



ENVIRONMENTAL PLANNING AND DESIGN CC

17th October 2022

To whom it may concern

KARPOWERSHIP RICHARDS BAY - LEVEL 1 LANDSCAPE AND VISUAL INPUT

1 BACKGROUND

Environmental Planning and Design have been commissioned to prepare a Level 1 Landscape and visual Input to Karpowership Richards Bay proposal in accordance with the ***Western Cape Guideline for involving visual and aesthetic specialists in EIA processes*** (Western Cape Guideline).

2 WESTERN CAPE GUIDELINE AND LEVEL OF INPUT

The Western Cape Guideline is the only relevant South African guideline, setting various levels of assessment subject to the nature of the proposed development and surrounding landscape (**Appendix I**).

A Level 1 input is generally undertaken when little or no visual impact is anticipated. It requires the following:

- Identification of issues and site visit;
- Brief comment on visual influence of the project and an indication of the expected impacts / benefits.

The need for a landscape and visual impact assessment was indicated as a requirement by the DFFE Screening Tool Report. However, consideration was given that the proposed location of the project is within the working area of the Port and near to the IDZ, and following a site visit, it was concluded that little or no visual impact was anticipated. On that basis, a level 1 input was undertaken, as per the Western Cape Guideline.

3 BACKGROUND OF SPECIALIST

The assessor, Jon Marshall, qualified as a Landscape Architect in 1978. He is a Chartered Member of the Landscape Institute (UK) and is a Registered Professional Landscape Architect within South Africa.

He has also had extensive experience working as an Environmental Assessment Practitioner (EAP) in South Africa. He has been involved in Visual Impact Assessment over a period of approximately 30 years. He has developed the necessary computer skills to prepare viewshed analysis and three dimensional modelling to illustrate impact assessments. He has undertaken visual impact assessments for major buildings, industrial development, renewable energy, mining and infrastructure projects and has been involved in the preparation of visual guidelines for large scale developments.

A brief Curriculum Vitae outlining relevant projects is included as **Appendix II**.

4 PROJECT LOCATION

The proposed project is situated within the Port of Richard's Bay, and in proximity to the Richard's Bay Industrial Development Zone (RBIDZ), which was designated Special Economic Zone (SEZ) status in July 2017 in terms of the Special Economic Zones Act 16 of 2014.



Plate 1, View from the proposed mooring area for the Powerships and FSRU.

Note: The proposed Powerships and FSRU will be moored close to the red (port) channel markers on the right side of the image and parallel to the ships alongside the wharf to left of picture.

5 LIMITATIONS AND ASSUMPTIONS

A site visit was undertaken over a single day (22nd September 2022) to verify the likely visibility of the proposed project.

The site visit was planned to ensure that weather conditions were clear ensuring reasonable visibility.

The likely visibility of the proposed project was based on the assessor's personal knowledge of Richards Bay Port and from visiting potential public viewpoints close to the port during which the likelihood of the proposed ships and power line was judged.

6 PROJECT DESCRIPTION

The proposed project is described in detail in the Background Information Document (Triplo4, 2022).

The main elements that could result in landscape and visual impacts include:

- One Khan Class Powership which has a length of 285 to 300m, a beam of up to 50m and a maximum height of up to 50m. The Khan Powership has an designed capacity of up to 470MW;
- One Shark Class Powership which has a length of 160 to 240m, abeam up to 32m and a maximum height up to 40m. The Shark Powership has an designed capacity of up to 240MW;
- One Floating Storage & Regasification Unit (FSRU).

A Liquefied Natural Gas Carrier (LNGC) will bring in liquified natural gas (LNG) and offload it to the FSRU approximately once every 20 to 30 days.

The contracted capacity of 450MW, which cannot be exceeded under the terms of the RMIPPPP, will be evacuated via a 132kV transmission line over a distance of approximately 3km, from the Powership to the switching station that will tie into the Eskom line in proximity to the existing Bayside Substation, to feed electricity into the national grid.

7 LANDSCAPE CONTEXT AND SENSITIVITY TO CHANGE

The proposed Powerships, FSRU, power lines and new switching station are all located either within or in very close proximity to the Port and the Richards Bay Industrial Development Zone (RB IDZ).

The RB IDZ has been developed to attract large scale industrial development particularly industry that will benefit from close ties to the Port of Richards Bay.

Industrial development currently developed close to section of the Port that will be affected by the proposed project includes a large scale aluminium smelter (Bayside) as well as a phosphorous chemical plant (Foscor). Bidvest Terminals are situated within the Port boundaries, to the East of the proposed project. These elements form a heavy industrial backdrop to the East, North and West of the Port.

To the North of these elements the R34 known as the John Ross Highway links the N2 Freeway to the Port and the centre of Richards Bay. This is a major road that carries a significant amount of industry and business related traffic.

