

**Weskusfleur Substation
Social Scoping Report**

SOCIO-TOURISM SCOPING REPORT



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Lidwala Consulting Engineers (SA) (Pty) Ltd

Randburg Office:
11th Church Avenue, Ruiterhof, Randburg, 2194,
PO Box 4221, Northcliff, 2115.
Tel: 0861 543 9252

Pretoria Office:
1121 Hertzog Street, Office F005, Waverley, Pretoria, 0186,
PO Box 32497, Waverley, Pretoria, 0135,
Tel/fax: 0861 543 9252

Polokwane Office:
128 Marshall Street, Amy Park no. 5, Polokwane
PO Box 3558, Polokwane, 0700
Tel: 0861 543 9252

Nelspruit Office:
39 Emkhe Street, Nelpruit, 1200
PO Box 2930, Nelspruit, 1200
Tel: 0861 543 9252

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1 INTRODUCTION

In general terms Social Impact Assessment (SIA) can be described as the systematic appraisal before the project is started of the impact on the day-to-day quality of life of persons and communities when the environment is affected by development and in this case the development might not be seen as positive. Seen from the social viewpoint, "social impacts" include all the significant changes in the social environment that take place because of the actions of a development/project that would not otherwise have occurred. The crucial thing is that any SIA should identify undesirable and irreversible consequences. Specific attention should normally be given to vulnerable groups in the affected population(s), such as the poor, the elderly, women, and the unemployed.

In this project, Weskusfleur substation no large communities are affected in a different way than they are already affected by the existing Koeberg power station and substations over many years. The social fabric of the existing environment was built around the Power Stations and Duinefontein was Eskom's property to house the workers necessary to construct Koeberg Power station. Melkbosstrand and Blouberg are a bit further away from the Power Station, and are mainly residential for commuters working in and around Cape Town with a high percentage of holiday homes used during school holidays.

These areas do not have a great diversified economy. Other towns or residential areas such as Atlantis were years back identified as a growth point and industrialisation was stimulated. The impact of this project will most probably not have much influence, irrespective of the alternatives identified at this stage on the social fabric of the communities. Reliability of power supply for the Western Cape might be impacted if this project cannot go ahead and the electricity reliability compromised on technical grounds. The possible impacts will be investigated on a wider geographical scale to determine the significance of a no-go option. The possible social impacts from the different alternatives which include the no-go option will be investigated and evaluated during the EIA phase.

What this in essence means is that no measurable or significant change or social impact might be happening when Eskom simply continues its operations as normal and expand temporarily its substation or build a new one, and decommission the old substation. The necessity of this new substation will be discussed and motivated as part of the EIA process.

