



S P A T I A L S O L U T I O N S I N C O R P O R A T E D

**TOWN AND REGIONAL PLANNING, PROPERTY VALUATION &
ENVIRONMENTAL CONSULTANTS**

• BLOEMFONTEIN • P O BOX 28046 • DANHOF • 9310 •
TELEPHONE: 051 101 0696 • FACSIMILE: 086 553 9003
ELECTRONIC MAIL : willene@spatialsolutions.co.za

**PROPOSED EXPANSION OF EXISTING TRUCK STOP, BY
DEVELOPING THREE (3) ADDITIONAL DIESEL TANKS AND
FORECOURTS ON PORTION 175, 176 AND 177 OF
HARRISMITH DORPGRONDEN 131, HARRISMITH FREE STATE
PROVINCE.**

FIRST DRAFT BASIC ASSESSMENT REPORT

Submitted to:

Department of Economic Small Business Development and Tourism and Environmental
Affairs, Free State Province.

Private Bags X 20801

Bloemfontein

9300

Tel: (051) 400 4831

Ms. Nomonde Molokwane

Email: nomondemolokwane3@gmail.com

Prepared for:

Mr. Ben Deysel

Highway Property Group

P.O. Box 1298

Harrismith

9880

Tel: (058) 624 2000

Email: ben@highwaygroup.co.za

DESTEA Ref: EMB/51/17/26

NEAS Ref: FSP/EIA/0000140/2017

Spatial Solutions Ref: 20002

Date: 25 August 2017

BASIC ASSESSMENT REPORT



destea

department of
economic, small business development,
tourism and environmental affairs
FREE STATE PROVINCE

(For official use only)

File Reference Number:

Application Number:

Date Received:

Basic assessment report in terms of the Environmental Impact Assessment Regulations, 2014, promulgated in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended.

Kindly note that:

1. This **basic assessment report** is a standard report that may be required by a competent authority in terms of the EIA Regulations, 2014 and is meant to streamline applications. Please make sure that it is the report used by the particular competent authority for the activity that is being applied for.
2. This report format is current as of **08 December 2014**. It is the responsibility of the applicant to ascertain whether subsequent versions of the form have been published or produced by the competent authority
3. The report must be typed within the spaces provided in the form. The size of the spaces provided is not necessarily indicative of the amount of information to be provided. The report is in the form of a table that can extend itself as each space is filled with typing.
4. Where applicable **tick** the boxes that are applicable in the report.
5. An incomplete report may be returned to the applicant for revision.
6. The use of "not applicable" in the report must be done with circumspection because if it is used in respect of material information that is required by the competent authority for assessing the application, it may result in the rejection of the application as provided for in the regulations.
7. This report must be handed in at offices of the relevant competent authority as determined by each authority.
8. No faxed or e-mailed reports will be accepted.
9. The signature of the EAP on the report must be an original signature.
10. The report must be compiled by an independent environmental assessment practitioner.
11. Unless protected by law, all information in the report will become public information on receipt by the competent authority. Any interested and affected party should be provided with the information contained in this report on request, during any stage of the application process.
12. A competent authority may require that for specified types of activities in defined situations only parts of this report need to be completed.
13. Should a specialist report or report on a specialised process be submitted at any stage for any part of this application, the terms of reference for such report must also be submitted.
14. Two (2) colour hard copies and one (1) electronic copy of the report must be submitted to the competent authority.
15. Shape files (.shp) for maps must be included in the electronic copy of the report submitted to the competent authority.

SECTION A: ACTIVITY INFORMATION

Has a specialist been consulted to assist with the completion of this section? YES NO

If YES, please complete the form entitled "Details of specialist and declaration of interest" for the specialist appointed and attach in Appendix I.

1. PROJECT DESCRIPTION

a) Describe the project associated with the listed activities applied for

1. Introduction:

Highway Property Group (hereafter referred to as "The Proponent"), acquired the subject property from the Municipality in the early 1990's. The property was previously utilised as Harrismith's showgrounds. Once the proponent became the owner, a truck stop for passing traffic on the N5 and N3 roads was established. The Maluti-a-Phofung municipality confirmed the property to be rezoned to Truck Stop. The truck stop has been fully operational since 1997.

The property is situated within the Thabo Mofutsanyana Municipal District and the Maluti-a-Phofung Local Municipality District. Bordering the N5 and N3 intersection the existing truck stop is located west of the intersection and comprises a truck stop and convenience store (Please refer to Addendum A: Locality Map). The property is located within the urban edge within the industrial area.

Currently the N5, N3 intersection and adjacent roads are being upgraded by SANRAL, which will aid the traffic flow on the subject roads. **The proponent is directly impacted by these upgrades and is in great need for additional diesel tanks in order to sufficiently provide for the increasing diesel demand.** The Department of Minerals and Energy (DME) granted a Retail Licence to the proponent which is regularly renewed (Please refer to Addendum J: Additional Information).

Highway Property Group (PTY) Ltd. wishes to expand the existing truck stop on Portions 175, 176 and 177 of The Harrismith Dorpsgronden No. 131 (hereafter referred to as "The Property").

The expansion of the existing facility will entail the development of three (3) additional above-ground diesel tanks with a capacity of 500m³ each. The total of the storage capacity needed is 1500m³. Additional infrastructure includes forecourts and possible small convenience store.

Employment opportunities for the local community will certainly increase not only during the construction phase, but also during the operational phase of the proposed development.

2. Description of the environment

a. Climate

Harrismith is located within a summer-rainfall region. The precipitation falls in form of thunderstorms between November and March. Great differences between the average temperatures in winter and summer as well as very frequent occurrence of frost confirm a continental climate.

b. Vegetation

According to Mucina & Rutherford (2006) the area would historically have been covered with Eastern Free State Sandy Grassland classified as Gm 4 (hardly protected). This type of vegetation regularly occurs on flat to slightly undulating terrain with streams and rivers that drain the foothills of the Drakensberg. Closed grassland dominated by *Eragrostis curvula*, *Trisachya leucothrix* and *Themedia*

triandra. Other dominant grasses include *E. capensis*, *E. racemose*, *Cymbopogon pospischillii*, *Elionurus muticus*, *Eragrostis plana* and *Aristida junciformis*. As a result of development, the area has been previously disturbed and no natural vegetation remains on the subject property.

c. Geology and Soils:

The property comprise of mudstones, sandstones and shale of the Beaufort Group (Tarkastad Formation in the south and Adelaide Formation in the north). Glenrosa, bonheim, Avalo and Mayo soil forms dominate the outcrops and slightly elevated areas while Sepane, Arcadia and Rensburg soil forms are typical for moist bottomlands. Major land types include Bb, Bd and Ca.

d. Aquatics

There are no natural NFEPA wetlands on the property.

