

Site Inspection Observations: Romansrivier - Ceres

Old:	New:	Description of access requirements (pre-screening):	Extent of clearing required for access (pre-screening):	Extent of clearing required for pylon (pre-screening):	Environmental observations of structure location and access roads (pre-screening):	Comments and recommendations: access	Comments and recommendations: structure location	Eskom Comments 06/07/2017	Description of access requirements:	Extent of clearing required for access:	Extent of clearing required for pylon:	Environmental observations of revised structure location and access roads:	Final specialist comments / specific mitigation:
1	1	No new access required	0 m ²	0 m ²	• None	• None	• None	Existing monopoles	No new access required	0 m ²	0 m ²	• None	• None
2	2	6 m of new access road off existing unsurfaced road, no cut and fill required	6 m x 4 m = 24 m ²	0 m ²	• None	• None	• None	Existing monopoles	6 m of new access road off existing unsurfaced road, no cut and fill required	6 m x 4 m = 24 m ²	0 m ²	• None	• None
3	3	No new access required	0 m ²	0 m ²	• None	• None	• None	Existing monopoles	No new access required	0 m ²	0 m ²	• None	• None
4	4	No new access required	0 m ²	0 m ²	• None	• None	• None	Existing monopoles	No new access required	0 m ²	0 m ²	• None	• None
5	5	4 m of new access road off existing unsurfaced road, no cut and fill required	4 m x 4 m = 16 m ²	0 m ²	• In Ecological Support Area (ESA)	• None	• None	Existing monopoles	7 m of new access road off existing unsurfaced road, no cut and fill required	7 m x 4 m = 28 m ²	0 m ²	• ESA	• None
6	6	28 m of new access road off existing unsurfaced road, no cut and fill required	28 m x 4 m = 112 m ²	0 m ²	• ESA	• None	• None	Existing monopoles	26 m of new access road off existing unsurfaced road, no cut and fill required	26 m x 4 m = 104 m ²	0 m ²	• ESA	• None
7	7	36 m of new access road off existing unsurfaced road, no cut and fill required	36 m x 4 m = 144 m ²	0 m ²	• ESA	• None	• None	Existing monopoles	35 m of new access road off existing unsurfaced road, no cut and fill required	35 m x 4 m = 140 m ²	0 m ²	• ESA	• None
8	8	33 m of new access road off existing unsurfaced road, no cut and fill required	34 m x 4 m = 136 m ²	20 m ²	• Located in Critical Biodiversity Area (CBA) • Close to wetland	• Temporary emergency access only (i.e. no permanent tracks)	• Timing of pole construction critical (i.e. not in the wet season)	None	33 m of new access road off existing unsurfaced road, no cut and fill required	33 m x 4 m = 132 m ²	20 m ²	• CBA • Close to wetland	• Temporary emergency access only (i.e. no permanent tracks) • Timing of pole construction critical (i.e. not in the wet season)