Along its entire length views of heavy industry are obvious from the R34 as the motorist gets closer to the Port, existing industry largely screens Port operations.

Close to the N2, the road passes over what in essence are cultivated flood plain areas. Views from this section of the road see industry largely in the background.

As the viewer gets close to the Port, the road is elevated above the floodplain and adjacent land is relatively well vegetated. This vegetation generally screens views to the south and towards the Port. However, views of heavy industry to the north are still obvious. This industry includes a second (Hillside) aluminium smelter.

The majority of recreational uses of the Port are generally located on the Northern side of the Port. Views into the section of the Port that will be affected by the proposed development are relatively few and far between. They include:

- **The Tuzi Gazi Waterfront** from where it is only possible to see views of the main channel that leads into the area where the proposed Powerships will be located. None of the ships or infrastructure will be visible from this location.
- **Navel Island** from where views towards the proposed Powerships are likely to be possible. However, no public access was possible to Navel Island at the time of the site visit. If public access is allowed in the future, the proposed ships are likely to be viewed against a backdrop of shipping moored on the 600 series berths, Port infrastructure as well as heavy industrial development behind the Port.
- **The Boat Clubs** that are located on Commodore Close. These include the Zululand Yacht Club, the 1st Richards Bay Sea Scouts and the Meerensee Boat Club. Due to their location on a canalised inlet that links to Lake Mzingazi and an extensive area of

mangroves, the area of the port within which the proposed development is located is screened from these clubs.

- **Pelican Island** which is located at the southern end of Commodore Close but only accessible from Sandbar Way further to the south. This is a popular piece of coastal open space that is linked to the mainland by a short causeway. The area of the Port within which the proposed ships will be moored is totally screened from Pelican Island by Navel Island.
- **The Inner Northern Breakwater** which is located at the harbour mouth. This is a very popular location particularly for local fishermen and visitors to nearby beaches. Views are possible down the harbour channel to the area where the proposed ships will be moored. At their closest, they will be viewed at distances in excess of 4.5km. The ships will be viewed in the context of the working Port with other ships being loaded alongside the 600 series jetties, large scale Port infrastructure and large scale industry behind that.
- **The harbour waterbody** which is popular for recreational boating. From experience, the majority of activities generally occur around the boating clubs towards the eastern end of the Port. It is possible however that some activities could extend towards the western end where the commercial Port operations and the proposed Powerships / FSRU will be located. This is a heavily industrialised port in which landside industries are directly linked to the Port.

7 VISUAL INFLUENCE OF THE PROJECT

The visual influence of the proposed Powerships and FSRU is largely limited to active areas within the Port and adjacent industrial areas.

It will also be visible from the undeveloped areas to the south to the same extent that existing Port and adjacent industrial development is visible.

The proposed project is therefore unlikely to extent the area over which existing Port operations and industry are visible from.

8 EXPECTED IMPACTS / BENEFITS

8.1 Visual Absorption Capacity of the Landscape

The landscape in which the proposed ships and infrastructure are located is such that it can accommodate and absorb these elements without increasing current levels of landscape and visual impact on the character of the surrounding landscape or the views of potential sensitive receptors.

Because of this, potential future development of recreational and or tourism uses should not be compromised within the established recreational and tourism related areas within and around the port.

8.2 Affected Receptors

The proposed Powerships and the FSRU are unlikely to be visible to most land based areas that are important for tourism or recreation.

The exception to this is the Inner Northern Breakwater which is a popular fishing location and is also used by the public for walking. It is noted that there are numerous memorial plaques attached to structure which underlines its popularity with local people. From this breakwater views out to sea are possible as are long views down the length of the port. The proposed

Powerships and FSRU will be visible and will be seen in the context of Port operations, other shipping and heavy industry within the IDZ.

The ships will be viewed roughly head on and so their length is unlikely to be obvious. The details of the ship are also unlikely to be obvious from this location due to distance although the profile will be.

The proposed 132kV overhead power line will be routed through the existing industrial area at back of Port. It is unlikely to be visually obvious from outside the industrial area. It will be screened by existing vegetation from the John Ross Highway.

It is possible that sections of the proposed switching station could be visible from the John Ross Highway, however, this will also be largely screened by existing vegetation. If sections of the substation are visible they will be viewed in the context of heavy industry that is visible on either side of the road.



Plate 2, View from the Inner Northern Breakwater looking down the length of the Port.

Note: The proposed Powerships and FSRU will be seen moored immediately to the left of ships that can be seen centre / right of picture approximately 4.5km away.

9 CONCLUSION

The proposed location of the project within the working area of the Port and near to the IDZ will mean that the proposed ships and infrastructure are visually in keeping with the surrounding landscape.

