



public works & roads

Department:
Public Works and Roads
North West Provincial Government
REPUBLIC OF SOUTH AFRICA

Modiri Molema Road
Old Parliament Complex
Mmabatho, 2735
Private Bag X 2080, Mmabatho,

CHIEF DIRECTORATE: TRANSPORT INFRASTRUCTURE

DIRECTORATE: PLANNING AND DESIGN

Tel.: +27 (18) 388 1398
Email: Sitase@nwpg.gov.za
Enq: K A Sitase

Ref: R42_11-1-1-4_EA & Water Use Licence_UG1 Opencast-Waterval Mine

ALTA VAN DYK ENVIRONMENTAL CONSULTANTS cc (AVDE)

Posnet Suite # 745

Private Bag X 1007

Lyttelton, 0140

For attention: **Tyla Smith**

COMMENTS/ CONSENT IN TERMS OF ACT NO 21 OF 1940 AND ROADS ORDINANCE NO 22 OF 1957 AS AMENDED: NOTICE OF CONSULTATION FOR ENVIRONMENTAL AUTHORISATION AND WATER USE LICENSE APPLICATION FOR THE PROPOSED GLENCORE WATERVAL MINE EMPR TO INCLUDE THE PROPOSED UG1 OPENCAST PROJECT, LOCATED ON THE REMAINING EXTENT OF PORTION 82 OF THE FARM WATERVAL 306 JQ, RUSTENBURG LOCAL MUNICIPALITY, NORTHWEST PROVINCE

AFFECTED PROVINCIAL ROAD (S) : D108_020
MUNICIPALITY : RUSTENBURG LOCAL MUNICIPALITY
TOWN/ TOWNSHIP/ FARM : REMAINING EXTENT OF PORTION 82 OF THE FARM WATERVAL 306 JQ
REGISTRATION NUMBERS :
CLIENT(S)/ APPLICANT : ASGS Holdings (PTY) LTD

Your Notice dated **29 July 2022** has reference. This permission is issued in terms of the **Advertising on Roads and Ribbon Development Act, Act No 21 of 1940** and **Roads Ordinance No 22 of 1957** as amended.

There is no objection to the proposed development, subject to the strict adherence of the attached **Specific and Special Conditions** and should form part of the proposed planning/ development, also that the conditions/requirements listed below are imposed and met in all respects by the applicant:



NOTE : A written confirmation of acceptance of the attached conditions is required. In the event of not receiving a written acceptance of conditions, the approval is withdrawn and this approval is cancelled.

Route R24 form part of the National Road Network, you therefore been advised to consult **SANRAL** on the following: -

Mr. Jan Oliver

Statutory Control Section

The South African National Road Agency SOC Limited

Northern Regional Office

38 Ida Street, Menlo Park, Pretoria, 0081

Private Bag X17, Lynnwood Ridge, 0040

Tel: (012) 426 - 6242

Fax: (012) 348 - 1512

Cell: 083 283 6083

e-Mail: oliverj@nra.co.za

www: www.sanral.co.za

Yours faithfully


DIRECTOR: PLANNING AND DESIGN - LA MAFUNE

cc. Mahlatse Shikoane, Tel. No. (014) 592 1001/6, Private Bag X 82063, Rustenburg, 0300

24/08/2022
DATE

Attached : Locality Map_Layout_BID-EA & Water Use Licence_UG1 Opencast-Waterval Mine and Google_EA & Water Use Licence_UG1 Opencast-Waterval Mine



GENERAL CONDITIONS FOR THE PROPOSED DEVELOPMENT

NB: This wayleave is granted in favour of: **ASGS Holdings (PTY) LTD.**

1. EXISTING AND FUTURE/ PLANNED PROVINCIAL ROADS

The existing and future/ planned provincial road(s) should be excluded from the proposed development(s). For more information see the attached **Locality Map_Layout_BID-EA & Water Use Licence_UG1 Opencast-Waterval Mine.**

2. ACCESS TO THE PROPOSED DEVELOPMENT

The existing access(es) to the affected land i.e. **Locality Map_Layout_BID-EA & Water Use Licence_UG1 Opencast-Waterval Mine** will be used for the above-mentioned development(s).

No additional access (es) will be allowed to Provincial Road(s) **D108_020** at all, without the written approval of the Controlling Authority (Department of Public Works and Roads).

