

Translation of e-mail received from Peter Kotze (3 December 2015)

Môre Andre

Agtergrond Sanddraai en Bokpoort2 EIA

Die eia word deur 'n mpy gedoen en dan word dit verkoop aan 'n ander mpy. So nou is daar 'n geleentheid om ooreenkomste aangegaan wat hulle nie gepas het nie deur die GATE/loop holes te laat gaan. Dit het met Bokpoort1 gebeur en ook by Karos solar. Ek het hierdie nalatigheid opskrif.

So indien hierdie eia en nuwe mpy nie met ons skakel nie dan kan die projek nie voorgaan voordat hulle nie alles met ons uitgeklaar het en ondernemings aangegaan het nie, m.a.w. hulle moet ons in kennis stel wat gebeur.

Die paaie is ons infrastruktuur waarmee ons ons inkomste genereer. Geen/swak infrastruktuur; verminderde inkomste, onderhoudskoste/depresiasie aan/van voertuie en uiteindelik laer grondpryse.

Huidige toestand van pad, nadat hulle skriftelik onderneem het om paaie 7 dae per maand te skraap, (dit word nog steeds nie gedoen nie). MOU met Prov. paaie word nie nagekom nie. Bokpoort1 het BVI gebruik om die oppervlak van die pad te bepaal en Bokpoort1 het onderneem om die pad weer in dieselfde toestand te lewer nadat die projek voltooi is. Dit gaan nie gebeur nie. Ek het hierdie dokumente.

Stof op ons weiding en landerye, aangesien ons reënval laag is word hierdie stof nie afgewas nie; wat is die impak op 'vreetbaarheid' vir diere en op opbrengs van oeste.

Die pad na n14 moet ook geteer word. Die brue oor die kanaal is nie ontwerp om swaar vragte te hanteer nie. Toe die kanaal in 1960 gebou is was daar nog nie 35ton vrag vragmotors nie. Dus mag die bestaande brue nie gebruik word nie. So hulle kan nie die Grootdrink brug gebruik nie omdat alle voertuie dan oor die kanaal moet ry. Wie gaan verantwoordelik wees indien die kanaal beskadig word en die besproeiërs nie hul oeste kan water gee nie. Ek het dit opskrif dat Bokpoort1 onderneem het dat kontrakteurs nie pad na N14 mag gebruik nie, hulle het nog steeds. Hulle gaan sê hulle het nie beheer oor watter pad die kontrakteurs gebruik nie. Bokpoort1 het 'n voertuig telling gedoen en daar was bevind dat 70% voertuie die pad na N10 gebruik en 30% na N14. Hierdie grondpaaie kan eenvoudig nie hierdie verkeer hanteer nie, die stof wat op die pad gegenereer word, is die grond waarmee die pad gebou is, beweeg weg van die oppervlakte. Daarom verdwyn die oppervlak van die pad.

Daar MOET spoedbeperkings op die toegang paaie ingestel word en die kontrakteurs & werknemers se spoed moet 24/7 gemonitor word. Hulle ry soos hooligans.

Wat van 'n temperatuurstyging. Daar word beweer dat die temperatuur omgewing rondom die son plaas met tot 10C kan styg.

Wat gaan die in vloed wees op reën in die omgewing a.g.v. die hitte en uitstraling?

Geraas, ons weet nie wat gaan gebeur nie.

Ongediertes, wie/hoe gaan ongediertes beheer word, hulle gaan 'n lêplek/wegkruip op die grond.

Sig van torings(ek het nie 'n beter woord nie astetiese) Hoe gaan dit die wildplase en moontlike wildplase & toerisme in die omgewing beïnvloed? By Upington kan jy die refleksie van die spieëls kms vê sien.

Wie gaan ons hiervoor kompenseer?

Die probleem is ons het nie nou die antwoorde nie, ons sal net die gevolge weet nadat die son plase gebou is. **Hoe gaan ons dan vergoed word as daar nie nou ooreengekom word nie.**

So Ja, daar is te veel vrae en te min antwoorde vir die omliggende grondeienaars.

Peter

Good morning Andre

Background on Sand Draai and Bokpoort2 EIA

The EIAs are being undertaken by companies who in the end sell the permits/authorisations to a company that will build the project. This grants an opportunity for arrangements/agreements that were made to fall through the cracks, especially those that do not fit them. This happened with Bokpoort1 and also at the Karos solar. I have the negligence on paper (proof).

So if this new company and the EIA process does not include us, then the projects cannot go any further before everything has been sorted and agreed with us. Therefore they have to inform us or notify us on anything that is happening.

The roads, that we use when generating our income, is our infrastructure. No or badly conditioned infrastructure leads to less income to us, upkeep costs/ depreciation costs of our vehicles and in the end lower property/ land prices.

The current state of the road, after they undertook in writing to do upkeep 7 days per month (which is still not being done/upheld) MOU with Province is not being upheld. Bokpoort1 used BVI to determine the area of the road and Bokpoort1 undertook to leave (rehabilitate) in the same state was what it was when the project was started. This is not going to happen. I have the documents (proof).

Dust on our pastures and lands, due to rainfall being so low, are not being washed off. What impacts does this have on our feed availability, animals/livestock and yield of crops?

The road to the N14 must be tarred. The bridges that span over the canal was not designed to carry such heavy loads. When the canal was built in the 1960's, it was not envisaged that 35 ton vehicles would be making use of them. Therefore the bridges cannot be used at the moment. Who is going to take responsibility if the canal gets damaged and the irrigators cannot give their crops water? I have proof on paper, which Bokpoort1 undertook, where they indicate the road to the N14 (northern gravel road) will not be used. This still happened. They are going to claim that they do not have control over which roads the contractors are using. Bokpoort1 undertook a traffic count and it was found that 70% of the vehicles make use of the road to the N10 (southern gravel road) and 30% the road to the N14 (northern gravel road). Simply put, these roads cannot handle the traffic volume that is currently making use of it. The dust generated is the ground with which the road was built. The surface of the road is being destroyed.

There HAS to be speed limits imposed and monitored 24/7, especially the driving of the contractors and workers. These guys drive like hooligans.

What about the temperature increases? It is alleged that the temperatures around the solar farm can increase with as much as 10C (degrees).

What are the impacts that these increases will have on the rainfall?

Noise, we do not know what is going to happen.

Vermin, who / what about vermin controlled, they will have a den / hiding on the ground.

The sight of the towers (the esthetic value). How is the tower going to affect the game farms, possible game farms and tourism in the surrounding area. At Uppington you can see the reflection of the mirrors and the tower for kilometers.

Who is going to compensate us for this?

The problem is that we are getting no answers. We will only know the consequences once these plants have been built. How are we going to be compensated if we do not come to agreements now?

So yes there are too many questions and no answers for the surrounding farmers and owners.

Peter