It will also mean that sections of the Port and waterfront that are used for or have potential for recreation and tourism are largely unaffected by visual intrusion. Where views are possible from these areas they will be at sufficient distance that detail will not be obvious and they will be seen as part of Port activities.

It is the assessor's view that elevating the level of the assessment is will not change these conclusions.

Therefore from a Landscape and Visual Impact perspective the proposed project should proceed.

APPENDIX I
GUIDELINES FOR INVOLVING VISUAL AND AESTHETIC SPECIALISTS
IN EIA PROCESSES

(Preface, Summary and Contents for full document go to the Provincial Government of the Western Cape, Department of Environmental Affairs and Development Planning web site, <http://eadp.westerncape.gov.za/your-resource-library/policies-guidelines>)

GUIDELINE FOR INVOLVING VISUAL AND AESTHETIC SPECIALISTS IN EIA PROCESSES



PROVINCIAL GOVERNMENT OF THE WESTERN CAPE:
DEPARTMENT OF ENVIRONMENTAL AFFAIRS
AND DEVELOPMENT PLANNING



GUIDELINE FOR INVOLVING VISUAL AND AESTHETIC SPECIALISTS IN EIA PROCESSES

Edition 1

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Stakeholders engaged in the guideline development process:

These guidelines were developed through a consultative process and have benefited from the inputs and comments provided by a wide range of individuals and organizations actively working to improve EIA practice. Thanks are due to all who took the time to engage in the guideline development process.

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PREFACE

The purpose of an Environmental Impact Assessment (EIA) is to provide decision-makers (be they government authorities, the project proponent or financial institutions) with adequate and appropriate information about the potential positive and negative impacts of a proposed development and associated management actions in order to make an informed decision whether or not to approve, proceed with or finance the development.

For EIA processes to retain their role and usefulness in supporting decision-making, the involvement of specialists in EIA needs to be improved in order to:

- Add greater value to project planning and design;
- Adequately evaluate reasonable alternatives;
- Accurately predict and assess potential project benefits and negative impacts;
- Provide practical recommendations for avoiding or adequately managing negative impacts and enhancing benefits;
- Supply enough relevant information at the most appropriate stage of the EIA process to address adequately the key issues and concerns, and effectively inform decision-making in support of sustainable development.

It is important to note that not all EIA processes require specialist input; broadly speaking, specialist involvement is needed when the environment could be significantly affected by the proposed activity, where that environment is valued by or important to society, and/or where there is insufficient information to determine whether or not unavoidable impacts would be significant.

The purpose of this series of guidelines is to improve the efficiency, effectiveness and quality of specialist involvement in EIA processes. The guidelines aim to improve the capacity of roleplayers to anticipate, request, plan, review and discuss specialist involvement in EIA processes. Specifically, they aim to improve the capacity of EIA practitioners to draft appropriate terms of reference for specialist input and assist all roleplayers in evaluating whether or not specialist input to the EIA process is appropriate for the type of development and environmental context. Furthermore, they aim to ensure that specialist inputs support the development of effective, practical Environmental Management Plans where projects are authorised to proceed (refer to *Guideline for Environmental Management Plans*).

The guidelines draw on best practice in EIA in general, and within specialist fields of expertise in particular, to address the following issues related to the timing, scope and quality of specialist input. The terms “specialist involvement” and “input” have been used in preference to “specialist assessment” and “studies” to indicate that the scope of specialists’ contribution (if required) depends on the nature of the project, the environmental context and the amount of available information and does not always entail detailed studies or assessment of impacts.

The guidelines draw on best practice in EIA in general, and within specialist fields of expertise in particular, to address the following issues related to the timing, scope and quality of specialist input. The terms “specialist involvement” and “input” have been used in preference to “specialist

assessment” and “studies” to indicate that the scope of specialists’ contribution depends on the nature of the project, the environmental context and the amount of available information.

	ISSUES
TIMING	<ul style="list-style-type: none"> ▪ When should specialists be involved in the EIA process; i.e. at what stage in the EIA process should specialists be involved (if at all) and what triggers the need for their input?
SCOPE	<ul style="list-style-type: none"> ▪ Which aspects must be addressed through specialist involvement; i.e. what is the purpose and scope of specialist involvement? ▪ What are appropriate approaches that specialists can employ? ▪ What qualifications, skills and experience are required?
QUALITY	<ul style="list-style-type: none"> ▪ What triggers the review of specialist studies by different roleplayers? ▪ What are the review criteria against which specialist inputs can be evaluated to ensure that they meet minimum requirements, are reasonable, objective and professionally sound?