3. Bulk Services

Eskom currently provides the property with sufficient electricity and the sewage connects to the existing municipal stream. No additional expansion of bulk services are required for the proposed development, as the development will entail storage capacity expansion of the existing truck stop will include the development of three (3) additional 500m³ above ground diesel tanks which totals 1500m³.

b) Provide a detailed description of the listed activities associated with the project as applied for

Listed activity as described in GN 983,984 and 985	Description of project activity
Example: <i>GN 983 Item xx xx): The construction of a bridge where such construction occurs within a watercourse or within 32 metres of a watercourse, measured from the edge of a watercourse, excluding where such construction will occur behind the development setback line.</i>	<i>A bridge measuring 5 m in height and 10m in length, no wider than 8 meters will be built over the Orange river</i>
Listed Activity as described in the National Environmental Management Act Government Notice No. R.983 of 2014	Description of project activity
Activity 51 The expansion of facilities for the storage, or storage and handling, of dangerous good, where the capacity of such storage facility will be expanded by more than 80 cubic metres.	The client wish to expand the existing facility by developing three (3) additional 500m ³ (one on each of the portions) which totals 1500m ³ . Thus this activity will be triggered.
Listed Activity as described in the National Environmental Management Act Government Notice No. R.985 of 2014	
Listed Activity as described in the National Environmental Management Act Government Notice No. R.984 of 2014	

2. FEASIBLE AND REASONABLE ALTERNATIVES

“**alternatives**”, in relation to a proposed activity, means different means of meeting the general purpose and requirements of the activity, which may include alternatives to—

- (a) the property on which or location where it is proposed to undertake the activity;
- (b) the type of activity to be undertaken;
- (c) the design or layout of the activity;
- (d) the technology to be used in the activity;
- (e) the operational aspects of the activity; and
- (f) the option of not implementing the activity.

Describe alternatives that are considered in this application as required by Appendix 1 (3)(h) of GN 982, Regulation 2014. Alternatives should include a consideration of all possible means by which the purpose and need of the proposed activity (NOT PROJECT) could be accomplished in the specific instance taking account of the interest of the applicant in the activity. The no-go alternative must in all cases be included in the assessment phase as the baseline against which the impacts of the other alternatives are assessed.

The determination of whether site or activity (including different processes, etc.) or both is appropriate needs to be informed by the specific circumstances of the activity and its environment. After receipt of this report the, competent authority may also request the applicant to assess additional alternatives that could possibly accomplish the purpose and need of the proposed activity if it is clear that realistic alternatives have not been considered to a reasonable extent.

The identification of alternatives should be in line with the Integrated Environmental Assessment Guideline Series 11, published by the DEA in 2004. Should the alternatives include different locations and lay-outs, the co-ordinates of the different alternatives must be provided. The co-ordinates should be in degrees, minutes and seconds. The projection that must be used in all cases is the WGS84 spheroid in a national or local projection.

a) Site alternatives

Alternative 1 (preferred alternative)		
Description	Lat (DDMMSS)	Long (DDMMSS)
<p>Highway Property Group (hereafter referred to as “The Client”), wishes to expand the existing truck stop on Portions 175, 176 and 177 of The Harrismith Dorpsgronden No. 131 (hereafter referred to as “The Property”). The expansion of the existing facility will entail the development of three (3) additional above-ground diesel tanks with a capacity of 500m³ each. One tank is envisioned on each of the above mentioned portions. Additional infrastructure includes forecourts and possible small convenience store.</p> <p>The property is situated within the Thabo Mofutsanyana Municipal District and the Maluti-a-Phofung Local Municipality District. Bordering the N5 and N3 intersection the existing truck stop is located west of the intersection and comprises a truck stop and convenience stores.</p> <p>Job opportunities will certainly increase not only during the construction phase, but also during the operational phase of the proposed development.</p>	<p>28°17'23.38” 28°17'17.60” 28°17'19.14”</p>	<p>29°07'47.32” 29°07'49.96” 29°07'50.68”</p>

BASIC ASSESSMENT REPORT

The applicant of the proposed development is the owner of the property which is currently zoned as Truck Stop. Please refer to Addendum J: Additional Information.		
Alternative 2		
Description	Lat (DDMMSS)	Long (DDMMSS)
No alternative layout is proposed with regard to the development of the three (3) additional 500m ³ diesel tanks. The proposed development consists of expansion of the existing truck stop, and the proposed expansion is envisioned where warehouses are currently standing. These warehouses will be demolished. The existing truck stop is located within the urban edge and industrial area of Harrismith. The proponent does not own additional land which is suitable for the expansion of the existing truck stop.		
Alternative 3		
Description	Lat (DDMMSS)	Long (DDMMSS)

In the case of linear activities:

Alternative:	Latitude (S):	Longitude (E):
Alternative S1 (preferred)		
• Starting point of the activity		
• Middle/Additional point of the activity		
• End point of the activity		
Alternative S2 (if any)		
• Starting point of the activity		
• Middle/Additional point of the activity		
• End point of the activity		
Alternative S3 (if any)		
• Starting point of the activity		
• Middle/Additional point of the activity		
• End point of the activity		

For route alternatives that are longer than 500m, please provide an addendum with co-ordinates taken every 250 meters along the route for each alternative alignment.

In the case of an area being under application, please provide the co-ordinates of the corners of the site as indicated on the lay-out map provided in Appendix A of this form.

b) Lay-out alternatives

Alternative 1 (preferred alternative)		
Description	Lat (DDMMSS)	Long (DDMMSS)
The layout as compiled by BAELETSI (Pty.) Ltd. Indicates the proposed locations of the new expansions in orange (Please refer to Addendum C: Facility Illustrations) at Highway Property Group. The proposed locations were carefully selected as existing warehouses will be demolished. The proposed development entails the expansion of the existing truck stop thus areas where existing warehouses are located have been selected as the expansion area.	28°17'23.38" 28°17'17.60" 28°17'19.14"	29°07'47.32" 29°07'49.96" 29°07'50.68"

BASIC ASSESSMENT REPORT

Alternative 2		
Description	Lat (DDMMSS)	Long (DDMMSS)
Alternative 3		
Description	Lat (DDMMSS)	Long (DDMMSS)

c) Technology alternatives

Alternative 1 (preferred alternative)
Three (3) 5000 litre above-ground steel diesel tanks will be installed on the property. The same technology will be used as the prevailing tanks on the property, which are also above-ground and steel tanks.
Alternative 2
Alternative 3

d) Other alternatives (e.g. scheduling, demand, input, scale and design alternatives)

Alternative 1 (preferred alternative)
Alternative 2
Alternative 3

e) No-go alternative

Should the activity not be approved, the property will remain in its current state. This will result in no expansion on this site that is not considered to be ecologically or heritage sensitive. Due to the fact that the site is regarded as being highly desirable for the expansion as it is located within the urban edge and industrial area of Harrismith.

Spatial Solutions Inc. is of the opinion that this site should be utilized for the expansion of the existing truck stop in order to ensure the diesel demand is sufficiently met.

The proposed activity will benefit society in general by creating jobs during both the construction (temporary jobs) and operational (temporary and permanent jobs) phases of the proposed project. The project will also help satisfy the need for diesel along the highway (N3, N5) and will economically boost Highway Property Group. It is evident that Highway Property Group is not considering the No-Go Alternative as the project is critical for the client in order to sufficiently meet the diesel demand. It is our objective opinion that the No-Go Alternative should therefore not be supported in this case.

Paragraphs 3 – 13 below should be completed for each alternative.

3. PHYSICAL SIZE OF THE ACTIVITY

a) Indicate the physical size of the preferred activity/technology as well as alternative activities/technologies (footprints):

Alternative:

Alternative A1¹ (preferred activity alternative)
 Alternative A2 (if any)
 Alternative A3 (if any)

Size of the activity:

1500 m ³

or, for linear activities:

Alternative:

Alternative A1 (preferred activity alternative)
 Alternative A2 (if any)
 Alternative A3 (if any)

Length of the activity:

--

b) Indicate the size of the alternative sites or servitudes (within which the above footprints will occur):

Alternative:

Alternative A1 (preferred activity alternative)
 Alternative A2 (if any)
 Alternative A3 (if any)

Size of the site/servitude:

1500m ³

4. SITE ACCESS

Does ready access to the site exist?
 If NO, what is the distance over which a new access road will be built

YES	
-----	--

Describe the type of access road planned:

The existing access road will be used.

Include the position of the access road on the site plan and required map, as well as an indication of the road in relation to the site.

