facility, Western Cape, 12-month pre-construction monitoring (juwi).
54. Iphiko Wind Energy facilities, Laingsburg, Western Cape, screening and pre- construction monitoring (G7 Energies)
55. Kangnas Wind Energy Facility, Northern Cape, Operational Phase 2 years avifaunal monitoring (Mainstream)
56. Perdekraal East Wind Energy Facility, Northern Cape, Operational Phase 2 years avifaunal monitoring (Mainstream)
57. Aberdeen 1, 2 & Aberdeen Kudu (3&4) Wind Energy Facilities, Eastern Cape, 12- month pre-construction monitoring (Atlantic Renewable Energy Partners)
58. Loxton / Beaufort West Wind Energy Facilities, Northern Cape, 12-month pre- construction monitoring (Genesis Eco-Energy Developments)
59. Ermelo & Volksrust Wind Energy Facilities, Northern Cape, Screening Report (WKN Windcurrent)
60. Aardvark Solar PV facility, Copperton, Northern Cape, 12-month pre-construction monitoring (ABO)
61. Bestwood Solar PV facility, Kathu, Northern Cape, pre-construction monitoring (AMDA)
62. Boundary Solar PV facility, Kimberley, Northern Cape, Site sensitivity verification (Atlantic Renewable Energy Partners)
63. Excelsior Wind Energy Facility, Swellendam, Western Cape, Operational Phase 2 years avifaunal monitoring & implementation of Shut Down on Demand (SDOD) pro-active mitigation strategy (Biotherm)
64. De Aar cluster Solar PV facilities, De Aar, Western Cape, Site sensitivity verification (Atlantic Renewable Energy Partners)
65. Rinkhals Solar PV facilities, Kimberley, Northern Cape, Pre-construction monitoring (ABO)
66. Kolkies Sadawa Solar PV facilities, Touwsrivier, Western Cape, pre-construction monitoring (Mainstream)
67. Leeudoringstad Solar PV facilities, Leeudoringstad, North West, Pre-construction monitoring (Upgrade Energy)
68. Noupoort Umsobomvu Solar PV facilities, Noupoort, Northern Cape, Pre-construction monitoring (EDF Renewables)
69. Oya Solar PV facilities, Matjiesfontein, Western Cape, pre-construction monitoring (G7 Energies)
70. Scafell Solar PV facilities, Sasolburg, Free state, pre-construction monitoring (Mainstream)
71. Vrede & Rondawel Solar PV facilities, Kroonstad, Free state, pre-construction monitoring (Mainstream)
72. Gunstfontein Wind Energy Facilities, Sutherland, Northern Cape, additional pre- construction monitoring (ACED)
73. Ezelsjacht Wind Energy Facility, De Doorns, Western Cape, pre-construction monitoring (Mainstream)
74. Klipkraal Wind Energy Facility, Fraserburg, Northern Cape, avifaunal screening (Klipkraal WEF)
75. Pofadder Wind Energy Facility, Pofadder, Northern Cape, pre-construction monitoring (Atlantic Renewable Energy Partners)

Bird Impact Assessment studies and / or GIS analysis:

1. Aviation Bird Hazard Assessment Study for the proposed Madiba Bay Leisure Park adjacent to Port Elizabeth Airport.
2. Extension of Runway and Provision of Parallel Taxiway at Sir Seretse Khama Airport, Botswana Bird / Wildlife Hazard Management Specialist Study
3. Maun Airport Improvements Bird / Wildlife Hazard Management Specialist Study
4. Bird Impact Assesment Study - Bird Helicopter Interaction – The Bitou River, Western Cape Province South Africa
5. Proposed La Mercy Airport – Bird Aircraft interaction specialists study using bird detection radar to assess swallow flocking behaviour
6. KwaZulu Natal Power Line Vulture Mitigation Project – GIS analysis
7. Perseus-Zeus Powerline EIA – GIS Analysis
8. Southern Region Pro-active GIS Blue Crane Collision Project.
9. Specialist advisor ~ Implementation of a bird detection radar system and development of an airport wildlife hazard management and operational environmental management plan for the King Shaka International Airport
10. Matsapha International Airport – bird hazard assessment study with management recommendations
11. Evaluation of aviation bird strike risk at candidate solid waste disposal sites in the Ekurhuleni Metropolitan Municipality
12. Gateway Airport Authority Limited – Gateway International Airport, Polokwane: Bird hazard assessment; Compile a bird hazard management plan for the airport
13. Bird Specialist Study - Evaluation of aviation bird strike risk at the Mwakirunge Landfill site near Mombasa Kenya
14. Bird Impact Assessment Study - Proposed Weltevreden Open Cast Coal Mine Belfast, Mpumalanga
15. Avian biodiversity assessment for the Mafube Colliery Coal mine near Middelburg Mpumalanga
16. Avifaunal Specialist Study - SRVM Volspruit Mining project – Mokopane Limpopo Province
17. Avifaunal Impact Assessment Study (with specific reference to African Grass Owls and other Red List species) Stone Rivers Arch
18. Airport bird and wildlife hazard management plan and training to Swaziland Civil Aviation Authority (SWACAA) for Matsapha and Sikhupe International Airports.Bird Impact Assessment Study - Proposed 60 year Ash Disposal Facility near to the Kusile Power Station
19. Avifaunal pre-feasibility assessment for the proposed Montrose dam, Mpumalanga
20. Bird Impact Assessment Study – Proposed ESKOM Phantom Substation near Knysna, Western Cape
21. Habitat sensitivity map for Denham's Bustard, Blue Crane and White-bellied Korhaan in the Kouga Municipal area of the Eastern Cape Province
22. Swaziland Civil Aviation Authority – Sikhuphe International Airport – Bird hazard management assessment
23. Avifaunal monitoring – extension of Specialist Study - SRVM Volspruit Mining project – Mokopane Limpopo Province
24. Avifaunal Specialist Study – Meerkat Hydro Electric Dam – Hope Town, Northern Cape
25. The Stewards Pan Reclamation Project – Bird Impact Assessment study
26. Airports Company South Africa – Avifaunal Specialist Consultant – Airport Bird and Wildlife Hazard Mitigation
27. Strategic Environmental Assessment For Gas Pipeline Development, CSIR
28. Avifaunal Specialist Assessment - Proposed monopole telecommunications mast – Roodekrans, Roodepoort, Gauteng (Enviroworks)

29. Gromis-Nama-Aggeneis 400kv Ipp Integration: Environmental Screening - Avifaunal Specialist Desktop Study
30. Melkspruit - Rouxville 132kV Distribution Line - Avifaunal Amendment and Walk-through Report
31. Gamma - Kappa 2nd 765kV transmission line – Avifaunal impact assessment GIS analysis