The following guidelines form part of this first series of guidelines for involving specialists in EIA processes:

- Guideline for determining the scope of specialist involvement in EIA processes
- Guideline for the review of specialist input in EIA processes
- Guideline for involving biodiversity specialists in EIA processes
- Guideline for involving hydrogeologists in EIA processes
- Guideline for involving visual and aesthetic specialists in EIA processes
- Guideline for involving heritage specialists in EIA processes
- Guideline for involving economists in EIA processes

The *Guideline for determining the scope of specialist involvement in EIA processes* and the *Guideline for the review of specialist input in EIA processes* provide generic guidance applicable to any specialist input to the EIA process and clarify the roles and responsibilities of the different roleplayers involved in the scoping and review of specialist input. It is recommended that these two guidelines are read first to introduce the generic concepts underpinning the guidelines which are focused on specific specialist disciplines.

Who is the target audience for these guidelines?

The guidelines are directed at authorities, EIA practitioners, specialists, proponents, financial institutions and other interested and affected parties involved in EIA processes. Although the guidelines have been developed with specific reference to the Western Cape province of South Africa, their core elements are more widely applicable.

What type of environmental assessment processes and developments are these guidelines applicable to?

The guidelines have been developed to support project-level EIA processes regardless of whether they are used during the early project planning phase to inform planning and design decisions (i.e. during pre-application planning) or as part of a legally defined EIA process to obtain statutory approval for a proposed project (i.e. during screening, scoping and/or impact assessment). Where specialist input may be required the guidelines promote early, focused and appropriate involvement of specialists in EIA processes in order to encourage proactive consideration of potentially significant impacts, so that negative impacts may be avoided or

effectively managed and benefits enhanced through due consideration of alternatives and changes to the project.

The guidelines aim to be applicable to a range of types and scales of development, as well as different biophysical, social, economic and governance contexts.

What will these guidelines not do?

In order to retain their relevance in the context of changing legislation, the guidelines promote the principles of EIA best practice without being tied to specific legislated national or provincial EIA terms and requirements. They therefore do not clarify the specific administrative, procedural or reporting requirements and timeframes for applications to obtain statutory approval. They should, therefore, be read in conjunction with the applicable legislation, regulations and procedural guidelines to ensure that mandatory requirements are met.

It is widely recognized that no amount of theoretical information on how best to plan and coordinate specialist inputs, or to provide or review specialist input, can replace the value of practical experience of coordinating, being responsible for and/or reviewing specialist inputs. Only such experience can develop sound judgment on such issues as the level of detail needed or expected from specialists to inform decision-makers adequately. For this reason, the guidelines should not be viewed as prescriptive and inflexible documents. Their intention is to provide best practice guidance to improve the quality of specialist input.

Furthermore, the guidelines do not intend to create experts out of non-specialists. Although the guidelines outline broad approaches that are available to the specialist discipline (e.g. field survey, desktop review, consultation, modeling), specific methods (e.g. the type of model or sampling technique to be used) cannot be prescribed. The guidelines should therefore not be used indiscriminately without due consideration of the particular context and circumstances within which an EIA is undertaken, as this influences both the approach and the methods available and used by specialists.

How are these guidelines structured?

The specialist guidelines have been structured to make them user-friendly. They are divided into six parts, as follows:

- **Part A:** Background;
- **Part B:** Triggers and key issues potentially requiring specialist input;
- **Part C:** Planning and coordination of specialist inputs (drawing up terms of reference);
- **Part D:** Providing specialist input;
- **Part E:** Review of specialist input; and
- **Part F:** References.

Part A provides grounding in the specialist subject matter for all users. It is expected that authorities and peer reviewers will make most use of Parts B and E; EIA practitioners and project proponents Parts B, C and E; specialists Part C and D; and other stakeholders Parts B, D and E. Part F gives useful sources of information for those who wish to explore the specialist topic.

SUMMARY

This guideline document, which deals with specialist visual input into the EIA process, is organised into a sequence of interleaving sections. These follow a logical order covering the following:

- the background and context for specialist visual input;
- the triggers and issues that determine the need for visual input;
- the type of skills and scope of visual inputs required in the EIA process;
- the methodology, along with information and steps required for visual input;
- finally, the review or evaluation of the visual assessment process.

Part A is concerned with defining the visual and aesthetic component of the environment, and with principles and concepts relating to the visual assessment process. The importance of the process being logical, holistic, transparent and consistent is stressed in order for the input to be useful and credible.

The legal and planning context within which visual assessments take place indicate that there are already a number of laws and bylaws that protect visual and scenic resources. These resources within the Western Cape context have importance for the economy of the region, along with the proclaimed World Heritage Sites in the Province.

The role and timing of specialist visual inputs into the EIA process are outlined, with the emphasis being on timely, and on appropriate level of input, from the early planning stage of a project, through to detailed mitigation measures and

management controls at the implementation stage.

Part B deals with typical factors that trigger the need for specialist visual input to a particular project. These factors typically relate to:

- (a) the nature of the receiving environment, in particular its visual sensitivity or protection status;
- (b) the nature of the project, in particular the scale or intensity of the project, which would result in change to the landscape or townscape.

