



Coastal & Environmental Services

2 August 2016

Attention: Mark Hardy

Project Manager

EOH Coastal and Environmental Services

The Point, Suite 408,
4th Floor, 76 Regent Road,
Sea Point
Cape Town

UPDATED LAYOUT FOR THE PROPOSED NEW BRANDVALLEY WIND FARM CLOSE TO LAINGSBURG, WESTERN CAPE: COMMENT FROM THE AGRICULTURAL SPECIALIST

Dear Mark

The updated infrastructure layout received on the 2nd August 2016 for the proposed new Brandvalley Wind Farm was assessed to determine impact on the surrounding agricultural landscape. Changes to the layout include:

1. The area near Snydersberg (located in the northern section of the project area, comprising of 12 proposed turbines) has been identified as an environmentally sensitive area. The access roads have therefore been re-routed to follow existing roads and two turbines (38 and 42) were removed.
2. The access road from turbine 1 to the existing road was removed in favour of the eastern access road (on Barendskraal RE/76) which was realigned to minimise impacts on medium and medium-high sensitivity areas. These measures avoid no less than five watercourse crossings.
3. In order to reduce fragmentation of the site, turbines 10 & 11 along with associated infrastructure were removed.
4. Turbines 21-23 with associated crane pads and access roads were removed from layout to reduce footprint (all in medium ecological sensitivity).
5. Turbine 27 with associated crane pads and access roads were removed to reduce impacts on medium ecological sensitivity areas.
6. Turbine 30 and crane pad shifted westwardly by about 15m to avoid steep slopes. Road layout rationalised to reduce footprint.
7. Road connecting turbines 30 and 31 removed completely to avoid ecology no-go area and reduce footprint.
8. Turbine 33 and crane pad was removed and road connecting turbines 32 and 34 straightened in order to reduce footprint and simplify road access now that turbines 31 and 30 are no longer directly connected (see point 7 above). Apart from the crane pad and turbine footprints this removes about 400m of road.
9. Road network between turbines 35-44 were redesigned completely to avoid ecology no-go zone altogether. In addition, this reduces the overall footprint slightly as 4.2km of these roads now overlap with existing farm roads, compared to only 2.4km in the previous layout.
10. Turbine 35 road and crane pad were shifted 38m north-east to avoid steep slopes in the vicinity.
11. Turbine 36, road and crane pad removed entirely to reduce footprint close to ecology no-go zone.
12. Turbine 39, road and crane pad removed entirely as a precaution.
13. Turbine 43 road and crane pad removed entirely. The road in vicinity of turbines 44 and 45 was shortened by about 560m and 233m of access roads removed.
14. Turbine 44, road and crane pad shifted about 84m south-east to avoid ecology no-go zone entirely.
15. Turbine 45 and crane pad shifted about 12m north-east to avoid steep slopes on either side of ridge. Road connecting Turbine 45 and 46 realigned for similar reasons.

16. Turbine 46 moved 28m south-east to avoid ecology no-go zone. Associated road shifted and crane pad moved/rotated as well so that no-go zone is not disturbed.
17. Access road from Ou Mure road to turbines 48-49 realigned to avoid ecological no-go zone. In addition, the access road just north of turbine 49 was removed altogether to avoid ecological no-go zone. Small road triangle for turning around was added just east of turbine 48 instead. Total footprint reduction: 338m of road.
18. Access road north of turbine 53 re-routed to avoid ecological no-go zone. As a result, crane pad next to 53 had to be rotated from NE-SW to N-S and road re-aligned in the vicinity of this turbine.
19. Access road north of turbine 58 re-routed to avoid ecological no-go zone.
20. Removal of new road section of 1.7km in total near substation location 4.
21. Substation position 1 and 2 were screened out and are no longer considered
22. The 33/132kV onsite substation alternative 3 was moved 130m south-west from the initial proposed location in order to avoid the identified watercourses and associated 32m buffer and the stone artefacts identified by the heritage specialist.
23. The 33/132kV onsite substation alternative 4 was moved 190m south-east from the initial proposed location in order to avoid the identified watercourses and associated 32m buffer. The amended position of substation alternative 4 overlaps the area previously assessed for a potential construction camp for use during the construction of the Brandvalley WEF.
24. The road width for all access roads was reduced from 12m to nine meters.

It was found that the proposed changes to the layout will have no additional impact on the agricultural landscape and therefore no additional issues were identified when compared to the final Agricultural and Soil Assessment for the proposed new Brandvalley Wind Farm dated March 2016.

All issues identified in the Final Agricultural and Soil Assessment still remains and all recommended mitigations identified must still be implemented for all phases of the wind farm.

Yours faithfully



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