

Umlando: Archaeological Surveys & Heritage Management

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23 September 2019

Your ref: 14/12/16/3/3/1/2039

Coleskop WEF Layout Revision

Umlando undertook the heritage survey for the proposed Umsobomvu windfarm in 2013. Subsequent to the initial report the areas was divided into three aspects: Umsobomvu I WEF, Coleskop WEF and Eskom MTS. There has been a slight change to the original layout with the addition of the following features:

- Creating a new access point and upgrading existing jeep tracks and farm roads of approximately 5.7 km in length to create new access road routes. These roads will be expanded to 12 m in width during the construction phase and rehabilitated to 5 m in width during the operational phase;
- The construction of three (3) concrete batching plants, temporary laydown areas and construction areas. Each will consist of a concrete and/or steel batching plant of approximately 11 250 m², a temporary laydown area of approximately 22 500 m² and a construction compound area of approximately 11 250 m². The combined total area to be cleared for these three (3) concrete batching plants, temporary laydown areas and construction areas is approximately 135 000 m² (13.5 ha);
- The construction of electrical infrastructure which includes an Operation and Maintenance Services (OMS) building of up to 60 m x 60 m, requiring the clearance of up to 3 600 m² (0.36 ha); and
- Two (2) 500 m corridors for the construction of a 132 kV overhead line of approximately 7.6 km in length, which will be routed from the Coleskop

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Substation to the MTS Substation. This will include a double circuit, twin Tern 132 kV conductor. The overhead line will connect the proposed infrastructure to the existing electrical grid.

These changes do not affect any of the sensitive areas and/or heritage sites recorded during then original survey. Fig 1 shows the new access road and batching plants. Fig 2 shows the buildings and corridor.

All heritage sites and their management is conditional in the EA and is also reiterated as part of the amendment. Some of this is specific to the approved access road and the hatching plants, mini subs etc. Roads have not changed (in terms of specs) since the original EIA and specialist reports and were approved at 12m wide, rehabbed to 5m, and restricted in places by heritage and ecological constraints

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Gavin Anderson', with a stylized flourish above the name.

Gavin Anderson

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Fig. 1: Access Road And New Batching Parks