The correlation between these two aspects are shown in a table, in order to determine the varying levels of visual impact that can be expected, i.e. from little or no impact, to very high visual impact potential.

Part C deals with the choice of an appropriate visual specialist, and the preparation of the terms of reference (TOR) for the visual input. Three types of visual assessment are put forward, each requiring different expertise, namely:

- Type A: assessments involving large areas of natural or rural landscape;
- Type B: assessments involving local areas of mainly built environment;
- Type C: assessments involving smaller scale sites with buildings, or groups of buildings.

The scope of the visual input would in summary relate to the following:

- the issues raised during the scoping process;
- the time and space boundaries, i.e. the extent or zone of visual influence;

- the types of development alternatives that are to be considered;
- the variables and scenarios that could affect the visual assessment;
- the inclusion of direct, indirect and cumulative effects.

Approaches to the visual input relate to the level of potential impact and range from minimal specialist input, to a full visual impact assessment (VIA). A list of the typical components of a visual assessment is given, and the integration with other studies forming part of the EIA process is discussed.

Part D provides guidance for specialist visual input, and on the information required by specialists. Notes on predicting potential visual impacts are given, along with suggested criteria for describing and rating visual impacts. The assessment of the overall significance of impacts, as well as thresholds of significance are discussed.

Further aspects that need to be considered by visual specialists in EIA processes include:

- affected parties who stand to benefit or lose,
- risks and uncertainties related to the project,
- assumptions that have been made, and their justification,
- levels of confidence in providing the visual input or assessment,
- management actions that can be employed to avoid or mitigate adverse effects and enhance benefits, and
- the best practicable environmental option from the perspective of the visual issues and impacts.

Finally, pointers for the effective communication of the findings are given.

Part E lists specific evaluation criteria for reviewing visual input by a specialist, where this becomes necessary. Further guidance on this is given in the document on *Guideline for the review of specialist input in EIA processes*.

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APPENDIX II
SPECIALIST'S BRIEF CV



ENVIRONMENTAL PLANNING AND DESIGN

Name	JONATHAN MARSHALL												
Nationality	British												
Year of Birth	1956												
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General

Jon qualified as a Landscape Architect (Dip LA) at Cheltenham (UK) in 1979. He has been a chartered member of the Landscape Institute UK since 1986. He is also a Registered Landscape Architect and has had extensive experience as an Environmental Assessment Practitioner within South Africa.

During the early part of his career (1981 - 1990) He worked with Clouston (now RPS) in Hong Kong and Australia. During this period he was called on to undertake Landscape and Visual Impact assessment (LVIA) input to numerous environmental assessment processes for major infrastructure projects. This work was generally based on photography with line drawing superimposed to illustrate the extent of development visible.

He has worked in the United Kingdom (1990 - 1995) for major supermarket chains including Sainsbury's and prepared CAD based visual impact assessments for public enquiries for new store development. He also prepared the LVIA input to the environmental statement for the Cardiff Bay Barrage for consideration by the UK Parliament in the passing of the Barrage Act (1993).

His more recent LVIA work (1995 to present) includes a combination of CAD and GIS based work for a new international airport to the north of Durban, new heavy industrial operations, overhead electrical transmission lines, mining operations in West Africa and numerous commercial and residential developments.

LVIA work undertaken during the last twelve months includes wind energy projects, numerous solar plant projects (CSP and PV) and electrical infrastructure.