3. NOTIFICATION TO THE DEPARTMENT

The **Department of Public Works and Roads (dpwr)** should be notified (with appropriate detailed plans) about any of the intention or planning and before the commencement thereof of the following: -

- a. Construction of Permanent or Temporary Access(es) from any of the Provincial roads.
- b. Construction of any structures e.g. Buildings along the any of the Provincial roads.
- c. Closing and or Deviation of section(s) of the Provincial roads.
- d. Erection of Advertisement along the Provincial roads.
- e. Working inside the Road Reserves of any of the Provincial roads.
- f. Temporary or Permanent Closure of Traffic on either of the affected roads.
- g. Erection and or Construction of Overhead and or Underground Services e.g. Water & Sewarage pipe lines, Electrical and Telephone Cable Lines across or parallel to the provincial roads.
- h. Trees, Shrubs, Cultivated Grass, Gates or Road Fencing, and or any Road Signage and Furniture to be removed or damaged within the Provincial Road Reserve. If such assets were removed or damaged you will have to replace them to the entire satisfaction of the **Department of Public Works and Roads.**



4. BUILDING LINE

Except where the approval has been granted for services crossing and or development along the provincial road (s), it may be in terms of **Section 9 of the Advertising on Roads and Ribbon Development Act (Act 21 of 1940, as amended)** not to be laid nearer than **95m** from the centre line of the Road Reserve or within a **500m** radius measured from the centre line of the junction of a building restriction Road Reserve (except a National/ Municipal and or Private road), without the specific permission of the **Department of Public Works and Roads**. *For any **SPECIAL/ SPECIFIC CONDITIONS** see **Clause 5** below.*

5. **SPECIAL/ SPECIFIC CONDITIONS FOR THE PROPOSED DEVELOPMENT**

Your proposed development is hereby granted subject to the strict adherence of the conditions/requirements listed below and all Safety Measures by the applicant/ and or his contractors/ suppliers:

a. **ABNORMAL TRUCKS/ EQUIPMENTS**

Department of Public Works and Roads should also be notified with any of the intention of **transporting abnormal trucks/ equipments** on any of the above stated provincial road(s).

b. **BLASTING/ EXPLOSIVE OF ROCKS**

Any unstable conditions encountered or any rock requiring blasting to be reported directly and immediately to the *Departmental Roads Engineer/ Manager*.

Blasting to be done in accordance with the current applicable Explosives Regulations (e.g. Act No 26 of 1956) and possible damage to the road must be excluded as far as possible.

Any damage to the road caused by unstable soil conditions (subsidence, etc.) or blasting must be repaired to the satisfaction of the: *Departmental Roads Engineer/ Manager*.



c. INDEMNITY OF THE PREMIER AGAINST CLAIMS

- i. You indemnify the **PREMIER OF NORTH WEST** and exempt him from any claim or damage which may be instituted or suffered by any person, including legal costs, as a result of the laying or erection of any service or any other works caused or erected by you, or as a result of negligence on your part to protect or maintain the service or other works caused by any other person unless you can prove negligence on the part of Department of Public Works, Roads and Transport or its officials.
- ii. The Department of Public Works and Roads will not be liable for any damage suffered by the applicant as a result of the development, operations carried out on road construction or road maintenance or any other operations whatsoever, unless negligence on the part of Department of Public Works, Roads and Transport or its officials can be proved.
- iii. The applicant shall indemnify the Department of Public Works and Roads or its officials and workers against any claims arising out of any death of or injuries to any person or damage to any property whatsoever (including services such as water pipes, telephone and or electric cables, etc,) caused by or resulting from the activities of the applicant in the road reserve.

d. ROAD RESERVE WIDTHS OF THE AFFECTED PROVINCIAL ROADS

Provision must be made for the following road reserves/ streets and must be excluded from the proposed development:

- i) Road **D108** with the varying road reserve widths between **25m** until **62m**.

- *D108_010 with the road reserve width of about 62m.*
- *D108_020 with the road reserve width of about 25m.*

e. BUILDING LINE RELAXATION

The *Department of Public Works and Roads (DPWR)* is hereby grant the **minimum relaxation of the building line** from the **Standard 95m** as stated by **Clause 4: Standard Building Line** above as follows.

Also see the attached *Sketch Plans Road Reserve Widths*.