Geographic Information System analysis & maps

1. ESKOM Power line Makgalakwena EIA – GIS specialist & map production
2. ESKOM Power line Benficosa EIA – GIS specialist & map production
3. ESKOM Power line Riversong EIA – GIS specialist & map production
4. ESKOM Power line Waterberg NDP EIA – GIS specialist & map production
5. ESKOM Power line Bulge Toulon EIA – GIS specialist & map production
6. ESKOM Power line Bulge DORSET EIA – GIS specialist & map production
7. ESKOM Power lines Marblehall EIA – GIS specialist & map production
8. ESKOM Power line Grootpan Lesedi EIA – GIS specialist & map production
9. ESKOM Power line Tanga EIA – GIS specialist & map production
10. ESKOM Power line Bokmakierie EIA – GIS specialist & map production
11. ESKOM Power line Rietfontein EIA – GIS specialist & map production
12. Power line Anglo Coal EIA – GIS specialist & map production
13. ESKOM Power line Camcoll Jericho EIA – GIS specialist & map production
14. Hartbeespoort Residential Development – GIS specialist & map production
15. ESKOM Power line Mantsole EIA – GIS specialist & map production
16. ESKOM Power line Nokeng Flourspar EIA – GIS specialist & map production
17. ESKOM Power line Greenview EIA – GIS specialist & map production
18. Derdepoort Residential Development – GIS specialist & map production
19. ESKOM Power line Boynton EIA – GIS specialist & map production
20. ESKOM Power line United EIA – GIS specialist & map production
21. ESKOM Power line Gutshwa & Malelane EIA – GIS specialist & map production
22. ESKOM Power line Origstad EIA – GIS specialist & map production
23. Zilkaatsnek Development Public Participation –map production
24. Belfast – Paarde Power line - GIS specialist & map production
25. Solar Park Solar Park Integration Project Bird Impact Assessment Study – avifaunal GIS analysis.
26. Kappa-Omega-Aurora 765kV Bird Impact Assessment Report – Avifaunal GIS analysis.
27. Gamma – Kappa 2nd 765kV – Bird Impact Assessment Report – Avifaunal GIS analysis.
28. ESKOM Power line Kudu-Dorstfontein Amendment EIA – GIS specialist & map production.
29. Proposed Heilbron filling station EIA – GIS specialist & map production
30. ESKOM Lebatlhane EIA – GIS specialist & map production
31. ESKOM Pienaars River CNC EIA – GIS specialist & map production
32. ESKOM Lemara Phiring Ohrigstad EIA – GIS specialist & map production
33. ESKOM Pelly-Warmbad EIA – GIS specialist & map production
34. ESKOM Rosco-Bracken EIA –GIS specialist & map production
35. ESKOM Ermelo-Uitkoms EIA – GIS specialist & map production
36. ESKOM Wisani bridge EIA – GIS specialist & map productionCity of Tswane – New bulkfeeder pipeline projects x3Map production
37. ESKOM Lebohang Substation and 132kV Distribution Power Line Project Amendment GIS specialist & map production
38. ESKOM Geluk Rural Powerline GIS & Mapping
39. Eskom Kimberley Strengthening Phase 4 Project GIS & Mapping
40. ESKOM Kwaggafontein - Amandla Amendment Project GIS & Mapping
41. ESKOM Lephalale CNC – GIS Specialist & Mapping

42. ESKOM Marken CNC – GIS Specialist & Mapping
43. ESKOM Lethabong substation and powerlines – GIS Specialist & Mapping
44. ESKOM Magopela- Pitsong 132kV line and new substation – GIS Specialist & Mapping
45. Vlakfontein Filling Station – GIS Specialist & Mapping - EIA
46. Prieska – Hoekplaas Solar PV & BESS - GIS Specialist & Mapping – EIA
47. Mulilo Total Hydra Storage (MTHS) De Aar - GIS Specialist & Mapping – EIA
48. Merensky Uchoba Powerline, Steelpoort - GIS Specialist & Mapping – EIA
49. Douglas Solar Part 2 Amendment – grid connection - GIS Specialist & Mapping – EIA

Professional affiliations

- South African Council for Natural Scientific Professions (SACNASP) registered Professional Natural Scientist (reg. nr 400177/09) – specialist field: Zoological Science. Registered since 2009.
- Southern African Wildlife Management Association - Member
- Zoological Society of South Africa - Member

SACNASP

South African Council for Natural Scientific Professions

herewith certifies that

Albert Froneman

Registration Number: 400177/09

is a registered scientist

in terms of section 20(3) of the Natural Scientific Professions Act, 2003
(Act 27 of 2003)
in the following fields(s) of practice (Schedule 1 of the Act)

Zoological Science (Professional Natural Scientist)

Effective **8 September 2009** Expires **31 March 2024**

Chairperson

Chief Executive Officer

To verify this certificate scan this code

APPENDIX 3: PRE-CONSTRUCTION MONITORING PROTOCOL

1. OBJECTIVES

The objective of the pre-construction monitoring at the proposed Mainstream Heuweltjies Wind Energy Facility (WEF) was to gather baseline data over a period of four seasons on the following aspects pertaining to avifauna:

- The abundance and diversity of birds at the wind farm site and a suitable control site to measure the potential displacement effect of the wind farm.
- Flight patterns of priority species at the wind farm site to assess the potential collision risk with the turbines.

2. METHODS

The monitoring protocol for the site was designed according to the latest version (2015) of *Jenkins A R; Van Rooyen C S; Smallie J J; Anderson M D & Smit H A. 2011. Best practice guidelines for avian monitoring and impact mitigation at proposed wind energy development sites in southern Africa. Endangered Wildlife Trust and Birdlife South Africa.*

Four field monitoring surveys were conducted at the proposed WEF site and at a control site by two field monitors during the following time periods:

- 31 August – 5 September 2020
- 6 December – 9 December 2020
- 2 March – 5 March 2021
- 10 June – 12 June 2021

Monitoring was conducted in the following manner:

- One drive transect was identified totalling 8.58km on the turbine site and one drive transect on the control site with a total length of 10km.
- Two monitors travelling slowly (± 10km/h) in a vehicle recorded all birds on both sides of the transect. The observers stopped at regular intervals (every 500m) to scan the environment with binoculars. Drive transects were counted three times per sampling session.
- In addition, 2 walk transects of 1km each were identified at the turbine site, and one at the control site, and counted 4 times per sampling season. All birds were recorded during walk transects.
- The following variables were recorded:
  - Species;
  - Number of birds;
  - Date;
  - Start time and end time;
  - Estimated distance from transect;
  - Wind direction;
  - Wind strength (estimated Beaufort scale);
  - Weather (sunny; cloudy; partly cloudy; rain; mist);
  - Temperature (cold; mild; warm; hot);
  - Behaviour (flushed; flying-display; perched; perched-calling; perched-hunting; flying-foraging; flying-commute; foraging on the ground); and
  - Co-ordinates (priority species only).

The aim with drive transects was primarily to record large priority species (i.e. raptors and large terrestrial species), while walk transects were primarily aimed at recording small passerines. The objective of the transect monitoring was to gather baseline data on the use of the site by birds in order to measure potential displacement by the wind farm activities.

- Two vantage points (VPs) were identified from which the majority of the proposed turbine area can be observed (the “VP area”), to record the flight altitude and patterns of priority species. One VP was also identified on the control site. The following variables were recorded for each flight:
  - Species
  - Number of birds
  - Date
  - Start time and end time
  - Wind direction
  - Wind strength (estimated Beaufort scale 1-7)
  - Weather (sunny; cloudy; partly cloudy; rain; mist)
  - Temperature (cold; mild; warm; hot)
  - Flight altitude (high i.e., >220m; medium i.e., 30m – 220m; low i.e., <30m)
  - Flight mode (soar; flap; glide; kite; hover); and
  - Flight time (in 15-second intervals)

The objective of vantage point counts was to measure the potential collision risk with the turbines. Priority species were identified using the latest (November 2014) BirdLife SA (BLSA) list of priority species for wind farms.

A total of two potential focal points (FPs) of bird activity, i.e. earth dams, were identified and were monitored at the turbine site. A Martial Eagle nest was also monitored which is located on Tower 162 of the Droërivier-Proteus 1 400kV transmission line. The Martial Eagle nest is located approximately 5km from the application site.

Figure 1 below indicates the proposed turbine and control areas where monitoring took place.