Select List of Visual Impact Assessment Projects

- **Geelkop Solar PV projects** – Landscape and Visual Impact Assessment for seven proposed solar PV projects near Upington in the Northern Cape Province for Atlantic Renewable Energy Partners.
- **Makapanstad Agri- Hub** – Landscape and Visual Impact Assessment for proposed Agri-Hub development at Makapanstad in the North West Province for the Department of Rural Development and Land Reform.
- **Madikwe Sky Bubble** - Landscape and Visual Impact Assessment for proposed development of up-market accommodation at the Molori concession within the Madikwe Game Reserve.
- **Hartebeest Wind Energy Facility** – Landscape and Visual Impact Assessment Addendum Report for the proposed upgrading of turbine specifications for an authorised WEF near Mo0rreesburg in the Western Cape Province for a private client.
- **Selati Railway Bridge** - Landscape and Visual Impact Assessment for proposed development of up-market accommodation on a railway bridge at Skukuza in the Kruger Park.
- **Kangala Mine Extension** - Landscape and Visual Impact Assessment for a proposed extension to the Kangala Mine in Mpumalanga for Universal Coal.
- **Khunab Solar Developments** – Landscape and Visual Impact Assessment for four proposed solar PV projects near Upington in the Northern Cape Province for a private client.
- **Sirius Solar Developments** – Landscape and Visual Impact Assessment for four proposed solar PV projects near Upington in the Northern Cape Province for Sola Future Energy.
- **Aggeneys Solar Developments** – Landscape and Visual Impact Assessment for two proposed solar PV projects near Aggeneys in the Northern Cape Province for a private client.
- **Hyperion Solar Developments** – Landscape and Visual Impact Assessment for four proposed solar PV projects near Kathu in the Northern Cape Province for Building Energy South Africa.
- **Eskom Combined Cycle Power Plant** - Landscape and Visual Impact Assessment for proposed gas power plant in Richards Bay, KwaZulu Natal Province.
- **N2 Wild Coast Toll Road, Mineral Sources and Auxiliary Roads** – VIA for the Pondoland Section of this project for the South African National Roads Agency.
- **Mpushini Park Ashburton** – VIA for a proposed amendment to an authorised development plan which included residential, office park and light industrial uses to logistics and warehousing.
- **Moedeng PV Solar Project** - VIA for a solar project near Vrybury in the North West Province for a private client.
- **Establishment of Upmarket Tourism Accommodation on the Selati Bridge, Kruger National Park** – Assessment of visual implications of providing tourism accommodation in 12 railway carriages on an existing railway bridge at the Skukuza Rest Camp in the Kruger Park.
- **Jozini TX Transmission Tower** – Assessment of visual implications of a proposed MTN transmission tower on the Lebombo ridgeline overlooking the Pongolapoort Nature reserve and dam.
- **Bhangazi Lake Development** – Visual Impact Assessment for a proposed tourism development within the iSimangaliso Wetland Park World Heritage Site.
- **Palesa Power Station** - VIA for a new 600MW power station near Kwamhlanga in Mpumalanga for a private client.
- **Heuningklip PV Solar Project** – VIA for a solar project in the Western Cape Province for a private client.
- **Kruispad PV Solar Project** – VIA for a solar project in the Western Cape Province for a

private client.

- **Doornfontein PV Solar Project** – VIA for a solar project in the Western Cape Province for a private client.
- **Olifantshoek Power Line and Substation** – VIA for a new 10MVA 132/11kV substation and 31km powerline, Northern Cape Province, for Eskom.
- **Noupoort Concentrating Solar Plants** - Scoping and Visual Impact Assessments for two proposed parabolic trough projects.
- **Drakensberg Cable Car** – Preliminary Visual Impact Assessment and draft terms of reference as part of the feasibility study.
- **Paulputs Concentrating Solar Plant (tower technology)** – Visual Impact Assessment for a new CSP project near Pofadder in the Northern Cape.
- **Ilanga Concentrating Solar Plants 1, 2, 3, 4 & 5** – Scoping and Visual Impact Assessments for the proposed extension of five authorised CSP projects including parabolic trough and tower technology within the Karoshoek Solar Valley near Upington in the Northern Cape.
- **Ilanga Concentrating Solar Plants 1, 2, 3, 4 & 5 Shared Infrastructure** – Visual Impact Assessment for the necessary shared infrastructure including power lines, substation, water pipeline and roads for these projects.
- **Ilanga Concentrating Solar Plants 7, 8 & 9** - Scoping and Visual Impact Assessments for three new CSP projects including parabolic trough and tower technology within the Karoshoek Solar Valley near Upington in the Northern Cape.
- **Sol Invictus Solar Plants** - Scoping and Visual Impact Assessments for three new Solar PV projects near Pofadder in the Northern Cape.
- **Gunstfontein Wind Energy Facility** – Scoping and Visual Impact Assessment for a proposed WEF near Sutherland in the Northern Cape.
- **Moorreesburg Wind Energy Facility** – Visual Impact Assessment for a proposed WEF near Moorreesburg in the Western Cape.
- **Semonkong Wind Energy Facility** - Visual Impact Assessment for a proposed WEF near Semonkong in Southern Lesotho.
- **Great Karoo Wind Energy Facility** – Addendum report to the Visual Impact Assessment Report for amendment to this authorised WEF that is located near Sutherland in the Northern Cape. Proposed amendments included layout as well as rotor diameter.
- **Perdekraal East Power Line** – Visual Impact Assessment for a proposed power line to evacuate power from a wind energy facility near Sutherland in the Northern Cape.
- **Tshivhaso Power Station** – Scoping and Visual Impact Assessment for a proposed new power station near Lephalale in Limpopo Province.
- **Saldanha Eskom Strengthening** – Scoping and Visual Impact Assessment for the upgrading of strategic Eskom infrastructure near Saldanha in the Western Cape.
- **Eskom Lethabo PV Installation** - Scoping and Visual Impact Assessment for the development of a solar PV plant within Eskom's Lethabo Power Station in the Free State.
- **Eskom Tuthuka PV Installation** - Scoping and Visual Impact Assessment for the development of a solar PV plant within Eskom's Thutuka Power Station in Mpumalanga.
- **Eskom Majuba PV Installation** - Scoping and Visual Impact Assessment for the development of a solar PV plant within Eskom's Majuba Power Station in Mpumalanga.
- **Golden Valley Power Line** - Visual Impact Assessment for a proposed power line to evacuate power from a wind energy facility near Cookhouse in the Eastern Cape.
- **Mpophomeni Shopping Centre** – Visual impact assessment for a proposed new shopping centre close to the southern shore of Midmar Dam in KwaZulu Natal.
- **Rheeboksfontein Power Line** - Addendum report to the Visual Impact Assessment Report for amendment to this authorised power line alignment located near Darling in the Western Cape.
- **Woodhouse Solar Plants** – Scoping and Visual Impact Assessment for two proposed

