

Appendix D1: Public participation process

Appendix D1

Public Participation Process

1 Identification of Interested and Affected Parties (IAPs)

| | | |
|---|--|-----------------------------|
| Identified Community | No community was identified due to the location of the Borrow Pits | |
| Is the community the landowner | No | |
| Has the Department of Land Affairs been identified as an IAP | No | |
| Is a land claim involved | No | |
| The traditional Authority | None | |
| Landowners | BPA | Kopanong Local Municipality |
| Lawful Occupiers of the land | Landowners | |
| Will other persons socio-economic conditions be directly affected | No, the impacts resulting from the mining activities are mostly site specific and temporary in nature. There is a potential for the surrounding communities to benefit from the project in the form of job creation. | |
| Local Municipality | Kapanong Local Municipality | |
| Relevant Government Department, agencies and institutions that are responsible for the potentially affected environments and infrastructure impacted on by the mining activities. | SAHRA | |
| | Department of Economic Development, Tourism and Environmental Affairs | |
| | Free State Department of Roads | |
| | Department of Agriculture, Forestry and Fisheries | |
| | Department of Agriculture | |
| | Department of Water Affairs | |
| | Transnet | |
| | Telkom | |
| Evidence that the landowner / Lawful occupier and affected parties were notified. | See appendix E for landowners letter of consent | |

2 List of IAPs and Stakeholders

Table 1 below list the identified interested and affected parties that were consulted during the Public Participation Process.

Table 1: List of Interested and Affected Parties / Stakeholders

| Name | Organisation / Capacity |
|---------------------------|-------------------------------|
| Gijon van Wyk | AfriSam(South Africa)(Pty)Ltd |
| Mr KP Sebusi | Kopanong Local Municipality |
| Mr Lukas Mkhwane | Xhariep District Municipality |
| Dr Mariagrazia Galimberti | SAHRA |

Appendix D1

| Name | Organisation / Capacity |
|------------------------|---|
| Mr Lennox Zote | ECPHRA |
| Ms Grace Mokosana | Department of Economic Development, Tourism and Environmental Affairs |
| Mr van Wyk | Free State Department of Roads |
| Mr Langa Zita | Department of Agriculture, Forestry and Fisheries |
| Ms MC Marubini | Department of Agriculture, Forestry and Fisheries |
| Mr Motsei Mothibi | Department of Agriculture, Forestry and Fisheries |
| Mr Glen Thomas | Eastern Cape Department of Agriculture |
| Mr I Venter | Department of Agriculture |
| Mr Willem Grobler | Department of Water Affairs |
| Ms Esti Pretorius | Transnet |
| Mr Henry Dumont | Transnet |
| Mr Dawid Theron | Transnet |
| Mr Gilbert Nortier | Transnet |
| Ms Amanda Bester | Telkom |
| Mr Anton Rautenbach | Telkom |
| Mr Derek Seaborne | Telkom |
| Mr Johan Coetzee | Telkom |
| Mr Tom Smith | Eskom |
| Mr Chuma Mtati | Eskom |
| Ms Kalipa Kewuti | Department of Minerals Resources |
| Mr Samuel van den Berg | Eastern Cape Department of Mineral Resources |
| Mr Dawie Coetzee | Neighbouring farmer |
| Mr Phlip Henning | Neighbouring farmer |
| Mrs Hermien Kotze | Neighbouring farmer |
| Mr Jaco Pienaar | Neighbouring farmer |
| Cllr Pafudi | Ward 2 Kopanong Local Municipality |
| Cllr Stuurman | Ward 4 Kopanong Local Municipality |

Appendix D1

3 Comments and Response table

Comments that have been received to date have been included in the table below, along with responses. No comments have been received in response to the Draft EMPr

| Commentator/ Medium | Comment / Issue Raised during the BA Process | Response |
|--|---|--|
| Department of Water Affairs (Mr W Grobler) | All sections of the NEM:WA (59 of 2008) pertaining to disposal of waste must be adhered to. | [SRK] Noted |
| | Storm water management plans must be implemented for this project. | [SRK] Noted |
| | The findings of the PPP regarding this development must be clearly communicated to this office. | [SRK] Noted |
| | The applicant must also indicate how objections will be addressed. | [SRK] Noted |
| | Should the location of the borrow pit be within the 1:100 year flood line S21(i) water use will be triggered and the applicant must consult this office to obtain the necessary authorization. | [SRK] No sites are located within the 1:100 year flood line. |
| Department of Agriculture, forestry and fisheries (Ms MC Marubini) | <p>This department does not have any objection to the proposed rehabilitation of the N1 section 14 from an agricultural point of view. However the following needs to be adhered to:</p> <ul style="list-style-type: none"> • Any further extension of the proposed project should be reviewed in term sof Subdivision of Agricultural Land Act 70 (Act 70 of 1970). • No construction should be placed on area that are of high or unique agricultural value and those that are under cultivation. | [SRK] Noted |

PLEASE NOTE: No comments were received in response to the Draft EMPr.

Appendix D2: Background Information Document (June2012)

BASIC ASSESSMENT PROCESS FOR THE PROPOSED REHABILITATION OF THE NATIONAL ROUTE N1 SECTION 14: TROMPSBURG INTERCHANGE (KM 19) TO FONTEINTJIE (KM 39) BACKGROUND INFORMATION DOCUMENT



THOR/thor

BID No: 445678

June 2012

PURPOSE OF THIS DOCUMENT

An environmental Basic Assessment (BA) has commenced to assist the South African National Roads Agency SOC Limited (SANRAL) in determining the extent and significance of the environmental consequences associated with the proposed rehabilitation of the N1 Section 14 between the Trompsburg interchange (Km19) and Fonteintjie (Km39) in the Kapanong Local Municipality in the Free State.

Notice of a Basic Assessment Process is given in terms of regulation 54(3) of the regulations published in Government Gazette No. R543 under Section 24(5) of the National Environmental Management Act (Act No.107 of 1998), of intent to carry out the proposed activity.

Issues of concern and potential environmental and social impacts will be evaluated during the Basic Assessment process.

The purpose of this Background Information Document (BID) is to provide a brief description of the project and process that will be followed and to obtain initial comments and contributions from Interested and Affected Parties (IAPs) on the issues relating to the proposed development.

Findings of the Basic Assessment, including concerns raised by IAPs, will be submitted to the Department of Environmental Affairs (DEA) for consideration.

IAPs are hereby invited to comment on the environmental, social and economic issues relating to the proposed rehabilitation of the N1 Section 14. Your comments will ensure that relevant issues are evaluated and will form part of the Assessment. Kindly complete the registration form at the end of this document and send (either via email, post or fax) to Robyn Thomson at SRK Consulting, to register your interest in the proposed activity and provide your input.

Your comment on this document must reach SRK Consulting by 12:00 on 13 July 2012.

Robyn Thomson
SRK Consulting
P O Box 15739, Beacon Bay, 5205
Fax: (043) 748 1811
E-mail: rthomson@srk.co.za

DESCRIPTION OF THE DEVELOPMENT

The proposed project includes the rehabilitation of the N1 Section 14 between the Trompsburg interchange (Km19) and Fonteintjie (Km39) in the Kapanong Local Municipality.

This section of the N1 is located in the Free State province about 86 kilometres south of Bloemfontein. The current road is a two-lane single carriageway with travel lanes of about 3.7m wide and 2,4m paved shoulders. The carriageway is built on the right hand side of the road reserve and in the long term it will become the southbound carriageway in the future when the additional northbound carriageway lanes are built. Gravel shoulder widths vary between 0.5 and 1.0m. The section of road under investigation comprises of 10 culverts and 2 bridges.

The main elements of the proposed development are as follows:

- Replacement of the base and subbase layers as well as the seal of the road;
- Construction of a temporary detour to accommodate bi-directional traffic flow during construction;
- Widening of the road;
- Rehabilitation and/ or replacement of bridges and culverts;
- Development of a construction camp site; and
- Utilisation and development of Borrow pits.

It is envisaged that the rehabilitation will be achieved without having to widen the existing road reserve.

Assessments will also be done for the utilisation and development of borrow pits along the road for the supply of sub base material. An application for this activity will be submitted to the Department of Mineral Resources.

Interested and Affected Parties are hereby invited to identify potential environmental issues that may be relevant to this proposed development.

LEGAL REQUIREMENTS

The BA process for this assessment will be conducted in accordance with Government Gazette No. R543 in terms of the National Environmental Management Act (Act 107 of 1998) Environmental Impact Assessment regulations.

The National Environmental Management Act (NEMA) EIA regulations list activities that may have a significant impact on the environment,

and which consequently require authorisation from the Department of Environmental Affairs (DEA). The regulations further specify the assessment process, and the information, that is required to enable DEA to make a decision regarding the activity.

The following main activities (as a minimum), listed under the NEMA EIA regulations (GNR 544) as requiring a Basic Assessment, may be associated with the rehabilitation of the road:

- 47) *The widening of a road by more than 6 metres –*
 - i) *Where the existing reserve is wider than 13,5 m, or ii) where no reserve exists where the road is wider than 8m excluding widening or lengthening occurring inside urban areas.*
- 39) *The expansion of bridges/ culverts within a watercourse where such expansion will result in an increased development footprint.*
- 11) *The construction of bridges/ culverts within a water course.*
- 18) *The infilling or depositing of any material of more than 5 cubic metres into, or the excavation, removal or moving of soil, sand, pebbles or rock from (i) a watercourse.*

WHAT IS A BASIC ASSESSMENT?

A Basic Assessment is a planning and decision-making tool that is used to identify the environmental consequences of a proposed project, before the development takes place.

A Basic Assessment needs to show the authorities (DEA) and the proponent (SANRAL) what potential environmental, economic and social impacts can be expected from the proposed activity. Public issues and concerns must therefore be identified so that these can be evaluated. If required, the authorities will request that a full EIA be done to determine the extent of those impacts. In the case where an activity will have minimal impact on the environment, the authorities can grant authorisation based on the Basic Assessment Report.

PUBLIC PARTICIPATION

Public participation is the cornerstone of the Environmental Assessment process. The principles of the National Environmental Management Act (NEMA) govern most aspects of Basic Assessments, including public participation. These include the ongoing provision of sufficient information (in a transparent manner) to Interested and Affected Parties (IAPs).

During the Public Participation Process, input from the proponent, technical experts, government authorities and the general public will be gathered to result in a better understanding of the project for all involved, and more informed decision-making throughout the process.

The key objective of public participation during the Basic Assessment Process is for IAPs to raise issues of concern and suggestions that need to be addressed in the Basic Assessment.

IAPs will be provided with a 30-day comment period in which to raise issues and / or concerns in response to the Background Information Document. A draft Basic Assessment Report will be compiled and will also be available for public comment for a period of 40 days. The Final Basic Assessment Report including Comments and Responses from the public will be submitted to DEA following the second public comment period. IAPs will be notified in writing of any decisions made by DEA after submission of the final Basic Assessment Report.

Please note that communications regarding the process and the availability of reports will only be sent to registered Interested and Affected Parties. To register for the process, and thus receive further communications regarding this development, please register by sending the signed registration sheet at the back of this document, together with your contact details and nature of interest, to SRK Consulting.

BASIC ASSESSMENT PROCESS

Who is doing the Basic Assessment?