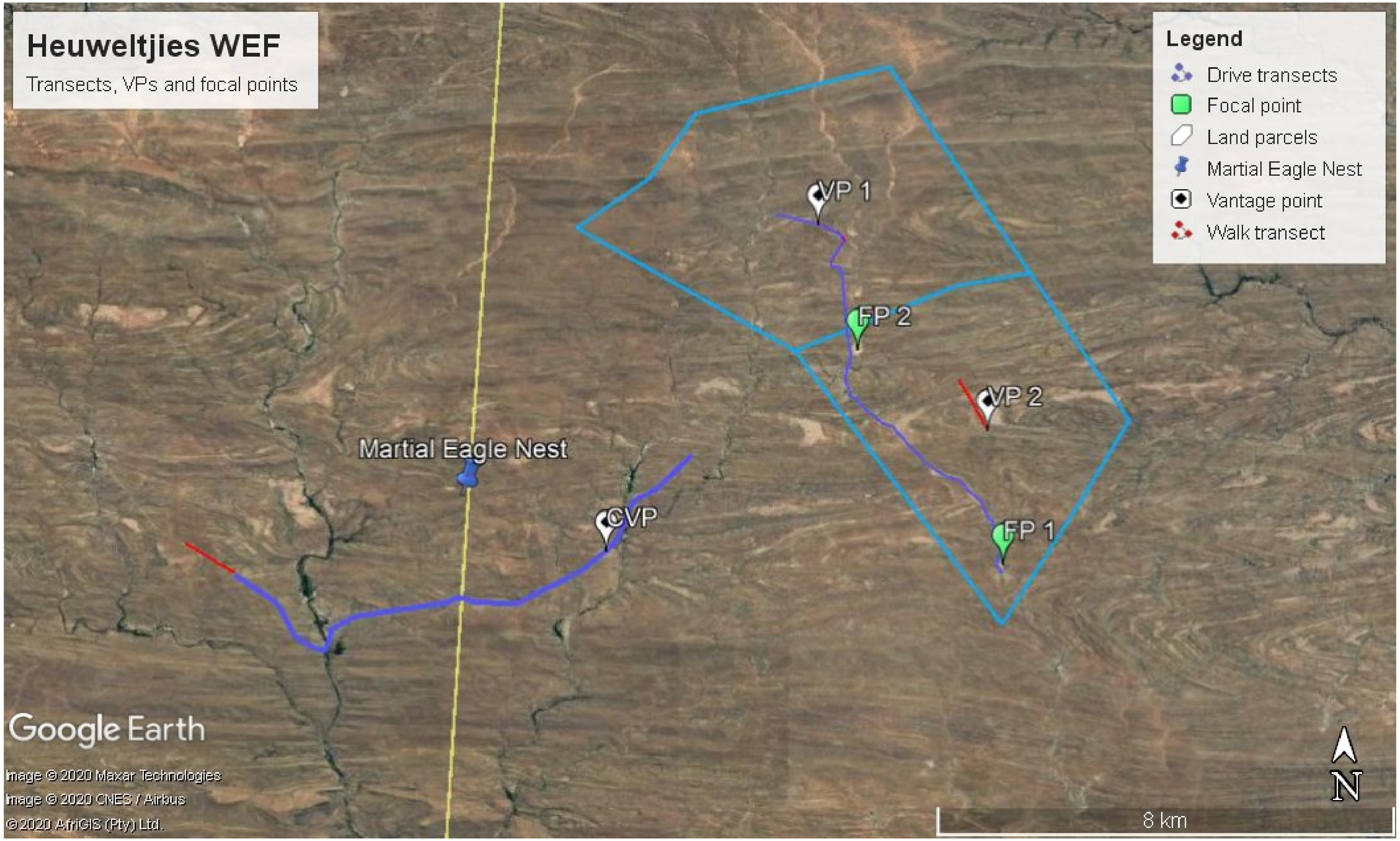

Figure 1: Area where monitoring is taking place, with position of VPs, focal points, drive transects, walk transects and WEF application site (blue polygons). The control area is to the west of the proposed WEF site.

APPENDIX 4: BIRD HABITAT

Figure 1: A typical ephemeral drainage line in the study area with *Vachellia karroo* scrub.

Figure 2: The Droërivier-Proteus 1 400kV transmission line, where the Martial Eagle nest is present, located to the west of the application site.

Figure 3: Typical Nama Karoo habitat at the application site.

Figure 4: Earth dam at the application site.

APPENDIX 5: SABAP2 SPECIES LIST FOR THE BROADER AREA

Species name	Scientific name	Full protocol	Ad hoc protocol
Acacia Pied Barbet	*Tricholaema leucomelas*	72,15	18,02
African Black Duck	*Anas sparsa*	1,27	0,00
African Black Swift	*Apus barbatus*	3,80	0,90
African Harrier-Hawk	*Polyboroides typus*	0,00	0,45
African Hoopoe	*Upupa africana*	10,13	1,35
African Pipit	*Anthus cinnamomeus*	21,52	4,50
African Red-eyed Bulbul	*Pycnonotus nigricans*	39,24	8,11
African Reed Warbler	*Acrocephalus baeticatus*	7,59	0,45
African Sacred Ibis	*Threskiornis aethiopicus*	2,53	0,90
African Spoonbill	*Platalea alba*	3,80	1,35
Alpine Swift	*Tachymarptis melba*	3,80	0,45
Amur Falcon	*Falco amurensis*	0,00	0,45
Ant-eating Chat	*Myrmecocichla formicivora*	11,39	3,60
Barn Swallow	*Hirundo rustica*	22,78	6,31
Bar-throated Apalis	*Apalis thoracica*	12,66	0,90
Black Harrier	*Circus maurus*	2,53	0,00
Black-eared Sparrow-Lark	*Eremopterix australis*	2,53	0,90
Black-headed Canary	*Serinus alario*	25,32	4,05
Black-headed Heron	*Ardea melanocephala*	3,80	0,00
Blacksmith Lapwing	*Vanellus armatus*	15,19	3,60
Black-throated Canary	*Crithagra atrogularis*	17,72	0,90
Black-winged Kite	*Elanus caeruleus*	1,27	0,45
Black-winged Stilt	*Himantopus himantopus*	6,33	1,35
Blue Crane	*Grus paradisea*	2,53	0,45
Bokmakierie	*Telophorus zeylonus*	45,57	7,66
Booted Eagle	*Hieraaetus pennatus*	5,06	0,45
Brown-hooded Kingfisher	*Halcyon albiventris*	1,27	0,00
Brown-throated Martin	*Riparia paludicola*	2,53	0,90
Cape Bulbul	*Pycnonotus capensis*	11,39	0,00
Cape Bunting	*Emberiza capensis*	55,70	9,01
Cape Clapper Lark	*Mirafra apiata*	1,27	0,00
Cape Crow	*Corvus capensis*	45,57	28,83
Cape Penduline Tit	*Anthoscopus minutus*	11,39	2,70
Cape Robin-Chat	*Cossypha caffra*	37,97	5,41

Species name	Scientific name	Full protocol	Ad hoc protocol
Cape Shoveler	*Spatula smithii*	2,53	0,00
Cape Sparrow	*Passer melanurus*	78,48	25,23
Cape Spurfowl	*Pternistis capensis*	1,27	0,00
Cape Teal	*Anas capensis*	1,27	0,45
Cape Turtle Dove	*Streptopelia capicola*	60,76	13,06
Cape Wagtail	*Motacilla capensis*	51,90	4,96
Cape Weaver	*Ploceus capensis*	3,80	0,00
Cape White-eye	*Zosterops virens*	29,11	2,70
Capped Wheatear	*Oenanthe pileata*	5,06	0,90
Cardinal Woodpecker	*Dendropicos fuscescens*	16,46	2,25
Chat Flycatcher	*Melaenornis infuscatus*	34,18	8,11
Chestnut-vented Warbler	*Curruca subcoerulea*	56,96	8,11
Cinnamon-breasted Bunting	*Emberiza tahapisi*	7,59	0,00
Common Buzzard	*Buteo buteo*	1,27	0,00
Common Greenshank	*Tringa nebularia*	1,27	0,45
Common House Martin	*Delichon urbicum*	0,00	0,45
Common Ostrich	*Struthio camelus*	8,86	3,60
Common Quail	*Coturnix coturnix*	2,53	0,45
Common Starling	*Sturnus vulgaris*	1,27	0,00
Common Swift	*Apus apus*	1,27	0,90
Common Waxbill	*Estrilda astrild*	16,46	1,35
Crowned Hornbill	*Lophoceros alboterminatus*	2,53	0,00
Crowned Lapwing	*Vanellus coronatus*	11,39	2,25
Diederik Cuckoo	*Chrysococcyx caprius*	3,80	0,00
Double-banded Courser	*Rhinoptilus africanus*	11,39	2,25
Dusky Sunbird	*Cinnyris fuscus*	36,71	7,21
Eastern Clapper Lark	*Mirafra fasciolata*	1,27	0,00
Egyptian Goose	*Alopochen aegyptiaca*	35,44	13,06
European Bee-eater	*Merops apiaster*	2,53	0,00
Fairy Flycatcher	*Stenostira scita*	46,84	7,66
Familiar Chat	*Oenanthe familiaris*	50,63	6,31
Fiscal Flycatcher	*Melaenornis silens*	36,71	5,86
Fork-tailed Drongo	*Dicrurus adsimilis*	3,80	0,00
Gabar Goshawk	*Micronisus gabar*	1,27	0,00
Greater Kestrel	*Falco rupicoloides*	12,66	10,36

