

RESPONSE REQUIRED IN TERMS OF

OFFICE USE.
AMAFA ID _____
FILE REFERENCE _____
EIA NUMBER (if applicable) _____
DATE RECEIVED _____
DATE ONSIDERED _____
FILTER COMMITTEE RECOMMENDATION
APPLICATION PAYMENT CONFIRMATION

APPLICANTS DETAILS

Applicant Name (Company/institution/individual):	Coastal & Environmental Services
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Contact Person:	Lara Craus/Marc Hardy
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Telephone/Fax No.:	046 622 2364 / 7
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DEVELOPMENT DETAILS

Project Title:	Mooi-Mgeni Transfer Scheme, Phase 2, KZN
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Project Description:	Please see attached document.
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Extent of Development Footprint (in m ²):	16km long with a servitude of 50m and a temporary servitude of 50m during construction.
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Project Description

The proposed activity consists of the following components:

The Spring Grove Dam Pumping Station - A 5.8 MW pump station, with a maximum pumping capacity of 4.5 m³/s, will be located immediately downstream of the Spring Grove Dam on the right bank of the Mooi River.

Rising Main from the Pumping Station to the Break Pressure Tank at Gowrie - There will be an approximately 1600 mm diameter pipeline from the Pumping Station to a new break pressure tank located at the watershed in Gowrie Village. The pipeline will cross smallholdings in Rosetta for the first 3 km and thereafter will join the existing MMTS-1 pipeline and run next to it in the existing servitude to the break pressure tank. The length of pipeline is about 6 km.

Break Pressure Tank at Gowrie Village - The existing break pressure tank at Gowrie Village will be demolished and replaced by a new one with sufficient capacity for both the MMTS-1 and MMTS-2 systems. This new break pressure tank will be architecturally designed to blend in with the surrounding structures.

Section of new pipeline from Gowrie Village to the Mpofana River - A new 600mm diameter pipeline will be laid next to the existing MMTS-1 pipeline. The pipeline is approximately 8km long and will also discharge at the existing outfall works on the Mpofana River.

Outfall Works on the Mpofana River - A new outfall works will be constructed adjacent to the existing outfall works to accommodate the MMTS-2 system.

Description of the proposed route

The preliminary pipeline route established during the original Environmental Impact Assessment Review (2009) for the project ran from the Spring Grove pumping station eastwards through a number of smallholdings over a distance of approximately 3 km up to the existing MMTS-1 pipeline servitude. This route was the route successfully appealed against in the original EIA Review, and is referred to as the Route A Original DWA on Figure 2-1.

In the BKS report *Spring Grove Dam and Appurtenant Works Pipeline Route Assessment*, May 2010 (BKS, 2010), three routes were described that were considered environmentally acceptable from an initial route selection. This was carried out following the appeal on the Route A Original DWA Route. This report investigated a number of alternatives, and from this report, two routes were identified as viable, namely Route Alt A1 and the Alt Umgeni Route. A number of options (refinements) to these routes have been suggested, and these are described more fully below (e.g. Yellow Route, Blue Route, Rising Main Alternative, Gravity Main Alternative). In addition to this the existing servitude and the original appealed route are described briefly below.

Route Alt A1

Alternative Alt A1 crosses from the dam to the road just east of Portion 233 then turns southwards to follow the road (broken Blue line). The route then turns eastward along the boundary between Portions 102 and 103 of the Farm Springvale 2170 and from here it crosses Portion 98 and 189 and then follows the Northern property boundaries of Portion 189, 180, 179, 178 until it reaches the boundary of Portion 332 where it continues south east along the boundary between Portion 332 and Portions 178/177 before turning east along the

boundary between Portions 332 and 161. The route then crosses road R103 and join the existing servitude of the MMTS-2 pipeline.

Route Umgeni

This route follows the initial routing of Alternative A1 to the small dam wall between Portions 103 and 104 (Purple line) after which it continues along the boundary between Portions 95 and 146 until it reaches Portion 93. It then continues northwards adjacent to the road. The pipeline turns south east for a short distance past the densely populated residential area before proceeding north to the R103 alongside Portion 92 and joins the existing MMTS-1 pipeline servitude just east of the R103 and the railway line.

