

**WIND ENERGY FACILITY AND ASSOCIATED INFRASTRUCTURE**

**COMMENTS AND RESPONSE REPORT: I&APs & STAKEHOLDERS**

**EIA Phase**

No.	Issue	Raised by	Response
<i>Land Use and Landowners</i>			
1	Is Eskom planning to purchase the land from the relevant landowners, or what options they are looking at in terms of gaining access to the site to erect the Wind Energy Facility.	J Kotze, Lutzville Farmer's Union FGM, 19 November 2007	The proposal is for Eskom to purchase the land from the current owners, but that negotiations are still underway and there is no definitive answer at this time.
<i>Skaapvlei Road</i>			
2	Will the Skaapvlei Road remain a public road for public use. He was concerned about the rumours that have emerged about the future of the road.	Paul Herselman, Department of Agriculture and Land Care, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	The Skaapvlei road will remain a public road for public use. Eskom will only be using the road to access their facility. As it is acknowledged that Eskom's use of the road will impact on the road itself, Eskom propose to upgrade the road (where required) and maintain the road for the duration of their use of the road.
3	Would Eskom and the Department of Public Works create a partnership around the maintenance of the Skaapvlei road?	Paul Herselman, Department of Agriculture and Land Care, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	The Skaapvlei road is a Western Cape Provincial road. It is a divisional road/proclaimed public road administered by the Department of Transport and Public Works – Infrastructure Branch. The Western Cape Provincial Branch would be responsible for maintenance of the road after the construction period as it will remain a public road.
4	Will it be necessary for some of the bends on the Skaapvlei road to be looked at to cater for the abnormal load vehicles?	Lars Starke, Western Cape Department of Transport and Public Works, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	Initial indications are that some bends may need to be worked to accommodate the long vehicles carrying the turbine components.

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5	<p>Was an individual who specialises in roads responsible for undertaking Eskom assessment of Skaapvlei road. He advised that he would be interested in obtaining further information on the data collected, what methods was used, what the road maintenance plan would entail. The Department should be given the opportunity to review the road proposal/design in order to verify the technical aspects. He advised that a specialist in road design is required to review the proposal.</p>	<p>Lars Starke, Western Cape Department of Transport and Public Works, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal</p>	<p>Eskom's road investigation technical team will approach the Department of Transport and Public Works for technical guidance and support.</p>
6	<p>Would Eskom be contributing to the maintenance of the Skaapvlei road during operation of the facility. He indicated that Eskom should seriously consider their contribution to road maintenance for the future. The project's social responsibility component could be linked to road maintenance. He indicated that Transhex is faced with the same issues around the Provincial road to the Transhex site, and the company have taken it upon themselves to maintain the road to their site. He requested Eskom to do the same.</p>	<p>Peter Slott-Nielsen, Transhex, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal</p>	<p>The economic viability of the upgrade and maintenance to the road is being considered by Eskom. The quality of the road will be improved to accommodate abnormal loads and the road will be maintained throughout the construction phase of the project. Thereafter, maintenance will be undertaken by the custodian of the road, i.e. The Provisional Roads Authority. It must be noted that Eskom's use of the road during the operational phase will not match that of Transhex's maintenance programme for the roads that they use. The power station is self-dispatching, and would be remotely controlled.</p>
7	<p>The amount of money required to be spent on the upgrade of the Skaapvlei road should be compared to the overall investment in the wind farm. Also, the impact to the environment from sourcing borrow material for re-surfacing should be considered. Eskom should consider redesigning and surfacing the entire road.</p>	<p>Johan Pienaar, Western Cape Department of Transport and Public Works, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal</p>	<p>The economic viability of the upgrade and maintenance to the road is being considered by Eskom. At this stage Eskom will ensure that the gravel road will be upgraded to be able to accommodate abnormal roads. This will require re-design of certain sections of the road. At this stage, Eskom will not be surfacing the road.</p>