Species name	Scientific name	Full protocol	Ad hoc protocol
Greater Striped Swallow	*Cecropis cucullata*	24,05	4,50
Grey Heron	*Ardea cinerea*	2,53	0,00
Grey Tit	*Melaniparus afer*	15,19	2,25
Grey-backed Cisticola	*Cisticola subruficapilla*	22,78	2,25
Grey-backed Sparrow-Lark	*Eremopterix verticalis*	20,25	6,31
Hadada Ibis	*Bostrychia hagedash*	12,66	2,25
Helmeted Guineafowl	*Numida meleagris*	11,39	3,15
House Sparrow	*Passer domesticus*	26,58	3,60
Jackal Buzzard	*Buteo rufofuscus*	1,27	0,90
Karoo Chat	*Emarginata schlegelii*	81,01	32,88
Karoo Eremomela	*Eremomela gregalis*	13,92	4,50
Karoo Korhaan	*Eupodotis vigorsii*	72,15	21,62
Karoo Lark	*Calendulauda albescens*	3,80	0,00
Karoo Long-billed Lark	*Certhilauda subcoronata*	77,22	24,32
Karoo Prinia	*Prinia maculosa*	65,82	12,61
Karoo Scrub Robin	*Cercotrichas coryphoeus*	73,42	15,32
Karoo Thrush	*Turdus smithi*	22,78	2,70
Kittlitz's Plover	*Charadrius pecuarius*	5,06	0,90
Kori Bustard	*Ardeotis kori*	2,53	0,45
Lanner Falcon	*Falco biarmicus*	1,27	0,00
Large-billed Lark	*Galerida magnirostris*	27,85	7,21
Lark-like Bunting	*Emberiza impetuani*	64,56	22,97
Laughing Dove	*Spilopelia senegalensis*	51,90	9,01
Layard's Warbler	*Curruca layardi*	24,05	3,60
Lesser Honeyguide	*Indicator minor*	1,27	0,00
Levaillant's Cisticola	*Cisticola tinniens*	1,27	0,00
Little Grebe	*Tachybaptus ruficollis*	3,80	1,35
Little Stint	*Calidris minuta*	0,00	0,45
Little Swift	*Apus affinis*	16,46	4,05
Long-billed Crombec	*Sylvietta rufescens*	35,44	3,15
Long-billed Pipit	*Anthus similis*	0,00	1,35
Long-tailed Paradise Whydah	*Vidua paradisaea*	8,86	0,00
Ludwig's Bustard	*Neotis ludwigii*	13,92	2,70
Malachite Sunbird	*Nectarinia famosa*	30,38	3,15
Martial Eagle	*Polemaetus bellicosus*	5,06	1,35

Species name	*Scientific name*	Full protocol	Ad hoc protocol
Mountain Wheatear	*Myrmecocichla monticola*	37,97	4,96
Namaqua Dove	*Oena capensis*	39,24	8,56
Namaqua Sandgrouse	*Pterocles namaqua*	20,25	6,31
Namaqua Warbler	*Phragmacia substriata*	13,92	2,25
Neddicky	*Cisticola fulvicapilla*	6,33	0,45
Nicholson's Pipit	*Anthus nicholsoni*	7,59	0,90
Pale Chanting Goshawk	*Melierax canorus*	54,43	14,86
Pale-winged Starling	*Onychognathus nabouroup*	1,27	0,00
Pearl-breasted Swallow	*Hirundo dimidiata*	6,33	0,90
Pied Avocet	*Recurvirostra avosetta*	8,86	4,50
Pied Crow	*Corvus albus*	74,68	27,48
Pied Starling	*Lamprotornis bicolor*	26,58	5,86
Pin-tailed Whydah	*Vidua macroura*	8,86	0,00
Plain-backed Pipit	*Anthus leucophrys*	3,80	0,45
Pririt Batis	*Batis pririt*	37,97	6,31
Red-billed Firefinch	*Lagonosticta senegala*	15,19	0,45
Red-billed Quelea	*Quelea quelea*	15,19	2,25
Red-billed Teal	*Anas erythrorhyncha*	5,06	1,35
Red-capped Lark	*Calandrella cinerea*	11,39	4,50
Red-eyed Dove	*Streptopelia semitorquata*	7,59	0,00
Red-faced Mousebird	*Urocolius indicus*	50,63	5,86
Red-headed Finch	*Amadina erythrocephala*	13,92	5,41
Red-knobbed Coot	*Fulica cristata*	3,80	0,45
Red-winged Starling	*Onychognathus morio*	12,66	3,60
Rock Dove	*Columba livia*	2,53	0,45
Rock Kestrel	*Falco rupicolus*	15,19	7,66
Rock Martin	*Ptyonoprogne fuligula*	63,29	11,26
Rufous-cheeked Nightjar	*Caprimulgus rufigena*	2,53	0,45
Rufous-eared Warbler	*Malcorus pectoralis*	58,23	20,27
Sabota Lark	*Calendulauda sabota*	2,53	0,00
Scaly-feathered Weaver	*Sporopipes squamifrons*	7,59	3,15
Secretarybird	*Sagittarius serpentarius*	2,53	0,00
Sickle-winged Chat	*Emarginata sinuata*	5,06	0,90
Sombre Greenbul	*Andropadus importunus*	5,06	0,45
South African Shelduck	*Tadorna cana*	27,85	7,21

Species name	*Scientific name*	Full protocol	Ad hoc protocol
Southern Black Korhaan	*Afrotis afra*	0,00	0,45
Southern Double-collared Sunbird	*Cinnyris chalybeus*	25,32	3,15
Southern Fiscal	*Lanius collaris*	54,43	7,66
Southern Grey-headed Sparrow	*Passer diffusus*	17,72	0,90
Southern Masked Weaver	*Ploceus velatus*	54,43	4,96
Southern Red Bishop	*Euplectes orix*	2,53	1,35
Southern Tchagra	*Tchagra tchagra*	6,33	0,45
Speckled Mousebird	*Colius striatus*	3,80	0,45
Speckled Pigeon	*Columba guinea*	50,63	14,86
Spike-heeled Lark	*Chersomanes albofasciata*	45,57	15,77
Spotted Eagle-Owl	*Bubo africanus*	6,33	1,80
Spotted Flycatcher	*Muscicapa striata*	0,00	0,45
Spotted Thick-knee	*Burhinus capensis*	3,80	1,80
Three-banded Plover	*Charadrius tricollaris*	39,24	8,56
Tractrac Chat	*Emarginata tractrac*	7,59	2,25
Verreaux's Eagle	*Aquila verreauxii*	2,53	1,35
Village Indigobird	*Vidua chalybeata*	7,59	0,45
Wattled Starling	*Creatophora cinerea*	1,27	0,45
Western Barn Owl	*Tyto alba*	0,00	0,45
White-backed Mousebird	*Colius colius*	35,44	5,41
White-necked Raven	*Corvus albicollis*	12,66	4,96
White-rumped Swift	*Apus caffer*	15,19	1,35
White-throated Canary	*Crithagra albogularis*	67,09	14,41
White-throated Swallow	*Hirundo albigularis*	5,06	0,90
Yellow Canary	*Crithagra flaviventris*	41,77	14,41
Yellow-bellied Eremomela	*Eremomela icteropygialis*	35,44	6,76
Yellow-billed Duck	*Anas undulata*	1,27	0,00
Yellow-billed Kite	*Milvus aegyptius*	1,27	0,45
Zitting Cisticola	*Cisticola juncidis*	1,27	0,00

APPENDIX 6: ASSESSMENT CRITERIA

1 ENVIRONMENTAL IMPACT ASSESSMENT (EIA) METHODOLOGY

The Environmental Impact Assessment (EIA) Methodology assists in evaluating the overall effect of a proposed activity on the environment. Determining of the significance of an environmental impact on an environmental parameter is determined through a systematic analysis.

