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Cc Reg. No.: 2009/005619/23

THE APPLICATION FOR RECTIFICATION IN TERMS OF SECTION 24G AND 7 OF THE NATIONAL ENVIRONMENTAL MANAGEMENT AMENDMENT ACT NO 8 OF 2004 FOR THE PROPOSED CONSTRUCTION OF A 42 M HIGH MAST FOR A ZIPLINE, KOPJESKRAAL 517-IQ, TLOKWE LOCAL MUNICIPALITY, NORTH WEST PROVINCE

Our Ref. No: HES/001/RA/P2

DEA Ref. No: 12/12/20/1946

21 May 2012

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Mr A. Salomon,

1. Introduction

Holistic Environmental Services (HES) Cc was appointed by Crater Slide (Pty) Ltd to submit the application for rectification in terms of sections 24G and 7 of the National Environmental Management Amended Act, (Act 8 of 2004), for a **42 m high tower for a Zip-line** on portion 71 on the farm Kopjeskraal 517-IQ, in the **Vrededorst Dome Management Area**. The activity was listed in GNR 386 of 21 April 2006 under activity no 14 "The construction of masts of any material or type of any height, including those used for telecommunication, broadcasting and radio transmission, but excluding – (a) masts of 15 metres and lower exclusively used (i) by radio amateurs; or (ii) for lighting purposes (b) flag poles; and (c) lighting conductor poles."

2. Locality

The study area falls within the jurisdiction of the Tlokwe Local Municipality, Dr Kenneth Kaunda District, North West Province. The proposed development site is located approximately 12km north-west of Parys on Portion 71 (±168 ha) of the farm Kopjeskraal 517-IQ, at the following coordinates in the centre of the property:

Latitude: 26. 878726 S Longitude: 27. 387544 E

The locality map is attached in Appendix A.

3. Description of Activity

The proposed development entails the establishment of the following activities on the said property:

Table 1: Activity Description

ACTIVITY DESCRIPTION	NUMBER OF ERVEN/STRUCTURES	SIZE OF ERF (m ²)
Platform 1 (Hill)	1	±30
6 m High Tower (Hill)	1	±6
Platform 2 (Offloading Platform)	1	±25
42 m High Tower	1	±10
Stainless Steel Cable	1	2 230
Parking Bay	1	±9000
Reception Area	1	±20

The physical footprint of the zip-line and associated structures will be very small, approximately 90 m². The parking bay area is 9000m², but will require minimum alteration, the proposal is maintain the grass and prune the woody species. No excessive clearance is currently envisaged. **The site plan indicating the physical footprint of the development is included in Appendix B.**

Zip-line Main Design

During the construction phase wooden poles will temporarily be erected underneath the proposed cable route to assist with the positioning and connecting of the cable to platform 1 and the 42m high tower. This will occur with minimal vegetation clearance at localized areas. The site mitigation measures pertaining to vegetation clearance along the route needs to be adhered to.

The main design approach is for the user to slide a maximum weight of 300kg on a zip-line made of stainless steel, by means of gravity, safely and without any obstacle, from the top of the mountain (Platform 1) over a horizontal distance of ±2100 m (depending on the chosen design) to the bottom of the mountain about 182 m below. Platform 1 (Hill) will consist of a 6 m high tower and platform from where the user will start descending to the endpoint of the zip-line.

Platform 1 will be constructed on wooden poles lower down from the tower, with a flat steel roof, which will also be painted with a green colour. The platform will be visible from the gravel road traversing the site, but it should blend in with the surrounding vegetation. Lightning conductors will be positioned on the top of the hill; the conductors will be painted green and positioned in such a way that it does contribute to the visual impact of the proposed activity.

The user will be propelled by gravity on the zip-line and the same will be utilized to stop the user. Gravity stop utilizes the inherent nature of the sag in the cable. The belly of the cable is always lower than the termination point. The extent of the uphill to the endpoint of the tower (mast), on a zip-line, controls the speed at which the user arrives at the termination point or offloading platform. This then is the main reason for having in this particular case a **42m** high tower at the end of the zip-line.