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9	9	No new access required	0 m ²	20 m ²	<ul style="list-style-type: none"> Located in CBA Close to wetland 	<ul style="list-style-type: none"> Temporary emergency access only (i.e. no permanent tracks) Access from the existing road to the north only 	<ul style="list-style-type: none"> Move pylon position > 15 m northwards along its current alignment closer to Site 10 	<p>Moved southwards 38m Access off existing access track Specialists to review new position</p>	38 m of new access road off existing unsurfaced road, no cut and fill required	38 m x 4 m = 152 m ²	20 m ²	<ul style="list-style-type: none"> CBA Close to wetland 	<ul style="list-style-type: none"> Temporary emergency access only (i.e. no permanent tracks)
10	10	No new access required	0 m ²	20 m ²	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Access from the northern side only 	<ul style="list-style-type: none"> Move pylon northwards along its current alignment closer to Site 11 to reduce span New position recorded on site 	<ul style="list-style-type: none"> Moved 13m Access off existing access track Specialists to review new position 	13 m of new access road off existing unsurfaced road, no cut and fill required	13 m x 4 m = 52 m ²	20 m ²	<ul style="list-style-type: none"> ESA 	<ul style="list-style-type: none"> None
11	11	90 m of new access road off existing unsurfaced road, no cut and fill required	90 m x 4 m = 360 m ²	20 m ²	<ul style="list-style-type: none"> Access road and pylon position both located in CBA 	<ul style="list-style-type: none"> Access from the east along the tree line to the new pylon position selected 	<ul style="list-style-type: none"> Move pylon northwards along its current alignment closer to Site 12 to avoid CBA New position recorded on site along tree line 	<ul style="list-style-type: none"> Moved southwards but cannot accommodate position logged on site. Next to existing access track – New 14m access road needed Specialists to review new position 	14 m of new access road off existing unsurfaced road, no cut and fill required	14 m x 4 m = 56 m ²	20 m ²	<ul style="list-style-type: none"> Access road and pylon position both located in CBA 	<ul style="list-style-type: none"> Access road and pylon position both located in CBA Access requirements in CBA significantly reduced
12	12	44 m of new access road off existing unsurfaced road, no cut and fill required	44 m x 4 m = 176 m ²	20 m ² (0 m ² if new position confirmed)	<ul style="list-style-type: none"> Sensitive vegetation Close to watercourse 	<ul style="list-style-type: none"> Access from the northeast over cultivated land Avoid mapped seeps in vicinity of access road 	<ul style="list-style-type: none"> Move pylon northwards along its current alignment closer to Site 13 to avoid watercourse and increase span from Site 11 New position recorded on site New position in degraded vegetation 	<ul style="list-style-type: none"> Moved Next to existing access track and clump of trees Use existing access roads Specialists to review new position 	No new access required	0 m ²	20 m ²	<ul style="list-style-type: none"> ESA 	<ul style="list-style-type: none"> None

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	13	N/A	N/A	N/A	• N/A	• N/A	• N/A	<ul style="list-style-type: none"> Next to existing access track and cultivated field New 7m access track Specialists to review new position 	7 m of new access road off existing unsurfaced road, no cut and fill required	7 m x 4 m = 28 m ²	20 m ²	• ESA	• None
13	14	No new access required	0 m ²	0 m ²	• None	<ul style="list-style-type: none"> Access over cultivated land Avoid erosion-sensitive watercourse 	<ul style="list-style-type: none"> Move pylon northwards along its current alignment closer to Site 14 to increase span from Site 12 Retain position within cultivated land 	<ul style="list-style-type: none"> Slight movement in position Specialists to advise on access 	No new access required (cultivated land)	0 m ²	0 m ²	• None	• Access over cultivated land
14	15	19 m of new access road off existing unsurfaced road, no cut and fill required	19 m x 4 m = 76 m ²	0 m ²	• None	<ul style="list-style-type: none"> Access over cultivated land Avoid crossing mapped watercourses other than at existing formal crossings 	<ul style="list-style-type: none"> Retain position within cultivated land 	<ul style="list-style-type: none"> Slight movement in position New 22m access track off existing access track 	No new access required (cultivated land)	0 m ²	0 m ²	• None	<ul style="list-style-type: none"> Access over cultivated land Avoid crossing mapped watercourses other than at existing formal crossings
15	16	38 m of new access road off existing unsurfaced road, no cut and fill required	38 m x 4 m = 152 m ²	20 m ²	• Ecological Support Area (ESA)	<ul style="list-style-type: none"> Ensure shortest route possible 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> New 39m access track off existing access track 	39 m of new access road off existing unsurfaced road, no cut and fill required	39 m x 4 m = 156 m ²	20 m ²	<ul style="list-style-type: none"> ESA On the edge of cultivated fields 	<ul style="list-style-type: none"> Select pylon position and access road within cultivated field
16	17	34 m of new access road off existing unsurfaced road, no cut and fill required	34 m x 4 m = 136 m ²	20 m ²	• ESA	<ul style="list-style-type: none"> Follow existing roads that do not cross through upper sections of mapped watercourses 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Slight movement in position New 35m access track off existing access track 	35 m of new access road off existing unsurfaced road, no cut and fill required	35 m x 4 m = 140 m ²	20 m ²	• ESA	<ul style="list-style-type: none"> Follow existing roads Do not cross through upper sections of mapped watercourses
17	18	36 m of new access road off existing unsurfaced road, no cut and fill required	36 m x 4 m = 144 m ²	20 m ²	• ESA	<ul style="list-style-type: none"> Follow existing roads that do not cross through upper sections of mapped watercourses 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Slight movement in position 	37 m of new access road off existing unsurfaced road, no cut and fill required	37 m x 4 m = 148 m ²	20 m ²	• ESA	<ul style="list-style-type: none"> Follow existing roads Do not cross through upper sections of mapped watercourses