1.1 Determination of Significance of Impacts

Significance is determined through a synthesis of impact characteristics which include context and intensity of an impact. Context refers to the geographical scale (i.e. site, local, national or global), whereas intensity is defined by the severity of the impact e.g. the magnitude of deviation from background conditions, the size of the area affected, the duration of the impact and the overall probability of occurrence. Significance is calculated as shown in **Table 1**.

Significance is an indication of the importance of the impact in terms of both physical extent and time scale, and therefore indicates the level of mitigation required. The total number of points scored for each impact indicates the level of significance of the impact.

1.2 Impact Rating System

The impact assessment must take account of the nature, scale and duration of effects on the environment and whether such effects are positive (beneficial) or negative (detrimental). Each issue / impact is also assessed according to the various project stages, as follows:

- Planning;
- Construction;
- Operation; and
- Decommissioning.

Where necessary, the proposal for mitigation or optimisation of an impact should be detailed. A brief discussion of the impact and the rationale behind the assessment of its significance has also been included.

1.2.1 Rating System Used to Classify Impacts

The rating system is applied to the potential impact on the receiving environment and includes an objective evaluation of the possible mitigation of the impact. Impacts have been consolidated into one (1) rating. In assessing the significance of each issue the following criteria (including an allocated point system) is used:

Table 1: Rating of impacts criteria

ENVIRONMENTAL PARAMETER		
A brief description of the environmental aspect likely to be affected by the proposed activity (e.g. Surface Water).		
ISSUE / IMPACT / ENVIRONMENTAL EFFECT / NATURE		
Include a brief description of the impact of environmental parameter being assessed in the context of the project. This criterion includes a brief written statement of the environmental aspect being impacted upon by a particular action or activity (e.g. oil spill in surface water).		
EXTENT (E)		
This is defined as the area over which the impact will be expressed. Typically, the severity and significance of an impact have different scales and as such bracketing ranges are often required. This is often useful during the detailed assessment of a project in terms of further defining the determined.		
1	Site	The impact will only affect the site
2	Local/district	Will affect the local area or district
3	Province/region	Will affect the entire province or region
4	International and National	Will affect the entire country
PROBABILITY (P)		
This describes the chance of occurrence of an impact		
1	Unlikely	The chance of the impact occurring is extremely low (Less than a 25% chance of occurrence).
2	Possible	The impact may occur (Between a 25% to 50% chance of occurrence).
3	Probable	The impact will likely occur (Between a 50% to 75% chance of occurrence).
4	Definite	Impact will certainly occur (Greater than a 75% chance of occurrence).
REVERSIBILITY (R)		
This describes the degree to which an impact on an environmental parameter can be successfully reversed upon completion of the proposed activity.		
1	Completely reversible	The impact is reversible with implementation of minor mitigation measures
2	Partly reversible	The impact is partly reversible but more intense mitigation measures are required.
3	Barely reversible	The impact is unlikely to be reversed even with intense mitigation measures.
4	Irreversible	The impact is irreversible and no mitigation measures exist.
IRREPLACEABLE LOSS OF RESOURCES (L)		
This describes the degree to which resources will be irreplaceably lost as a result of a proposed activity.		
1	No loss of resource.	The impact will not result in the loss of any resources.

2	Marginal loss of resource	The impact will result in marginal loss of resources.
3	Significant loss of resources	The impact will result in significant loss of resources.
4	Complete loss of resources	The impact is result in a complete loss of all resources.
DURATION (D)		
This describes the duration of the impacts on the environmental parameter. Duration indicates the lifetime of the impact as a result of the proposed activity.		

1	Short term	The impact and its effects will either disappear with mitigation or will be mitigated through natural process in a span shorter than the construction phase (0 – 1 years), or the impact and its effects will last for the period of a relatively short construction period and a limited recovery time after construction, thereafter it will be entirely negated (0 – 2 years).
2	Medium term	The impact and its effects will continue or last for some time after the construction phase but will be mitigated by direct human action or by natural processes thereafter (2 – 10 years).
3	Long term	The impact and its effects will continue or last for the entire operational life of the development, but will be mitigated by direct human action or by natural processes thereafter (10 – 50 years).
4	Permanent	The only class of impact that will be non-transitory. Mitigation either by man or natural process will not occur in such a way or such a time span that the impact can be considered transient (Indefinite).
INTENSITY / MAGNITUDE (I / M)		
Describes the severity of an impact (i.e. whether the impact has the ability to alter the functionality or quality of a system permanently or temporarily).		
1	Low	Impact affects the quality, use and integrity of the system/component in a way that is barely perceptible.
2	Medium	Impact alters the quality, use and integrity of the system/component but system/ component still continues to function in a moderately modified way and maintains general integrity (some impact on integrity).
3	High	Impact affects the continued viability of the system/component and the quality, use, integrity and functionality of the system or component is severely impaired and may temporarily cease. High costs of rehabilitation and remediation.

4	Very high	Impact affects the continued viability of the system/component and the quality, use, integrity and functionality of the system or component permanently ceases and is irreversibly impaired (system collapse). Rehabilitation and remediation often impossible. If possible rehabilitation and remediation often unfeasible due to extremely high costs of rehabilitation and remediation.

SIGNIFICANCE (S)

Significance is determined through a synthesis of impact characteristics. Significance is an indication of the importance of the impact in terms of both physical extent and time scale, and therefore indicates the level of mitigation required. This describes the significance of the impact on the environmental parameter. The calculation of the significance of an impact uses the following formula:

Significance = (Extent + probability + reversibility + irreplaceability + duration) x magnitude/intensity.

The summation of the different criteria will produce a non-weighted value. By multiplying this value with the magnitude/intensity, the resultant value acquires a weighted characteristic which can be measured and assigned a significance rating.

Points	Impact Significance Rating	Description
5 to 23	Negative Low impact	The anticipated impact will have negligible negative effects and will require little to no mitigation.
5 to 23	Positive Low impact	The anticipated impact will have minor positive effects.
24 to 42	Negative Medium impact	The anticipated impact will have moderate negative effects and will require moderate mitigation measures.
24 to 42	Positive Medium impact	The anticipated impact will have moderate positive effects.
43 to 61	Negative High impact	The anticipated impact will have significant effects and will require significant mitigation measures to achieve an acceptable level of impact.
43 to 61	Positive High impact	The anticipated impact will have significant positive effects.
62 to 80	Negative Very high impact	The anticipated impact will have highly significant effects and are unlikely to be able to be mitigated adequately. These impacts could be considered "fatal flaws".
62 to 80	Positive Very high impact	The anticipated impact will have highly significant positive effects.