5. LOCALITY MAP

An A3 locality map must be attached to the back of this document, as Appendix A. The scale of the locality map must be relevant to the size of the development (at least 1:50 000. For linear activities of more than 25 kilometres, a smaller scale e.g. 1:250 000 can be used. The scale must be indicated on the map.). The map must indicate the following:

- an accurate indication of the project site position as well as the positions of the alternative sites, if any;

¹ "Alternative A.." refer to activity, process, technology or other alternatives.

- indication of all the alternatives identified;
- closest town(s);
- road access from all major roads in the area;
- road names or numbers of all major roads as well as the roads that provide access to the site(s);
- all roads within a 1km radius of the site or alternative sites; and
- a north arrow;
- a legend; and
- locality GPS co-ordinates (Indicate the position of the activity using the latitude and longitude of the centre point of the site for each alternative site. The co-ordinates should be in degrees and decimal minutes. The minutes should have at least three decimals to ensure adequate accuracy. The projection that must be used in all cases is the WGS84 spheroid in a national or local projection.

6. LAYOUT/ROUTE PLAN

A detailed site or route plan(s) must be prepared for each alternative site or alternative activity. It must be attached as Appendix A to this document.

The site or route plans must indicate the following:

- the property boundaries and numbers of all the properties within 50 metres of the site;
- the current land use as well as the land use zoning of the site;
- the current land use as well as the land use zoning each of the properties adjoining the site or sites;
- the exact position of each listed activity applied for (including alternatives);
- servitude(s) indicating the purpose of the servitude;
- a legend; and
- a north arrow.

7. SENSITIVITY MAP

The layout/route plan as indicated above must be overlain with a sensitivity map that indicates all the sensitive areas associated with the site, including, but not limited to:

- watercourses;
- the 1:100 year flood line (where available or where it is required by DWS);
- ridges;
- cultural and historical features;
- areas with indigenous vegetation (even if it is degraded or infested with alien species); and
- critical biodiversity areas.

The sensitivity map must also cover areas within 100m of the site and must be attached in Appendix A.

8. SITE PHOTOGRAPHS

Colour photographs from the centre of the site must be taken in at least the eight major compass directions with a description of each photograph. Photographs must be attached under Appendix B to this report. It must be supplemented with additional photographs of relevant features on the site, if applicable.

9. FACILITY ILLUSTRATION

A detailed illustration of the activity must be provided at a scale of at least 1:200 as Appendix C for activities that include structures. The illustrations must be to scale and must represent a realistic image of the planned activity. The illustration must give a representative view of the activity.

10. ACTIVITY MOTIVATION

Motivate and explain the need and desirability of the activity (including demand for the activity):

1. Is the activity permitted in terms of the property's existing land use rights?	YES	
The property is located within the area earmarked by Maluti a Phufung SDP as Industrial. The property currently comprise existing infrastructure associated with a Truck Stop, and has been rezoned to Truck Stop.		
2. Will the activity be in line with the following?		
(a) Provincial Spatial Development Framework (PSDF)	YES	
The goals and objectives of the Provincial Spatial Development Framework (PSDF) relates to sustainability and sustainable development are premised upon the national directives put forward in the National Framework on Sustainable Development (DEA, 2008) and the National Strategy for Sustainable Development and Action Plan 2011-2014 (NSSD) (DEA, 2011). The proposed development will enhance social, economic and technical sustainability.		
(b) Urban edge / Edge of Built environment for the area	YES	
The proposed development is envisioned on Portions 175, 176 and 177 of Harrismith Dorpsgronden No. 131, which is located within the urban edge of the Maluti-a-Phofung's local municipality.		
(c) Integrated Development Plan (IDP) and Spatial Development Framework (SDF) of the Local Municipality (e.g. would the approval of this application compromise the integrity of the existing approved and credible municipal IDP and SDF?).	YES	
IDP and SDF related initiatives are by default required to be integrated into the Local Municipality planning tools and given their National significance are seen to override / form part of local planning. It is however noted that the proposed development is in accordance with existing activities on Highway Property Group and the proposed expansion of the existing truck stop will not only boost Highway Property Groups' economy but create permanent and seasonal job opportunities to local people thus improving their livelihoods.		
(d) Approved Structure Plan of the Municipality	YES	
The proposed development will be an expansion of the existing truck stop activities. The proposed development is in line with the approved structure plan of the municipality, as the subject property has been rezoned to Truck Stop and have been subject to relevant truck stop activities since the late 90's.		

<p>(e) An Environmental Management Framework (EMF) adopted by the Department (e.g. Would the approval of this application compromise the integrity of the existing environmental management priorities for the area and if so, can it be justified in terms of sustainability considerations?)</p>	<p>YES</p>	
<p>The property is not considered to be ecologically sensitive as the entire property has been transformed. It has been subject to intensive development. The property currently comprise a Truck Stop and convenience store.</p>		
<p>(f) Any other Plans (e.g. Guide Plan)</p>		<p>NO</p>
<p>3. Is the land use (associated with the activity being applied for) considered within the timeframe intended by the existing approved SDF agreed to by the relevant environmental authority (i.e. is the proposed development in line with the projects and programmes identified as priorities within the credible IDP)?</p>	<p>YES</p>	
<p>The property has been earmarked for light industrial practices and has been rezoned as a Truck Stop (Please refer to Addendum J: Additional Information), thus the proposed development is in line with the projects and programmes as identified by the Maluti-a-Phofung local municipality. Approximately 60-70 job opportunities will be created for the local community, should this project receive environmental authorisation.</p>		
<p>4. Does the community/area need the activity and the associated land use concerned (is it a societal priority)? (This refers to the strategic as well as local level (e.g. development is a national priority, but within a specific local context it could be inappropriate.)</p>	<p>YES</p>	
<p>The proposed expansion is of utmost importance to ensure the increasing diesel demand along the N3/N5 highways are met. The proposed development will not only boost the local economy but will aid the dreaded unemployment rate within the boundaries of the Maluti-a-Phofung Local Municipality.</p>		
<p>5. Are the necessary services with adequate capacity currently available (at the time of application), or must additional capacity be created to cater for the development? (Confirmation by the relevant Municipality in this regard must be attached to the final Basic Assessment Report as Appendix I.)</p>	<p>YES</p>	
<p>N/A – no additional municipal service is required.</p>		
<p>6. Is this development provided for in the infrastructure planning of the municipality, and if not what will the implication be on the infrastructure planning of the municipality (priority and placement of services and opportunity costs)? (Comment by the relevant Municipality in this regard must be attached to the final Basic Assessment Report as Appendix I.)</p>	<p>YES</p>	
<p>N/A- no additional municipal service is required.</p>		