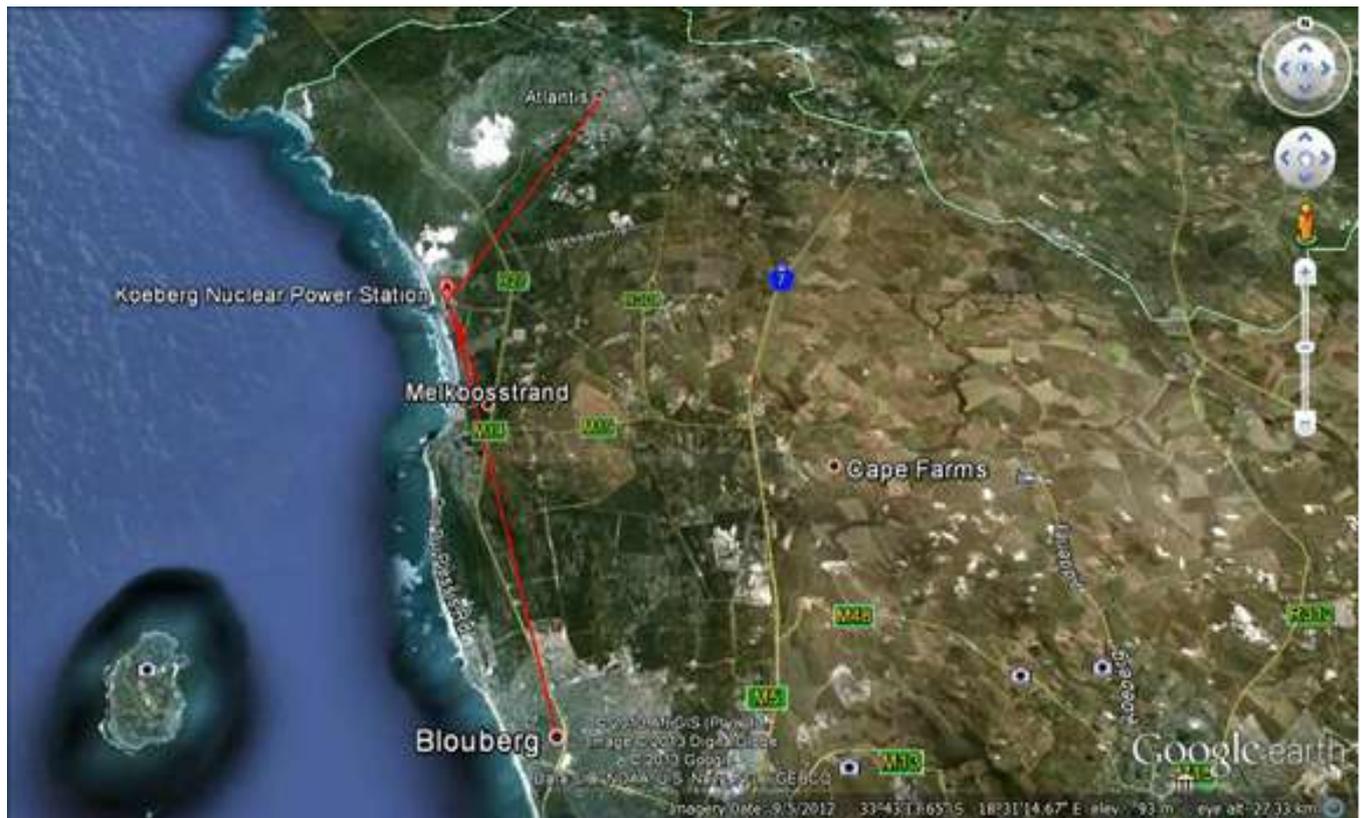


Figure 1 : Approximate community distance from Koeberg: Blouberg = 17,2km, Atlantis = 12,6km, Melkoosstrand = 5,5km and Duinefontein = 2,2. The R27 is a tourism route to be taken into consideration.

2 THE SIA PROCESS AND PURPOSE

In most cases, the assessment of social impacts is carried out **before** the impacts actually occur. The impacts are already present in this case and the social impact process must determine if anything substantial will change with the added new substation and the decommissioning of the old substation on the social and in this case also on possible tourism. This means that an SIA is normally anticipatory and not empirical. It attempts to assist the planning process of a proposed development or decision by identifying the likely impacts before they take place. Being anticipatory, however, also entails estimating the likely future impacts based on the existing empirical knowledge of the impacts of similar actions in the past. In this case the future on a macro scale was already experienced – Koeberg power station and its substations with its current impact over many years, from 1984/5 up until 2013. On a micro level individuals might be impacted positive or negative directly and long term impacts continued.

Lastly, it should be emphasised that no impact assessment – whether environmental or social – can supply accurate results. This is due to the fact that the causes and effects of environmental and socio-economic changes are complex, and also because such an assessment deals with future uncertainties. An SIA is neither a technical nor an economical exercise; the focus rather falls on **concerns in and impacts on the social environment**. In addition, regardless of how good the data and the understanding of the affected environment are, an SIA (and an EIA, for that matter) always involves an element of subjective judgment. As a planning tool, the SIA can assist project management in understanding, implementing and managing a project in such a way that negative impacts are avoided or mitigated, and positive impacts are optimised. In addition some direct unavoidable impacts on the Koeberg Nature Reserve, extending or impacting on pristine Fynbos in the case of 2 identified alternatives might impact negatively on the tourism aspect and on Eskom's image in the Cape and beyond. The Coastal Fynbos is seen as highly vulnerable and Eskom's role in conserving it is a positive contribution and used to market Eskom as caring for the environment. During the EIA phase this issue must be evaluated and will form part in evaluating the 2 "Fynbos" sites in the light of losing tourism potential, image and vulnerable/irreplaceable lowland and coastal Fynbos in the ecological arena. This has an ecological impact as well as a social provincial and national impact.