In terms of the Environmental Impact Assessment (EIA) regulations, an independent Environmental Assessment Practitioner must be appointed to conduct the Basic Assessment. SRK Consulting has been appointed to conduct the Basic Assessment. SRK will identify and assess the potential environmental impacts associated with the proposed activity by conducting an objective and independent Basic Assessment in which all the relevant information and opinions of Interested and Affected Parties (IAPs) will be collected and passed on to the Department of Environmental Affairs (DEA). In this way an informed decision-making process can take place.

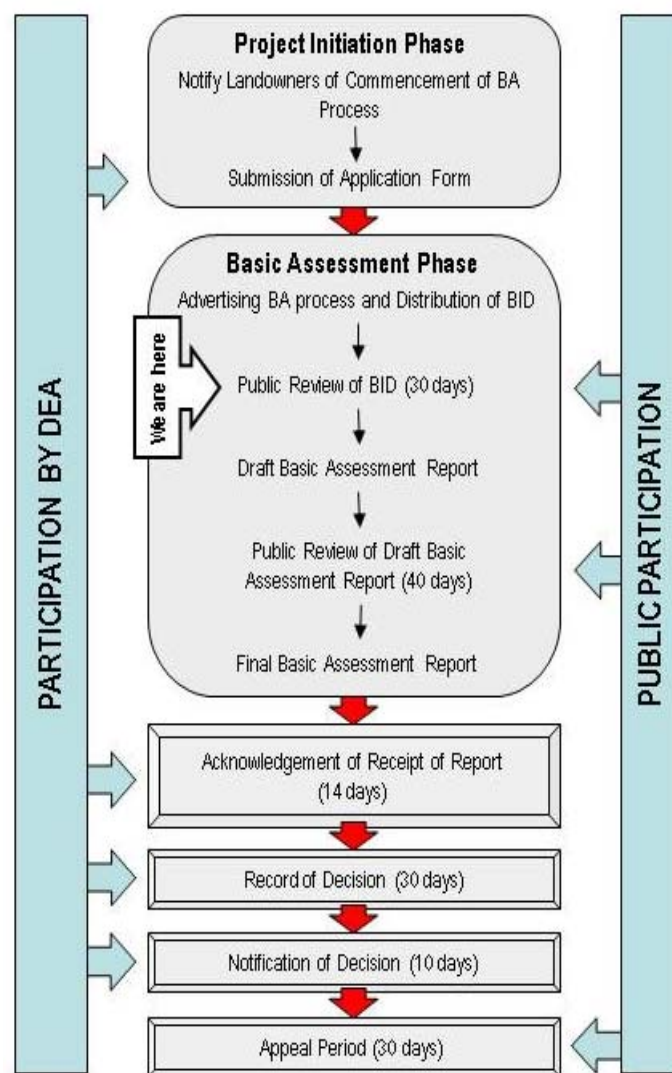
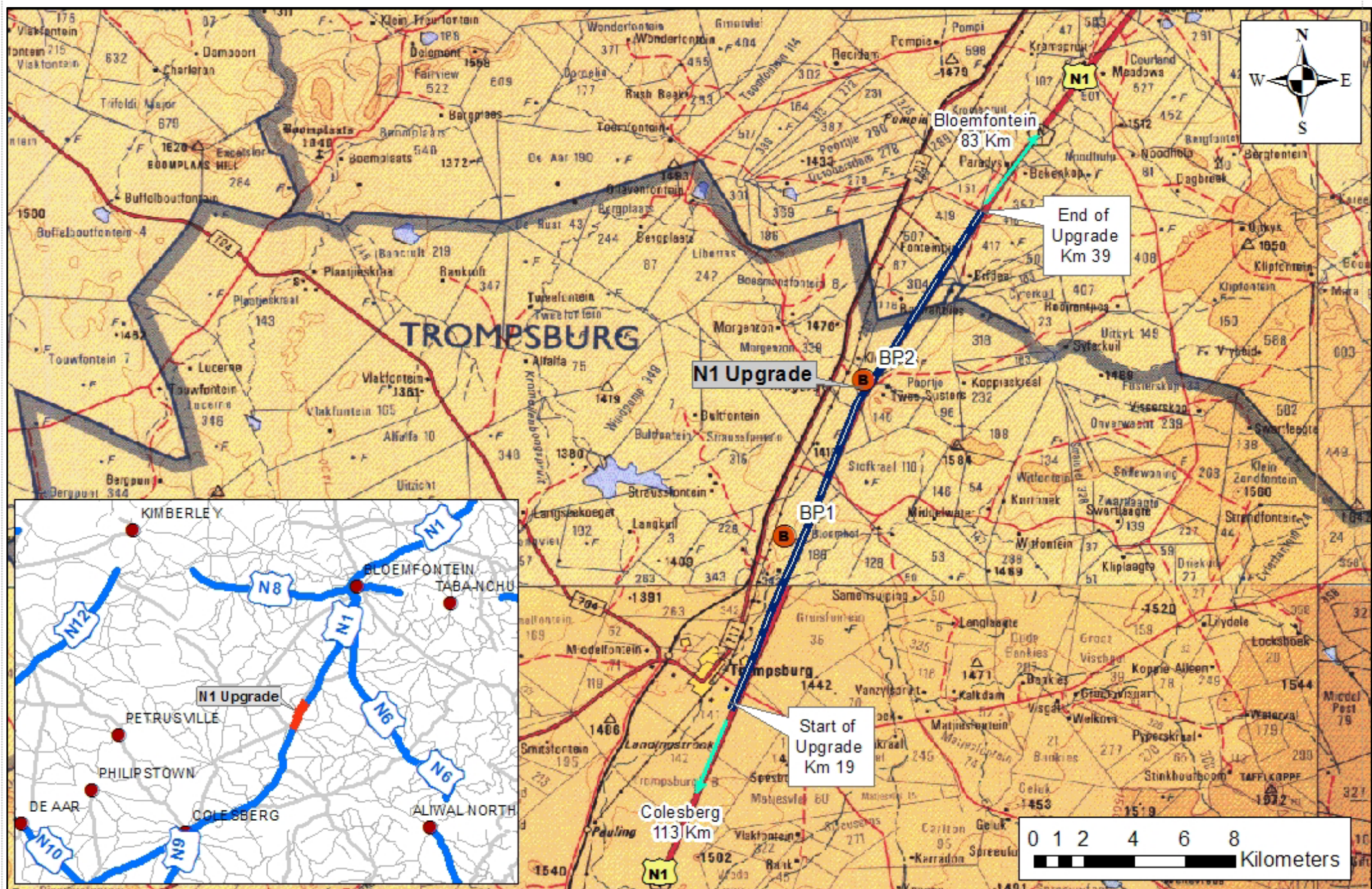


Figure 1: The Basic Assessment Process and stages where public comment will be invited



**Appendix D3: ‘Die Volksblad’ Advert tearsheet
(June 2012)**

**‘Die Volksblad’ Advert tearsheet
(July 2014)**

GEKLASSIFISEERD

rural development & land reform
 Department: Rural Development and Land Reform
 REPUBLIC OF SOUTH AFRICA

TENDER NUMBER: NC/DALC 0535 90/10 POINTS SYSTEM. CIDB GRADING: GB 1

THE SUPPLY, DELIVERY AND CONSTRUCTION OF STOCK-HANDLING FACILITIES AT GROENVEL FARM

CLOSING DATE: 21 AUGUST 2014 AT 11:00

Department of Agriculture and Land Reform
 Temohou House (Old Kimberlite Building)
 162 George Street
 Kimberley
 8300

Attention: MS J. KUSHANE – 053 838 9197

BID DOCUMENTS ARE AVAILABLE AT THE COMPULSORY SITE MEETING THAT WILL BE HELD ON 31 JULY 2014 – 10:00 AT 5-7 ELLIOT ST, KIMBERLEY. DEPARTMENT OF AGRICULTURE, LAND REFORM AND RURAL DEVELOPMENT

CONTACT PERSON: MALEBOGO MOCWIRI
 CONTACT NUMBERS: 082 559 0827

rural development & land reform
 Department: Rural Development and Land Reform
 REPUBLIC OF SOUTH AFRICA

TENDER NUMBER: NC DALL/0118 90/10 POINT SYSTEM

A-B-BBEE STATUS LEVEL VERIFICATION CERTIFICATE MUST BE SUBMITTED IN ORDER TO QUALIFY FOR PREFERENCE POINTS FOR B-BBEE.

HIRING OF MECHANIZATION AND MECHANICAL BUSH CLEARING OF PROSOPIS TREES AT NIEKERSHOOP LANDCARE PROJECT (25 km from Niekershoop)

CLOSING DATE: 18 August 2014 at 11:00

CLOSING ADDRESS: Department of Agriculture, Land Reform and Rural Development
 Temohou House (Old Kimberlite Building)
 162 George Street
 Kimberley
 8300

Attention: Ms J. Kushane – 053 838 9170

BID DOCUMENTS ARE AVAILABLE AT THE COMPULSORY SITE MEETING THAT WILL BE HELD ON 1 August 2014 at 10:00 AT NIEKERSHOOP LANDCARE PROJECT. NO SERVICE PROVIDER ARRIVING AFTER 10:00 WILL BE ALLOWED INTO MEETING.

CONTACT PERSON: MR PATRICK MKOSANA - 082 560 8550

rural development & land reform
 Department: Rural Development and Land Reform
 REPUBLIC OF SOUTH AFRICA

TENDER NUMBER: KKCT06132 80/20 POINT SYSTEM. CIDB GRADING 1GB

A-B-BBEE STATUS LEVEL VERIFICATION CERTIFICATE MUST BE SUBMITTED IN ORDER TO QUALIFY FOR PREFERENCE POINTS FOR B-BBEE.

DEMOLISHMENT OF DILAPIDATED STRUCTURES AT ROOISAND FARM IN GROBLERSHOOP

CLOSING DATE: 18 August 2014 at 11:00

CLOSING ADDRESS: Department of Agriculture, Land Reform and Rural Development
 Temohou House (Old Kimberlite Building)
 162 George Street
 Kimberley
 8300

Attention: Ms J. Kushane – 053 838 9170

BID DOCUMENTS ARE AVAILABLE AT THE COMPULSORY SITE MEETING THAT WILL BE HELD ON 1 AUGUST 2014 AT 10:00 AT KHEIS MUNICIPALITY OFFICES IN GROBLERSHOOP. NO SERVICE PROVIDER ARRIVING AFTER 10:00 WILL BE ALLOWED INTO MEETING.

CONTACT PERSON: MR WESLEY MARIBE - 083 414 5832

rural development & land reform
 Department: Rural Development and Land Reform
 REPUBLIC OF SOUTH AFRICA

TENDER NUMBER: KKCT06131 90/10 POINTS SYSTEM. CIDB GRADING 2GB

A-B-BBEE STATUS LEVEL VERIFICATION CERTIFICATE MUST BE SUBMITTED IN ORDER TO QUALIFY FOR PREFERENCE POINTS FOR B-BBEE

CONSTRUCTION OF STORAGE FACILITY AT BOEGOEGBERG IN GROBLERSHOOP

CLOSING DATE: 18 August 2014 at 11:00

Department of Agriculture, Land Reform and Rural Development
 Temohou House (Old Kimberlite Building)
 162 George Street
 Kimberley
 8300

ATTENTION: Ms J. Kushane – 053 838 9197

BID DOCUMENTS ARE AVAILABLE AT THE COMPULSORY SITE MEETING THAT WILL BE HELD ON 1 AUGUST 2014 AT 10:00 AT KHEIS MUNICIPALITY OFFICES AT GROBLERSHOOP. NO SERVICE PROVIDER ARRIVING AFTER 10:00 WILL BE ALLOWED INTO MEETING.