<p>7. Is this project part of a national programme to address an issue of national concern or importance?</p>		<p>NO</p>	
<p>The proposed development will boost Highway Property Groups' economy and ensure 60-70 job opportunities are created not only during the construction phase, but also the operational phase of the truck stop, but will have no significant effect of National Concern</p>			
<p>8. Do location factors favour this land use (associated with the activity applied for) at this place? (This relates to the contextualisation of the proposed land use on this site within its broader context.)</p>		<p>YES</p>	
<p>The subject property, Portions 175, 176 and 177 of Harrismith Dorpsgronden No. 131, is situated within the Thabo Mofutsanyana Municipal District and the Maluti-a-Phofung Local Municipality District. Bordering the N3 and N5 intersection the existing truck stop is located west of the intersection and comprises a truck stop and convenience store. The property is located within the urban edge within the industrial area. Currently the N3, N5 intersection and adjacent roads are being upgraded by SANRAL, which will aid the traffic flow on the subject roads. Highway Property Group (the client) is directly impacted by these upgrades and is in great need for additional diesel tanks in order to sufficiently provide for the increasing diesel demand. The Department of Minerals and Energy (DME) granted a Retail License to the proponent which is regularly renewed. The Client and owner of Highway Property Group (Pty) Ltd., proposes to expand the existing truck stop by developing three (3) additional above-ground diesel tanks with a capacity of 500m³ each. The total of the storage capacity needed is 1500m³. The client wish to expand the existing truck stop in order to sufficiently provide increasing diesel demand.</p>			
<p>9. Is the development the best practicable environmental option for this land/site?</p>		<p>YES</p>	
<p>The proposed development entails the expansion of the existing truck stop, on a premises which is zoned as Truck Stop, thus the proposed development is the best practical environmental option for this site.</p>			
<p>10. Will the benefits of the proposed land use/development outweigh the negative impacts of it?</p>		<p>YES</p>	
<p>There are minimal negative impacts associated with the proposed development. The site is not ecologically sensitive, and is surrounded by similar activities as the project entails the expansion of an existing Truck Stop.</p>			
<p>11. Will the proposed land use/development set a precedent for similar activities in the area (local municipality)?</p>		<p>YES</p>	
<p>The expansion of the existing truck stop may influence the expansion of even more development in the near future, but currently the three additional diesel tanks will enable the proponent to meet the increasing diesel demand along the N3 and N5 highways.</p>			
<p>12. Will any person's rights be negatively affected by the proposed activity/ies?</p>		<p>NO</p>	
<p>No persons' rights will be comprised or interfered with.</p>			
<p>13. Will the proposed activity/ies compromise the "urban edge" as defined by the local municipality?</p>		<p>NO</p>	
<p>The proposed development is located within the urban edge thus not considered to be an inappropriate activity on a site which is currently utilised as a Truck Stop.</p>			

14. Will the proposed activity/ies contribute to any of the 17 Strategic Integrated Projects (SIPS)?		NO	
The proposed expansion of the truck stop will not directly contribute to the 17 SIP's, but local communities could benefit with regard to job opportunities.			
15. What will the benefits be to society in general and to the local communities?	Please explain		
The direct influence of the expansion of the truck stop is minimal, but the expansion of this in order to sufficiently meet the increasing diesel demand which will ultimately create jobs for local communities.			
16. Any other need and desirability considerations related to the proposed activity?	Please explain		
N/A			
17. How does the project fit into the National Development Plan for 2030?	Please explain		
This development will create additional jobs, thus enhancing the livelihoods of several families, and minimising poverty and unemployment which are one of the greatest concerns in Harrismith.			
18. Please describe how the general objectives of Integrated Environmental Management as set out in section 23 of NEMA have been taken into account.			
<p>The Impact Assessment process conforms to the principles of Integrated Environmental Management (IEM). The process attempts to identify all potential impacts as well as identify practical means by which the developer can develop the necessary mitigation measures to manage these impacts. The EIA process is structured in a way to identify environmental risks, lessen community conflict by actively promoting public participation, propose the means to minimise adverse environmental affects and inform all relevant government decision makers.</p> <p>The impact assessment will ensure that all environmental assessments are integrated into all aspects of the proposed project's life cycle, construction/operation and decommissioning.</p> <p>The EIA process identified all possible impacts. These impacts were evaluated to determine the actual impact on the environment. The triple bottom approach was taken whereby the socio, economic and environmental impacts were assessed. This also ensured that Section 2(3) of NEMA was adhered to.</p> <p>Section 2(4) of NEMA was further taken into consideration to ensure that ecosystems and loss of biological diversity are avoided, or, where they cannot be altogether avoided, are minimised and remedied.</p> <p>It is not foreseen that National and Cultural heritage will be disturbed by the proposed development.</p> <p>Waste will be minimized by the implementation of the attached Waste Minimization plan which forms part of the project EMP.</p> <p>A full public participation as per Section 54 is being undertaken as part of this assessment.</p> <p>The effects of the activities were assessed to ensure the environmental aspects receive adequate consideration before construction actions are taken.</p>			
19. Please describe how the principles of environmental management as set out in section 2 of NEMA have been taken into account.			
The EIA process identified all possible impacts. These impacts were evaluated to determine the actual impact on the environment. The triple bottom approach was taken whereby socio-, economic and environmental impacts were assessed. This also ensured that Section 2(3) of NEMA was adhered to.			

11. APPLICABLE LEGISLATION, POLICIES AND/OR GUIDELINES

List all legislation, policies and/or guidelines of any sphere of government that are applicable to the application as contemplated in the EIA regulations, if applicable:

Title of legislation, policy or guideline	Applicability to the project	Administering authority	Date
National Environmental Management Act (EIA) Regulations (2014)	Project requires Environmental Authorisation	DESTEА	25 August 2017 (Pending Comment)
National Water Act 36 of 1998 in terms of section 21 (i)	DWS has been notified of the proposed development even though no natural or artificial water sources are located within the proposed construction. Comment Pending	DWS	28 August 2017 (Pending Comment)
National Heritage Resource Act section 38 of Act No. 25 of 1999	The proposed expansion of the Truck Stop will trigger Section 38 (1) 3.b of the National Heritage Resources Act: <i>Involving three or more existing erven or subdivisions thereof.</i> No heritage resources of significant value are expected to be present on the property as it is highly disturbed. SAHRA will be notified	SAHRA	23 August 2017 (Pending Comment)
National Environmental Management: Waste Act			
National Environmental Management: Air Quality Act			
National Environmental Management: Protected Areas Act			
National Environmental Management: Biodiversity Act			
Mineral Petroleum Development Resources Act	The proponent has already obtained a retail license. (Please refer to Addendum J).	DMR	13 May 2009

12. WASTE, EFFLUENT, EMISSION AND NOISE MANAGEMENT

a) Solid waste management

Will the activity produce solid construction waste during the construction/initiation phase?
If YES, what estimated quantity will be produced per month?

YES	
Not known at this stage.	

How will the construction solid waste be disposed of (describe)?

All construction solid waste will be removed from the site with loading vehicles (Please refer to Addendum G– Environmental Management Plan)

Where will the construction solid waste be disposed of (describe)?

Rubble from the demolished warehouses will be reused on site for construction purposes. Excess rubble will be dumped by construction vehicles at the Municipal landfill site thus the Maluti-a-Phofung Landfill site (Please refer to Addendum ... – G Environmental Management Plan).

Will the activity produce solid waste during its operational phase?
If YES, what estimated quantity will be produced per month?
How will the solid waste be disposed of (describe)?

	NO
--	----

If the solid waste will be disposed of into a municipal waste stream, indicate which registered landfill site will be used.

Where will the solid waste be disposed of if it does not feed into a municipal waste stream (describe)?

If the solid waste (construction or operational phases) will not be disposed of in a registered landfill site or be taken up in a municipal waste stream, then the applicant should consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA.

Can any part of the solid waste be classified as hazardous in terms of the NEM:WA?

	NO
--	----

If YES, inform the competent authority and request a change to an application for scoping and EIA. An application for a waste permit in terms of the NEM:WA must also be submitted with this application.

Is the activity that is being applied for a solid waste handling or treatment facility?

	NO
--	----

If YES, then the applicant should consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA. An application for a waste permit in terms of the NEM:WA must also be submitted with this application.

b) Liquid effluent

Will the activity produce effluent, other than normal sewage, that will be disposed of in a municipal sewage system?

	NO
--	----

If YES, what estimated quantity will be produced per month?

Will the activity produce any effluent that will be treated and/or disposed of on site?

	NO
--	----

If YES, the applicant should consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA.