Some of the questions that should be answered during the EIA phase:

- What are the site alternatives and how might each alternative impact socially, image and tourism impact? The sites that are already highly disturbed and close to the power station should be seen as possibilities to keep the power station reliable as well as the continuation in protecting highly valuable Fynbos. This should be a challenge to Eskom and show the willingness to protect a long term natural irreplaceable resource. It is irreplaceable and the possible "off-set" not desirable from a conservation point of view. An ecological and social impact analyses should be used to determine the value of each alternative site socially and ecologically within a broader context, provincial and national;
- How will the communities in the areas be affected by this project during the various life cycle phases, construction, and operation as well as decommissioning? It is important for each phase to determine the possible influx of workers and all issues surrounding this aspect.

The social and ecological impacts are much intertwined in most cases. Koeberg power station (Eskom) has land available around the power station. This is however very sensitive due to the required Nature Reserve status request by various conservation bodies including Cape Nature. The above should be taken into consideration during the EIA phase.

3 METHODOLOGY

The purpose of the Socio-economic impact assessment, in addition to what is discussed in the introduction, is to conduct a systematic analysis of the likely impacts that the project will have on the day-to-day life of individuals and communities within the study area. The assessment will serve to identify issues that will need to be addressed by avoidance or mitigation, as well as social impacts that cannot be resolved. Recommendations regarding mitigation measures will be developed for inclusion in the EMP. The socio-tourism impact assessment will also highlight potential positive impacts of the project, so that these impacts may be enhanced.

The Socio-tourism specialist will do a desktop and initial study during the scoping phase whilst detailed site investigations and impact evaluation will be undertaken during the EIA stage. The following persons will provide input to the EIA process:

- **Bongi Mhlanga and Lionel Skeffers** – public participation, site visits and information input to process;
- **Moseketsi Mochesane**- socio economic data research and report compilation;
- **Frank van der Kooy** – site visit and socio-tourism verification process and impact assessment.

The documentation/publications used during the desktop studies included the City of Cape Town Metropolitan Municipality (CCTMM) Integrated Development Plan (IDP), the Census 2011, and Municipal Report Western Cape, Locality Maps, CCTMM stats and Aerial Photographs. In addition, site visits and Public Participation was undertaken and consultation with stakeholders enabled the project team to identify some important needs, expectations and perceptions regarding the proposed development. The information from these sources was used to determine what possible social-economic impacts a new substation can have on the social environment.

4 SOCIAL IMPACTS EXPECTED DURING ALL PROJECT STAGES:

- **Construction/Implementation**

The construction/implementation stage begins when a decision is made to proceed with the project and an EIA is called for. The likely impacts during the various phases can be described in summary. For typical construction projects, this involves clearing land, construction of access roads, developing construction camps, etc.

Displacement and relocation of people, if necessary, occurs during this phase. Depending on the scale of the project, the build-up of a migrant construction work force may also occur. If significant immigration occurs, the new residents may create a strain on community infrastructure, as well as creating social stresses due to changing patterns of social interaction. Communities may have difficulties in responding to the increased demands on school, health facilities, housing and other social services. Further stresses may be created by resentments between newcomers and long-time residents, by sudden increases in the prices for housing and local services, and even by increased uncertainty about the future. When new projects are implemented, local economies and organizations may change, and old behaviour is replaced with new ways of relating to the environment and its resources. This will be evaluated with regard to this project to what degree this is foreseen to happen on the various alternative proposed site alternatives.