APPENDIX 7: ENVIRONMENTAL MANAGEMENT PLAN FOR THE WEF

Environmental Management Programme: WEF

Management Plan for the Planning and Design Phase

Impact	Mitigation/Management Objectives and Outcomes	Mitigation/Management Actions	Monitoring		
			Methodology	*Frequency*	*Responsibility*
Avifauna: Mortality due to collisions with the turbines					
Mortality of priority avifauna due to collisions with the wind turbines	Prevent mortality of priority avifauna	The results of the pre-construction monitoring must guide the lay-out of the turbines, especially as far as proposed no-turbine zones are concerned. No turbines must be constructed in the buffer zones which were identified based on the results of the pre-construction monitoring, with a specific view to limiting the risk of collisions to a variety of birds, including several Red Data species.	1. Design the facility with 200m buffers around dams and water troughs, and 150m buffers around major drainage lines. 2. A 250m circular No-Go (no turbines) buffer zone must be implemented around the Great Kestrel nest at the Heuweltjies application site 3. Implement a 5km no-turbine zone around the Martial Eagle nest on Tower 162 of the Droërivier Proteus 1 400kV HV line.	Once-off during the planning phase.	Project Developer
Avifauna: Mortality due to electrocution					
Electrocution of raptors on the internal 11-33kV poles	Prevent electrocutions	1. Use underground cabling as much as is practically possible. 2. Where the use of overhead lines is unavoidable due to technical reasons, the Avifaunal Specialist must be consulted to ensure that a raptor friendly pole design is used, and that appropriate mitigation is implemented pro-actively for	1. Design the facility with underground cabling. 2. Consult with Avifaunal Specialist during the design phase of the overhead lines.	Once-off during the planning phase.	Project Developer

Impact	Mitigation/Management Objectives and Outcomes	Mitigation/Management Actions	Monitoring		
			Methodology	*Frequency*	*Responsibility*
		complicated pole structures e.g. insulation of live components to prevent electrocutions on terminal structures and pole transformers.			

Management Plan for the Construction Phase (Including pre- and post-construction activities)

Impact	Mitigation/Management Objectives and Outcomes	Mitigation/Management Actions	Monitoring		
			Methodology	*Frequency*	*Responsibility*
Avifauna: Displacement due to disturbance					
The noise and movement associated with the construction activities at the development footprint will be a source of disturbance which would lead to the displacement of avifauna from the area	Prevent unnecessary displacement of priority avifauna by ensuring that contractors are aware of the requirements of the Construction Environmental Management Programme (CEMPr.)	A site-specific CEMPr must be implemented, which gives appropriate and detailed description of how construction activities must be conducted. All contractors are to adhere to the CEMPr and should apply good environmental practice during construction. The CEMPr must specifically include the following: 1. No off-road driving. 2. Maximum use of existing roads. 3. Measures to control noise and dust according to latest best practice. 4. Restricted access to the rest of the property. 5. Strict application of all recommendations in the botanical specialist report pertaining to the limitation and rehabilitation of the footprint.	1. Implementation of the CEMPr. Oversee activities to ensure that the CEMPr is implemented and enforced via site audits and inspections. Report and record any non-compliance. 2. Ensure that construction personnel are made aware of the impacts relating to off-road driving. 3. Construction access roads must be demarcated clearly. Undertake site inspections to verify. 4. Monitor the implementation of noise control mechanisms via site inspections and record and report non-compliance. 5. Ensure that the construction area is demarcated clearly and that construction personnel are	1. On a daily basis 2. Monthly 3. Monthly 4. Monthly 5. Monthly	1. Contractor and ECO 2. Contractor and ECO 3. Contractor and ECO 4. Contractor and ECO 5. Contractor and ECO

Impact	Mitigation/Management Objectives and Outcomes	Mitigation/Management Actions	Monitoring		
			Methodology	Frequency	Responsibility
			made aware of these demarcations. Monitor via site inspections and report non-compliance.		
Avifauna: Displacement due to habitat transformation					
Total or partial displacement of avifauna due to habitat transformation associated with the vegetation clearance and the presence of the wind turbines and associated infrastructure.	Prevent unnecessary displacement of avifauna by ensuring that the rehabilitation of transformed areas is implemented by an appropriately qualified rehabilitation specialist, according to the recommendations of the botanical specialist study.	1. Implement rehabilitation of vegetation. 2. Monitor rehabilitation via site audits and site inspections to ensure compliance. Record and report any non-compliance. 3. Vehicle and pedestrian access to the site should be controlled and restricted to the facility footprint as much as possible to prevent unnecessary destruction of vegetation.	1. Appointment of rehabilitation specialist to oversee the habitat rehabilitation. 2. Site inspections to monitor progress of rehabilitation.	1. Once-off 2. Once a year	1. Operations Manager 2. SHE Manager 3. SHE Manager 4. Operations Manager

Management Plan for the Operational Phase

Impact	Mitigation/Management Objectives and Outcomes	Mitigation/Management Actions	Monitoring		
			Methodology	Frequency	Responsibility
Avifauna: Mortality due to collisions with the wind turbines					
Bird collisions with the wind turbines	Prevention of collision mortality on the wind turbines.	1. Formal live-bird monitoring and carcass searches should be implemented at the start of the operational phase, as per the most recent edition of the Best Practice Guidelines at the time (Jenkins *et al*. 2015) to assess collision rates. The exact time when operational monitoring should commence, will depend on the	1. Appoint Avifaunal Specialist to compile operational monitoring plan, including live bird monitoring and carcass searches. 2. Implement operational monitoring plan. 3. Design and implement mitigation measures if mortality thresholds are exceeded.	1. Once-off 2. Years 1,2, 5 and every five years after that for the duration of the operational lifetime of the facility.	1. Operations Manager 2. Operations Manager 3. Operations Manager 4. Operations Manager

Impact	Mitigation/Management Objectives and Outcomes	Mitigation/Management Actions	Monitoring		
			Methodology	*Frequency*	*Responsibility*
		construction schedule, and should commence when the first turbines start operating. The Best Practice Guidelines require that, as an absolute minimum, operational monitoring should be undertaken for the first two (preferably three) years of operation, and then repeated again in year 5, and again every five years thereafter for the operational lifetime of the facility. 2. If estimated annual collision rates indicate unacceptable mortality levels of priority species, i.e if it exceeds mortality thresholds as determined by the avifaunal specialist in consultation with BLSA and other avifaunal specialists, additional measures will have to be implemented which could include shut down on demand or other proven measures.	4. Compile quarterly and annual progress reports detailing the results of the operational monitoring and progress with any recommended mitigation measures.		
Avifauna: Mortality due to collisions and electrocutions on the 11-33kV network					
Bird electrocutions on the overhead sections of the internal 11-33kV cables	Prevention of electrocution mortality on the overhead sections of the 11-33kV internal cable network.	1. Where overhead 11-33kV lines are required, conduct regular inspections of the overhead sections of the internal reticulation	1. Carcass searchers under the supervision of the Avifaunal Specialist. 2. Design and implement	1. At least once every two months.	1. Operations Manager

Impact	Mitigation/Management Objectives and Outcomes	Mitigation/Management Actions	Monitoring		
			Methodology	*Frequency*	*Responsibility*
		network to look for carcasses.	mitigation measures if mortality thresholds are exceeded. 3. Compile quarterly and annual progress reports detailing the results of the operational monitoring and progress with any recommended mitigation measures.		