Will the activity produce effluent that will be treated and/or disposed of at another facility? NO

If YES, provide the particulars of the facility:

Facility name: [REDACTED]
 Contact person: [REDACTED]
 Postal address: [REDACTED]
 Postal code: [REDACTED]
 Telephone: [REDACTED] Cell: [REDACTED]
 E-mail: [REDACTED] Fax: [REDACTED]

Describe the measures that will be taken to ensure the optimal reuse or recycling of waste water, if any:

Please refer to Addendum G: Environmental Management Plan and Waste Minimization Plan.

c) Emissions into the atmosphere

Will the activity release emissions into the atmosphere other than exhaust emissions and dust associated with construction phase activities? NO

If YES, is it controlled by any legislation of any sphere of government?

If YES, the applicant must consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA.

If NO, describe the emissions in terms of type and concentration:

No emissions will be emitted into the atmosphere by the proposed activity.

d) Waste permit

Will any aspect of the activity produce waste that will require a waste permit in terms of the NEM:WA? NO

If YES, please submit evidence that an application for a waste permit has been submitted to the competent authority

e) Generation of noise

Will the activity generate noise? YES

If YES, is it controlled by any legislation of any sphere of government? NO

Describe the noise in terms of type and level:

The only noise will be as a result of vehicles, however this will be confined to the construction phase. During the operational phase the noise will be similar to current activities on the property.

13. WATER USE

Please indicate the source(s) of water that will be used for the activity by ticking the appropriate box(es):

<input type="checkbox"/> Municipal	<input type="checkbox"/> Water board	<input type="checkbox"/> Groundwater	<input type="checkbox"/> River, stream, dam or lake	<input type="checkbox"/> Other	<input type="checkbox"/> The activity will not use water
------------------------------------	--------------------------------------	--------------------------------------	---	--------------------------------	--

If water is to be extracted from groundwater, river, stream, dam, lake or any other natural feature, please indicate the volume that will be extracted per month:

Does the activity require a water use authorisation (general authorisation or water use license) from the Department of Water Affairs?

If YES, please provide proof that the application has been submitted to the Department of Water Affairs.

NO

14. ENERGY EFFICIENCY

Describe the design measures, if any, which have been taken to ensure that the activity is energy efficient:

Currently Eskom provides electricity to the property

Describe how alternative energy sources have been taken into account or been built into the design of the activity, if any:

N/A

SECTION B: SITE/AREA/PROPERTY DESCRIPTION

Important notes:

- For linear activities (pipelines, etc) as well as activities that cover very large sites, it may be necessary to complete this section for each part of the site that has a significantly different environment. In such cases please complete copies of Section B and indicate the area, which is covered by each copy No. on the Site Plan.

Section B Copy No. (e.g. A): [REDACTED]

- Paragraphs 1 - 6 below must be completed for each alternative.

- Has a specialist been consulted to assist with the completion of this section? [REDACTED] NO

If YES, please complete the form entitled "Details of specialist and declaration of interest" for each specialist thus appointed and attach it in Appendix I. All specialist reports must be contained in Appendix D.

Property description/physical address:

Province	Free State
District Municipality	Thabo Mofutsanyana Municipal District
Local Municipality	Maluti-a-Phofung Local Municipality
Ward Number(s)	Ward Number 6
Farm name and number	Harrismith Dorpsgronden No. 131
Portion number	175, 176, 177
SG Code	F01500000000013100175 F01500000000013100176 F01500000000013100177

Where a large number of properties are involved (e.g. linear activities), please attach a full list to this application including the same information as indicated above.

Current land-use zoning as per local municipality IDP/records:

Truck Stop.

In instances where there is more than one current land-use zoning, please attach a list of current land use zonings that also indicate which portions each use pertains to, to this application.

Is a change of land-use or a consent use application required? [REDACTED] NO

1. GRADIENT OF THE SITE

Indicate the general gradient of the site.

Alternative S1:

Flat

Alternative S2 (if any):

Alternative S3 (if any):

2. LOCATION IN LANDSCAPE

Indicate the landform(s) that best describes the site:

- | | | | | | |
|---------------------------------|--|-------------------|---|----------------------------------|--|
| 2.1 Ridgeline | | 2.4 Closed valley | | 2.7 Undulating plain / low hills | |
| 2.2 Plateau | | 2.5 Open valley | | 2.8 Dune | |
| 2.3 Side slope of hill/mountain | | 2.6 Plain | X | 2.9 Seafront | |
| 2.10 At sea | | | | | |

3. GROUNDWATER, SOIL AND GEOLOGICAL STABILITY OF THE SITE

Is the site(s) located on any of the following?

	Alternative S1:	Alternative S2 (if any):	Alternative S3 (if any):
Shallow water table (less than 1.5m deep)	NO	YES NO	YES NO
Dolomite, sinkhole or doline areas	NO	YES NO	YES NO
Seasonally wet soils (often close to water bodies)	NO	YES NO	YES NO
Unstable rocky slopes or steep slopes with loose soil	NO	YES NO	YES NO
Dispersive soils (soils that dissolve in water)	NO	YES NO	YES NO
Soils with high clay content (clay fraction more than 40%)	NO	YES NO	YES NO
Any other unstable soil or geological feature	NO	YES NO	YES NO
An area sensitive to erosion	NO	YES NO	YES NO

If you are unsure about any of the above or if you are concerned that any of the above aspects may be an issue of concern in the application, an appropriate specialist should be appointed to assist in the completion of this section. Information in respect of the above will often be available as part of the project information or at the planning sections of local authorities. Where it exists, the 1:50 000 scale Regional Geotechnical Maps prepared by the Council for Geo Science may also be consulted.

4. GROUND COVER

Indicate the types of groundcover present on the site. The location of all identified rare or endangered species or other elements should be accurately indicated on the site plan(s).

	Paved surface	Building or other structure
--	---------------	-----------------------------

If any of the boxes marked with an “E” is ticked, please consult an appropriate specialist to assist in the completion of this section if the environmental assessment practitioner doesn’t have the necessary expertise.

5. SURFACE WATER

Indicate the surface water present on and or adjacent to the site and alternative sites?

Perennial River		NO	
Non-Perennial River		NO	
Permanent Wetland		NO	
Seasonal Wetland		NO	
Artificial Wetland		NO	
Estuarine / Lagoonal wetland		NO	

If any of the boxes marked YES or UNSURE is ticked, please provide a description of the relevant watercourse.



6. LAND USE CHARACTER OF SURROUNDING AREA

Indicate land uses and/or prominent features that currently occur within a 500m radius of the site and give description of how this influences the application or may be impacted upon by the application:

Natural area	Dam or reservoir	Polo fields
Low density residential	Hospital/medical centre	Filling station ^H
Medium density residential	School	Landfill or waste treatment site
High density residential	Tertiary education facility	Plantation
Informal residential ^A	Church	Agriculture
Retail commercial & warehousing	Old age home	River, stream or wetland
Light industrial	Sewage treatment plant ^A	Nature conservation area
Medium industrial ^{AN}	Train station or shunting yard ^N	Mountain, koppie or ridge
Heavy industrial ^{AN}	Railway line ^N	Museum
Power station	Major road (4 lanes or more) ^N	Historical building

BASIC ASSESSMENT REPORT

Office/consulting room	Airport ^N	Protected Area
Military or police base/station/compound	Harbour	Graveyard
Spoil heap or slimes dam ^A	Sport facilities	Archaeological site
Quarry, sand or borrow pit	Golf course	Other land uses (describe)

If any of the boxes marked with an "N" are ticked, how will this impact / be impacted upon by the proposed activity? Specify and explain:

The property is located within the urban edge within the industrial area. Currently the N3, N5 (major roads / highways) intersection and adjacent roads are being upgraded by SANRAL, which will aid the traffic flow on the subject roads. Highway Property Group (the client) is directly impacted by these upgrades and is in great need for additional diesel tanks in order to sufficiently provide for the increasing diesel demand. The Department of Minerals and Energy (DME) granted a Retail License to the proponent which is regularly renewed. The Client and owner of Highway Property Group (Pty) Ltd., proposes to expand the existing truck stop by developing three (3) additional above-ground diesel tanks with a capacity of 500m³ each. The total of the storage capacity needed is 1500m³. The client wish to expand the existing truck stop in order to sufficiently provide increasing diesel demand. A Railway line is located approximately 300m west from the proposed expansion area. Please note that the proposed development will have no significant impact on the railway line as the expansion will be confined to the proposed property itself.