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18	19	110 m of new access road off existing unsurfaced road, no cut and fill required	110 m x 4 m = 440 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • Close to watercourse 	<ul style="list-style-type: none"> • Do not access site through watercourse 	<ul style="list-style-type: none"> • Move pylon ~20 m southwards along its current alignment away from watercourse and closer to Site 17 • Consider consolidating pylons 17 and 18 and set position back from watercourse by at least 15 m 	<ul style="list-style-type: none"> • 85 m of new access road off existing unsurfaced road, no cut and fill required • Specialists to advice on pole positions and access 	85 m of new access road off existing unsurfaced road, no cut and fill required	85 m x 4 m = 340 m ²	20 m ²	<ul style="list-style-type: none"> • ESA 	<ul style="list-style-type: none"> • Do not access site through watercourse
19	REMOVED	15 m of new access road off existing unsurfaced road, no cut and fill required	15 m x 4 m = 60 m ²	20 m ²	<ul style="list-style-type: none"> • ESA 	<ul style="list-style-type: none"> • Crossing to the north (near R43) is a sensitive area at the confluence of two watercourses and likely to be erosion-sensitive. • Formalise crossing with culverts 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • N/A 	N/A	N/A	N/A	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
20	24	No new access required	0 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • Close to watercourse 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Move pylon ~20 m westwards along its current alignment away from watercourse and closer to Site 19 	<ul style="list-style-type: none"> • Next to existing access road 	No new access required	0 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • Close to watercourse 	<ul style="list-style-type: none"> • None
	20	N/A	N/A	N/A	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • Monopoles • New access just off exiting access track 	No new access required	0 m ²	20 m ²	<ul style="list-style-type: none"> • Close to watercourse 	<ul style="list-style-type: none"> • None
	21	N/A	N/A	N/A	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • Monopoles • New access just off exiting access track 	No new access required	0 m ²	20 m ²	<ul style="list-style-type: none"> • Close to watercourse 	<ul style="list-style-type: none"> • None
	22	N/A	N/A	N/A	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • Monopoles • New access just off exiting access track 	45 m of new access road off existing unsurfaced road, no cut and fill required	45 m x 4 m = 180 m ²	20 m ²	<ul style="list-style-type: none"> • Close to watercourse 	<ul style="list-style-type: none"> • None

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	23	N/A	N/A	N/A	• N/A	• N/A	• N/A	• New access off exiting access track	100 m of new access road off existing unsurfaced road, no cut and fill required No new access required	35 m x 4 m = 400 m ²	20 m ²	• ESA • Close to watercourse	• None
	69	N/A	N/A	N/A	• N/A	• N/A	• N/A	• Monopoles • New access just off exiting access track		20 m ²	• Close to watercourse	• None	
	70	N/A	N/A	N/A	• N/A	• N/A	• N/A	• Monopoles • New access just off exiting access track		20 m ²	• ESA • Close to watercourse	• None	
21	25	165 m of new access road off existing unsurfaced road, no cut and fill required	165 m x 4 m = 660 m ²	20 m ²	• ESA	• None	• None	• None	168 m of new access road off existing unsurfaced road, no cut and fill required	168 m x 4 m = 672 m ²	20 m ²	• ESA	• None
22	26	No new access required	0 m ²	20 m ²	• ESA	• None	• Move pylon northeast on current alignment to avoid eroded area	• New position on western side of eroded area • Specialists to advise on position and access	No new access required (cultivated land)	0 m ²	0 m ²	• ESA	• None
23	27	80 m of new access road off existing unsurfaced road, no cut and fill required	80 m x 4 m = 320 m ²	20 m ²	• CBA	• Site access track 150 m further to the east, and access pylon from the east	• Move pylon ~ 20 m east to avoid CBA (if possible)	• Same position	93 m of new access road off existing unsurfaced road, no cut and fill required	93 m x 4 m = 372 m ²	20 m ²	• CBA	• None
24	28	No new access required	0 m ²	20 m ²	• ESA	• None	• None	• Next to existing access	No new access required	0 m ²	20 m ²	• ESA	• None
25	29	97 m of new access road off existing unsurfaced road, no cut and fill required	97 m x 4 m = 388 m ²	20 m ²	• ESA	• None	• None	• Existing access off R43 via gravel road at quarry. • 1 m Cut and Fill to structure 29	88 m of new access road off existing unsurfaced road, 1 m cut and fill required	88 m x 6 m = 528 m ²	20 m ²	• ESA	• None
26	30	84 m of new access road off existing unsurfaced road, no cut and fill required	84 m x 4 m = 336 m ²	20 m ²	• ESA	• None	• None	• New gate off Wolwekloof Road	906 m of new access road off existing unsurfaced road,	906 m x 6 m = 5436 m ²	20 m ²	• ESA	• None