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8	Engineers from the Western Cape Department of Transport and Public Works are available to identify areas of good borrow material, should this not have been done as yet. He advised that Eskom will need to look for suitable material to upgrade/resurface the Skaapvlei road as well as create internal roads on the site. He enquired whether Eskom intend to apply to open any borrow pits to source the necessary material for road.	Lars Starke, Western Cape Department of Transport and Public Works, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	Sources of borrow material have not yet been defined, but that Eskom would consider commercial sources as a first option. It is understood that the costs of hauling the borrow material to where it is needed must be considered.
9	Only with an understanding of the traffic movements during construction and operation can the improvements required or the road be determined. Base traffic for the road, traffic associated with the facility and tourism traffic needs to be considered. His Department can provide information for base traffic. Eskom can liase with the Department to determine what work is required for the road.	Lars Starke, Western Cape Department of Transport and Public Works, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	There will not be significant traffic during the operation of the facility, and that the big impact is limited to the construction phase. This is the impact which must be managed.
10	Concern over the quality of the Skaapvlei Road during the different seasons of the year. He made the point that the road quality changes per season and that the maintenance schedule is basically non-existent. Would Eskom ensure that this road is kept in a good/drivable condition on an annual basis? This road is used by private landowners. It is also used by 4x4 enthusiasts, as well as to access Gert du Toit se Baai, and the issues of access, safety and security when making use of the road during the construction phase are of concern	Oubaas Kersop, Lutzville Farmer's Union FGM, 19 November 2007	The condition of the Skaapvlei road is being investigated in detail by Eskom, as this road would be the primary access to the site. The road would be maintained in a good driving condition by Eskom when they are making use of the road, and Eskom would ensure that the road is left in a good driveable condition once the construction phase is completed

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11	There is seasonal use of the Skaapvlei Road, where tourist traffic makes use of the road to access Gert du toit se Baai. He acknowledged that a better road will also get more use.	Johan Pienaar, Western Cape Department of Transport and Public Works, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	The condition of the Skaapvlei road is being investigated in detail by Eskom, as this road would be the primary access to the site. The road would be maintained in a good driving condition by Eskom when they are making use of the road, and Eskom would ensure that the road is left in a good driveable condition once the construction phase is completed.
<b>Site infrastructure</b>			
12	How many wind turbines will be erected?	Sive Mabula, WCDM FGM, 19 November 2007	The proposal is for 100 turbines on the site.
13	How will accessibility to the site be controlled. He enquired if a visitors centre is planned for the site	Sive Mabula, WCDM FGM, 19 November 2007	The Eskom facility will be a National Key Point and that access to the full facility (including the substation) would be restricted.
14	Why should all the internal roads (a 4 road grid) be permanent gravel roads. He made the point that the area could be rehabilitated and used for grazing after the construction phase is completed. A road surface concentrates water and results in erosion.	Paul Herselman, Department of Agriculture and Land Care, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	The proposal is for roadways to remain on the site for access during maintenance. In an extreme case, a crane may be required to access the area again, and these roads would be required.
15	What area (as a percent) of the site could be affected by roads or infrastructure?	Paul Herselman, Department of Agriculture and Land Care, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	Approximately 1% of the 3 700 ha site will be permanently affected by roads and other infrastructure, and a further approximate 1% of the 3 700 ha site will be temporarily affected by crane tracks and laydown areas.
16	Will specific accommodation units would be erected on the site or near the site for staff and labourers	J Kotze, Lutzville Farmer's Union FGM, 19 November 2007	No specific accommodation will be constructed on the site by Eskom. Eskom plan to make use of existing accommodation available within formal neighbouring towns. On-site there will be a site office and only day-workers.

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17	What infrastructure in terms of housing on-site or near the site, water supply etc would be required at the site. Or would existing accommodation be sought and utilised?	Jan Koekemoer, WCDM FGM, 19 November 2007	The proposal is for existing accommodation in formal neighbouring towns to be utilised. The construction crews would generally be small, and no on-site accommodation would be provided, or required
<b><i>Project benefits to communities and Eskom's Social Responsibility</i></b>			
18	What percentage of social responsibility investment Eskom would be making into the Matzikama area and the District. He advised that the Municipality has already has some interactions with Eskom regarding possible projects.	Sive Mabula, WCDM FGM, 19 November 2007	Eskom's Development Foundation is investigating opportunities for assisting the WCDM and the local municipality. As part of this process, Eskom would like to develop a better understanding of what is contained in the IDP plan, understand the economic drivers of the District and then see where best Eskom's assistance can be provided.
19	How much labour is required, and how many local contractors would be used from the Matzikama community. He advised that the Municipality are interested in understanding how Eskom will deal with procurement of local skills. He advised that he sees that development in the area could stimulate other industry and ultimately stimulate the local economy of the area. Matzikama has been identified as one of the nodal growth centres of the Western Cape – could this project be a catalyst?	Lionel Philips, Matzikama Local Municipality, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	
20	How will the immediate communities of Koekenaap and Lutzville will be benefiting from this project. He recognises that this project is for the greater good, and will also support and strengthen the national grid, but what are the direct tangible benefits to the locals in the towns of Koekenaap and Lutzville	Oubaas Kersop, Lutzville Farmer's Union FGM, 19 November 2007	The proposal is for the power generated to be distributed to the National electricity grid. He advised that from a power perspective, Eskom Distribution would need to consider what is the cause of local power cuts. From an economic perspective, spin-offs for the neighbouring towns will be job opportunities (although direct opportunities may be limited, indirect opportunities can also be created). These opportunities may continue into the future if the wind energy facility becomes a substantial tourist drawcard.