If any of the boxes marked with an "An" are ticked, how will this impact / be impacted upon by the proposed activity? Specify and explain:



If any of the boxes marked with an "H" are ticked, how will this impact / be impacted upon by the proposed activity? Specify and explain:

The property currently comprises a Truck Stop and associated infrastructure. A filling station is located to the north of the subject property. The proposed development will not have a significant impact on the filling station as the proposed development entails the expansion of the existing truck stop located on the subject property by adding three additional above ground diesel tanks to sufficiently provide for the increasing diesel demand.

Does the proposed site (including any alternative sites) fall within any of the following:

Critical Biodiversity Area (as per provincial conservation plan)		NO
Core area of a protected area?		NO
Buffer area of a protected area?		NO
Planned expansion area of an existing protected area?		NO
Existing offset area associated with a previous Environmental Authorisation?		NO
Buffer area of the SKA?		NO

If the answer to any of these questions was YES, a map indicating the affected area must be included in Appendix A.

7. CULTURAL/HISTORICAL FEATURES

Are there any signs of culturally or historically significant elements, as defined in section 2 of the National Heritage Resources Act, 1999, (Act No. 25 of 1999), including Archaeological or paleontological sites, on or close (within 20m) to the site? If YES, explain:

NO

If uncertain, conduct a specialist investigation by a recognised specialist in the field (archaeology or palaeontology) to establish whether there is such a feature(s) present on or close to the site. Briefly explain the findings of the specialist:

Will any building or structure older than 60 years be affected in any way?
Is it necessary to apply for a permit in terms of the National Heritage Resources Act, 1999 (Act 25 of 1999)?

NO

NO

If YES, please provide proof that this permit application has been submitted to SAHRA or the relevant provincial authority.

8. SOCIO-ECONOMIC CHARACTER

a) Local Municipality

Please provide details on the socio-economic character of the local municipality in which the proposed site(s) are situated.

Level of unemployment:

According to the Maluti-a-Phofung Integrated Development Plan (IDP), over 50% of the community of Maluti-A-Phofung (MAP) municipality is unemployed. Just around 25% is earning in the region of R400 per month. The other 12,5% of the MAP Municipality is earning in the region of R800 per month. Therefore, one can conclude that only 40% of the municipal population is economically active with an average income of R600p/m, as a figure covering +-250 000 people per the table above. Surely this is 25% below the national baseline of R800pm for basic living wage. LED projects aimed at job creation and enhancement of non-formal job creation systems as practiced by rural communities of MAP municipalities have to be encouraged. Backyard gardens, community gardens, small scale communal projects by rural inhabitants have to be supported in partnership with the department of social development, department of youth, gender and women, department of agriculture, department of public works and rural development, etc., to broaden and increase income network base and thresh-hold.

Economic profile of local municipality:

Households in Maluti-A-Phofung LM are poor with almost 13,10% earning no income at all and a total of 94,58% of the municipality earn less than R12800/month. There has been significant growth in the income bracket earning between R3500 and R12800/month—a clear signal for rental or gap market housing options. The dominant economic sector in Maluti-A-Phofung LM is the Retail sector, which contributes to more than 21,89% of the GVA of the municipality. This industry employs more than 28,59% of the municipalities people. Mining contributes only 0,26% of the municipal GVA. The payment level of 85,44% resulted in a loss of R 70 million in cash flow which should have been utilised in service delivery or in investment in capital.

Level of education:

Schooling and level of education within municipal boundaries seem to be fairly balanced. The number of learners / students across levels of education represents a fair balance. This demonstrates consistency at the level of the rolling out of education facilities, infrastructure, focus and attention to detail. National concerns at the level of numeracy and literacy seem to be fairly dealt with in the context of MAP municipality. This successful intervention measure must then translate into comparative advantage for purposes of skills preparation for economic participation.

b) Socio-economic value of the activity

What is the expected capital value of the activity on completion?	±R15 Million
What is the expected yearly income that will be generated by or as a result of the activity?	±R120 Million
Will the activity contribute to service infrastructure?	YES
Is the activity a public amenity?	YES
How many new employment opportunities will be created in the development and construction phase of the activity/ies?	± 60-70 employment opportunities.
What is the expected value of the employment opportunities during the development and construction phase?	±R15 Million
What percentage of this will accrue to previously disadvantaged individuals?	100%
How many permanent new employment opportunities will be created during the operational phase of the activity?	± 60-70 employment opportunities.
What is the expected current value of the employment opportunities during the first 10 years?	± R35 – R40 Million
What percentage of this will accrue to previously disadvantaged individuals?	100%

9. BIODIVERSITY

Please note: The Department may request specialist input/studies depending on the nature of the biodiversity occurring on the site and potential impact(s) of the proposed activity/ies. To assist with the identification of the biodiversity occurring on site and the ecosystem status consult <http://bgis.sanbi.org> or BGIShelp@sanbi.org. Information is also available on compact disc (cd) from the Biodiversity-GIS Unit, Ph (021) 799 8698. This information may be updated from time to time and it is the applicant/EAP's responsibility to ensure that the latest version is used. A map of the relevant biodiversity information (including an indication of the habitat conditions as per (b) below) and must be provided as an overlay map to the property/site plan as Appendix D to this report.

a) **Indicate the applicable biodiversity planning categories of all areas on site and indicate the reason(s) provided in the biodiversity plan for the selection of the specific area as part of the specific category)**

Systematic Biodiversity Planning Category				If CBA or ESA, indicate the reason(s) for its selection in biodiversity plan
Critical Biodiversity Area (CBA)	Ecological Support Area (ESA)	Other Natural Area (ONA)	No Natural Area Remaining (NNR)	As a result of development the area has been previously disturbed and no natural vegetation remains on the subject property.

b) **Indicate and describe the habitat condition on site**

Habitat Condition	Percentage of habitat condition class (adding up to 100%)	Description and additional Comments and Observations (Including additional insight into condition, e.g. poor land management practises, presence of quarries, grazing, harvesting regimes etc).
Natural	0%	
Near Natural (includes areas with low to moderate level of alien invasive plants)	0%	
Degraded (includes areas heavily invaded by alien plants)	0%	
Transformed (includes cultivation, dams, urban, plantation, roads, etc)	100%	As a result of development the area has been previously disturbed and no natural vegetation remains on the subject property.

- c) Complete the table to indicate:
- (i) the type of vegetation, including its ecosystem status, present on the site; and
 - (ii) whether an aquatic ecosystem is present on site.