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27	31	96 m of new access road off existing unsurfaced road, no cut and fill required	96 m x 4 m = 384 m ²	20 m ²	• ESA	• None	• None	<ul style="list-style-type: none"> Access off Wolwekloof Road 1m - 1.5m cut/fill - Element Consulting 	1 m cut and fill required		20 m ²	• ESA	• None
28	32	32 m of new access road off existing unsurfaced road, no cut and fill required 101 m of new access road off existing unsurfaced road, 0.5 m cut and fill required 130 m of new access road off existing unsurfaced road, 1 m cut and fill required	(32 m x 4 m) + (101 m x 5 m) + (130 m x 6 m) = 1413 m ²	20 m ²	• ESA	• Investigate alternative access point off the R43 to reduce the extent of clearing for new access	• None				20 m ²	• ESA	• None
29	33	77 m of new access road off existing unsurfaced road, 0.5 m cut and fill required	77 m x 5 m = 385 m ²	20 m ²	• ESA	• None	• None				20 m ²	• ESA	• None
30	34	No new access required	0 m ²	20 m ²	• ESA	• None	• None				20 m ²	• ESA	• None
31	35	51 m of new access road off existing unsurfaced road, 0.5 m cut and fill required	51 m x 5 m = 255 m ²	20 m ²	• Protected Area	• None	• None	• New 48m access track – 1.5m cut/fill	48 m of new access road off existing unsurfaced road, 1.5 m cut and fill required	48 m x 6 m = 288 m ²	20 m ²	• Protected Area	• None
32	36	121 m of new access road off existing unsurfaced road, 0.5 m cut and fill required	121 m x 5 m = 605 m ²	20 m ²	<ul style="list-style-type: none"> Protected Area Proposed access encroaches on watercourse 	• Cut access track away from watercourse	• None	<ul style="list-style-type: none"> Upgrade existing Old Wagon Road Create new access off upgraded Old Wagon Road 	59 m of new access road off existing unsurfaced road, 1.5 m cut and fill required	59 m x 6 m = 354 m ²	20 m ²	• Protected Area	• None
33	37	210 m of new access road off existing	(210 m x 4 m) + (543 m x 5 m) +	20 m ²	• Protected Area	• Cut access track away from	• None		161 m of new access road off		20 m ²	• Protected area	• None
34	38			20 m ²			• None				20 m ²		