- **Operation/Maintenance**

The operation/maintenance stage occurs after the construction is complete and the project becomes fully operational. In many cases, this stage will require fewer workers than the construction/implementation phase. If operations continue at a relatively stable level for an extended period of time, effects during this stage can often be the most beneficial of those at any stage. Communities seeking industrial development will often focus on this stage because of the long-term economic benefits that may follow from a development. It is also during this stage that the communities can adapt to new social and economic conditions and the expectations of positive effects-such as stable population, a quality infrastructure, and employment opportunities, can be realized. In this case the Eskom depot might need to increase their maintenance staff due to the size of the substation.

- **Decommissioning**

Decommissioning begins when the proposal is made that the project and associated activity will cease at some time in the future. As in the planning stage, the social impacts of decommissioning begin when the intent to close down is announced and the

community or region must again adapt, but this time to the loss of the project. At other times, the disruptions to the local community may be lessened or at least altered if one type of worker is replaced by another but employment has actually increased as environmental clean-up or and rehabilitation specialists have been hired to help deal with the re-vegetation

5 SOCIO-ECONOMIC AND DEMOGRAPHIC INFORMATION

Information was obtained from the sources discussed in the Methodology Section of this report in **Section 3**.

The proposed substation will be constructed within the CCTMM which is located in the west coast in the Western Province of South Africa which is an entry point to South Africa from the rest of the world. The study area falls between the towns Blouberg and Atlantis (**figure 1 above**). The CCTMM main administrative office is in Cape Town. The Municipality is made up of 28 suburbs and townships which are Atlantis, Bellville, Blue Downs, Blouberg, Bracken fell, Cape Town, Crossroads, Durbanville, Eerste Rivier, Elsie's, Elsie's River, Fish Hoek, Goodwood, Gordon's Bay, Guguletu, Hout Bay, Khayelitsha, Kraaifontein, Kuils River, Langa, Melkbosstrand, Mfuleni, Milnerton, Mitchell's Plain, Noordhoek, Nyanga, Parow, Simon's Town, Somerset West Strand. The municipal area is 2,461 km² in size and is categorised as an Urban Municipality with a density of 67 persons per km².



Figure 2: City of Cape Town location in the Western Cape Province (source: http://en.wikipedia.org/wiki/City_of_Cape_Town)

5.1 Demographic profiles

According to Statistics 2011, the population of CCTMM is 3 740 025 growing at about 2,6% per annum. The MLM has more females than males. The local population has a youthful age structure and the immediate significance of this young age structure is that the population will grow rapidly in future and this implies a future high growth rate in the labour force.

Within the CCTMM there are three main types of dwellings are the Traditional, formal and the informal. There has been an increase in the number of informal dwellings from 18.8 in 2001 to 20.5 in 2011, and a slight drop in the number of formal dwellings from 78.9% in 2001 to 78.4% in 2011; some of these houses (informal dwellings most affected) fall below the Reconstruction and Development Programme (RDP) standard. Current housing backlogs are being worsened by the increase in population within the municipality. There was however a decrease in the number of traditional dwellings, from 1.9% in 2001 to 0.4% in 2011 and a minor increase in the number of informal dwellings, from 18.8% in 2001 to 20.5% in 2011.

5.2 Economic activities and Tourism

5.2.1 Economic activities

CCTMM is located on a macro scale on the west coast which is a point of entry to South Africa from the entire world. Approximately 3 740 025(2011 census) people currently live in City of Cape Town which is classified as a Urban Municipality with a density of 67 persons/km². The Municipality's spatial strategies and land use management decisions are based on the spatial trends, analysis and the land use management scheme. The following spatial issues will be analysed: Land use, Engineering services and Transportation.

The City's economy does not operate within municipal boundaries. Cape Town's economy is interdependent with that of the province, and more specifically, the cities and towns that are within a 50 km radius of Cape Town. A review conducted in 2008 by the Organisation for Economic Co-operation and Development (OECD) defines a broad area (including Saldanha, Malmesbury, Paarl, Stellenbosch and Hermanus) as the city's functional region. Key regional economic interdependencies include a commuting labour force, shared consumer catchment area, transport infrastructure, and a second port located at Saldanha, as well as the agricultural and tourism areas surrounding the city.