Terrestrial Ecosystems		Aquatic Ecosystems		
Ecosystem threat status as per the National Environmental Management: Biodiversity Act (Act No. 10 of 2004)	Critical	Wetland (including rivers, depressions, channelled and unchannelled wetlands, flats, seeps pans, and artificial wetlands)	Estuary	Coastline
	Endangered			
	Vulnerable			
	Least Threatened			

- d) Please provide a description of the vegetation type and/or aquatic ecosystem present on site, including any important biodiversity features/information identified on site (e.g. threatened species and special habitats)

According to Mucina & Rutherford (2006) the area would historically have been covered with Eastern Free State Sandy Grassland classified as Gm 4 (hardly protected). This type of vegetation regularly occurs on flat to slightly undulating terrain with streams and rivers that drain the foothills of the Drakensberg. Closed grassland dominated by *Eragrostis curvula*, *Trisachya leucothrix* and *Themedia triandra*. Other dominant grasses include *E. capensis*, *E. racemose*, *Cymbopogon pospischilii*, *Elionurus muticus*, *Eragrostis plana* and *Aristida junciformis*. As a result of development the area has been previously disturbed and no natural vegetation remains on the subject property.

SECTION C: PUBLIC PARTICIPATION

1. ADVERTISEMENT AND NOTICE

Publication name	Harrismith Chronicle Local Newspaper	
Date published	Friday 25 August 2017	
Site notice position	Latitude	Longitude
	28° 17' 18.81"S	29° 07' 53.84"E
Date placed	Monday 28 August 2017	

Include proof of the placement of the relevant advertisements and notices in Appendix E1.

2. DETERMINATION OF APPROPRIATE MEASURES

Provide details of the measures taken to include all potential I&APs as required by Regulation 41(2)(e) and 41(6) of GN 982

Key stakeholders (other than organs of state) identified in terms of Regulation 41(2)(b) of GN 982

Title, Name and Surname	Affiliation/ key stakeholder status	Contact details (tel number or e-mail address)
Mr. Ben Deysel	Land Owner	082 466 9103 ben@highwaygroup.co.za
Mrs. Cisca Erasmus	Contact Person	082 455 3340 cisca@highwaygroup.co.za
Mr. Alfris van Rooyen (Engen Filling Station)	Neighbour	058 622 1760
Harrismith Inn (African Sky) Mr. Franz Van Held Mr. Franz Hagemann Mr. Phillip Cornelissen	Neighbour	058 622 1011 philip@africanskyhotels.com pretoria@africanskyhotels.com
N3 Towing Mr. Johan Leonard	Neighbour	058 623 1071 n3tow@telkomsa.net
Afrimat Mr. Johan Wasserman	Neighbour	
Miletus Consulting Engineers Mr. AW. Lategan	Neighbour	058 6231078 admin@miletus.co.za
Westmead City Logistics Iwan Kavenda Kevin Ramsaring	Neighbour	082 493 9591 031 5802000
Value Logistics Harrismith Romy Waters	Neighbour	058 635 2322 082 559 8349

Include proof that the key stakeholder received written notification of the proposed activities as Appendix E2. This proof may include any of the following:

- e-mail delivery reports;
- registered mail receipts;

- courier waybills;
- signed acknowledgements of receipt; and/or
- or any other proof as agreed upon by the competent authority.

3. ISSUES RAISED BY INTERESTED AND AFFECTED PARTIES

Summary of main issues raised by I&APs	Summary of response from EAP
<p>None at this stage. This report is submitted to DESTEA on Friday the 25th of August 2017. The advertisement of the proposed development is placed in the Harrismith Cronicle local newspaper and will be released 25th of August 2017. Site Notices (one in Afrikaans and one in English) will be erected at the entrance to the site on Monday 28 August 2017.</p> <p>The Public Participation Period commences Monday 28 August 2017 until Tuesday 2 September 2017.</p>	

4. COMMENTS AND RESPONSE REPORT

The practitioner must record all comments received from I&APs and respond to each comment before the Draft BAR is submitted. The comments and responses must be captured in a comments and response report as prescribed in the EIA regulations and be attached to the Final BAR as Appendix E3.

5. AUTHORITY PARTICIPATION

Authorities and organs of state identified as key stakeholders:

Authority/Organ of State	Contact person (Title, Name and Surname)	Tel No	Fax No	E-mail	Postal address
DESTEA – Case Officer	Ms. Nomonde Molokwane	051 400 4831	(051) 400 4842	nomondemolokwane3@gmail.com	Private Bag X20801 Bloemfontein 9300
Maluti-a-Phofung Local Municipality	Mr. Stevovo Nthlapo	(058) 718 3879	(058) 718 3777	stevovo@map.fs.gov.za	Private Bag X805, Witsieshoek, 9866
Free State Heritage Resources Agency	Mrs. Loudine Philip	0784489307		loudine.philip@nasmus.co.za	P.O. Box 266 Bloemfontein 9300

BASIC ASSESSMENT REPORT

Department of Water and Sanitation	Dr. Tseliso Ntli	0828033204	(051) 430 8146	NtliT@dws.gov.za	P.O. Box 528 Bloemfontein 9300
Department of Police, Roads and Transport, Free State Province	Mr.Dennis Ntombela	(051) 409 8849 (051) 405 5051	(051) 409 8864	mec@freetrans.gov.za	Perm Building 45 Charlotte Maxeke Street Bloemfontein 9300
Acting Chief Town Panner Harrismith	Mrs. Tinyiko Makhubele	058 718 3840 064 808 4004		tinyikom@map.fs.gov.za makhubeletinyiko372@gmail.com	PO. Box 1837 Harrismith 880
SANRAL Eastern Region	Mrs. Busisiwe Mlambo	033 392 8143	033 386 6284	mlambob@nra.co.za	PO Box 100410, Scottsville, 3209

Include proof that the Authorities and Organs of State received written notification of the proposed activities as appendix E4.

In the case of renewable energy projects, Eskom and the SKA Project Office must be included in the list of Organs of State.

6. CONSULTATION WITH OTHER STAKEHOLDERS

Note that, for any activities (linear or other) where deviation from the public participation requirements may be appropriate, the person conducting the public participation process may deviate from the requirements of that sub-regulation to the extent and in the manner as may be agreed to by the competent authority.

Proof of any such agreement must be provided, where applicable. Application for any deviation from the regulations relating to the public participation process must be submitted prior to the commencement of the public participation process.

A list of registered I&APs must be included as appendix E5.

Copies of any correspondence and minutes of any meetings held must be included in Appendix E6.

SECTION D: IMPACT ASSESSMENT

The assessment of impacts must adhere to the minimum requirements in the EIA Regulations, 2014 and should take applicable official guidelines into account. The issues raised by interested and affected parties should also be addressed in the assessment of impacts.

1. IMPACTS THAT MAY RESULT FROM THE PLANNING AND DESIGN, CONSTRUCTION, OPERATIONAL, DECOMMISSIONING AND CLOSURE PHASES AS WELL AS PROPOSED MANAGEMENT OF IDENTIFIED IMPACTS AND PROPOSED MITIGATION MEASURES

Provide a summary and anticipated significance of the potential direct, indirect and cumulative impacts that are likely to occur as a result of the planning and design phase, construction phase, operational phase, decommissioning and closure phase, including impacts relating to the choice of site/activity/technology alternatives as well as the mitigation measures that may eliminate or reduce the potential impacts listed. This impact assessment must be applied to all the identified alternatives to the activities identified in Section A(2) of this report.