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35	39	unsurfaced road, no cut and fill required (160 m + 147 m + 236 m =) 543 m of new access road off existing unsurfaced road, 0.5 m cut and fill required (710 m + 452 m =) 1162 m of new access road off existing unsurfaced road, 1 m cut and fill required	(1162 m x 6 m) = 10527 m ²	20 m ²	<ul style="list-style-type: none"> Proposed access encroaches on watercourse 	watercourse to ensure that use of existing access track along edge of watercourse does not result in bank / bed erosion	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Upgrade existing Old Wagon Road Create new access off upgraded Old Wagon Road to various pylons OR <ul style="list-style-type: none"> Create new access from structure 36 above the pipeline 	existing unsurfaced road, 0.5 m cut and fill required (715 m + 190 m =) 905 m of new access road off existing unsurfaced road, 1 m cut and fill required OR 1450 m of upgrade of existing access road, 2 m cut and fill required (164 m + 60 m + 62 m + 190 m =) 476 m of new access road off existing unsurfaced road, 1 m cut and fill required	(161 m x 5 m) + (902 m x 6 m) = 6 217 m OR (1450 m x 3 m) + (476 m x 6 m) = 7 206 m	20 m ²	<ul style="list-style-type: none"> Existing road very close to watercourse 	

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	39 - 40			N/A	<ul style="list-style-type: none"> Watercourse crossing 	<ul style="list-style-type: none"> High significance impacts anticipated from significant watercourse crossing – design of structure to be supplied by Eskom if crossing unavoidable Investigate alternative access 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Element propose low level bridge design over dry river bed. Much less visually intrusive and construction orientated as bridge between 42 and 43. Refer to Element's proposals for the low level bridge design. It needs to be designed to specifications e.g. 375mm pipes x X with a width of X. Reno mattresses before and after. 	Bridge over / through tributary	100 m bridge through watercourse	N/A	<ul style="list-style-type: none"> In watercourse 	<ul style="list-style-type: none"> Select low level drift rather than culvert bridge.
36	40			20 m ²	<ul style="list-style-type: none"> Protected Area 	<ul style="list-style-type: none"> Helicopter access may be required 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> New access to structures 40-42, 1.5 - 2m cut/fill, via new bridge between 39 and 40. 	224 m of new access road, 1 m cut and fill required	224 m x 6 m = 1 344 m ²	20 m ²	<ul style="list-style-type: none"> Protected area 	<ul style="list-style-type: none"> None
37	41			20 m ²	<ul style="list-style-type: none"> Protected Area 	<ul style="list-style-type: none"> Helicopter access may be required 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> New access to structures 40-42, 1.5 - 2m cut/fill, via new bridge between 39 and 40 and the Old Wagon Road. 	554 m of upgrade of existing access road, 2 m cut and fill required (74 m + 49 m)	(554 m x 3 m) + (123 m x 6 m) = 2 400 m ²	20 m ²	<ul style="list-style-type: none"> Protected area 	<ul style="list-style-type: none"> None
38	42			20 m ²	<ul style="list-style-type: none"> Protected Area Yellowwood (Podocarpus elongatus) forest between 38 and 39. 	<ul style="list-style-type: none"> Helicopter access may be required (see above) 	<ul style="list-style-type: none"> If pruning of the forest will be required the canopy area should be avoided by the powerline route. 	<ul style="list-style-type: none"> Upgrade Old Wagon Road 	123 m of new access road, 1 m cut and fill required		20 m ²	<ul style="list-style-type: none"> Protected area Close to watercourse 	<ul style="list-style-type: none"> None