solar PV projects near Vryburg in the North West Province.

- **AngloGold Ashanti, Dokiwa (Ghana)** – Visual Impact Assessment for proposed new Tailings Storage Facility at a mine site working with SGS as part of their EIA team.
- **Gateway Shopping Centre Extension (Durban)** – Visual Impact Assessment for a proposed shopping centre extension in Umhlanga, Durban.
- **Kouroussa Gold Mine (Guinea)** – Visual impact assessment for a proposed new mine in Guinea working with SGS as part of their EIA team.
- **Mampon Gold Mine (Ghana)** - Visual impact assessment for a proposed new mine in Ghana working with SGS as part of their EIA team.
- **Telkom Towers** – Visual impact assessments for numerous Telkom masts in KwaZulu Natal.
- **Eskom Isundu Substation** – Visual Impact Assessment for a proposed major new Eskom substation near Pietermaritzburg in KwaZulu Natal.
- **Eskom St Faiths Power Line and Substation** – Visual Impact Assessment for a major new substation and associated power lines near Port Shepstone in KwaZulu Natal.
- **Eskom Ficksburg Power Line** – Visual Impact Assessment for a proposed new power line between Ficksburg and Cocolan in the Free State.
- **Eskom Matubatuba to St Lucia Power Line** – Visual Impact Assessment for a proposed new power line between Mtubatuba and St Lucia in KwaZulu Natal.
- **Dube Trade Port, Durban International Airport** – Visual Impact Assessment
- **Sibaya Precinct Plan** – Visual Impact Assessment as part of Environmental Impact Assessment for a major new development area to the north of Durban.
- **Umdloti Housing** – Visual Impact Assessment as part of Environmental Impact Assessment for a residential development beside the Umdloti Lagoon to the north of Durban.
- **Tata Steel Ferrochrome Smelter** - Visual impact assessment of proposed new Ferrochrome Smelter in Richards Bay as part of EIA undertaken by the CSIR.
- **Durban Solid Waste Large Landfill Sites** – Visual Impact Assessment of proposed development sites to the North and South of the Durban Metropolitan Area. The project utilised 3d computer visualisation techniques.
- **Hillside Aluminium Smelter, Richards Bay** - Visual Impact Assessment of proposed extension of the existing smelter. The project utilised 3d computer visualisation techniques.
- **Estuaries of KwaZulu Natal Phase 1** – Visual character assessment and GIS mapping as part of a review of the condition and development capacity of eight estuary landscapes for the Town and Regional Planning Commission. The project was extended to include all estuaries in KwaZulu Natal.
- **Signage Assessments** – Numerous impact assessments for proposed signage developments for Blast Media.
- **Signage Strategy** – Preparation of an environmental strategy report for a national advertising campaign on National Roads for Visual Image Placements.
- **Zeekoegatt, Durban** - Computer aided visual impact assessment. EDP acted as advisor to the Province of KwaZulu Natal in an appeal brought about by a developer to extend a light industrial development within a 60 metre building line from the National N3 Highway.
- **La Lucia Mall Extension** - Visual impact assessment using three dimensional computer modelling / photo realistic rendering and montage techniques for proposed extension to shopping mall for public consultation exercise.
- **Redhill Industrial Development** - Visual impact assessment using three dimensional computer modelling / photo realistic rendering and montage techniques for proposed new industrial area for public consultation exercise.
- **Avondale Reservoir** - Visual impact assessment using three dimensional computer modelling / photo realistic rendering and montage techniques for proposed hilltop reservoir as part of Environmental Impact Assessment for Umgeni Water.