Yellow Route

The new Yellow route follows the same route as route Alt A1 to the road just East of Portion 233 of the Farm Springvale 2170. It crosses and follows the road on the eastern side between portions 233 and 104. It then turns eastwards along the boundary between Portions 103 and 104 and then on the boundary between Portions 95 and 146. The route turns in a southerly direction along the boundary between 146 and 93/96 and then cuts across Portion 189. It then follows the boundary of Portions 180 and 174/175 and Portions 179 and 175/176. Portions 175 and 176 have been sub-divided. The route then runs along the Northern boundary of Portion 176, crosses the road and then joins the existing MMTS-1 servitude. This route skirts the Mziki Estate and instead follows boundary lines (between Portions 175 and 176, where the yellow line on the map is partly obscured).

Blue Route

This Route follows the same route as route Alt A1 to the road just east of Portion 233 of the Farm Springvale 2170. It follows the road down along the boundary of Portion 233/104 then 234/103, then turns east along the southern boundary of Portion 103, cuts across Portion 98 before following the Northern boundary of Portion 98. The route then follows the same profile as the Yellow Route.

Rising Main Alternative

The Rising Main Alternative follows the same route as route Alt A1 to the road just east of Portion 233 of the Farm Springvale 2170, and then follows the road down along the boundary of Portion 233/104 then 234/103 (Orange broken line). It then follows the property boundaries through Spring Grove 2169 Remainder/113; Remainder/158; Remainder/189; Remainder/180; Remainder/179; Remainder/178; Remainder/177; Spring Grove 2169 Portion 19/177; 19/7; 19/144; Spring Grove 2169 Portion 25/264; 25/286; 25/268; 25/265. The Route would then cross Gowrie 1930 Portion 90 and join the existing servitude just north of the break pressure tank.

Route A Original DWA

Alternative Alt A1 (brown line) crosses from the dam to the road just east of Portion 233. It crosses the road and follows the road on the eastern side between portions 233 and 104, then turns eastwards along the boundary between Portions 103 and 104 and then on the boundary between Portions 95 and 146. From here the route runs in a southerly direction between Portions 103 and 146 until it reaches the southern boundary of Portion 146, where it turns in a south easterly direction. From here it runs between the boundaries of Portions 146 and 98 and Portions 96 and 189 until it reaches the boundary between Portions 189 and 180 where it turns east and cuts through Portion 174 and the Mziki Estate to the boundary of Portion 175. From here it crosses the road and the railway line to connect to the existing

servitude. This route was successfully appealed in 2010, but the appeal was based on the lack of alternatives and not the routing.

Break Pressure tank

The new BPT cannot be constructed in the same location as the existing BPT due to connection issues. Two locations were considered for the new BPT, which is a 10m high concrete structure.

Location 1: Just on the Southern side of the existing bowling green, to the eastern side of the existing pipeline (appears to be Portion 126 of Gowrie 1930). This is close to the existing location, with a road that borders one edge. The emergency drainage lines from the tank would need to be longer than from Location 2.

Location 2: On the southern edge of the bend that takes the pipeline from Portion 24 Gowrie 1930 to Portion 83 Gowrie 1930, situated in open space. This location is not ideal as the view from a number of properties would be compromised and the general view in the estate might be affected if a tank was put up in this location.

Gravity Main

The preferred route for the gravity main is the route following the existing servitude. The route follows a good technical profile. Much of the land conditions are known, the servitude is already registered, and additional land acquisition costs will not be required.

An alternative to the route along the existing servitude would continue the route in a southerly direction after it passes the BPT until the road. The route then follows the road through Gowrie 1930, Portion 83 then part of the way along the road in Gowrie 1930, Portion 24. It then crosses across Gowrie 1930 Portion 24, Wilde Als spruit 71 and Wilde Als Spruit Portion 118 to join back to the existing servitude. This alternative would skirt the Gowrie Village golf course, as well as the contentious farm dam on Gowrie 1930 Portion 71.