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39	43	No new access required	0 m ²	0 m ²	<ul style="list-style-type: none"> CBA Yellowwood (Podocarpus elongatus) forest between 38 and 39. 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> 20m access from existing access road. No cut and fill 	20 m of new access road, no cut and fill required	20 m x 4 m = 80 m ²	20 m ²	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
40	44	322 m of new access road off R46, 0.5 m cut and fill required 530 m of new access road off R46, 1 m cut and fill required	(322 m x 5 m) + (530 m x 6 m) = 3180 m ²	20 m ²	<ul style="list-style-type: none"> CBA Located within floodplain / riparian area Within or close to wetlands Yellowwood forest 	<ul style="list-style-type: none"> High significance impacts anticipated from proposed watercourse crossing Utilise existing access track on eastern side of Breede River for Sites 40 - 43 Select alternative crossing from Site 39 northwards to new tower locations and existing access track (design of structure to be supplied by Eskom - informal drift crossing recommended) 	<ul style="list-style-type: none"> Relocate pylons 40, 41, 42 and 43 to the eastern side of the Breede River 	<ul style="list-style-type: none"> New 188 m access from 43 1.5 – 2 m cut/fill 	188 m of new access required. 2 m cut and fill	188 m x 4 m = 752 m ²	20 m ²	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
41	N/A			20 m ²				<ul style="list-style-type: none"> N/A 	N/A	N/A	N/A	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
42	45			20 m ²				<ul style="list-style-type: none"> Access from bridge between 49 and 50 Upgrade existing Old Wagon Road 1m cut/fill to new structure 	1007 m of upgrade of existing access road, 2 m cut and fill required (288 m + 263 m =) 551 m of new access road, no cut and fill required Culvert bridge over Breede	(1007 m x 3 m) + (551 m x 4 m) = 5225 m ²	20 m ²	<ul style="list-style-type: none"> Protected area 	<ul style="list-style-type: none"> None
43	46			20 m ²									
N/A	47			N/A				N/A	N/A	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	
44	48	507 m of new access road off existing unsurfaced road, no cut and fill required 517 m of new access road off existing unsurfaced road, 0.5 m cut and fill required	(507 m x 4 m) + (517 m x 5 m) = 4613 m ²	20 m ²	<ul style="list-style-type: none"> Protected Area Watercourse crossing 	<ul style="list-style-type: none"> Access from the south from existing access track 	<ul style="list-style-type: none"> Access from the south from existing access track 			20 m ²	<ul style="list-style-type: none"> Access to Structure 48 could be shortened, thereby reducing botanical impacts, if aligned from old wagon track directly to the west. 		

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45	49			20 m ²	<ul style="list-style-type: none"> • Crossing through Breede • Protected Area • ESA • Located within floodplain / riparian area • Within or close to wetlands 	<ul style="list-style-type: none"> • Access from the south from existing access track (do not create additional crossing between 45/46) 	<ul style="list-style-type: none"> • Access from the south from existing access track (do not create additional crossing between 45/46) 				20 m ²		<ul style="list-style-type: none"> • Select low level drift or temporary crossing rather than culvert crossing
46	50			20 m ²	<ul style="list-style-type: none"> • CBA • Located within floodplain / riparian area 	<ul style="list-style-type: none"> • Allow managed temporary access from 47, and remove crossing from plans. • Details of wetland crossing between 46 and 47 required – should be temporary but allow for spread of flows across wetland. • OR move crossing north by 20 m and crossing to comprise temporary drift that can be instated for routine maintenance purposes. 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Specialists to advice on access from 51 – drift type? Where? • Could do a rock fill with bitem with 3mm crush or subbase 	207 m of new access road. 1 m cut and fill required	207 m x 6 m = 1 242 m ²	20 m ²	<ul style="list-style-type: none"> • CBA • Located within floodplain / riparian area 	<ul style="list-style-type: none"> • None
47	51			20 m ²	<ul style="list-style-type: none"> • ESA 	<ul style="list-style-type: none"> • Access between 48 and 47 via existing access road (most of the way). 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • 150m new access track off existing track 	150 m of new access road. 1 m cut and fill required	150 m x 6 m = 900 m ²	20 m ²	<ul style="list-style-type: none"> • ESA 	<ul style="list-style-type: none"> • None
48	52			530 m of new access road off existing unsurfaced road, 0.5 m cut and fill required	530 m x 5 m = 2650 m ²	20 m ²	<ul style="list-style-type: none"> • ESA 	<ul style="list-style-type: none"> • Access between 48 and 47 via existing access road (most of the way). 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Adjacent existing access track 	None	0 m ²	20 m ²