CONTACT PERSON: Mr Wesley Maribe 083 414 5832

rural development & land reform
 Department: Rural Development and Land Reform
 REPUBLIC OF SOUTH AFRICA

TENDER NUMBER: NC DALC/0542 90/10 POINTS SYSTEM. CIDB GRADING: 4GB/4CE

A-B-BBEE STATUS LEVEL VERIFICATION CERTIFICATE MUST BE SUBMITTED IN ORDER TO QUALIFY FOR PREFERENCE POINTS FOR B-BBEE

THE SUPPLY, DELIVERY AND CONSTRUCTION OF PIGGERY HOUSING FACILITIES (20- SOW UNIT) AT CHIKIANA PIG PRODUCTION NEAR PHILLIPSTOWN.

CLOSING DATE: 18 August 2014 at 11:00

CLOSING ADDRESS: Department of Agriculture, Land Reform and Rural Development
 Temohou House (Old Kimberlite Building)
 162 George Street
 Kimberley
 8300

Attention: Ms J. Kushane – 053 838 9170

BID DOCUMENTS ARE AVAILABLE AT THE COMPULSORY SITE MEETING THAT WILL BE HELD ON 1 August 2014 at 10:00 AT PHILLIPSTOWN MUNICIPAL HALL. NO SERVICE PROVIDER ARRIVING AFTER 10:00 WILL BE ALLOWED INTO MEETING.

CONTACT PERSON: MISS DESME MORKEL - 087 630 0360

KENNISGEWINGS

eksklusief aanlyn by

OLX

Waar kopers en verkopers mekaar ontmoet

www.olx.co.za

NOTICE OF PUBLIC PARTICIPATION PROCESS
 APPLICATION FOR MINING PERMIT: PROPOSED BORROW PITS

Notice is hereby given in terms of Section 27(5)(b) of the Mineral and Petroleum Resources Development Act (Act 28 of 2002) and Regulation 3(3)(c) thereto as published in GN R527 that an application was submitted to the Department of Mineral Resources (DMR) for the issue of a mining permit and preparation of the required Environmental Management Programme (EMPr).
Description and Locality:
 During November 2013, the Department of Environmental Affairs granted environmental authorisation (EA) to SANRAL for the rehabilitation of the N1 S14 in the Kooanong Local Municipality between the Trompsburg Interchange and Fonteinje. The EA approved the use of 3 borrow pits. The proposed activities for the rehabilitation will however require supplementary material and 2 additional borrow pits are proposed on the northern outskirts of Trompsburg from which the supplementary material will be sourced.

Borrow Pit A is situated to the East of the R717, about 2 km north of Trompsburg (25 793006 E, 30.014729 S). Borrow Pit B is situated to the West of the R717, about 2 km north of Trompsburg (25.78987 E, 30.015058 S). Both are situated on Kooanong Local Municipality property.

Applicant:
 South African National Roads Agency SOG Ltd

Consultant:
 SRK Consulting, P.O. Box 21842, Port Elizabeth, 6000
 Tel: (041) 509 4000
 Fax: (041) 509 4850
 Email: w.naras@srk.co.za

If you would like to receive information or make comments on the proposed projects please register as an Interested and Affected Party by sending a facsimile, written letter or e-mail to Wanda Marais of SRK Consulting. The draft EMPr can be accessed as an electronic copy on SRK Consulting's webpage via the link:
<http://www.srk.co.za/en/eng/apply-for-public-consultation>
 All comments on the draft EMPr must reach SRK no later than 12:00 on 21 August 2014.

Date of Advertisement: 21 July 2014 **srk consulting**

rural development & land reform
 Department: Rural Development and Land Reform
 REPUBLIC OF SOUTH AFRICA

TENDER NUMBER: NC/DALC/0538 (80/20 points system) (CIDB 2CE)

SUPPLY AND INSTALLATION OF LINESHAFT PUMP SYSTEM MAGONATE under JTG INFRASTRUCTURE PROJECT (130 km FROM KURUMAN)

A compulsory site meeting will be held on Wednesday, 30 July 2014 at 10:00 at the Motibatid Office of the Department of Agriculture, Land Reform and Rural Development, after which the site will be visited. Road directions are available at the Department of Agriculture, Land Reform and Rural Development – as shown below, at the following address and contact number.
 An all-terrain vehicle will be needed to visit the site.

Tenders close on: 15 August 2014 at 11:00

Address of closure: Department of Agriculture, Land Reform and Rural Development
 162 George Street (Old Kimberlite Hotel)
 Private Bag X5018
 Kimberley 8300
 For attention: G Molise

Tender documents available at: Department of Agriculture, Land Reform and Rural Development
 162 George Street (Old Kimberlite Hotel)
 Private Bag X5018
 Kimberley 8300
 or during site meeting

Contact person: Mr Kooos Jordaan Tel. 083 411 5482

SETSOTO LOCAL MUNICIPALITY
PLAASLIKE MUNISIPALITEIT
MASEPALA WA LEHAE

BEGROTING EN EIENDOMSBELASTINGSTARIEWE 2014/2015

Kennis geskied hiermee dat die bedryfs- en kapitale begroting vir die 2014/2015 finansiële jaar deur die Munisipale Raad, kragtens die bepalings van Artikel 21(1) van die Wet op Plaaslike Regering: Munisipale Stelsels, Nr. 32 van 2000, op 29 Mei 2014 goedgekeur is.

Kennis geskied verder dat 'n afskrif van die geskatte Inkomste en Uitgawe Kapitaalbegroting vir 'n tydperk eindigende 30 Junie 2015 ter insae sal wees by die Munisipale kantore gedurende werksure, 07:30 – 16:30 (uitsluitend etensure 13:00 – 14:00), van Maandag tot Vrydag.

EIENDOMSBELASTINGSTARIEWE:

| | |
|------------------------------------|--------|
| 1. Residensiële | R0,04 |
| 2. Staat | R0,08 |
| 3. Besighede | R0,08 |
| 4. Plase | R0,005 |
| 5. Openbare Dienste-infrastruktuur | R0,01 |

Ander verbruikersdienste sal gevorder word soos goedgekeur en aanvaar in die Begroting van die Munisipale Raad.

Elektrisiteit verhoog met gemiddeld 7,39%
 Vullisverwydering verhoog met gemiddeld 10%
 Rioolverwydering verhoog met gemiddeld 10%
 Watervoorsiening verhoog met gemiddeld 10%

Eiendombelasting is vooruit of in 12 gelyke voorschote maandeliks betaalbaar. Alle ander tariewe is ten volle betaalbaar op/voor die 7de van elke maand. Indien rekenings nie ten volle vereffen word nie, sal rente gehew word

Navrae kan gerig word aan mev. F Viljoen, Inkomsteafdeling: 051 933 9301

STR Ramakarane
Munisipale Bestuur

Alle korrespondensie moet gerig word aan hoofkantoor

LAAT WAAI MET **DUNLOP**

Gaan draadloos, neem jou musiek orals!

shoX BEAST

GEWaarborgde WENNER
1 Band = 1 Inskrywing
IN ELKE WINKEL!

KOOP ENIGE DUNLOP HANDELSMERK BAND EN STAAN 'N KANS OM 'N BLUETOOTH LUIDSPREKER TER WAARDE VAN R1800 TE WEN!

DUNLOP ZONE

KOMPETISIE EKSKLUSIEF BY DUNLOP ZONE. SLUIT 31 JULIE 2014. SIEN WEBBLAD VIR PRYS KENMERKE.

BESONDERHEDE BY WINKEL EN www.dunlopzone.com SKAKEL TOLVRY 0800 335722 VIR MEER

BLOEMFONTEIN (051) 4210852 BLOEMFONTEIN RHODES AVE (051) 4487400
CHRISTIANA (053) 4412449 DE AAR (053) 6310974 DOUGLAS (053) 2981962
FICKSBURG (051) 933 2333 JAN KEMPOORP (053) 4560382 KAKAMAS (054) 4311212
KATHU (053) 7231115 KIMBERLEY (053) 8312803 / (053) 8323111
UPINGTON (054) 3311999 WELKOM (057) 3556601

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MASEPALA WA LEHAE

BUDGET AND ASSESSMENT RATES TARIFFS 2014/2015

Notice is hereby given in terms of Section 21 (1) of Local Government Municipal Systems Act 32 of 2000 that the Municipality's budget for the 2014/15 financial year, has been adopted by Council on 29 May 2014.

Notice is further given that a copy of the Estimates, Revenue and Expenditure and Capital requirements for the period ending 30 June 2015 as approved by Council, are available at the municipal offices during working hours from 07:30 to 16:30 (excluding lunch hours: 13:00 – 14:00), Monday to Friday.

ASSESSMENT RATES FOR THE PERIOD ARE AS FOLLOWS:

| | |
|----------------------------------|--------|
| 1. Residential | R0,04 |
| 2. Government | R0,08 |
| 3. Business | R0,08 |
| 4. Farm | R0,005 |
| 5. Public Service Infrastructure | R0,01 |

The other user services will be levied as per approved and adopted budget by Council.

Electricity increased by an average of 7,39%
 Refuse removal increased by an average of 10%
 Sewerage removal increased by an average of 10%
 Water supply increased by an average of 10%

Assessment Rates are payable in advance in a once-off payment or in 12 equal monthly instalments. All other tariffs are payable in full on/before the 7th of every month. Accounts not paid will be charged interest.

Enquiries can be directed to Mrs F Viljoen in the Revenue Department: 051 933 9301.

STR Ramakarane
Municipal Manager

All correspondence must be addressed to head office.

Appendix D4: Photos showing onsite poster



Photos showing on-site posters

**Appendix D5: DBAR Executive summary
(July2012)**



July 2012
445678

Executive Summary

Draft Basic Assessment Report: Proposed Rehabilitation of the National Route N1, Section 14 Between Trompsburg Interchange (Km19.0) and Fonteintjie (Km39.0)

1 Summary Report

1.1 Introduction

The proposed project includes the rehabilitation of the N1 Section 14 between the Trompsburg interchange (Km19) and Fonteintjie (Km39) in the Kapanong Local Municipality.

This section of the N1 is located in the Free State province about 86 kilometres south of Bloemfontein. The current road is a two-lane single carriageway with travel lanes of about 3.7m wide and 2,4m paved shoulders. The carriageway is built on the eastern side of the road reserve and in the long term it will become the southbound carriageway when the additional northbound carriageway lanes are built. Gravel shoulder widths vary between 0.5 and 1.0m. The section of road under investigation comprises of 10 culverts and 2 bridges.

In terms of the National Environmental Management Act 107 of 1998 (NEMA), as amended, and the Environmental Impact Assessment (EIA) Regulations, 2010, a Basic Assessment must be undertaken for certain listed activities, including these activities proposed by SANRAL.

SRK Consulting has been appointed by SANRAL as the independent consultants to assess the environmental impacts in terms of NEMA, as amended, and the EIA Regulations, 2010, for the proposed upgrading of the N1/14.