Activity	Impact summary	Significance	Proposed mitigation
Alternative 1 (preferred alternative)			
Soil Erosion	Direct impacts:	Low	All equipment on site must be inspected for diesel leaks prior to operation Leakages must be repaired as soon as possible and drip trays must be placed underneath machinery until such leaks have been repaired. Soil contaminated with oil, diesel, petrol or other foreign matter must be excavated as far as contaminated and disposed of at a licensed hazardous waste disposal site. Vehicles and machinery may not be services on site Polluted run-off water must be isolated and not be allowed to enter drainage lines, wetland areas or storm water canals
	Indirect impacts:	Low	
	Cumulative impacts:	Low	
Soil and Water Contamination	Direct impacts:	Low	Protect any nearby watercourse from direct or indirect spills of pollutants such as garbage, sewage, cement,
	Indirect impacts:	Low	

BASIC ASSESSMENT REPORT

Activity	Impact summary	Significance	Proposed mitigation
	Cumulative impacts:	Low	concrete wash out water, oils, fuels, or organic material or any hazardous substances resulting from the contractor's activities.
Vegetation Impacts	Direct impacts:	Low	Minimize the extent of removal of vegetation within the defined construction footprint
	Indirect impacts:	Low	
	Cumulative impacts:	Low	Do not remove any large trees without the permission of the ECO No open fires are permitted anywhere on site. Restrict contained fires for heating and cooking (i.e. in a fire drum) to designated areas on site. Exotic and alien vegetation identified at the site before and during construction should be managed.
Faunal Impacts	Direct impacts:	Low	Limit general habitat destruction is the most important mitigation measure to limiting the impacts on any RDL fauna and flora species. No road may alter any watercourse or hinder access for fauna to water.
	Indirect impacts:	Low	
	Cumulative impacts:	Low	
Impact on adjacent agricultural land during construction	Direct impacts:	Low	Ensure that adjacent parcels of agricultural land are not impacted upon
	Indirect impacts:	Low	
	Cumulative impacts:	Low	Clearly demarcate the site boundary and ensure that workers do not enter adjacent farm boundaries No fires are to be allowed on site
Traffic and Safety	Direct impacts:	Low	Traffic deviations around the construction area must be planned in conjunction with the local authority to ensure safe and free flow of traffic. Safety
	Indirect impacts:	Low	
	Cumulative impacts:	Low	

BASIC ASSESSMENT REPORT

Activity	Impact summary	Significance	Proposed mitigation
			signs and traffic control officials must be implemented if necessary.
Noise	Direct impacts:	Low	Noisy construction activities should be limited to day time hours
	Indirect impacts:	Low	
	Cumulative impacts:	Low	
Impacts on air quality	Direct impacts:	Low	Implement dust suppression measures e.g. regular watering Concrete mixing to be carried out away from sensitive areas Build a settling dam off the concrete vehicle wash to catch runoff concrete mixed with water
	Indirect impacts:	Low	
	Cumulative impacts:	Low	
Heritage impacts	Direct impacts:	Low	No heritage artefacts were found If any should be discovered during the construction phase, an accredited heritage specialist should be notified
	Indirect impacts:	Low	
	Cumulative impacts:	Low	
Loss of Agricultural land	Direct impacts:	Low	Ensure that the construction footprint does not exceed that of the development proposal Reduce the occupied size of the containers for the construction site to as small as possible and prevent any environmental degradation outside of the development footprint
	Indirect impacts:	Low	
	Cumulative impacts:	Low	
Social Impacts – Job creation	Direct impacts:	Moderate	No mitigation measures
	Indirect impacts:	Moderate	
	Cumulative impacts:	Moderate	

Activity	Impact summary	Significance	Proposed mitigation
Alternative 2			
	<i>Direct impacts:</i>		
	<i>Indirect impacts:</i>		
	<i>Cumulative impacts:</i>		
	<i>Direct impacts:</i>		
	<i>Indirect impacts:</i>		
	<i>Cumulative impacts:</i>		
Alternative 3			
	<i>Direct impacts:</i>		
	<i>Indirect impacts:</i>		
	<i>Cumulative impacts:</i>		
	<i>Direct impacts:</i>		
	<i>Indirect impacts:</i>		
	<i>Cumulative impacts:</i>		
No-go option: No mitigation needed as the property will remain in its current state. The no-go option will result in no expansion of the existing truck stop thus no new employment opportunities for the local community will be created.			
	<i>Direct impacts:</i>		
	<i>Indirect impacts:</i>		
	<i>Cumulative impacts:</i>		

A complete impact assessment in terms of Regulation 19(3) of GN 982 must be included as Appendix F.

2. ENVIRONMENTAL IMPACT STATEMENT

Taking the assessment of potential impacts into account, please provide an environmental impact statement that summarises the impact that the proposed activity and its alternatives may have on the environment after the management and mitigation of impacts have been taken into account, with specific reference to types of impact, duration of impacts, likelihood of potential impacts actually occurring and the significance of impacts.

Alternative A (preferred alternative)

No significant impact, similar to current activities on site. No natural vegetation occurring on site as it is totally transformed by existing Truck Stop activities and infrastructure.

Alternative B

Alternative C

No-go alternative (compulsory)

Should the activity not be approved, the property will remain in its current state. This will result in no expansion on this site that is not considered to be ecologically or heritage sensitive. Due to the fact that the site is regarded as being highly desirable for the expansion as it is located within the urban edge and industrial area of Harrismith.

Spatial Solutions is of the opinion that this site should be utilized for the expansion of the existing truck stop in order to ensure the diesel demand is sufficiently met.

The proposed activity will benefit society in general by creating jobs during both the construction (temporary jobs) and operational (temporary and permanent jobs) phases of the proposed project. The project will also help satisfy the need for diesel along the highway (N3, N5) and will economically boost Highway Property Group. It is evident that Highway Property Group is not considering the No-Go Alternative as the project is critical for the client in order to sufficiently meet the diesel demand. It is our objective opinion that the No-Go Alternative should therefore not be supported in this case.

SECTION E. RECOMMENDATION OF PRACTITIONER

Is the information contained in this report and the documentation attached hereto sufficient to make a decision in respect of the activity applied for (in the view of the environmental assessment practitioner)?

YES

If "NO", indicate the aspects that should be assessed further as part of a Scoping and EIA process before a decision can be made (list the aspects that require further assessment).

If "YES", please list any recommended conditions, including mitigation measures that should be considered for inclusion in any authorisation that may be granted by the competent authority in respect of the application.

- The EMP should be adhered to at all times.
- An on-site ECO should be appointed once construction commences.

Is an EMP attached?

YES

The EMP must be attached as Appendix G.

The details of the EAP who compiled the BAR and the expertise of the EAP to perform the Basic Assessment process must be included as Appendix H.

If any specialist reports were used during the compilation of this BAR, please attach the declaration of interest for each specialist in Appendix I.

Any other information relevant to this application and not previously included must be attached in Appendix J.

NAME OF EAP

SIGNATURE OF EAP

DATE

SECTION F: APPENDIXES

The following appendixes must be attached:

Addendum A: Maps

Addendum B: Photographs

Addendum C: Facility illustration(s)

Addendum D: Specialist reports (including terms of reference)

Addendum E: Public Participation

Addendum F: Impact Assessment

Addendum G: Environmental Management Programme (EMPr)

Addendum H: Details of EAP and expertise

Addendum I: Specialist's declaration of interest

Addendum J: Additional Information

Addendum A: Maps

Addendum B: Photographs

Addendum C: Facility illustration(s)

Addendum D: Specialist reports (including terms of reference)

Not Applicable

Addendum E: Public Participation

- **E1:** Advertisement, Site Notices, Background Information Documents Submitted to InAPs.
- **E2:** Proof of registered mail.
- **E3:** Comments and Response Report.
- **E4:** Notification Letters to commenting authorities.
- **E5:** InAP list

Addendum F: Impact Assessment

Addendum G: Environmental Management Programme (EMPr)

Addendum H: Details of EAP and expertise

Addendum I: Specialist's declaration of interest

Addendum J: Additional Information