Existing Servitude

The existing servitude runs in a south easterly direction and transects Portion 85 of the Farm Springvale 2170. From the border between Portion 85 and Portion 276/2170 it runs in a southerly direction and transects Portion 90 before it reaches Gowrie Village at the existing BPT. From Gowrie Village it runs in a south easterly direction and transects Portions 83, 24 and 71 of the Farm Gowrie 1930. From this point the servitude turns in a southerly direction on the border between Portions 71 and 118. The servitude then traverses Portions 116, 107, 106, 75, 69, 10 and 11 of the Farm Waterford 15946 where it reaches the existing outfall to the Mpfana River.

RESPONSE REQUIRED IN TERMS OF

BID	SCOPING (d)	SCOPING(f)	BAR	EMP	ROD
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Nature of Development: (please tick the appropriate box)

1	Construction of a road exceeding 300 m in length	<input type="checkbox"/>
2	Construction of a wall exceeding 300 m in length	<input type="checkbox"/>
3	Construction of a power line exceeding 300 m in length	<input type="checkbox"/>
4	Construction of a pipeline or trench exceeding 300 m in length	<input checked="" type="checkbox"/>
5	Construction of a canal exceeding 300 m in length	<input type="checkbox"/>
6	other similar form of linear development exceeding 300 m in length	<input type="checkbox"/>
7	Construction of a bridge or similar structure exceeding 50 m in length	<input type="checkbox"/>
8	Any development exceeding 5 000 m² in extent any other category of development provided for in regulations	<input type="checkbox"/>
9	Other activity which will change the character of an area of land, or water exceeding 10 000 m² in extent	<input type="checkbox"/>
10	Any development involving three or more existing erven or subdivisions thereof	<input type="checkbox"/>
11	any development, or other activity involving three or more existing erven or subdivisions	<input type="checkbox"/>
12	any development, or other activity involving three or more existing erven or subdivisions which have been consolidated within the past five years	<input type="checkbox"/>
13	any development, or other activity the costs of which will exceed a sum set in terms of regulations	<input type="checkbox"/>
14	Rezoning of a site exceeding 10 000 m ²	<input type="checkbox"/>

To your knowledge, will the Development impact on a heritage resource protected in terms of Sections 33,34,35,36, 37, 38, 39, 40, 41, 42, 43 of the KZN Heritage Act, or is the development located in the vicinity of any of the above. If yes, explain.

The Heritage survey noted two stone walled features and a few historical tree boundaries. The stone walled features would require mitigation before and during construction. The trees are alien species, however they may be protected since they form part of the cultural landscape.

District Municipality / Metro	eThekweni Municipality
Local Municipality	uMngeni Municipality + Mpofana Municipality
Traditional authority (if applicable)	N/A
Town / Area	Howick

RESPONSE REQUIRED IN TERMS OF

Property Description (Erf, Lot, Portion, Farm)	Please see attached landowner details	
Co-ordinates . (Provide either Decimal or DD MM SS ss) Decimal eg 28,5075 S 31, 23456 E DDMMSSss 28.30 ' 45,12"	SOUTH (X)	
	Decimal Degrees	
	Or Degrees	Minutes Seconds
	EAST (Y)	
	Decimal Degrees	
	Or Degrees	Minutes Seconds
1: 50 000 sheet	Please see attached list of heritage sites see attached .	
1: 10 000 orthosheet (if applicable)		


APPLICANT'S CHECKLIST	Y	N
Completed & Signed Application Forms	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Site Photographs	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1:50 000 Topographical / Aerial Photo Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Payment/ Proof of Payment	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Payment - postal order bank dep Internet banking/EFT

also attached is the Heritage Impact Assessment Study .

Declaration

I, MARC RICHARD HARDY undertake strictly to observe the terms, conditions, restrictions, by-laws and directions under which the Council of *Amafa aKwaZulu-Natali* may issue the permit.

Signature 	Place CES	Grahamstown
	Date 21/08/2012	

NB:

APPLICATIONS SUBMITTED WITH INCOMPLETE FORMS WILL NOT BE CONSIDERED