1.2 Purpose and Structure of the Basic Assessment Report

The NEMA EIA Regulations were promulgated to put into practice the environmental management principles espoused in the Act. The Basic Assessment Report (BAR) provides the competent authority

(the Department of Environmental Affairs (DEA)) with all relevant information about the proposed activity, as well as an assessment of the potential impacts in order to inform the decision as to whether the activity should be approved and, if so, under what conditions.

This BAR comprises two sections, of which Section 2 is mandatory in terms of the requirements for a Basic Assessment. The Summary Report is intended to provide additional contextual information in support of the application¹.

The report contains the following sections:

Section 1: Summary Report

Section 1 provides an introduction to the project; describes the approach to the Basic Assessment process and provides a description of the activity and the proposed concept alternatives considered. It also describes the public consultation process undertaken during the process, the key findings and recommendations and the way forward. In effect this section provides a summary of the key elements of the Basic Assessment.

Section 2: Completed Draft BAR Form

Section 2 contains the completed Draft BAR form, as prescribed by DEA, submitted in support of the application for environmental authorisation of the activity under the NEMA EIA Regulations. Section 2 also contains the Appendices as required by the DEA BAR.

¹ Note that the full report is a collation of sections and not a sequential compilation of report chapters.

Partners JCJ Boshoff, AH Bracken, MJ Braune, JM Brown, CD Dalglish, JR Dixon, DM Duthe, BM Engelsman, R Gardiner, T Hart, GC Howell, WC Joughin, PR Labrum, DJ Mahlangu, RRW McNeill, HAC Meintjies, MJ Morris, WA Naismith, GP Nel, VS Reddy, PN Rosewarne, PE Schmidt, PJ Shepherd, VM Simposya, AA Smithen, KM Uderstadt, DJ Venter, ML Wertz, A Wood

Directors AJ Barrett, JR Dixon, DM Duthe, PR Labrum, DJ Mahlangu, VS Reddy, PE Schmidt, PJ Shepherd

Associate Partners DJD Gibson, M Hinsch, DA Kilian, SA McDonald, M Ristic, MJ Sim, JJ Slabbert, CF Steyn, HFJ Theart, D Visser, DP Van den Berg, MD Wanless

Consultants AC Burger, BSC(Hons); IS Cameron-Clarke, PrSciNat, MSc; JAC Cowan, PrSciNat, BSc(Hons); JH de Beer, PrSciNat, MSc; GA Jones, PrEng, PhD; TR Stacey, PrEng, DSc; OKH Steffen, PrEng, PhD; PJ Terbrugge, PrSciNat, MSc; DW Warwick, PrSciNat, BSc(Hons)

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1.3 Approach to the Basic Assessment

The EIA Regulations contained in Government Notice R 544 of August 2010 list activities which require that a Basic Assessment process be followed prior to their commencement. The proponent must obtain authorisation for the proposed activity from the designated competent authority. As this project includes work on a National Road, this relevant authority would be DEA (National Department).

The proposed activities to be undertaken fall within the ambit of various activities listed in Government Notice R 544. For this reason, not all the relevant activities will be listed here. The main activity related to the proposed construction activities, listed under the NEMA EIA Regulations (GNR 544) as requiring a Basic Assessment, is the following

- 47) *The widening of a road by more than 6 metres, or the lengthening of a road by more than 1 kilometre;*
 - i) where the existing reserve is wider than 13.5 m; or*
 - ii) where no reserve exists, where the existing road is wider than 8 metres -*
- excluding widening or lengthening occurring inside urban areas.*

The first step in the Basic Assessment process is the submission of an Application Form for the proposed activity to the competent authority. The Application Form was submitted to DEA on 13 June 2012. DEA has not yet assigned a reference number to the project.

The second step entails the assessment of the activity and the compilation of a BAR (see Section 2) for public comment. Issues and concerns raised by the public after the distribution of the Background Information Document (BID) informed the Draft BAR and concerns raised on the Draft BAR will inform the Final BAR which, together with the prescribed Comment and Responses Report, will be submitted to DEA for a decision. A typical Basic Assessment process is depicted in the figure below.

1.4 Prescribed Requirements for the Basic Assessment

The BAR provides information about the proposed activity, a description of the affected environment (including ecological, land use and socio-economic aspects), a description of the process undertaken in order to consult the public on the activity, as well as a basic assessment of the potential impacts of the activity on the receiving environment.

Several appendices to the BAR are required as supporting documentation. These include:

- A locality plan, design plans and photographs;
- Any specialist reports which were undertaken during the basic impact assessment process;
- A Comments and Responses Report from the public consultation process; and
- A Draft Environmental Management Programme (EMPr) for the relevant activities to be undertaken.

This information is contained in Section 2 of the DBAR.

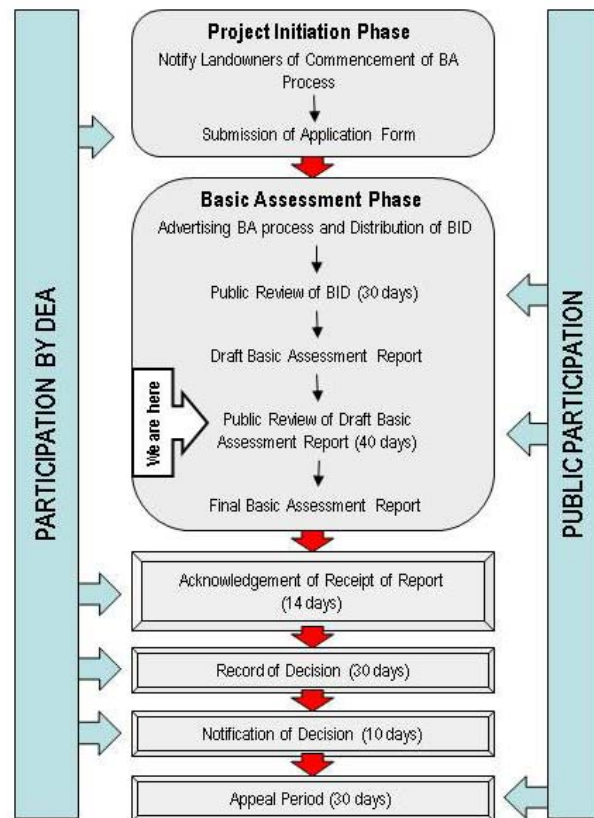


Figure S-1: Typical Basic Assessment Process

1.5 Site Location and Surroundings

The proposed N1 Section 14 rehabilitation is located between the Trompsburg interchange (Km19) and Fonteintjie (Km39) in the Kapanong Local Municipality. This section of the N1 is located in the Free State province about 86 kilometres south of Bloemfontein (see Locality Plan included). The southern limit of this project is at km 19 and the northern limit is at km 39. This section of road forms part of the important link between the Western Cape, Eastern Cape, Free State, and Gauteng.

The activities will take place within the existing road reserve. However, the proposed borrow pits and quarries are located on land outside of the road reserve.

The locality plan of the proposed project is included as Figure S-2.

1.6 The Proposed Development

The South African National Roads Agency Limited (SANRAL) proposes to rehabilitate the N1 Section 14 (N1/14) between Colesberg and Bloemfontein from Trompsburg in the south (km19) and Fonteintjie in the north (km39) (see Locality Plan included) to provide a 20 year design life.

It is proposed to rehabilitate approximately 20 km of the existing N1 Section 14 from Trompsburg to Fonteintjie. It is proposed that a temporary detour road will be constructed along the entire section in order to allow bi-directional accommodation of traffic during construction. This road will have a 7m surfaced width with a 1m gravel shoulder on both sides, bringing the total width to 9m. All activities will take place within the road reserve on the western side of the existing carriageway. A climbing lane of 2.71 km is proposed from km 29.67 to km 32.38 resulting in widening in this section. Vertical re-alignment from km 27.16 to km 28.65 within the existing

road reserve is also proposed. It is proposed to lengthen, rehabilitate and repair nine culverts and reconstruct two bridges and one culvert.

It is envisaged that the road rehabilitation will be achieved without having to widen the existing road reserve.

Land will however, be temporarily acquired at the borrow pits to be used to provide material for road construction. Negotiations with landowners will be done by the project engineers through a land acquisition process.

Material for the rehabilitation of the road will be sourced from borrow pits and quarries located in proximity of the N1 Section 14. The application for these borrow pits is in process and will be submitted to the Department of Mineral Resources.

1.7 Public Consultation Process

A public participation process aimed at allowing the public to participate and to be involved in the environmental process was carried out, and is described in Appendix E of the BAR (section 2). The public participation process completed to date includes the following:

- Newspaper advert (Die Volksblad);
- Circulation of the Background Information Document;
- On site poster; and
- 1st public commenting period (30 days).

To date, no environmental concerns have been raised by any Interested and Affected Parties or any other members of the public. The Draft BAR is made available to all registered IAPs for comments for a period of 40 days. Comments received will be included in the Final BAR.

1.8 Assessment of Potential Environmental Impacts

A number of potential impacts of the proposed development were identified by the project team and specialists. The project alternatives, and most of the identified impacts, were considered by the Environmental Assessment Practitioner. A Heritage Impact Assessment was also undertaken to assess the impacts in sensitive environments that could be affected by the proposed activities.

Potential impacts were assessed using SRK's impact assessment methodology. The **significance** of an impact is defined and assessed as a combination of the consequence of the impact occurring (based on its extent, intensity and duration) and the probability that the impact will occur.

For all potentially significant impacts, the significance of the anticipated impact was rated with and without recommended mitigation measures. These are presented in Table 1 (refer to section D of the BAR form for a complete list of impacts assessed) which summarises:

- The impacts that were assessed;
- Their significance following the implementation of mitigation measures; and
- The key mitigation measures on which the significance rating is based.

The impact significance rating should be considered by the competent authority in their decision-making process based on the definitions of ratings ascribed below.

- **Insignificant:** the potential impact is negligible and will not have an influence on the decision regarding the proposed activity.
- **Very Low:** the potential impact is very small and should not have any meaningful influence on the decision regarding the proposed activity.
- **Low:** the potential impact may not have any meaningful influence on the decision regarding the proposed activity.
- **Medium:** the potential impact should influence the decision regarding the proposed activity.
- **High:** the potential impact will affect a decision regarding the proposed activity.
- **Very High:** the proposed activity should only be approved under special circumstances.