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49	53			20 m ²	<ul style="list-style-type: none"> • ESA • Immediately adjacent to rest area/look-out point 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Move as far down slope as possible to avoid obstructing site lines up and down valley 	<ul style="list-style-type: none"> • 84m new access track from structure 52 	84 m of new access road. 1 m cut and fill required	84 m x 6 m = 504 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • Immediately adjacent to rest area/look-out point 	<ul style="list-style-type: none"> • None
50	54			20 m ²	<ul style="list-style-type: none"> • ESA • Close to the old Toll House 	<ul style="list-style-type: none"> • There is an access road from directly opposite the Toll Huis running east down to 50. This road should be used (meaning there would be no need to build a road from position 49) 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Existing access of R43. • New 58m access to 54 – 1m cut/ fill 	58 m of new access road. 1 m cut and fill required	58 m x 6 m = 348 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • Close to the old Toll House 	<ul style="list-style-type: none"> • None
51	55	137 m of new access road off R46, 0.5 m cut and fill required	137 m x 5 m = 685 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • Close to remnants of old pass • Close to the old Toll House 	<ul style="list-style-type: none"> • Access directly from the R46 if possible. 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • New 209m access to 55 – 1m cut/ fill 	209 m of new access road. 1 m cut and fill required	209 m x 6 m = 1 254 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • Close to remnants of old pass • Close to the old Toll House 	<ul style="list-style-type: none"> • None
52	56	96 m of new access road off R46, 1 m cut and fill required	96 m x 6 m = 576 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • Close to remnants of old pass 	<ul style="list-style-type: none"> • Extremely steep access road (with consequent erosion risks) 	<ul style="list-style-type: none"> • Consider moving to east of R46 to avoid steep access and multiple road crossings 	<ul style="list-style-type: none"> • Slight shift in position • Very steep access road required – would probably need to close one lane on the R43 during construction. <p>OR</p> <ul style="list-style-type: none"> • Specialists to propose new positionS on opposite side of the road with access over the railway. 	96 m of new access road off R46, 1 m cut and fill required	96 m x 6 m = 576 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • Close to remnants of old pass 	<ul style="list-style-type: none"> • Proposed location of pylon 56: 33°23'7.87"S; 19°17'25.51"E  <ul style="list-style-type: none"> • Seep located south of this proposed location

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53	57	56 m of new access road off R46, no cut and fill required	56 m x 4 m = 224 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • On remnants of old pass 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Move pylon onto lower ridge to the north • Alternative location proposed by heritage and visual specialist below old pass road 	<ul style="list-style-type: none"> • Position moved to proposed position • Existing access tracks and disturbed area 	None	0 m ²	0 m ²	<ul style="list-style-type: none"> • ESA 	<ul style="list-style-type: none"> • Tower position has shifted from old position by about 10 meters NE. The new position is acceptable from a heritage perspective.
54	58	No new access required	0 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • Close to watercourse • Immediately adjacent to rest area/look-out point 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Move north as far as possible 	<ul style="list-style-type: none"> • Moved (south) to existing woodpole position • Just below viewpoint area. • New 2.5 m cut/fill access 	44 m of new access, 2.5 m cut and fill required	44 m x 7 m = 308 m ²	20 m ²	<ul style="list-style-type: none"> • ESA • Close to watercourse • Adjacent to rest area/look-out point 	<ul style="list-style-type: none"> • None
55	59	Helicopter access	0 m ²	20 m ²	<ul style="list-style-type: none"> • Protected Area 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None 	Helicopter access	0 m ²	20 m ²	<ul style="list-style-type: none"> • Protected Area 	<ul style="list-style-type: none"> • None
56	60	Helicopter access	0 m ²	20 m ²	<ul style="list-style-type: none"> • Protected Area 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Slightly moved 	Helicopter access	0 m ²	20 m ²	<ul style="list-style-type: none"> • Protected Area 	<ul style="list-style-type: none"> • None
57	61	443 m of new access road off existing unsurfaced road, no cut and fill required	(443 m x 4 m) + (820 m x 5 m) + (125 m x 6 m) = 6622 m ²	20 m ²	<ul style="list-style-type: none"> • Protected Area • Watercourse 	<ul style="list-style-type: none"> • No vehicle access possible south of Site 60 	<ul style="list-style-type: none"> • Avoid watercourse during construction 	<ul style="list-style-type: none"> • Position moved 	Helicopter access	0 m ²	20 m ²	<ul style="list-style-type: none"> • Protected Area 	<ul style="list-style-type: none"> • Avoid watercourse during construction
58	62	(695 m + 125 m =) 820 m of new access road off existing unsurfaced road, 0.5 m cut and fill required		20 m ²	<ul style="list-style-type: none"> • Protected Area • Watercourse 	<ul style="list-style-type: none"> • No vehicle access possible south of Site 60 	<ul style="list-style-type: none"> • Avoid watercourse during construction 	<ul style="list-style-type: none"> • Position moved 	Helicopter access	0 m ²	20 m ²	<ul style="list-style-type: none"> • Protected Area 	<ul style="list-style-type: none"> • Avoid watercourse during construction
59	63	125 m of new access road off existing unsurfaced road, 1 m cut and fill required		20 m ²	<ul style="list-style-type: none"> • Protected Area • Watercourses • Wetland 	<ul style="list-style-type: none"> • High significance impacts anticipated of proposed access rack through a wetland and two sensitive watercourses 	<ul style="list-style-type: none"> • Move pylon position out of drainage line or closer to Site 60 (two alternative locations selected) • Location on northern side of drainage line preferred, as closer access from road for workers and overnight camping on site not required 	<ul style="list-style-type: none"> • Moved out of drainage line on proposed position 	Helicopter access	0 m ²	20 m ²	<ul style="list-style-type: none"> • Protected Area 	<ul style="list-style-type: none"> • None