As the regional market is relatively small in global terms, linkages to national and international markets are important for city firms. These connections and the efficiency of the port, airport and other city logistics systems are thus critical for economic growth. External freight movement is dominated by land-based freight to and from Gauteng. Approximately ten times more freight enters or leaves the city along the N1 corridor than along the N2 or N7 corridors.

The other major regional infrastructure in Cape Town includes Cape Town International Airport (CTIA). As the airport becomes busier and expands its capacity, the demand it places on infrastructural land-side support systems is increasing, and its environmental health implications for surrounding land uses may become cause for concern.

Some important economic drivers

- Tourism and hospitality;
- Business and financial services;
- Media, film and knowledge industries;
- Warehousing, distribution, freight logistics;
- Trade (wholesale and retail);
- Food and agro-processing;
- Industrial/manufacturing;
- Retail.

5.2.2 Tourism

Cape Town has a rapid growing tourism industry and has a lot of natural, historical and cultural resources. Cape Town has a history of many intertwining threads and layers both shady and bright, from the city's cosmopolitan trade roots under Dutch, and then British with the oldest building being the castle of good hope. There is also a cultural and historical and technology museums in and around the city. There are botanical gardens such as Kirstenbosch which attracts huge numbers of tourists. Robin Island used in the past as a prison for political prisoners has also become a major tourist attraction. Cape Town is number 2 on the Lonely Planet's list of 10 Best Beach Cities of 2011(<http://tourismcapetown.co.za/leisure-travel/region/cape-town>). [Accessed 26-06-2013]).

The following are some of the key existing natural and cultural resources that need to be preserved, promoted and developed into Tourism attraction sites from a District level:

- Table Mountain;
- The Cape Fynbos, one of the richest veld types in the world (The world is roughly divided into 6 floristic kingdoms and the Cape Fynbos is the richest in biodiversity). It is however also the most threatened.
- Robben island – heritage;
- The Good Hope Castle – heritage;
- Kirstenbosch National Botanical Garden – Cape Fynbos;
- Two oceans Aquarium – oceanographic;
- District Six – heritage;
- Iziko South African Museum;
- Seal Island, South Africa – natural;
- Cape Point Vineyards – wine and culture.

Table 1: Number of arrivals and departures of South African residents by mode of travel and place of arrival or departure, 2011 in Cape Town (stats 2011)

Mode of travel and place of arrival or departure	arrivals	departures
Cape Town International Airport	234 263	240 198
Cape Town Harbour	8 868	6 348

Table 2: Number of foreign arrivals and departures by mode of travel and place of arrival or departure, 2011(stats 2011)

Mode of travel and place of arrival or departure	arrivals	departures
Cape Town International Airport	509 016	494 266
Cape Town Harbour	19 706	15 342

5.3 Employment rates and livelihoods

Unemployment rates are high due to urbanisation. The unemployment rate in the economic active group is approximately 37% to 40%. Community service, Trade and Agriculture respectively, were the biggest employers in the CCTMM.

Table 3: Unemployment Rate (%)

Race group	Population	Number of unemployed	Unemployment rate
Black	1 024 871	233 126	34.54%
Coloured	1 078 456	150 263	22.67%
White	409 264	14 173	4.71%
Asian	38 443	2 350	9.91%

Source: census, 2011

5.4 Access to services:

5.4.1 Electricity, water and Sanitation

According to the CCTMM city stats about 3.7% households within the municipality do not receive electricity for lighting. 7.9 % households do not have access to drinking water and 8.8% has no access to proper sanitation.

5.4.2 Educational facilities and libraries

Primary and secondary schools occur throughout the Municipality. There is also colleges and universities. The level of highest level of education post matric for people aged 20 and above is 18.8 %. There are 103 libraries in the CCTMM.

