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SiVEST Environmental
SiVEST SA (Pty) Ltd
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Division: Civil Engineering
Your Reference:
Our Reference: 17690/NH/C01
Date: 05 October 2022

ATTENTION: Ms MICHELLE NEVETTE

Dear Madam

MIERDAM AND PLATSJAMBOK PHOTOVOLTAIC SOLAR ENERGY FACILITIES – SPECIALIST COMMENT FOR EA AMENDMENT – TRANSPORTATION ASSESSMENT

The above project refers.

1. INTRODUCTION

Mainstream Renewable Power South Africa (Pty) Ltd require that a Part 1 (one) Amendment Application be undertaken in terms of the NEMA: EIA Regulations 2014 as amended, in order to extend the validity of the Environmental Authorisation (EA) previously acquired for the Mierdam and Platsjambok Photovoltaic Solar Energy Facilities.

The Part 1 Amendment Application requires that specialist comment be obtained on the specialist studies undertaken for the initial EA.

The original Transportation & Traffic Management Plan for the Mierdam and Platsjambok Photovoltaic Solar Energy Facilities was completed by Messrs. BVi Consulting Engineers WC in April. SiVEST SA (Pty) Ltd have been appointed to provide specialist comment on the same.

2. REASONS FOR AMENDMENT

It is our understanding that the need for the amendment arises from the expiry of validity of the initial Environmental Authorisation. We understand that the material aspects of the proposed development, being the scope, nature, layout and components of the facilities, have not changed.

Part of the SiVEST Group SiVEST SA (Pty) Ltd Registration No. 2000/006717/07 t/a SiVEST

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3. SPECIALIST COMMENT

The material findings of the original Transportation Study are summarised below:

- The proposed development was anticipated to have the greatest traffic impact during the construction phase (82 - 290 vehicles) due to the transportation of labour, construction plant, construction materials and PV Facility components. The anticipated traffic during the operation and maintenance phase was found to be significantly less.
- The main access to the facilities was identified along the R357.
- The primary long-distance haulage routes were identified to emanate from Gqeberha (f.k.a Port Elizabeth) and Saldanha Bay and follow a series of national routes (N10, N7) and provincial routes (R399, R27, R63, R386 and R357).

The above summarised points are among the primary factors influencing the outcomes and recommendations of the referenced Transportation Study. The circumstances giving rise to the Part 1 Amendment Application have not impacted on the factors stated above and therefore do not warrant any additional work in respect of the original Transportation Study.

4. CONCLUSION

An updated transportation assessment will not be required and the findings and recommendations as contained in the previous document will still be valid. In terms of transportation, the proposed amendment of the environmental authorization can be approved.

We trust the foregoing is sufficient for your requirements.

Yours faithfully



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