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<b><i>Cost of electricity</i></b>			
21	If other industry in the area is encouraged, this industry will need power. Will this facility provide electricity at a cheaper rate than coal?	Lionel Philips, Matzikama Local Municipality, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	This is a strategic development, and an initiative that will introduce green energy into the mix. This facility, per se, will not change the electricity prices, and pricing is regulated by the National Electricity Regular of South Africa (NERSA).
22	The Farmers Union was concerned with the idea of increased tariffs for electricity	Oubaas Kersop, Lutzville Farmer's Union FGM, 19 November 2007	NERSA regulates the price of electricity for the entire country. The price will not be affected for this area only because of local "green energy" generation. The capital build cost plus the price of fuel affects the overall pricing.
<b><i>Wind Energy Facility: Electricity generation and distribution</i></b>			
23	Will the energy generated be linked into the local or the national electricity grid. His query is in terms of supply and future supply. He advised that the WCDM is currently in discussions with Eskom Distribution regarding future planning for the DMA/Bitterfontein area.	Nic Faasen, WCDM FGM, 19 November 2007	The proposal is for the power generated to be sent to Juno Substation, which is a Transmission Substation. The power would therefore be supplementing the national grid
24	Will the Distribution line will form part of the REDS?	Nic Faasen, WCDM FGM, 19 November 2007	The project is a Generation project. Eskom Distribution will be responsible for the power line at this stage.
25	Is Eskom aware of all the other proposed and investigated Wind Energy Facilities that have been investigated along the West Coast and in Beaufort West. He wanted to know if the different parties are talking to Eskom and if Eskom have been talking to other prospective Wind Energy power generators.	Nic Faasen, WCDM FGM, 19 November 2007	Eskom are aware of other interested investors, but that Eskom Generation Group have not formally engaged with them at this stage regarding any collaboration.

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26	Is Eskom prepared to consider Municipalities or other IPPs providing power (selling their green energy) to the National grid.	Nic Faasen, WCDM FGM, 19 November 2007	NERSA is the body responsible for issuing electricity generation licenses. If such a license is issued a Power Purchase Agreement could be entered into between an IPP and Eskom to purchase and accept the electricity generated onto the grid. Eskom makes such decisions on a case by case basis when they are approached.
<b>Heritage Issues</b>			
27	HWC has no objection to the proposed Eskom wind energy facility and associated infrastructure on PTN 5 of Gravewaterkop, & PTN 620 & 617, Olifants River Neddersetting & Elsie Erasmus Kloof farms, Vanrhynsdorp	Zwelibanzi Shiceka, Heritage Western Cape	Comment noted
28	No further heritage-related studies will be required as the nature of the application does not warrant such action	Zwelibanzi Shiceka, Heritage Western Cape	Comment noted
<b>General comments</b>			
29	Is disaster management planning part of the project?	Sive Mabula, WCDM FGM, 19 November 2007	The turbines themselves have built-in protective mechanisms (e.g. cut-off speeds). From a stability point of view, the suppliers are required to undertake geotechnical investigations to determine the appropriate founding mechanism to use for the turbines to ensure stability. Hence disaster management is considered as part of the project.
30	Does Eskom plan to apply for this project to be registered as a CDM project?	Sive Mabula, WCDM FGM, 19 November 2007	Eskom do plan to apply for this project to be registered as a CDM project.
31	Can a visual simulation from closer than an 8km distance be provided?	Paul Herselman, Department of Agriculture and Land Care, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	A comprehensive visual impact assessment has been done as part of the EIA investigations. Other images from varying distances and vantage points are included in the EIA report.

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32	Permits will be required for the transportation of all abnormal loads. The Eskom team should have discussions with SANRAL who is responsible for the N7 National Road. All other roads are the Province's responsibility.	Johan Pienaar, Western Cape Department of Transport and Public Works, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	All relevant permit applications will be made to the relevant authorising Departments.
33	What is the time-lag between the construction of the two phases?	Lionel Philips, Matzikama Local Municipality, Matzikama Municipality, Provincial Departments and key stakeholders FGM, 20 November 2007, Vredendal	The timeframes within which construction must commence, will be dictated to by the environmental authorisation, but it is anticipated that the second phase would be constructed within 2 years of Phase 1 being commissioned.