Management Plan for the Decommissioning Phase

Impact	Mitigation/Management Objectives and Outcomes	Mitigation/Management Actions	Monitoring		
			Methodology	*Frequency*	*Responsibility*
Avifauna: Displacement due to disturbance associated with the dismantling activities					
The noise and movement associated with the de-commissioning activities at the WEF footprint will be a source of disturbance which would lead to the displacement of avifauna from the area	Prevent unnecessary displacement of avifauna by ensuring that contractors are aware of the requirements of the EMPr.	A site-specific EMPr must be implemented, which gives appropriate and detailed description of how construction activities must be conducted. All contractors are to adhere to the EMPr and should apply good environmental practice during construction. The EMPr must specifically include the following: 1. No off-road driving. 2. Maximum use of existing roads. 3. Measures to control noise and dust according to latest best practice. 4. Restricted access to the rest of the property. 5. Strict application of all recommendations in the botanical specialist report pertaining to the limitation of the footprint.	1. Implementation of the EMPr. Oversee activities to ensure that the EMPr is implemented and enforced via site audits and inspections. Report and record any non-compliance. 2. Ensure that construction personnel are made aware of the impacts relating to off-road driving. 3. Access roads must be demarcated clearly. Undertake site inspections to verify. 4. Monitor the implementation of noise control mechanisms via site inspections	1. On a daily basis 2. Monthly 3. Monthly 4. Monthly 5. Monthly	1. Contractor and ECO 2. Contractor and ECO 3. Contractor and ECO 4. Contractor and ECO 5. Contractor and ECO

Impact	Mitigation/Management Objectives and Outcomes	Mitigation/Management Actions	Monitoring		
			Methodology	***Frequency***	***Responsibility***
			and record and report non-compliance. 5. Ensure that the footprint area is demarcated and that construction personnel are made aware of these demarcations. Monitor via site inspections and report non-compliance.		

APPENDIX 8: OPERATIONAL MONITORING PLAN WEF

1 INTRODUCTION

The avifaunal post-construction monitoring at the proposed Heuweltjies WEF must be conducted in accordance with the latest version (2015) of the *Best practice guidelines for avian monitoring and impact mitigation at proposed wind energy development sites in southern Africa* (Jenkins *et al*., 2015)[14].

2 AIM OF POST-CONSTRUCTION MONITORING

The avifaunal post construction monitoring aims to assess the impact of each proposed WEF by comparing pre- and post- construction monitoring data and to measure the extent of bird fatalities caused by each WEF. Post-construction monitoring is therefore necessary to:

- Confirm as far as possible what the actual impacts of each WEF are on avifauna; and
- Determine what mitigation is required if need be (adaptive management).

The proposed post-construction monitoring can be divided into three categories:

- Habitat classification;
- Quantifying bird numbers and movements (replicating baseline pre-construction monitoring); and
- Quantifying bird mortalities.

Post-construction monitoring will aim to answer the following questions:

- How has the habitat available to birds in and around each WEF changed?
- How has the number of birds and species composition changed?
- How have the movements of priority species changed?
- How has each WEF affected priority species' breeding success?
- How many birds collide with the turbines of each WEF? And are there any patterns to this?
- What mitigation is necessary to reduce the impacts on avifauna?

3 TIMING

[14] Jenkins, A.R., Van Rooyen, C.S., Smallie, J.J., Anderson, M.D., & A.H. Smit. 2015. Best practice guidelines for avian monitoring and impact mitigation at proposed wind energy development sites in southern Africa. Produced by the Wildlife & Energy Programme of the Endangered Wildlife Trust & BirdLife South Africa.

Post-construction monitoring should commence as soon as possible after the first turbines become operational to ensure that the immediate effects of each facility on resident and passing birds are recorded, before they have time to adjust or habituate to the developments. However, it should be borne in mind that it is also important to obtain an understanding of the impacts of the facilities as they would be over the lifespan of the facilities. Over time the habitat within each WEF may change, birds may become habituated to, or learn to avoid the facilities. It is therefore necessary to monitor over a longer period than just an initial one year.

4 DURATION

Monitoring should take place in Year 1 and 2 of the operational phase of each proposed WEF, and then repeated in Year 5 and every five years after that. After the first year of monitoring, the programme should be reviewed in order to incorporate significant findings that may have emerged. This may entail the revision of the number of turbines to be searched, and the size of the search plots, depending on the outcome of the first year of monitoring. If significant impacts are observed, i.e., exceeding predetermined thresholds, and mitigation is required, the matter should be taken up with the operator to discuss potential mitigation. In such instances the scope of monitoring could be reduced to focus only on the impacts of concern.

5 HABITAT CLASSIFICATION

Any observed changes in bird numbers and movements at each WEF may be linked to changes in the available habitat. The avian habitats available must be mapped once a year for the first two years, then in year 5 and thereafter in 5-yearly intervals.

6 BIRD NUMBERS AND MOVEMENTS

In order to determine if there are any impacts relating to displacement and/or disturbance, all methods used to estimate bird numbers and movements during baseline monitoring must be applied as far as is practically possible in the same way to post-construction work in order to ensure maximum comparability of these two data sets. This includes sample counts of small terrestrial species, counts of large terrestrial species and raptors, focal site surveys and vantage point surveys according to the current best practice.

7 COLLISIONS

The collision monitoring must have three components:

- Experimental assessment of search efficiency and scavenging rates of bird carcasses on the respective sites.
- Regular searches in the immediate vicinity of the WEF turbines for collision casualties (see Section 9).

- Estimation of collision rates.

8 SEARCHER EFFICIENCY AND SCAVENGER REMOVAL

The value of surveying the area for collision victims is only valid if some measure of the accuracy of the survey method is developed. The probability of a carcass being detected and the rate of removal / decay of the carcass must be accounted for when estimating collision rates. This must be addressed in the form of searcher and scavenger trails which must be conducted by the avifaunal specialists at least twice a year during each year of post-construction monitoring in order to arrive at an estimated annual collision mortality rate.

9 COLLISION VICTIM SURVEYS

9.1 Aligning carcass search protocols

The carcass search protocol must be agreed upon between the bat and bird specialists to constitute an acceptable compromise between the current best practice guidelines for bird and bat monitoring.

Daily carcass searches must begin as early in the mornings as possible to reduce carcass removal by scavengers. A carcass searcher must walk in straight line transects, 6m apart, covering 3m on each side. A team of searchers and one supervisor must be trained to implement the carcass searches. The searchers must have a vehicle available for transport per site. The supervisor must assist with the collation of the data at each site and to provide the data to the specialist in electronic format on a weekly basis. The specialists must ensure that the supervisor is completely familiar with all the procedures concerning the management of the data. The following must be sent to the specialist on a weekly basis:

- Carcass fatality data (hardcopy and scans as well as data entered into Excel spreadsheets);
- Pictures of any carcasses, properly labelled;
- GPS tracks of the search plots walked; and
- Turbine search interval spreadsheets.

When a carcass is found, it must be bagged, labelled and kept refrigerated for species confirmation by the avifaunal specialist.

9.2 Estimation of collision rates

Observed mortality rates need to be adjusted to account for searcher efficiency and scavenger removal. There have been many different formulas proposed to estimate mortality rates. The available methodologies must be investigated, and an appropriate method will be applied. The current method which is used widely is the GenEst method.

10 DELIVERABLES

10.1 Annual report

An operational monitoring report must be completed at the end of each year of operational monitoring. As a minimum, the report must attempt to answer the following questions:

- How has the habitat available to birds in and around each WEF changed?
- How has the number birds and species composition changed?
- How have the movements of priority species changed?
- How has each WEF affected priority species' breeding success?
- What are the likely drivers of any changes observed?
- How many, and which species of birds collided with the turbines and associated infrastructure? And are there any patterns to this?
- What is the significance of any impacts observed?
- What mitigation measures are required to reduce the impacts?

10.2 Quarterly reports

Concise quarterly reports must be compiled by the avifaunal specialist for the WEF operator with basic statistics and recommendations for the management of impacts that need to be addressed.

APPENDIX 9: SITE SENSITIVITY VERIFICATION WEF

RECONNAISSANCE REPORT (IN TERMS OF PART B OF THE ASSESSMENT PROTOCOLS PUBLISHED IN GN 320 ON 20 MARCH 2020

11. INTRODUCTION

In accordance with Appendix 6 of the National Environmental Management Act (Act 107 of 1998, as amended) (NEMA) Environmental Impact Assessment (EIA) Regulations of 2014, a reconnaissance visit has been undertaken in order to confirm the current land use and environmental sensitivity of the proposed project area as identified by the National Web-Based Environmental Screening Tool (Screening Tool).