1.9 Evaluation

Key relevant observations with regard to the overall **impact significance ratings**, assuming mitigation measures are effectively implemented, are (refer to Table 1):

- The potential air quality impacts (dust) on the site during the construction phase are considered to be low, as construction will be temporary in nature. With mitigation, the significance of these potential impacts could be reduced to very low;
- A predicted low noise impact during construction activities as this would be temporary. With mitigation, these impacts could be reduced to very low;
- Potential aquatic impacts due to the rehabilitation/reconstruction of the culverts and bridge crossings, includes changes to watery quality and soil erosion during construction and changes to the hydrological regime and increased potential for erosion, reduction in permeable surfaces, and changes to water quality during operation. These can have a medium negative impact. However, if the specified mitigation is implemented, these impacts can be decreased to have a low significance;
- With adequate mitigation for ecological impacts, the predicted low impact significance ratings on the naturally occurring vegetation in the area can be reduced to very low for the construction phase;
- The predicted very low positive socio-economic impact, due to a number of short-term jobs being created (during construction), can be increased to low if local employment opportunities are ensured;
- The heritage impacts will be established by the Archaeological and Palaeontological Specialist Studies currently being undertaken and will be detailed in the Final Basic Assessment Report;
- With mitigation, the impacts of waste during the construction phase would be insignificant;
- The potential impact on nearby structures due to blasting was rated to be insignificant;
- Existing services in the area includes a data cable on the edge of the servitude. The potential impact on this during construction was rated as low and is reduced to be insignificant with mitigation. The road is also an existing service that will be improved; as such there is a positive impact during operation of medium significance.
- Construction activities will likely cause disruption of traffic flow. This was rated to have a low significance and could be reduced to very low with mitigation;

- General road safety to all road users will be improved if the proposed upgrade goes ahead, to result is a high positive impact. If the No-go alternative is implemented (no upgrading), a negative high impact on traffic is predicted.
- The improved road condition would result in easier access to the area, which would continue to positively affect the local, provincial and national economy as this is the most important national transport route between Cape Town and Johannesburg, resulting in a very high positive socio-economic impact.
- If the No-go alternative is implemented (no upgrading), the deteriorating road could result in limited access to the area, which could affect the local, provincial and national economy as this is the most important national transport route between Cape Town and Johannesburg resulting in a very high negative impact.

1.10 Findings

1. The South African National Roads Agency SOC Limited (SANRAL) identified a need to rehabilitate the N1 Section 14 (N11/14) and associated infrastructure from Trompsburg to Fonteintjie.
2. Positive impacts as a result of the proposed activity include improved traffic flow and safety, socio-economic benefits associated with the improved condition of the road, and temporary employment opportunities.
3. Potential negative impacts, including those relating to the river crossings, erosion, and existing services, amongst other less significant impacts, can be prevented and managed by implementing the specified mitigation measures.
4. The no-go option is associated with certain negative impacts related to socio-economic impacts, traffic flow and safety.

Therefore, it is environmentally preferred that the N1/14 be rehabilitated and upgraded as proposed.

5. No major impacts were identified that should prevent to proposed activities from continuing.

1.11 Way Forward (IAPs)

The Draft BAR is not a final report and will be amended based on comments received from IAPs. The public participation process has given IAPs the opportunity to assist with identification of issues and potential impacts and provides an additional opportunity to gauge 'public acceptance' of the proposed project. The Draft BAR is being released to IAPs and stakeholders for a 40-day review period as per the requirements of the 2010 NEMA EIA Regulations. The Summary Report is being circulated to all IAPs registered on SRK's database. Should any issues be raised, these will be addressed in the Final Basic Assessment Report.

Interested and Affected Parties are invited to raise comments and / or further issues regarding the Draft Basic Assessment Report and to submit their comments to SRK Consulting. Written comments on the Draft BAR should be submitted by **10 September 2012** to:

Wanda Marais
SRK Consulting
P O Box 21842, Port Elizabeth, 6000
Fax: (041) 509 4850
Email: wmarais@srk.co.za

Once IAPs have commented on the information presented in the Draft BAR, the Final BAR, accompanied by a Comments and Responses Report, will be submitted to DEA for a decision. The public is therefore urged to submit comments, as these will affect the Final BAR and the decision taken by DEA.

Table 1: Summary of impact significance for the proposed rehabilitation and upgrade of the N1/14

| IMPACT | CONSTRUCTION | | | | OPERATION | | | | NO-GO OPTION | |
|--------------------------------|--|--------|-----------------|----------|--------------------|--------|-----------------|-----|--------------|------|
| | WITHOUT MITIGATION | | WITH MITIGATION | | WITHOUT MITIGATION | | WITH MITIGATION | | | |
| Air quality (dust / emissions) | Low | - ve | Very Low | - ve | Insignificant | | N/A | | N/A | |
| Noise | Low | - ve | Very Low | - ve | Insignificant | | N/A | | N/A | |
| Social & Economic | Very Low | + ve | Low | + ve | Very High | + ve | N/A | | Very High | - ve |
| Archaeology / Palaeontology | Unknown | | | | Unknown | | | | | |
| Ecology | Low | - ve | Very Low | - ve | N/A | | N/A | | N/A | |
| Aquatic | Water quality | Medium | - ve | Very Low | - ve | N/A | | N/A | | N/A |
| | Hydrological Regime change and Erosion | Medium | - ve | Very Low | - ve | Medium | - ve | Low | - ve | N/A |
| | Reduction in permeable surfaces | N/A | | N/A | | Medium | - ve | Low | - ve | N/A |
| Structural (blasting) | Insignificant | | Insignificant | | N/A | | N/A | | N/A | |
| Existing services | Low | - ve | Insignificant | | High | + ve | N/A | | N/A | |
| Waste management | Low | - ve | Insignificant | | N/A | | N/A | | N/A | |
| Traffic flow | Low | - ve | Very Low | - ve | High | + ve | N/A | | High | - ve |
| Traffic safety | Very Low | - ve | Insignificant | | Medium | + ve | N/A | | High | - ve |

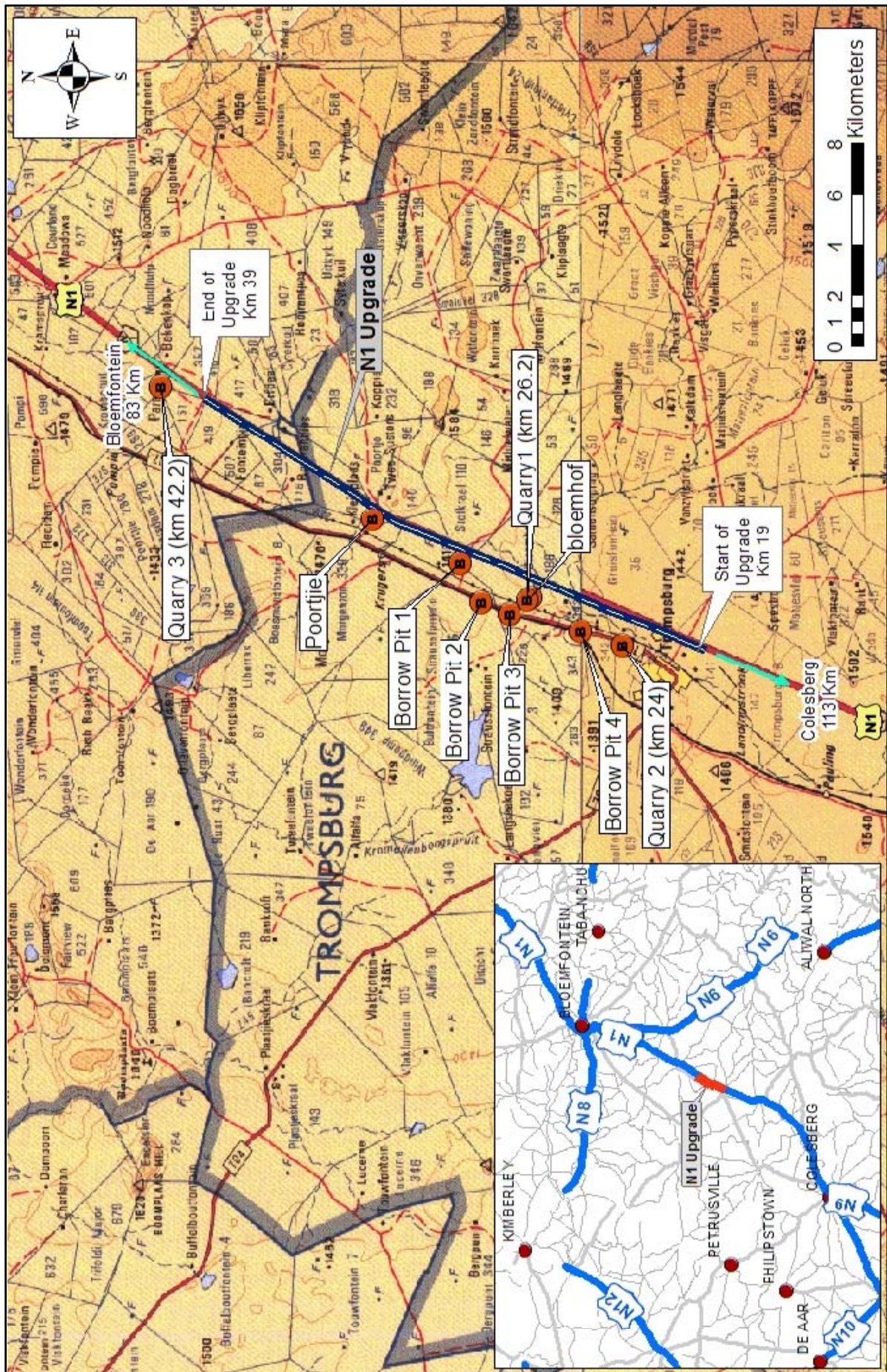


Figure S-2: Locality Plan for the proposed project

Appendix D6: Comment on DBAR (DWA)



water affairs

Department:
Water Affairs
REPUBLIC OF SOUTH AFRICA

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2012 -09- 11

S R K - PE

Enquiries: B Melato
Telephone: 051 405 9263
Reference: 16/2/7/C513/D2/4

SRK Consulting
P O Box 21842
PORT ELIZABETH
6000

Attention: Wanda Marais

RE: AVAILABILITY OF DRAFT BASIC ASSESSMENT REPORT – SANRAL REHABILITATION ON THE N1 SECTION 14 FROM TROMPSBURG INTERCHANGE TO FONTEINTJIE

Reference is hereby made to the consultation letter dated 02 August 2012 for the above mentioned project as presented by SRK Consulting.

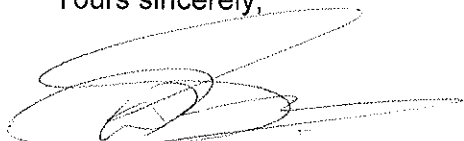
This Department would like to bring the following issues to your attention prior to rehabilitation of the said road:

- All sections of the National Environmental Management: Waste Act (Act 59 of 2008) pertaining to the disposal of waste must be adhered to.
- Storm water management plans must be implemented for this project.
- The findings of the Public Participation Process regarding this development must be clearly communicated to this office. The applicant must also indicate how objections, if any, will be addressed.
- On page three of the Draft Basic Assessment Report it is mentioned that nine culverts will be lengthened, rehabilitated and repaired; two bridges and one culvert will be reconstructed. This activity might trigger a Section 21 (c) water use "impeding or diverting the flow of water in a watercourse" and this office must be consulted to obtain the necessary authorization.
- Should the location of the borrow pit be within the 1:100 year flood line, Section 21 (i) water use "altering the bed, banks, course or characteristics of a watercourse" will be triggered and the applicant must consult this office to obtain the necessary authorization

**RE: AVAILABILITY OF DRAFT BASIC ASSESSMENT REPORT – SANRAL
REHABILITATION ON THE N1 SECTION 14 FROM TROMPSBURG INTERCHANGE
TO FONTEINTJIE**

You are invited to contact Ms B Melato of this office should you have any enquiries.