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60	64			20 m ²	<ul style="list-style-type: none"> Protected Area Watercourse 	<ul style="list-style-type: none"> Move access to the west to avoid watercourses Watercourse crossing area identified – temporary during construction , and permanent 4 x 4 crossing for maintenance 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> 472m new access track via new Bridge. Bridge position captured – Refer to Element proposed bridge design (5m width). 	472 m of new access, no cut and fill required New suspension bridge	472 m x 4 m = 1888 m ²	20 m ²	<ul style="list-style-type: none"> Protected Area Watercourse 	<ul style="list-style-type: none"> Freshwater ecologist approves of bridge design Bridge must span entire watercourse Access to Structure 64 should be temporary.
61	65			20 m ²	<ul style="list-style-type: none"> Protected Area Watercourse 	<ul style="list-style-type: none"> Eskom to supply details of watercourse crossing structures 	<ul style="list-style-type: none"> Avoid watercourse during construction 	<ul style="list-style-type: none"> New 200m access to 65 1m – 1.5 m cut/fill 	145 m of new access, 1 m cut and fill required	145 m x 6 m = 870 m ²	20 m ²	<ul style="list-style-type: none"> Protected Area Watercourse 	<ul style="list-style-type: none"> Avoid watercourse during construction Access road between Structure 64 and 65 should be temporary. Is it really necessary from an engineering point of view to cut and fill?
62	66	No new access required	0 m ²	20 m ²	<ul style="list-style-type: none"> Protected Area 	<ul style="list-style-type: none"> Avoid watercourse 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Helicopter assist 	Helicopter access	0 m ²	20 m ²	<ul style="list-style-type: none"> Protected Area 	<ul style="list-style-type: none"> None
63	N/A	149 m of new access road off existing unsurfaced road, 1 m cut and fill required	149 m x 6 m = 894 m ²	20 m ²	<ul style="list-style-type: none"> Protected Area Watercourse 	<ul style="list-style-type: none"> Avoid watercourse Temporary access only Helicopter access preferred, given steep slopes, rocky substrate and likelihood of disrupting flow paths 	<ul style="list-style-type: none"> Move pylon position northwards on current alignment to avoid watercourse 	<ul style="list-style-type: none"> N/A 	N/A	N/A	N/A	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> None
64	67	No new access required	0 m ²	0 m ²	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	No new access required	0 m ²	0 m ²	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None

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65	N/A	No new access required	0 m ²	0 m ²	<ul style="list-style-type: none"> Watercourse 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Avoid watercourse during construction New position for first of new unnumbered structures taken (other side of Koekedou River) 	<ul style="list-style-type: none"> N/A 	N/A	N/A	N/A	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> None
	68	N/A	N/A	N/A	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Connect onto the Ceres SS gantry. 	No new access required	0 m ²	0 m ²	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
		Total Romansriver - Ceres	36 693 m² 3.66 ha	1 060 m² 0.11 ha						32 638 m² 3.26 ha	1 140 m² 0.1 ha		