12. SITE SENSITIVITY VERIFICATION

The following methods and sources were used to compile this report:

- Bird distribution data from the second Southern African Bird Atlas Project (SABAP 2) was obtained from the FitzPatrick Institute of African Ornithology of the University of Cape Town (2021), as a means to ascertain which species occurs within the broader area i.e., within a block consisting of 15 pentads. A pentad grid cell covers 5 minutes of latitude by 5 minutes of longitude (5'× 5'). Each pentad is approximately 8 × 7.6 km. From 2007 to date, a total of 79 full protocol lists (i.e., surveys lasting for a minimum of at least two hours each) have been completed for this area. In addition, 222 ad hoc protocol lists (i.e. surveys lasting less than two hours but still yielding valuable data) have been completed.
- The national threatened status of all priority species was determined with the use of the most recent edition of the Red Data Book of Birds of South Africa (Taylor *et al.* 2015), and the latest authoritative summary of southern African bird biology (Hockey *et al.* 2005).
- The global threatened status of all priority species was determined by consulting the IUCN Red List of Threatened Species (http://www.iucnredlist.org/).
- A classification of the vegetation in the WEF application site was obtained from the Atlas of Southern African Birds 1 (SABAP 1) (Harrison *et al.* 1997) and the National Vegetation Map (2012 beta2) from the South African National Biodiversity Institute website (Mucina & Rutherford 2006 & http://bgisviewer.sanbi.org).
- The Important Bird Areas of Southern Africa (Marnewick *et al.* 2015) was consulted for information on potentially relevant Important Bird Areas (IBAs).
- Satellite imagery (Google Earth ©2020) was used in order to view the broader area on a landscape level and to help identify sensitive bird habitat.
- Priority species for wind development were identified from the most recent (November 2014) list of priority

species for wind farms compiled for the Avian Wind Farm Sensitivity Map (Retief *et al.* 2012).
- The South African National Biodiversity BGIS map viewer was used to determine the locality of the proposed site relative to National Protected Areas.
- The DFFE National Screening Tool was used to determine the assigned avian sensitivity of the WEF application site.
- Information gained from pre-construction monitoring at three potential wind farm sites in close proximity to the current site, namely Beaufort West WEF, Trakas WEF, and Lombardskraal Wind and Solar Facility assisted in providing a comprehensive picture of avifaunal abundance and diversity in the greater area, including the current study area.
- A reconnaissance site visit was undertaken to record and assess the habitat at the application site from 29 - 30 August 2020.

13. OUTCOME OF SITE RECONNAISSANCE

The proposed WEF and control sites are located in the Gamka Karoo, which is one of most arid vegetation units of the Nama Karoo biome. It consists of undulating plains covered with dwarf spiny shrubland dominated by Karoo dwarf shrubs, with sparse low trees. Dense stands of drought-resistant grasses cover broad sandy bottomlands, especially after abundant rains (Mucina & Rutherford 2006). The turbine site contains a few ephemeral drainage lines which are characterised by sandy channels with Vachellia karoo shrubs and small trees growing on the edges. This region is in the rain shadow of the Cape Fold Belt mountains in the south, with mean annual precipitation ranging from 100–240mm, mostly between December and April. Mean maximum and minimum monthly temperatures in Beaufort West are 38.7˚C and -3.2˚C for January (summer) and July (winter) respectively (Mucina & Rutherford 2006). Strong north-westerly winds occur in winter (Mucina & Rutherford 2006). The only longer term surface water at the turbine site consists of a couple of dams and boreholes with reservoirs. Drainage lines flow only briefly after good rains. The land is used for livestock and game farming.

The field surveys confirned that habitat exists for the following Species of Conservation Concern (SCC) at the application site:

- Lanner Falcon *Falco biarmicus* (Regional status Vulnerable)
- Secretarybird *Sagittarius serpentarius* (Regional and Global status Endangered)
- Karoo Korhaan *Eupodotis vigorsii* (Regional status Near-threatened)
- Kori Bustard *Ardeotis kori* (Regional and Global status Near-threatened)
- Ludwig's Bustard *Neotis ludwigii* (Regional and Global status Endangered)
- Martial Eagle *Polemaetus bellicosus* (Regional and Global status Endangered)

14. NATIONAL ENVIRONMENTAL SCREENING TOOL

According to the DFFE national screening tool, the habitat within the development site is classified as High and Medium sensitivity for birds according to the Animal Species Theme (**Figure 1**). The High sensitivity classification for birds is linked to Southern Black Korhaan, Martial Eagle and Ludwig's Bustard, and the Medium sensitivity to Southern Black Korhaan. The High classification is confirmed based on the observed presence of SCC at the site namely Martial Eagle, Karoo Korhaan and Ludwig's Bustard during the field surveys carried out at the WEF application site.

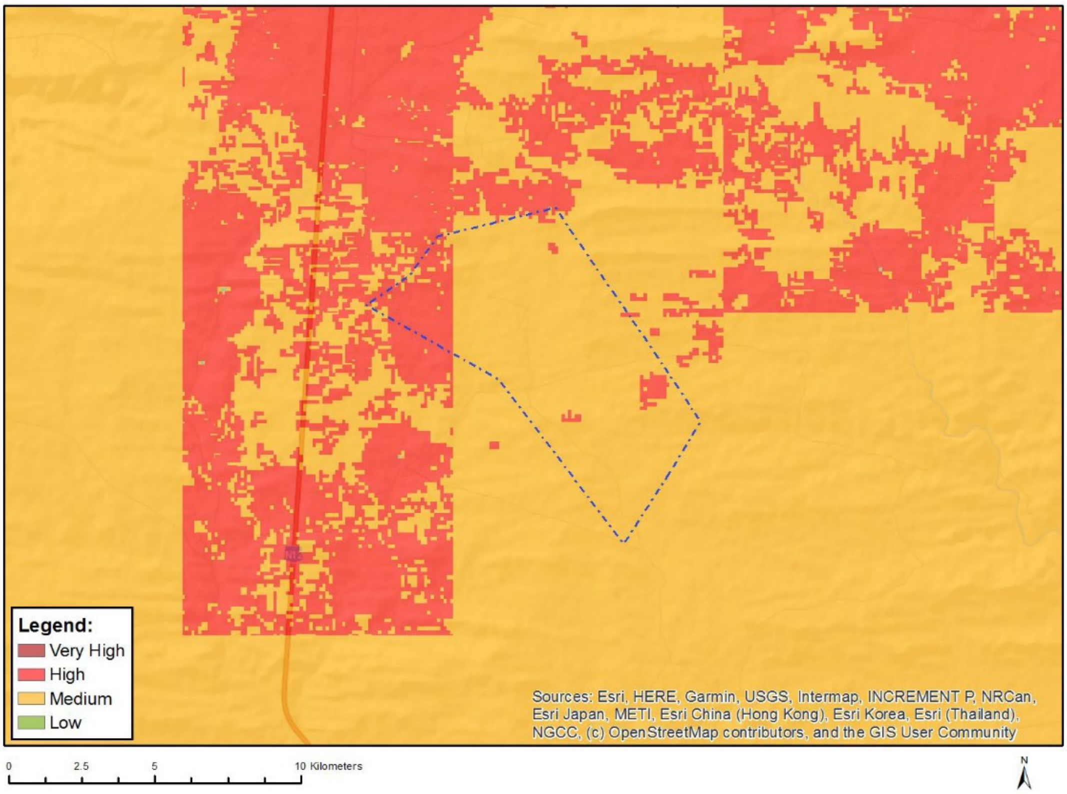

Figure 1: The classification of the development site according to the animal species theme in the DFFE National Screening Tool. The High sensitivity classification for birds is linked to Southern Black Korhaan, Martial Eagle and Ludwig's Bustard and the Medium sensitivity to Southern Black Korhaan.

15. CONCLUSION

The classification of High Sensitivity is confirmed. SCC have been observed at the application site and were recorded during the pre-construction monitoring surveys conducted over four seasons in 2020 and 2021.