Yours sincerely,



REGIONAL HEAD: FREE STATE

DATE: 31/8/2012

Letter signed by: Mr W Grobler
Designation: Acting Director: Water Regulation

Appendix D7: Comment on DBAR (DAFF)



agriculture,
forestry & fisheries

Department:
Agriculture, Forestry and Fisheries
REPUBLIC OF SOUTH AFRICA

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Private Bag X120, Pretoria (Tshwane), 0001
Delpen Building, C/o Annie Botha & Union Street, Riviera, 0084

From: Directorate Land Use and Soil Management
Tel: 012-319-7634 Fax: 012-329-5938 E-mail: NhlakaD@nda.agric.za
Enquiries: Helpdesk Ref: 2012_08_0135

SKR Consulting
P. O. Box 21842
PORT ELIZABETH
6000

2013 -04- 04

Dear Sir/Madam

**PROPOSED REHABILITATION OF THE NATIONAL ROUTE N1 SECTION 14 FROM
TROMPSBURG INTERCHANGE TO FONTEINTJIE, FREE STATE PROVINCE**

Your letter 445678 dated 2 August 2012 refers.

With reference to the above-mentioned matter I wish to inform you that this Department does not have any objection to the proposed rehabilitation of the N1 on the above mentioned area as indicated from an agricultural point of view. However the following needs to be adhered to:

- Any further extension of this proposed project should be reviewed in terms of Subdivision of Agricultural Land Act, 70 (Act 70 of 1970).
- No construction should be placed on area that are of high or unique agricultural value and those that are under cultivation.

This Consent does not exempt any person from any provision of any other law, with special reference to the Conservation of Agricultural Resources Act, 1983 (Act 43 of 1983) and does not purport to interfere with the rights of any person who may have an interest in the agricultural land.

Yours faithfully

MS M.C. MARUBINI

DELEGATE OF THE MINISTER: LAND USE AND SOIL MANAGEMENT

**Appendix D8: FBAR Executive summary
(AUG 2013)**

August 2013
445678



Executive Summary

Final Basic Assessment Report: Proposed Rehabilitation of the National Route N1, Section 14 Between Trompsburg Interchange (Km19.0) and Fonteintjie (Km39.0)

1 Summary Report

1.1 Introduction

The proposed project includes the rehabilitation of the N1 Section 14 between the Trompsburg interchange (Km19) and Fonteintjie (Km39) in the Kapanong Local Municipality. This section of the N1 is located in the Free State province about 86 kilometres south of Bloemfontein.

The project description has been amended since the submission of the Draft Basic Assessment Report (DBAR). The initial proposal entailed the rehabilitation of the existing N1 Section 14 with a temporary detour road to be constructed along the entire section in order to allow bi-directional accommodation of traffic during construction. The rehabilitation of the existing road was to entail the widening of the road from km 29.67 to km 32.38 to accommodate a climbing lane; as well as the vertical re-alignment from km 27.16 to km 28.65. The initial rehabilitation process proposed to lengthen, rehabilitate and repair nine culverts and reconstruct two bridges and one culvert.

Instead of constructing a temporary detour road, the revised project proposal will result in the construction of a permanent 'greenfields' northbound two-lane carriageway parallel to the existing road, over the full length of Section 14 (Km 19 to Km 39) with traffic being accommodated on the existing road during construction. The new carriageway will include the construction of new bridges and culverts with the destruction of two existing bridges and two existing culverts (see section 1.6 below). The remaining bridges will undergo maintenance repairs and the remaining culverts will be retained for future upgrade when required.

In terms of the National Environmental Management Act 107 of 1998 (NEMA), as amended, and the Environmental Impact Assessment (EIA) Regulations, 2010, a Basic Assessment must be undertaken

Partners JCJ Boshoff, AH Bracken, MJ Braune, JM Brown, CD Dalglish, JR Dixon, DM Duthe, BM Engelsman, R Gardiner, T Hart, GC Howell, WC Joughin, PR Labrum, DJ Mahlangu, RRW McNeill, HAC Meintjies, MJ Morris, WA Naismith, GP Nel, VS Reddy, PN Rosewarne, PE Schmidt, PJ Shepherd, VM Simposya, AA Smithen, KM Uderstadt, DJ Venter, ML Wertz, A Wood

Directors AJ Barrett, JR Dixon, DM Duthe, PR Labrum, DJ Mahlangu, VS Reddy, PE Schmidt, PJ Shepherd

Associate Partners DJD Gibson, M Hinsch, DA Kilian, SA McDonald, M Ristic, MJ Sim, JJ Slabbert, CF Steyn, HFJ Theart, D Visser, DP Van den Berg, MD Wanless

Consultants AC Burger, BSC(Hons); IS Cameron-Clarke, PrSciNat, MSc; JAC Cowan, PrSciNat, BSc(Hons); JH de Beer, PrSci Nat, MSc; GA Jones, PrEng, PhD; TR Stacey, PrEng, DSc; OKH Steffen, PrEng, PhD; PJ Terbrugge, PrSciNat, MSc; DW Warwick, PrSciNat, BSc(Hons)

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for certain listed activities, including these activities proposed by SANRAL.

SRK Consulting has been appointed by SANRAL as the independent consultants to assess the environmental impacts in terms of NEMA, as amended, and the EIA Regulations, 2010, for the proposed upgrading of the N1/14.

1.2 Purpose and Structure of the Basic Assessment Report

The NEMA EIA Regulations were promulgated to put into practice the environmental management principles espoused in the Act. The Basic Assessment Report (BAR) provides the competent authority (Department of Environmental Affairs) with all relevant information about the proposed activity, as well as an assessment of the potential impacts in order to inform the decision as to whether the activity should be approved and, if so, under what conditions.

This BAR comprises two sections, of which Section 2 is mandatory in terms of the requirements for a Basic Assessment. The Summary Report is intended to provide additional contextual information in support of the application¹.

The report contains the following sections:

Section 1: Summary Report

Section 1 provides an introduction to the project; describes the approach to the Basic Assessment process and provides a description of the activity and the proposed concept alternatives considered. It also describes the public consultation process

¹ Note that the full report is a collation of sections and not a sequential compilation of report chapters.

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undertaken during the process, the key findings and recommendations and the way forward. In effect this section provides a summary of the key elements of the Basic Assessment.

Section 2: Completed Final BAR Form

Section 2 contains the completed Final BAR form, as prescribed by the Department of Environmental Affairs (DEA), submitted in support of the application for environmental authorisation of the activity under the NEMA EIA Regulations. Section 2 also contains the Appendices as required by the DEA BAR.

1.3 Approach to the Basic Assessment

The EIA Regulations contained in Government Notice R 544 of August 2010 list activities which require that a Basic Assessment process be followed prior to their commencement. The proponent must obtain authorisation for the proposed activity from the designated competent authority. As this project includes work on a National Road, this relevant authority would be DEA (National).

The proposed activities to be undertaken fall within the ambit of various activities listed in Government Notice R 544. For this reason, not all the relevant activities will be listed here. The main activity related to the proposed construction activities, listed under the NEMA EIA Regulations (GNR 544) as requiring a Basic Assessment, is the following

- 47) *The widening of a road by more than 6 metres, or the lengthening of a road by more than 1 kilometre;*
 - i) *where the existing reserve is wider than 13.5 m; or*
 - ii) *where no reserve exists, where the existing road is wider than 8 metres -**excluding widening or lengthening occurring inside urban areas.*

The first step in the Basic Assessment process is the submission of an Application Form for the proposed activity to the competent authority. The Application Form was submitted to DEA on 13 June 2012 and a reference number 14/12/16/3/3/1/648 was issued.

The second step entails the assessment of the activity and the compilation of a BAR for public comment. Issues and concerns raised by the public after the distribution of the Background Information Document (BID) informed the Draft BAR. As no concerns were raised on the Draft BAR, the Final BAR has been compiled (see Section 2) and submitted to DEA for a decision. A typical Basic Assessment process is depicted in the Figure S-1.

1.4 Prescribed Requirements for the Basic Assessment

The BAR provides information about the proposed activity, a description of the affected environment (including ecological, land use and socio-economic aspects), a description of the process undertaken in order to consult the public on the activity, as well as a basic assessment of the potential impacts of the activity on the receiving environment.

Several appendices to the BAR are required as supporting documentation. These include:

- A locality plan, design plans and photographs;
- Any specialist reports which were undertaken during the basic impact assessment process;
- A Comments and Responses Report from the public consultation process; and

- A Draft Environmental Management Programme (EMPr) for the relevant activities to be undertaken.

This information is contained in Section 2 of the FBAR.

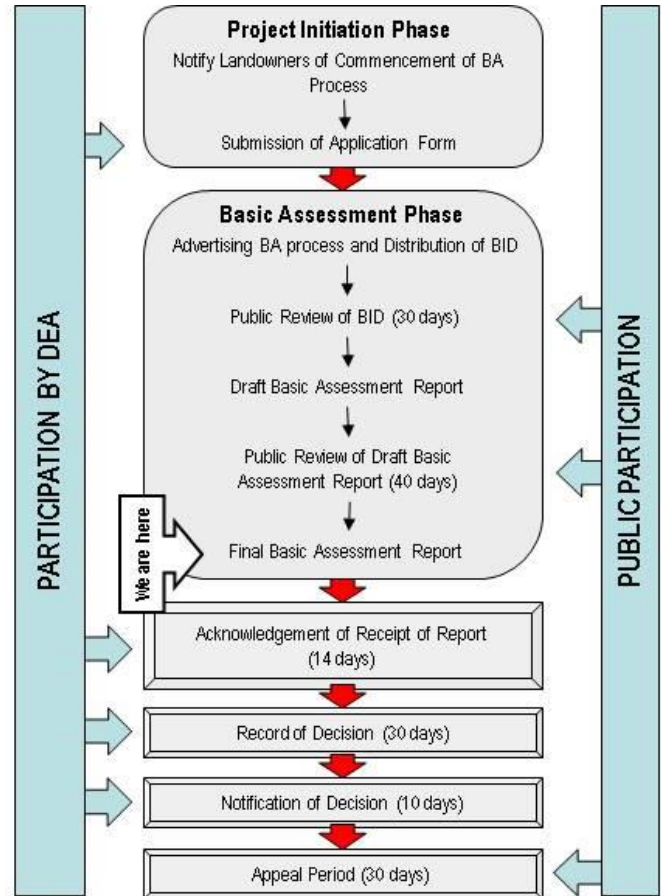


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The activities will take place within the existing road reserve. However, the proposed borrow pits and quarries are located on land outside of the road reserve.

The locality plan of the proposed project is included as Figure S-2.

1.6 The Proposed Development

The South African National Roads Agency Limited (SANRAL) proposes to rehabilitate the N1 Section 14 (N1/14) between Colesberg and Bloemfontein from Trompsburg in the south (km19) and Fonteintjie in the north (km39) (see Locality Plan included) to provide a 20 year design life.

The project description has been amended since the submission of the Draft Basic Assessment Report (DBAR). The initial proposal entailed the rehabilitation of the existing N1 Section 14 with a

temporary detour road to be constructed along the entire section in order to allow bi-directional accommodation of traffic during construction. The rehabilitation of the existing road was to entail the widening of the road from km 29.67 to km 32.38 to accommodate a climbing lane; as well as the vertical re-alignment from km 27.16 to km 28.65. The initial rehabilitation process proposed to lengthen, rehabilitate and repair nine culverts and reconstruct two bridges and one culvert.