- **Hammersdale Reservoir** - Visual impact assessment using three dimensional computer modelling / photo realistic rendering and montage techniques for proposed hilltop reservoir as part of Environmental Impact Assessment for Umgeni Water.
- **Southgate Industrial Park, Durban** - Computer Aided Visual Impact Assessment and Landscape Design for AECl.
- **Sainsbury's Bryn Rhos** - Computer Aided Visual Impact Assessment/ Planning Application for the development of a new store within the Green Wedge North of Swansea.
- **Ynyston Farm Access** - Computer Aided Impact Assessment of visual intrusion of access road to proposed development of Cardiff for the Land Authority for Wales.
- **Cardiff Bay Barrage** – Preparation of the Visual Impact Statement for inclusion in the Impact Statement for debate by parliament (UK) prior to the passing of the Cardiff Bay Barrage Bill.
- **A470, Cefn Coed to Pentrebach** - Preparation of landscape frameworks for the assessment of the impact of the proposed alignment on the landscape for The Welsh Office.
- **Sparkford to Ilchester Bye Pass** - The preparation of the landscape framework and the draft landscape plan for the Department of Transport.
- **Green Island Reclamation Study** - Visual Impact Assessment of building massing, Urban Design Guidelines and Masterplanning for a New Town extension to Hong Kong Island.
- **Route 3** - Visual Impact Assessment for alternative road alignments between Hong Kong Island and the Chinese Border.
- **China Border Link** - Visual Impact Assessment and initial Landscape Design for a new border crossing at Lok Ma Chau.
- **Route 81, Aberdeen Tunnel to Stanley** - Visual Impact Assessment for alternative highway alignments on the South side of Hong Kong Island.



environmental affairs

Department:
Environmental Affairs
REPUBLIC OF SOUTH AFRICA

DETAILS OF THE SPECIALIST, DECLARATION OF INTEREST AND UNDERTAKING UNDER OATH

	(For official use only)
File Reference Number:	
NEAS Reference Number:	DEA/EIA/14/12/16/3/3/2007
Date Received:	02 November 2020

Application for authorisation in terms of the National Environmental Management Act, Act No. 107 of 1998, as amended and the Environmental Impact Assessment (EIA) Regulations, 2014, as amended (the Regulations)

PROJECT TITLE

The Proposed Gas to Power Powership Project at the Port of Richards Bay, Umhlathuze Local Municipality, King Cetshwayo District, Kwazulu-Natal.

Kindly note the following:

1. This form must always be used for applications that must be subjected to Basic Assessment or Scoping & Environmental Impact Reporting where this Department is the Competent Authority.
2. This form is current as of 01 September 2018. It is the responsibility of the Applicant / Environmental Assessment Practitioner (EAP) to ascertain whether subsequent versions of the form have been published or produced by the Competent Authority. The latest available Departmental templates are available at <https://www.environment.gov.za/documents/forms>.
3. A copy of this form containing original signatures must be appended to all Draft and Final Reports submitted to the department for consideration.
4. All documentation delivered to the physical address contained in this form must be delivered during the official Departmental Officer Hours which is visible on the Departmental gate.
5. All EIA related documents (includes application forms, reports or any EIA related submissions) that are faxed; emailed; delivered to Security or placed in the Departmental Tender Box will not be accepted, only hardcopy submissions are accepted.

Departmental Details

Postal address:

Department of Environmental Affairs
Attention: Chief Director: Integrated Environmental Authorisations
Private Bag X447
Pretoria
0001

Physical address:

Department of Environmental Affairs
Attention: Chief Director: Integrated Environmental Authorisations
Environment House
473 Steve Biko Road
Arcadia

Queries must be directed to the Directorate: Coordination, Strategic Planning and Support at:
Email: EIAAdmin@environment.gov.za

1. SPECIALIST INFORMATION

Specialist Company Name:	Environmental Planning and Design		
B-BBEE	Contribution level (indicate 1 to 8 or non-compliant)	4	Percentage Procurement recognition
Specialist name:	Jonathan Marshall		
Specialist Qualifications:	Dip.LA.		
Professional affiliation/registration:	Chartered Member of the Landscape Institute (UK). Registered Professional Landscape Architect (South Africa). IAIA		
Physical address:	33 Askew Grove, Glenwood, Durban		
Postal address:	PO Box 50910, Musgrave Road, Durban		
Postal code:	4001	Cell:	083 703 2995
Telephone:		Fax:	
E-mail:	jon@enviroconsult.co.za		

2. DECLARATION BY THE SPECIALIST

I, Jonathan Marshall, declare that –

- 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 48 and is punishable in terms of section 24F of the Act.



Signature of the Specialist

Environmental Planning and Design

Name of Company:

12th October 2022

Date

Details of Specialist, Declaration and Undertaking Under Oath

3. UNDERTAKING UNDER OATH/ AFFIRMATION

I, Jonathan Marshall, swear under oath / affirm that all the information submitted or to be submitted for the purposes of this application is true and correct.

J. Marshall

Signature of the Specialist

Environmental Planning and Design

Name of Company

12th October 2022

Date

[Signature]

Signature of the Commissioner of Oaths

2022/10/12

Date