5.4.3 Health

The prevalence of HIV in the CCTMM as per the survey done in 2010 showed that it is 19.1% of the people are living with the disease and there is 28,658 cases of TB reported every year in the CCTMM.

Some conclusions:

- From the scoping exercise it is obvious that the CCTMM area is under pressure due to all sorts of developments and proposed developments. Population increase is extremely high and therefore pressure on natural resources seems unavoidable;
- From an tourism point of view the CCTMM is highly ranked worldwide and specific attributes are highly valued as part of the tourism industry;
- The Cape Fynbos is seen as very important to many tourist groups and more specialist nature groups. Due to the high impact already experienced all available natural pieces of land still present in the lower areas, coastal and plains, are seen as important conservation areas. Reference can be made to the Plattekleof first registered Natural Conservation site in the early 1990's by Frank van der Kooy (Pr Sci Nat). The land under the power lines certain rare species were found and therefore the management practices changed to encourage the Fynbos to re-establish and those species protected. (*Serruria aemula*, Strawberry Spiderhead, critically endangered).



Plattekloof powerlines between Monte Vista and Edgemead. Good example of how urban conservation can happen in co-existence of some development.

6 GENERAL IMPACTS ENVISAGED:

- Influx of job seekers, mainly unskilled labour, from communities around the substations site having job expectations;
- Health impacts from construction sites and camps as a result of exposure to sewage waste, infectious diseases such as measles, TB and HIV/AIDS ;
- Conduct of construction workforce; bad relationships between community members/farm workers and Eskom Construction workers can result in issues such as sexual misconduct and the spread of diseases;
- Theft of material from camps and construction sites;
- Negative attitudes towards the project and the formation of community groups, NGO's, in response to the project;
- Land owners denying contractors access to their properties ;
- Loss of land leading to economic losses;
- Security concerns as a result of the presence of workers on properties and communities during construction and during the operational phase for maintenance
- Safety of community members/farm workers/animals during construction and maintenance;
- Loss of sense of place/income on – Tourists want to see the Coastal Fynbos be protected on the site;
- Decrease in property values due to the visual impacts of substation and power lines as well as the perceived impacts of electromagnetic fields on humans and animals;

Positive impacts:

- Increase in the voltage stability;
- An assurance of a reliable electricity supply (positive);
- No more backlogs in electricity connections (positive);
- The inadequate provision of electricity to services such as health facilities will cease (positive);
- Job opportunities created during construction and operational phases.

7 POSSIBLE IMPACTS ASSOCIATED WITH PROJECT

- Tourism
 - The clearing of vegetation to provide for the construction of the substation, thereby creating a scar effect in the landscape;
 - Cumulative impacts with regard to expanding the corridors of existing power lines to accommodate the additional power lines connecting the substation to the power station;
 - Possible effect of the construction of the substation on sensitive viewers, particularly:
 - Travellers on the R27, especially tourists;
 - Tourist areas, impact on visitors to Koeberg and negative image created;
 - Scenic spots.
- Heritage
 - potential heritage sites within the study area.
- Social
 - Perceptions and fears associated with the proposed substation and power lines; and
 - Local, site-specific issues (during construction and operation phases).

The above mentioned impacts will be investigated in more detail during the EIA phase of the project.

8 DISCUSSION OF THE SUBSTATION ALTERNATIVE SITES

Alternative 1; Located at the north-east corner of the Koeberg Nuclear Power Station (KNPS) for the 400kV yard, and the southern part of the parking area south of the incoming 400kV lines for the 132kV yard. Land use in this site is utility as it is close to the Koeberg power station. The site is the border of the Koeberg Nature reserve and may cause social impact in the sense of visual aspects. On this site the social impact will be mainly to the Eskom's employees as the parking lot and security gates will have to be moved. Due to the sites close proximity to the ocean the pollution to is extremely high.