Instead of constructing a temporary detour road, the revised project proposal will result in the construction of a permanent 'greenfields' northbound two-lane carriageway parallel to the existing road, over the full length of Section 14 (Km 19 to Km 39) with traffic being accommodated on the existing road during construction. The new carriageway will include the construction of new bridges and culverts with the destruction of two existing bridges and culverts. The remaining bridges will undergo maintenance repairs and the remaining culverts will be retained for future upgrade when required.

The existing carriageway is situated on the eastern side of the road reserve. It is a two-lane single carriageway with travel lanes of about 3.7 metres wide and 2.4 metres paved shoulders with gravel shoulder widths varying between 0.5 and 1.0 metres. The existing surface will be ripped, material reused to a depth of approximately 300mm, and hydroseeded after construction, in addition to this certain structures will be demolished. The carriageway will be upgraded to become the southbound carriageway when the need to provide a second carriageway, to accommodate the anticipated increased traffic flow, arises (traffic studies show that a second carriageway will potentially be required in 15 to 20 years).

The proposed carriageway will be constructed within the road reserve, on the western side of the existing carriageway, 21.5 m from the existing carriageway centre line. This permanent road will consist of two 3.7 m traffic lanes with two 3.0 m surfaced shoulders, resulting in a 13.4 m surfaced width with a 0.5 m gravel shoulder on both sides, bringing the total width to 14.4 m.

A climbing lane will be provided on the new carriageway from the Stofkraal onramp at km 28.94 to beyond the existing horizontal and crest curves and ending at km 32.56 resulting in a length of passing opportunity of 3.62 km. This section of the road will have a total surface width of 14.3 m with a 0.5 m gravel shoulder on both sides, bringing the total width to 15.3 m

There are two grade-separated diamond interchanges, which create underpasses along the route, at km 19.68 (Trompsburg) and km 28.65 (Stofkraal). Geometric alterations are required at both of the interchanges in order to link into the new northern carriageway. The proposed new carriageway will be constructed to the same level as the existing roadway at the two interchanges.

In order to achieve tie-in at the start and end of the new carriageway a simple transition of the centre line will be constructed, connecting the existing carriageway and the new carriageway. The connection from the existing carriageway to the new carriageway will take place between km 18.3 and km 18.9, with an s-curve of 260 m in length. The connection from the new carriageway back to the existing carriageway at the end will take place between km 38.3 and km 39.0, with an s-curve of 270 m in length.

In this section of the N1 there are five reinforced concrete bridges and ten reinforced concrete box culverts on the existing road. It will be necessary to build three new bridges and ten new culverts on the

proposed new carriageway. The shoulders of the new bridges are to be 3.0 m wide resulting in an overall deck width of 14.12 m.

It is envisaged that the road rehabilitation will be achieved without having to widen the existing road reserve.

Land will however, be temporarily acquired at the borrow pits to be used to provide material for road construction. These borrow pits are located in close proximity of the N1 Section 14. Negotiations with landowners have been done by the project engineers through a land acquisition process. Materials for the rehabilitation of the road will also be sourced from these borrow pits. The application for these borrow pits is in process and has been submitted to the Department of Mineral Resources.

1.7 Public Consultation Process

A public participation process aimed at allowing the public to participate and to be involved in the environmental process was carried out, and is described in Appendix E of the BAR (section 2). The public participation process completed to date includes the following:

- Newspaper advert (Die Volksblad);
- Circulation of the Background Information Document;
- On site poster;
- 1st public commenting period (30 days);
- Compilation and distribution of Draft BAR; and
- 2nd public commenting period (40 days).

To date, no environmental concerns have been raised by any members of the public; however comments were received from key IAPs, in response to the Draft BAR. These comments were received from the Department of Water Affairs (DWA) and the Department of Agriculture, Forestry and Fisheries (DAFF).

1.8 Assessment of Potential Environmental Impacts

A number of potential impacts of the proposed development were identified by the project team and specialists. The project alternatives, and most of the identified impacts, were considered by the Environmental Assessment Practitioner. A Heritage Impact Assessment was also undertaken to assess the impacts in sensitive environments that could be affected by the proposed activities.

Potential impacts were assessed using SRK's impact assessment methodology. The **significance** of an impact is defined and assessed as a combination of the consequence of the impact occurring (based on its extent, intensity and duration) and the probability that the impact will occur.

For all potentially significant impacts, the significance of the anticipated impact was rated with and without recommended mitigation measures. These are presented in Table S-1 (refer to section D of the BAR form for a complete list of impacts assessed) which summarises:

- The impacts that were assessed;
- Their significance following the implementation of mitigation measures; and
- The key mitigation measures on which the significance rating is based.

The impact significance rating should be considered by the competent authority in their decision-making process based on the definitions of ratings ascribed below.

- **Insignificant:** the potential impact is negligible and will not have an influence on the decision regarding the proposed activity.
- **Very Low:** the potential impact is very small and should not have any meaningful influence on the decision regarding the proposed activity.
- **Low:** the potential impact may not have any meaningful influence on the decision regarding the proposed activity.
- **Medium:** the potential impact should influence the decision regarding the proposed activity.
- **High:** the potential impact will affect a decision regarding the proposed activity.
- **Very High:** the proposed activity should only be approved under special circumstances.

1.9 Evaluation

Key relevant observations with regard to the overall **impact significance ratings**, assuming mitigation measures are effectively implemented, are (refer to Table S-1):

- The potential air quality impacts (dust) on the site during the construction phase are considered to be low, as construction will be temporary in nature. With mitigation, the significance of these potential impacts could be reduced to very low;
- A predicted low noise impact during construction activities as this would be temporary. With mitigation, these impacts could be reduced to very low;
- Potential aquatic impacts due to the rehabilitation/reconstruction of the culverts and bridge crossings, includes changes to watery quality and soil erosion during construction and changes to the hydrological regime and increased potential for erosion, reduction in permeable surfaces, and changes to water quality during operation. These can have a medium negative impact. However, if the specified mitigation is implemented, these impacts can be decreased to have a low significance;
- With adequate mitigation for ecological impacts, the predicted low impact significance ratings on the naturally occurring vegetation in the area can be reduced to very low for the construction phase;
- The predicted very low positive socio-economic impact, due to a number of short-term jobs being created (during construction), can be increased to low if local employment opportunities are ensured;
- The heritage impacts are predicted to be very low for Archaeological impacts during construction that can be reduced to insignificant. Additionally the Palaeontological impact during construction is rated as low and can be reduced to very low with the implementation of mitigation measures;
- With mitigation, the impacts of waste during the construction phase would be insignificant;
- The potential impact on nearby structures due to blasting was rated to be insignificant;
- Existing services in the area includes a data cable on the edge of the servitude. The potential impact on this during construction was rated as low and is reduced to be insignificant with mitigation. The road is also an existing service that will be removed due to the construction of the new carriageway; the rehabilitation of this section will result in a low positive impact.

- Construction activities will likely cause disruption of traffic flow. This was rated to have a very low significance and could be reduced to insignificant with mitigation; however during operation the traffic flow will be improved resulting in a high positive impact. If the No-go alternative is implemented (no upgrading), a negative high impact on traffic flow is predicted
- General road safety to all road users will be improved if the proposed upgrade goes ahead, to result in a high positive impact. If the No-go alternative is implemented (no upgrading), a negative high impact on traffic safety is predicted.
- The improved road condition would result in easier access to the area, which would continue to positively affect the local, provincial and national economy as this is the most important national transport route between Cape Town and Johannesburg, resulting in a very high positive socio-economic impact.
- If the No-go alternative is implemented (no upgrading), the deteriorating road could result in limited access to the area, which could affect the local, provincial and national economy as this is the most important national transport route between Cape Town and Johannesburg resulting in a very high negative impact.

1.10 Findings

1. The South African National Roads Agency SOC Limited (SANRAL) identified a need to rehabilitate the N1 Section 14 (N11/14) and associated infrastructure from Trompsburg to Fonteintjie.
2. Positive impacts as a result of the proposed activity include improved traffic flow and safety, socio-economic benefits associated with the improved condition of the road, and temporary employment opportunities.
3. Potential negative impacts, including those relating to the river crossings, erosion, and existing services, amongst other less significant impacts, can be prevented and managed by implementing the specified mitigation measures.
4. The no-go option is associated with certain negative impacts related to socio-economic impacts, traffic flow and safety. Therefore, it is environmentally preferred that the N1/14 be rehabilitated and upgraded as proposed.
5. No major impacts were identified that should prevent to proposed activities from continuing.

1.11 Way Forward (IAPs)

The public participation process has given IAPs the opportunity to assist with identification of issues and potential impacts and provides an additional opportunity to gauge 'public acceptance' of the proposed project. The Draft BAR was released to IAPs and stakeholders for a 40-day review period as per the requirements of the 2010 NEMA EIA Regulations. The Summary Report was circulated to all IAPs registered on SRK's database. No issues were raised by IAPs from the public during this process; however comments were received from key IAPs, the DWA and DAFF, which have been addressed in the Final BAR (this report).

The Final BAR, accompanied by a Comments and Responses Report, has been submitted to DEA for a decision.

August 2013
445678



Table S-1: Summary of impact significance for the proposed rehabilitation and upgrade of the N1/14

| IMPACT | CONSTRUCTION | | | | OPERATION | | | | NO-GO OPTION | |
|--------------------------------|--|--------|-----------------|----------|--------------------|--------|-----------------|-----|--------------|------|
| | WITHOUT MITIGATION | | WITH MITIGATION | | WITHOUT MITIGATION | | WITH MITIGATION | | | |
| Air quality (dust / emissions) | Low | - ve | Very Low | - ve | Insignificant | | N/A | | N/A | |
| Noise | Low | - ve | Very Low | - ve | Insignificant | | N/A | | N/A | |
| Social & Economic | Very Low | + ve | Low | + ve | Very High | + ve | N/A | | Very High | - ve |
| Archaeology | Very Low | - ve | Insignificant | | N/A | | N/A | | N/A | |
| Palaeontology | Low | - ve | Very Low | - ve | N/A | | N/A | | N/A | |
| Ecology | Low | - ve | Very Low | - ve | N/A | | N/A | | N/A | |
| Aquatic | Water quality | Medium | - ve | Very Low | - ve | Medium | - ve | Low | - ve | N/A |
| | Hydrological Regime change and Erosion | Medium | - ve | Very Low | - ve | Medium | - ve | Low | - ve | N/A |
| | Reduction in permeable surfaces | N/A | | N/A | | Medium | - ve | Low | - ve | N/A |
| Structural (blasting) | Insignificant | | Insignificant | | N/A | | N/A | | N/A | |
| Existing services | Low | - ve | Insignificant | | Low | + ve | N/A | | N/A | |
| Waste management | Low | - ve | Insignificant | | N/A | | N/A | | N/A | |
| Traffic flow | Very Low | - ve | Insignificant | | High | + ve | N/A | | High | - ve |
| Traffic safety | Very Low | - ve | Insignificant | | High | + ve | N/A | | High | - ve |

Partners JCJ Boshoff, AH Bracken, MJ Braune, JM Brown, CD Dalglish, JR Dixon, DM Duthe, BM Engelsman, R Gardiner, T Hart, GC Howell, WC Joughin, PR Labrum, DJ Mahlangu, RRW McNeill, HAC Meintjies, MJ Morris, WA Naismith, GP Nel, VS Reddy, PN Rosewarne, PE Schmidt, PJ Shepherd, VM Simposya, AA Smithen, KM Uderstadt, DJ Venter, ML Wertz, A Wood

Directors AJ Barrett, JR Dixon, DM Duthe, PR Labrum, DJ Mahlangu, VS Reddy, PE Schmidt, PJ Shepherd

Associate Partners DJD Gibson, M Hinsch, DA Kilian, SA McDonald, M Ristic, MJ Sim, JJ Slabbert, CF Steyn, HFJ Theart, D Visser, DP Van den Berg, MD Wanless

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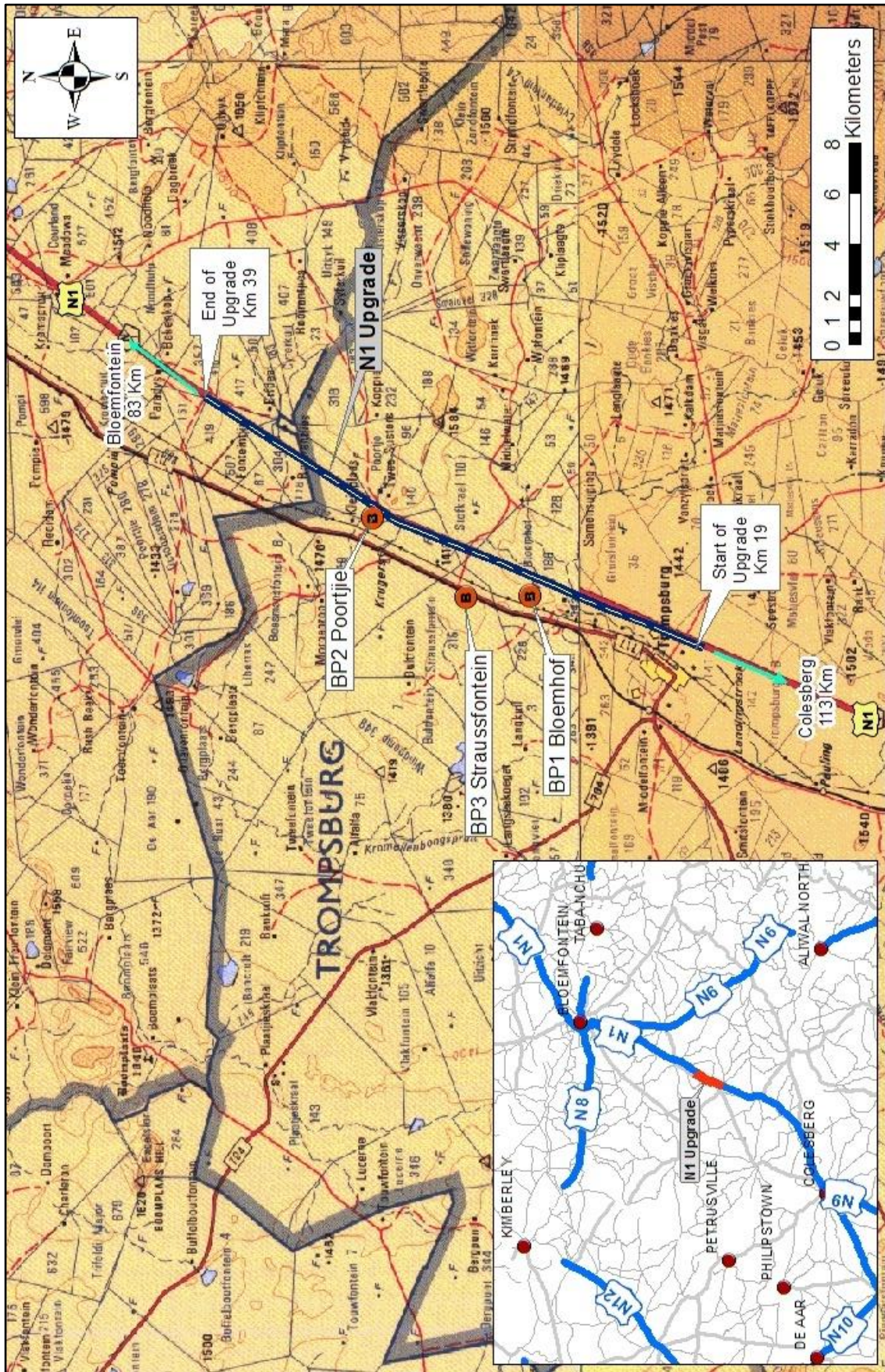


Figure S-2: Locality Plan for the proposed project

Appendix D10: Correspondence notifying IAPs and Stakeholders

Speyers, Tanya

From: Marais, Wanda
Sent: 21 July 2014 02:43 PM
Cc: Gardiner, Rob; Speyers, Tanya
Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province
Attachments: 445678_EMPr Notification Ad_16July2014.pdf
Importance: High

To Interested and Affected Parties, Stakeholders and Authorities,

Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Please take note that the South African National Roads Agency SOC Ltd (SANRAL) has submitted an application to the Department of Mineral Resources (DMR) for the issue of a mining permit in terms of Section 27 of the Mineral and Petroleum Resources Development Act (MPRDA) (Act 28 of 2002). Notice is hereby given in terms of Section 27(5)(b) of the MPRDA and Regulation 3(3)(c) thereto as published in GN R527 of the intent to carry out the proposed activity.

Please find attached the content of an advertisement published in the newspaper "Die Volksblad" today which pertains to the relevant mining permit applications. Your attention is specifically drawn to the fact that an electronic copy of the Draft EMPr in respect of each borrow pit is accessible on SRK Consulting's webpage via the link: <http://www.srk.co.za/en/page/za-public-documents>

All comments on the draft EMPr must reach SRK no later than **12h00** on **21 August 2014**.

Kind Regards,

Wanda Marais B Proc
Public Participation Practitioner



SRK Consulting (South Africa) (Pty) Ltd

Ground Floor, Bay Suites, 1a Humewood Rd, Humeraid, Port Elizabeth, 6001

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Marais, Wanda

From: Microsoft Outlook
<MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@srkna.onmicrosoft.com>
To: Kalipa.kewuti@dmr.gov.za; Samuel.vandenBerg@dmr.gov.za
Sent: 21 July 2014 02:43 PM
Subject: Relayed: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Delivery to these recipients or distribution lists is complete, but delivery notification was not sent by the destination:

Kalipa.kewuti@dmr.gov.za

Samuel.vandenBerg@dmr.gov.za

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: Microsoft Outlook
<MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@srkna.onmicrosoft.com>
To: melatob@dwa.gov.za
Sent: 21 July 2014 02:43 PM
Subject: Relayed: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Delivery to these recipients or distribution lists is complete, but delivery notification was not sent by the destination:

melatob@dwa.gov.za

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: postmaster@tfmc.co.za
To: seaborde@tfmc.co.za
Sent: 21 July 2014 02:44 PM
Subject: Delivered: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Your message has been delivered to the following recipients:

seaborde@tfmc.co.za

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: Mail Delivery Subsystem <MAILER-DAEMON@rly03s.srv.mailcontrol.com>
To: motseim@daff.gov.za; tinyma@daff.gov.za
Sent: 21 July 2014 02:44 PM
Subject: Relayed: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Delivery to these recipients or distribution lists is complete, but delivery notification was not sent by the destination:

motseim@daff.gov.za

tinyma@daff.gov.za

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: Mail Delivery Subsystem <MAILER-DAEMON@rly02s.srv.mailcontrol.com>
To: NhlakaD@nda.agric.za; agriland@nda.agric.za
Sent: 21 July 2014 02:44 PM
Subject: Relayed: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Delivery to these recipients or distribution lists is complete, but delivery notification was not sent by the destination:

NhlakaD@nda.agric.za

agriland@nda.agric.za

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: Microsoft Outlook
<MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@srkna.onmicrosoft.com>
To: dixon@majuba ofs.gov.za
Sent: 21 July 2014 02:44 PM
Subject: Relayed: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Delivery to these recipients or distribution lists is complete, but delivery notification was not sent by the destination:

dixon@majuba ofs.gov.za

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: Microsoft Outlook
<MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@srkna.onmicrosoft.com>
To: vanwykw@freetrans.gov.za
Sent: 21 July 2014 02:43 PM
Subject: Relayed: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Delivery to these recipients or distribution lists is complete, but delivery notification was not sent by the destination:

vanwykw@freetrans.gov.za

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: Microsoft Outlook
<MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@srkna.onmicrosoft.com>
To: mgalimberti@sahra.org.za
Sent: 21 July 2014 02:44 PM
Subject: Relayed: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Delivery to these recipients or distribution lists is complete, but delivery notification was not sent by the destination:

mgalimberti@sahra.org.za

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: Mail Delivery System <MAILER-DAEMON@vodamail.co.za>
To: technical.kopanong@vodamail.co.za
Sent: 21 July 2014 02:43 PM
Subject: Expanded: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Your message has been delivered to the following distribution lists:

technical.kopanong@vodamail.co.za

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: Microsoft Outlook
<MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@srkna.onmicrosoft.com>
To: mlzote@ecphra.org.za
Sent: 21 July 2014 02:43 PM
Subject: Relayed: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Delivery to these recipients or distribution lists is complete, but delivery notification was not sent by the destination:

mlzote@ecphra.org.za

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: Microsoft Outlook
<MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@srkna.onmicrosoft.com>
To: gijon.vanwyk@za.afrisam.com
Sent: 21 July 2014 02:43 PM
Subject: Relayed: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Delivery to these recipients or distribution lists is complete, but delivery notification was not sent by the destination:

gijon.vanwyk@za.afrisam.com

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: Microsoft Outlook
<MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@srkna.onmicrosoft.com>
To: rautenaj@telkom.co.za; coetzej@telkom.co.za
Sent: 21 July 2014 02:43 PM
Subject: Relayed: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Delivery to these recipients or distribution lists is complete, but delivery notification was not sent by the destination:

rautenaj@telkom.co.za

coetzej@telkom.co.za

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Marais, Wanda

From: Microsoft Outlook
<MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@srkna.onmicrosoft.com>
To: Esti.Pretorius@transnet.net; Henry.Dumont@transnet.net;
dawid.theron@transnet.net; gilbert.nortier@transnet.net
Sent: 21 July 2014 02:43 PM
Subject: Relayed: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Delivery to these recipients or distribution lists is complete, but delivery notification was not sent by the destination:

Esti.Pretorius@transnet.net

Henry.Dumont@transnet.net

dawid.theron@transnet.net

gilbert.nortier@transnet.net

Subject: Rehabilitation of the N1 S14: Application for mining permit: proposed borrow pits, Kopanong Local Municipality, Free State Province

Appendix E: BP A Landowner Consent

Appendix F1: Impacts requiring monitoring programmes

Appendix F2: Responsibilities and Duties

Appendix F3: Timeframes for monitoring and reporting

Appendix G: Report on Results of Consultation

Appendix H1: Environmental Management Plan (Mitigation Measures)

Appendix H2: Rehabilitation, Closure and Environmental Objectives

Appendix I: Letter of financial undertaking

Appendix J: Environmental Awareness Programme