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South African Heritage Resources Agency
PO Box 4637
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Attention: Dr Mariagrazia Galimberti

Dear Mariagrazia,

PROPOSED HYDROPOWER STATION ON THE ORANGE RIVER IN THE VICINITY OF KAKAMAS: REVISED TRANSMISSION LINE ROUTING

The Heritage Impact Assessment (HIA) for the proposed power lines for the above-mentioned project (HIA of the proposed new power-line route south of the river to Kakamas, Northern Cape (November 2011) has reference.

The original, assessed route has been revised after negotiation with the landowners (see **Figure 1**, Route A - green). Furthermore, as the developer is still in negotiations with a landowner regarding a servitude an alternative has been developed such that should the negotiations fall through, power can still be evacuated. This route, Route B, is the least preferred option however it is necessary to obtain approval for this option to ensure that it is viable. To clarify:

- Yellow: Original route assessed in my HIA (November 2011).
- Green: Route A - Revised preferred route
- White: Route B - Alternative to Route A.

As noted in the HIA the Precolonial/Stone Age material noted along the original route of the proposed power line was found to be of low significance, where present at all.



Figure 1 Original (yellow), Route A (green) and Route B (white) routing options of the proposed power line

No significant colonial era structures were found along the specific route proposed.

Where Route A, the preferred, revised route, deviates from the original assessed route it skirts agricultural lands and residential areas such that it crosses a shorter distance of undeveloped land. It is unlikely that any new heritage resources of high significance would be found along this route. Therefore the mitigation measures recommended for the original route are considered to be sufficient for Route A. It is requested that Route A be approved with these mitigation measures.

As noted previously the developer requires the approval of an alternative route, Route B, in order to ensure that a viable alternative exists to evacuate power should Route A no longer be possible due to negotiation issues. It is unlikely that this alternative route will be required as the developer is confident that the outcome of the negotiations with the landowner (the Department of Public Works) will be successful.

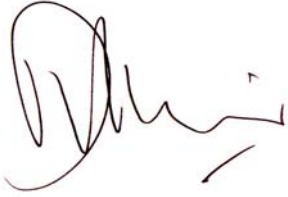
Route B largely follows Route A, or traverses land disturbed by agricultural and residential uses, except where it runs along the northern bank of the river and crosses a portion of undeveloped land. This section of the route, approximately 4 km long, was not visited during the field survey. Based on experience of the terrain, it is considered unlikely that heritage resources of high significance would be found along this route which could not be mitigated in terms of the following measures. The developer has indicated that this route could easily be altered to avoid any heritage resources (e.g. Stone Age material) in the event that any significant occurrences are found. As such, it is recommended that Route B is approved as an alternative to Route A, on condition that a heritage specialist would undertake a walkdown of the route, if this alternative route is selected, and that any re-alignments recommended by the specialist to avoid significant findings (or other mitigation measures) be implemented.

To conclude it is requested that Route A, and its alternative Route B, with the conditions as noted above, be approved.



Should you have any queries please contact the undersigned.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David Morris', with a stylized flourish at the end.

David Morris

Head of Archaeology

cc

Miss Louise Corbett, Aurecon South Africa (Pty) Ltd