The offloading zone will consist of a cement foundation, approximately 4m² in size. This foundation is required to attach the cords which will assist the client in stopping at the correct location. The grassy layer surrounding this area will be maintained to improve ease of access and to minimize the potential damage to equipment during veld fires.

The 42 m high tower will be a steel construction, which will be painted green, minimizing the associated visual impact.

The designs aim is to let gravitation gradually stop the person and let him slide backwards from the 42m high tower towards the offloading point or platform (termination point). Gravitation is the safest and most natural way of stopping a person sliding on the inclined cable. The use of this method for this project is not negotiable.

4. Operational Procedures

- The visitors/clients will enter the southern section of the property (Parking Bay & Reception Area) upon arrival. A full time security guard will be provided to control access to the site and direct the vehicles to the appropriate parking area.
- The visitors/clients will then be required to confirm their arrival at reception, from where they will be taken to the Bush Lapa, situated along the northern section of the property where the necessary briefing will take place. No private vehicles will be allowed in the northern section of the property.
- The different groups will then be taken to the starting point of the Zip-line at Platform 1 (Hill), from which they will descend along the zip-line towards the tower and back to the offloading platform/termination point.
- The user will then be taken to the Bush Lapa for refreshments or to the parking bay area, from where they will proceed to exit the property.

5. Impact on Heritage and Archaeological remains

According to the available information the proposed development will not require a Phase 1 Heritage Impact Assessment to be conducted in accordance with the National Heritage Resources Act (NHRA) of 1999 (Act 25 of 1999).

None of the activities associated with the development is listed under Section 38 (1) of the NHRA of 1999 (Act 25 of 1999) and therefore does not require a Phase 1 HIA to be conducted. The following activities are listed under the Act and require a HIA to be conducted:

- (a) *the construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier exceeding 300m in length;*
- (b) *the construction of a bridge or similar structure exceeding 50 m in length; and*
- (c) *any development or other activity which will change the character of an area of land, or water -*
 - (i) *exceeding 5 000 m² in extent;*
 - (ii) *involving three or more existing erven or subdivisions thereof; or*
 - (iii) *involving three or more erven or divisions thereof which have been consolidated within the past five years; or*
 - (iv) *the costs of which will exceed a sum set in terms of regulations by SAHRA or a Provincial Heritage Resources Authority;*
- (d) *the re-zoning of a site exceeding 10 000 m² in extent; or*
- (e) *any other category of development provided for in regulations by SAHRA or a Provincial Heritage Resources Authority, must at the very earliest stages of initiating such a development, notify the responsible heritage resources authority and furnish it with details regarding the location, nature and extent of the proposed development.*

Other sections of the Act with relevance are the following:

Section 34(1) *No person may alter or demolish any structure or part of a structure, which is older than 60 years without a permit issued by the relevant provincial heritage resources authority.*

Section 35(4) *No person may, without a permit issued by the responsible heritage resources authority: destroy, damage, excavate, alter, deface or otherwise disturb any archaeological or palaeontological site or any meteorite*

Section 36 (3) *No person may, without a permit issued by SAHRA or a provincial heritage resources authority: destroy, damage, alter, exhume, remove from its original position or otherwise disturb any grave or burial ground older than 60 years which is situated outside formal cemetery administered by a local authority; or bring onto or use at a burial ground or grave any excavation equipment, or any equipment which assists in detection or recovery of metals.*

The possibility of uncovering heritage resources during excavations and digging that takes place during the construction phase. It is for that reason that we advised our client in the EMP and EIA reports that should any objects of cultural importance be unearthed the SAHRA be informed immediately.

6. Conclusion

The proposed development is currently not listed in terms of the NHRA and therefore does not require the a phase 1 HIA to be conducted. The development footprint will not impact on any known heritage remains that might occur on site. It will be ensured that the SAHRA be notified immediately should any objects of cultural importance be uncovered during the construction phase of the development.

Please do not hesitate to contact me if anything is unclear.

Kind Regards,



BP Pretorius

Bsc. Hons Environmental Management

Environmental Consultant