Alternative 2; Located on the area at the south eastern corner of the KNPS where part of the PBMR was planned. There is another substation Duine Substation and a Research centre. The site is close proximity to the Koeberg Nature Reserve and is close to Duynefontein settlement, and thus may have social impact from the visual aspect. The site is in close proximity to the coast and thus marine pollution is also extremely high.

Alternative 3; Located the area on the corner of the main access road just east of the road to the conservation offices and north of the main access road south of the incoming 400 kV lines. Much of the site is still in pristine state and is in close proximity to the Koeberg Nature Reserve. It will have visual impacts. The site will also have a visual impact on the R27 road which is very busy.

Alternative 4; Offsite option to the east of the R27 on the Farm Brakkefontein 32. The site may have social impacts on the farmers (land owners) living in the area.

Alternative 5; Located next to of the existing Sterrekus (Omega) Substation. Part of the site is used for agriculture and substation utility. The omega substation is close to the site and thus not much social impact can be expected as it will not be a completely new development in the area.

9 ALTERNATIVE PREFERENCE FROM A SOCIAL OF VIEW POINT

Substations and power lines should not as far as possible;

- be built in areas close to existing settlements;
- be built in areas that are currently occupied by infrastructure or settlements;
- be built on agricultural lands;
- be constructed on a Nature Reserves and protected areas, rather on the borders;
- be constructed areas earmarked for future developments ;
- be located on densely populated areas, where relocation may be necessary;
- Substation can be built on areas with low population density.

10 CONCLUSION

The proposed Eskom substation and associated power lines will result in possible social impacts in parts of the CCTMM. The impacts are both positive and negative. This report has outlined the social setting of the proposed study area, discussed possible impacts (both positive and negative). The report has highlighted that some of the alternative sites (**alternative 1-4**) may have negative impact on tourism as most tourist travel in the R27 and the substation may have visual impacts. Positive impacts have also been discussed in this report and are inclusive of an increase in the voltage stability and the availability of electricity. The possible social impacts will be investigated during the EIA and public participation process and the alternative sites will be rated to against social criteria.

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environmental affairs

Department:
Environmental Affairs
REPUBLIC OF SOUTH AFRICA

DETAILS OF SPECIALIST AND DECLARATION OF INTEREST

	(For official use only)
File Reference Number:	12/12/20/
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Date Received:	

Application for authorisation in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended and the Environmental Impact Assessment Regulations, 2010

PROJECT TITLE

Environmental Impact Assessment for the Proposed Weskusfleur Substation, Western Cape Province

Specialist:	Frank van der Kooy		
Contact person:	Frank van der Kooy		
Postal address:	1121 Hertzog Street, Waverley		
Postal code:	0186	Cell:	082 890 1918
Telephone:	0861 543 9252	Fax:	086 764 9166
E-mail:	environmental@lidwala.com		
Professional affiliation(s) (if any)	See attached CV		

Project Consultant:	Lidwala Consulting Engineers (SA) (Pty) Ltd		
Contact person:	Frank van der Kooy		
Postal address:	1121 Hertzog Street, Waverley		
Postal code:	0186	Cell:	082 890 1918
Telephone:	0861 543 9252	Fax:	086 764 9166
E-mail:	environmental@lidwala.com		

4.2 The specialist appointed in terms of the Regulations_

I, Frank v.d. Kooij, declare that --

General declaration:

I act as the independent specialist in this application

I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant

I declare that there are no circumstances that may compromise my objectivity in performing such work;

I have expertise in conducting the specialist report relevant to this application, including knowledge of the Act, regulations and any guidelines that have relevance to the proposed activity;

I will comply with the Act, regulations and all other applicable legislation;

I have no, and will not engage in, conflicting interests in the undertaking of the activity;

I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the competent authority; and - the objectivity of any report, plan or document to be prepared by myself for submission to the competent authority;

all the particulars furnished by me in this form are true and correct; and

I realise that a false declaration is an offence in terms of Regulation 71 and is punishable in terms of section 24F of the Act.

Signature of the specialist:

Frank v.d. Kooij
Lidwata Consulting Engineers (SA)

Name of company (if applicable):

15/07/2013

Date: