

Visual Impact Assessment

POTENTIAL ENVIRONMENTAL IMPACT	ENVIRONMENTAL SIGNIFICANCE BEFORE MITIGATION							ENVIRONMENTAL SIGNIFICANCE AFTER MITIGATION							Project Phase	Responsibility
	Se	Sp	Du	Fa	Fi	TOTAL	SRK Guideline	Se	Sp	Du	Fa	Fi	TOTAL	SRK Guideline		
Aesthetically unappealing visual area created by the presence of the Kashan substation	3	3	4	5	5	100	H Improve Current Management	3	2	4	5	4	81	H Improve Current Management	O	
RECOMMENDED MITIGATION MEASURES/REMARKS																
All topsoil removed from the site, prior to construction activities, must be stored for rehabilitation purposes at the site.															PC	ECO
The natural vegetation (trees and shrubs) around the site should be retained to provide screening for the construction equipment/vehicles.															C	ECO
During construction, dust control measures should be implemented to ensure that undue interest is not drawn to the site.															C	ECO
If vegetation is to be cleared on site, erosion control measures should be kept in place to ensure that excessive scarring of the landscape is reduced.															C	ECO
Investigation into the establishment of vegetation and/or the construction of man-made barriers between the sensitive viewers and the proposed development (i.e. the proposed Cashan substation) must be undertaken.															C/O	ECO
Litter control measures should be kept in place to ensure that the site is maintained in a neat and tidy condition.															C/O	ECO
External signage should be kept to a minimum, and where possible should be attached to existing buildings, to avoid free-standing signage.															C/O	ECO
Low foot level lighting should be used where it is deemed safe															C/O	ECO
Where possible, lighting should be faced / shielded inward away from the viewers.															C/O	ECO
Construction activities must be restricted from between the hours of 7:30 – 18:00.															C	ECO/Contractor
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	Se	Sp	Du	Fa	Fi	TOTAL	SRK Guideline	Se	Sp	Du	Fa	Fi	TOTAL	SRK Guideline		
Aesthetically unappealing visual impact caused by alternative 1 of the power line alignment.	3	3	4	5	4	90	H Improve Current Management	2	2	4	5	3	64	MH Maintain Current Management	O	
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Aesthetically unappealing visual impact caused by alternative 2 of the power line alignment from the existing Hekpoort substation to adjacent to the railway.	3	3	4	5	4	90	H Improve Current Management	2	2	4	5	3	64	MH Maintain Current Management	O	
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Aesthetically unappealing visual impact caused by alternative 2 of the power line alignment alongside the unpaved road.	3	3	4	5	4	90	H Improve Current Management	3	2	4	5	4	81	H Improve Current Management	O	
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Aesthetically unappealing visual impact caused by alternative 2 of the power line alignment from the unpaved road to the proposed Kashan substation site.	3	3	4	5	4	90	H Improve Current Management	3	2	4	5	3	72	MH Maintain Current Management	O	
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