- i. **Road Reserve Width of 25m** : The Building Line Relaxation is **45m** from the centre of the Road Reserve; *(i.e.33m from road reserve boundary)*.
- ii. **Road Reserve Width of 62m** : The Building Line Relaxation is **45m** from the centre of the Road Reserve; *(i.e.15m from road reserve boundary)*.



f. LAND USE ALONG THE ROAD(S)

- i. No structure (Poles, Struts, Stays, Manholes, etc.) will be erected and or allowed inside any of the provincial road reserve(s), without the approval from this Department indicating the correct location/ position of the proposed development.
- ii. Land use of even build on the lines of no access shall be in accordance with the requirements of Executive Committee Resolution 1112 of 26 June 1978.
- iii. The applicant shall not erect/ built either permanent or temporarily structures, and or any informal structures along the above-mentioned provincial roads inside the road reserve until he has obtain written approval from the Deputy Director General: Department of Public Works and Roads (Dpwr) to do so

6 RESPONSIBILITY FOR THE COST OF (ACOUSTIC SCREEING) NOISE BARRIER

The applicant shall be responsible for any costs involved in the erection of Acoustic Screening (Noise Barrier).

7 ACCEPTANCE AND DISPOSAL OF STORM WATER

- 7.1 In terms of **Section 84 of the road Ordinance, 1957**, the applicant shall arrange the drainage of the proposed development(s) in such way that it fit in with the drainage of the provincial Road(s)) **D108_020**, taking into account the capacity of the system.
- 7.2 The applicant/ local authority or whoever responsible for the drainage of the proposed development(s) shall receive and dispose all the storm water running from the road or being diverted from the road.
- 7.3 The state or the Provincial Administration will not be responsible for any damage caused by arising from such storm water.
- 7.4 Where, in the opinion of the Deputy Director General: Department of Public Works and Roads, the system for the above-mentioned road(s) is too small to cope with any increased volume of the storm as a result of the establishment or proposed development(s), the applicant/ local authority (whoever responsible for the drainage) shall be responsible for the cost of installing a larger drainage system for the provincial Road(s)) **D108_020**.



7.5 The applicant/ local authority or whoever responsible for the drainage of the proposed development(s) shall built/ construct the drainage scheme at own cost simultaneously with the construction of the access (es).

It will be appreciated if you would kindly ensure that all the above conditions are included in the proposed and intended development(s). Should you have any question and or clarification in regard to the above-mentioned, please do not hesitate to contact this Department.

Yours faithfully


DIRECTOR : PLANNING AND DESIGN

24/08/2022
DATE

L A MAFUNE

Attached : NWP 3-3; NWP 3-4 & NWP 5-1

: Google_EA & Water Use Licence_UG1 Opencast-Waterval Mine

: Locality Map_Layout_BID-EA & Water Use Licence_UG1 Opencast-Waterval Mine

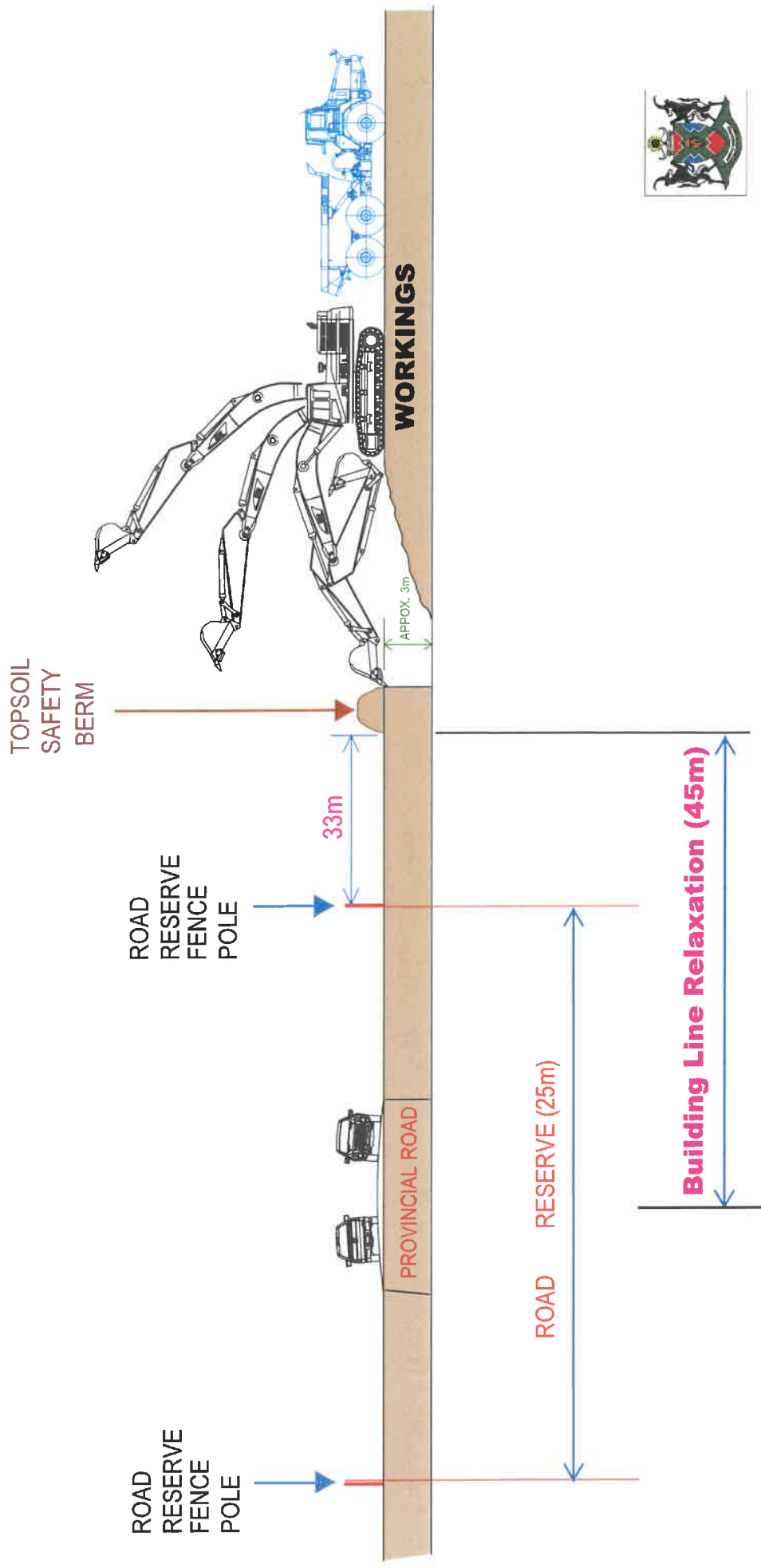
: Sketch Plan_25m Rd Reserve Building Line Relax_Mining

: Sketch Plan_62m Rd Reserve Building Line Relax_Mining



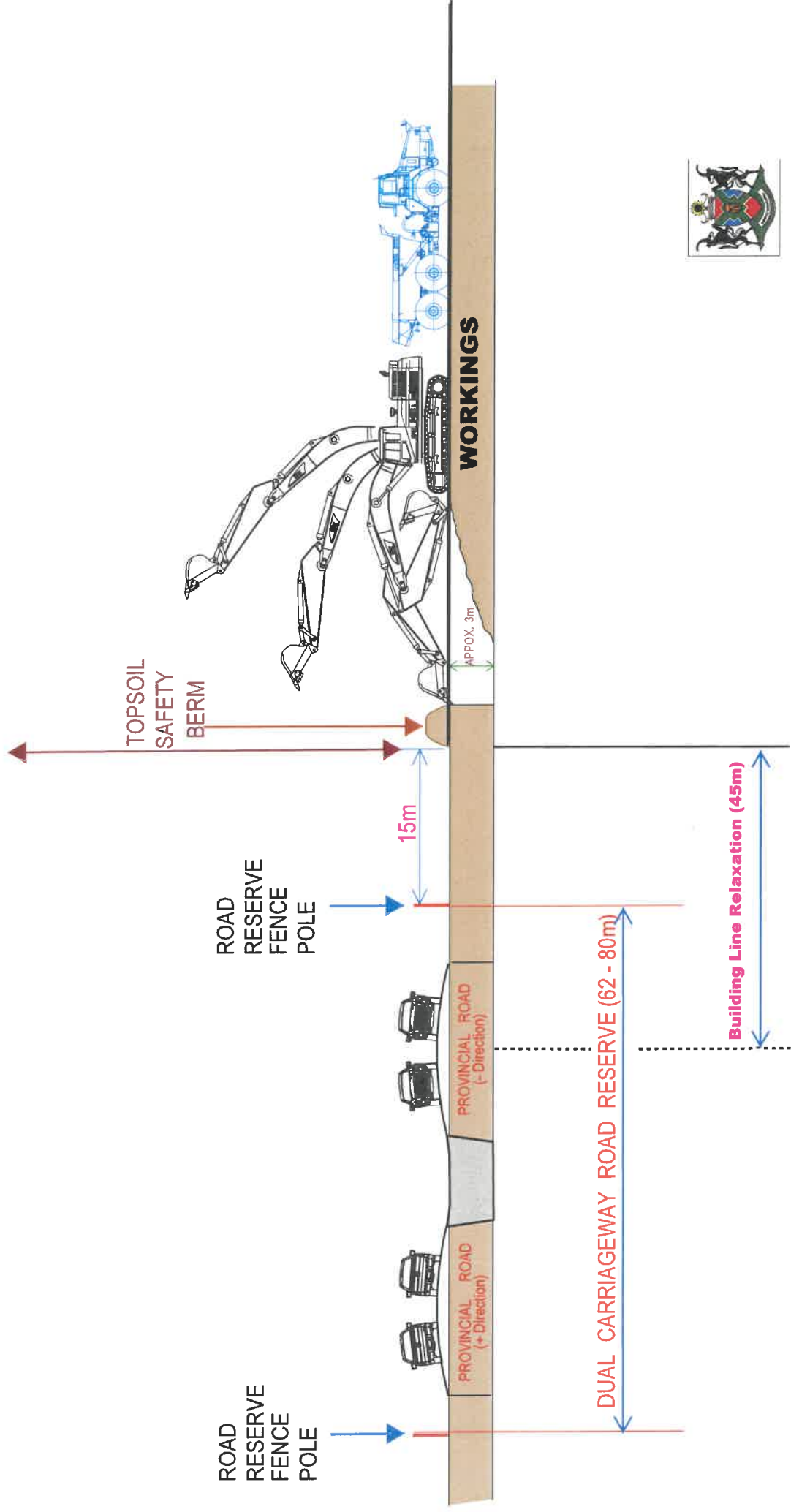
MINIMUM BUILDING LINE RELAXATION

MINING ALONG PROVINCIAL ROAD



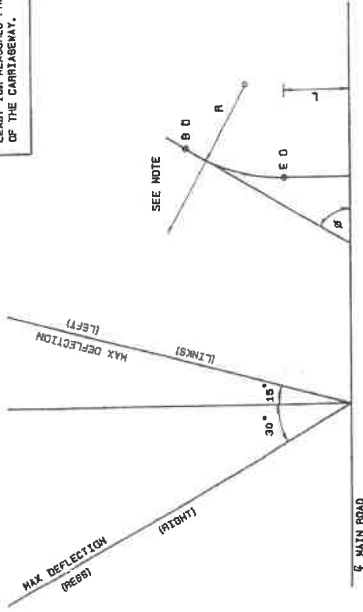
MINIMUM BUILDING LINE RELAXATION

FILLING STATION ALONG PROVINCIAL DUAL CARRIAGEWAY ROAD



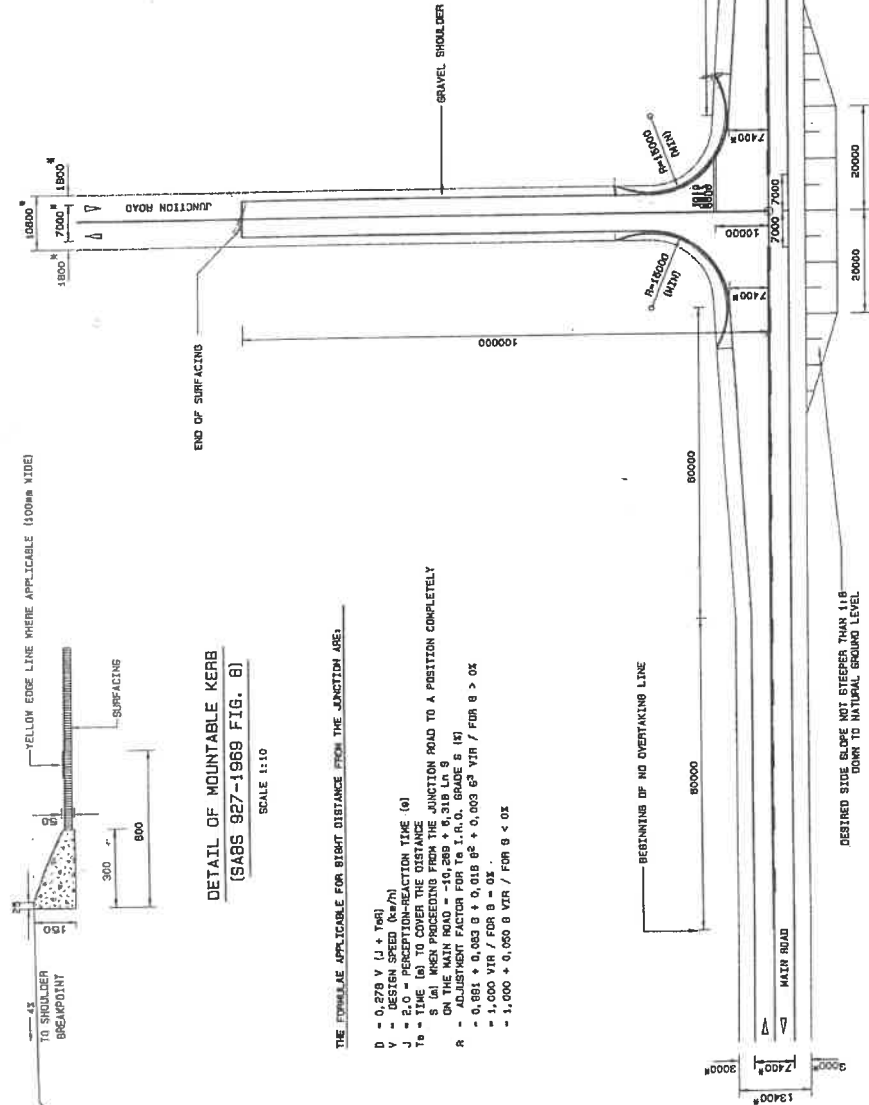
NOTE

THE CROSSFALL ON THE OUTSIDE OF THE CURVE SHOULD PREFERABLY NOT EXCEED 1:10 FOR AN UNGRAVELLED ROAD AND 1:15 FOR GRAVELLED ROAD FROM THE OUTSIDE EDGE OF THE CARRIAGEWAY.



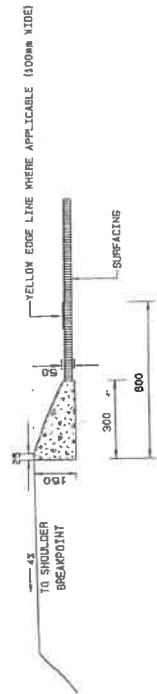
β - DEFLECTION ANGLE SMALLER THAN SAFE DESIGN ANGLE
 L - STOPPING SIGHT DISTANCE TO BE PROVIDED TO BE DESIRABLE
 R - CORRESPONDING RADIUS FOR A SPEED 15 km/h LOWER THAN THE DESIGN SPEED FOR THE REST OF THE JUNCTION ROAD.

SAFE JUNCTION NORMS



DETAIL OF MOUNTABLE KERB
 (SABS 927-1969 FIG. 8)

SCALE 1:10



THE FORMULAE APPLICABLE FOR SIGHT DISTANCE FROM THE JUNCTION ARE:

- $D = 0.273 V (1 + T^2)$
- V - DESIGN SPEED (km/h)
- T - TIME TO PERCEPTION-REACTION TIME (s)
- J - TIME TO COVER THE DISTANCE
- S (a) WHEN PROCEEDING FROM THE JUNCTION ROAD TO A POSITION COMPLETELY ON THE MAIN ROAD = $-10,288 + 6,318 (L/R)$
- S (b) WHEN PROCEEDING FROM THE MAIN ROAD TO A POSITION COMPLETELY ON THE JUNCTION ROAD = $11,000 (L/R)$
- R - ADJUSTMENT FACTOR FOR GRAVEL SURFACING
- $-1,000 \text{ YR} / \text{FOR } 0 < \beta < 30^\circ$
- $-1,000 + 0,008 \text{ YR} / \text{FOR } 30^\circ < \beta < 45^\circ$
- $-1,000 + 0,008 \text{ YR} / \text{FOR } 45^\circ < \beta < 60^\circ$
- $-1,000 + 0,008 \text{ YR} / \text{FOR } 60^\circ < \beta < 75^\circ$
- $-1,000 + 0,008 \text{ YR} / \text{FOR } 75^\circ < \beta < 90^\circ$

NOTE

- GRADIENT ON BOTH ROADS SHOULD NOT BE MORE THAN 3%, ESPECIALLY NOT SO ON THE JUNCTION ROAD. SHOULD THE GRADIENTS EXCEED 3% THE REQUIRED SIGHT DISTANCE MUST BE ESTABLISHED FOR A MB 50 TYPE TRUCK AS PROVIDED IN A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, PART 1, CHAPTER 10.
- THE MINIMUM GRADE AT THE JUNCTION ROAD SHOULD BE 1:100 ON THE CENTRE LINE OF THE JUNCTION ROAD, 5m FROM THE EDGE OF THE NEAREST CONTIGUOUS LANE OF THE MAIN ROAD, TO AN OBJECT HEIGHT OF 1,30m ON THE CENTRE LINE OF THE MAIN ROAD.
- THE DESIRABLE MINIMUM SIGHT DISTANCE IS 300m. ANY DEVIATION MUST BE SUBMITTED WITH FULL SUPPORTING MOTIVATION, TO THE LIAISON ENGINEER FOR A DECISION.
- ON THE FEASIBILITY OF PROVIDING A PASSING LANE AND / OR A DECELERATION LANE ON THE MAIN ROAD MUST BE EVALUATED.
- THIS PLAN SERVES AS A BOUNDARY ONLY. WELL MOTIVATED DEVIATIONS MAY BE CONSIDERED.

* WHERE APPLICABLE, CROSS SECTION DIMENSIONS ARE TO BE TAKEN FROM THE TYPICAL CROSS SECTION SETS USED, INCLUDING THE 7000-DIMENSION SET AT THE JUNCTION.

ROAD MARKINGS ON ROAD MARKINGS REFER TO THE SOUTH AFRICAN ROAD TRAFFIC SIGNS MANUAL AND THE TYPICAL ROAD TRAFFIC SIGN DRAWINGS SERIES.

TABLE No. 1

DESIGN SPEED (km/h)	SIGHT DISTANCE (m)
50	150
60	170
70	210
80	240
90	270
100	300
110	330
120	360
130	390

VALID FOR FLAT GRADES $\pm 3\%$

WOMTOD WEST PROVINCE AND ROADS

DEPARTMENT OF PUBLIC WORKS AND ROADS

T-JUNCTION OF NUMBERED GRAVEL DISTRICT ROADS WITH TARRER SINGLE CARRIAGEWAY ROADS

SCALE ON REDUCED DRAWING

SCALE N T S

APPROVED BY _____

FOR HEAD OF DEPARTMENT _____

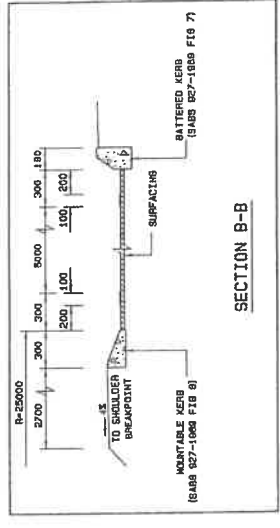
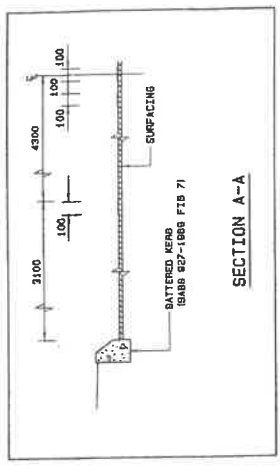
DATE _____

AMENDMENTS _____

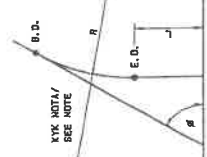
N. N. P.

SHEET 1 OF 1 SHEET

PLAN NO: NWP 3/3



NOTE:
THE CROSSFALL ON THE OUTSIDE OF THE CURVE SHOULD PREFERABLY NOT EXCEED 1:8 FOR AT LEAST 50M MEASURED FROM THE OUTSIDE EDGE OF THE CARRIAGEWAY.



θ = DEFLECTION ANGLE SMALLER THAN SAFE SPEED OF JUNCTION ROAD.
 L = KERB LENGTH. MINIMUM LENGTH OF 100M IS DESIRABLE.
 R = CORRESPONDING RADIUS FOR A SPEED 15KM/H LOWER THAN THE DESIGN FOR THE MEET OF THE JUNCTION ROAD

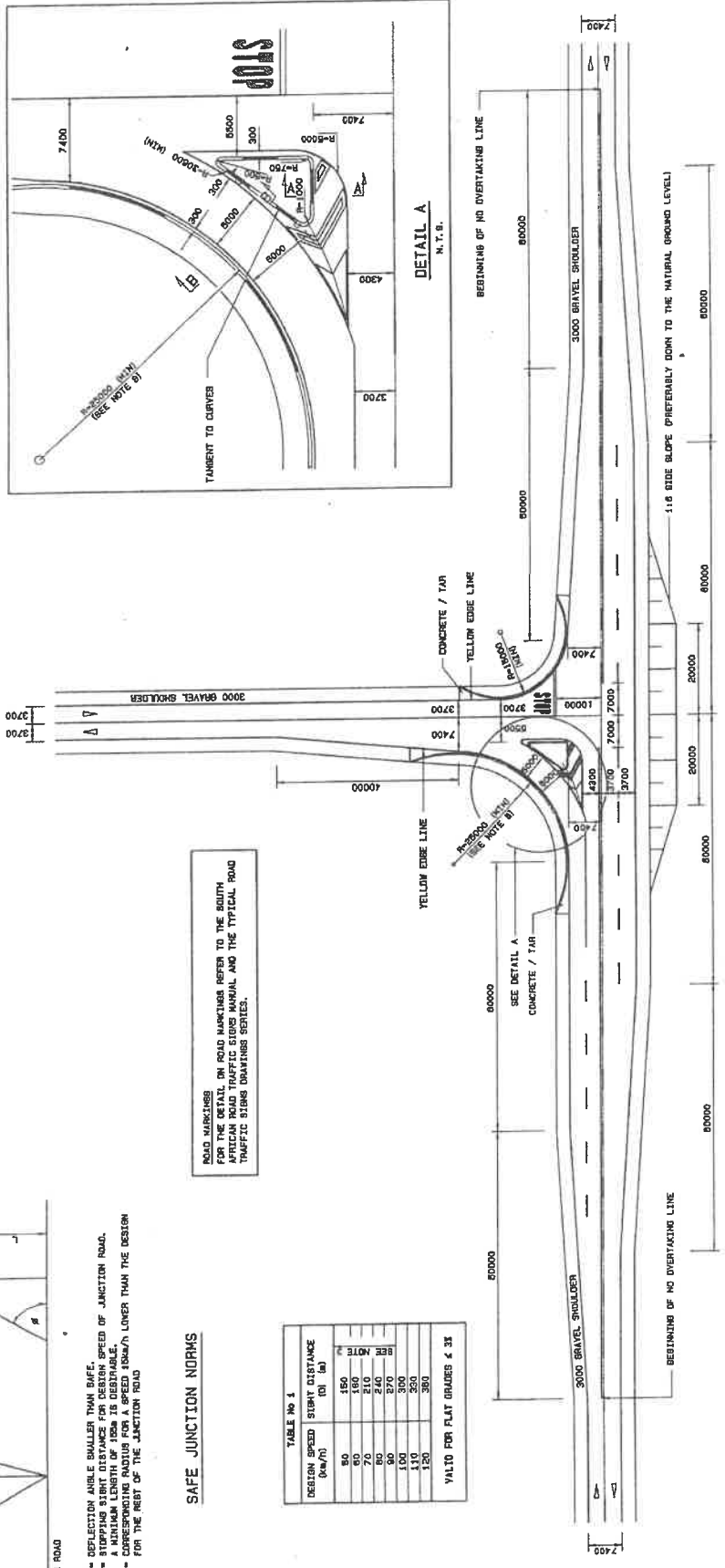
SAFE JUNCTION NORMS

TABLE No 1

DESIGN SPEED (km/h)	STREET DISTANCE (m)
80	150
60	180
70	210
80	240
90	270
100	300
110	330
120	360
130	390

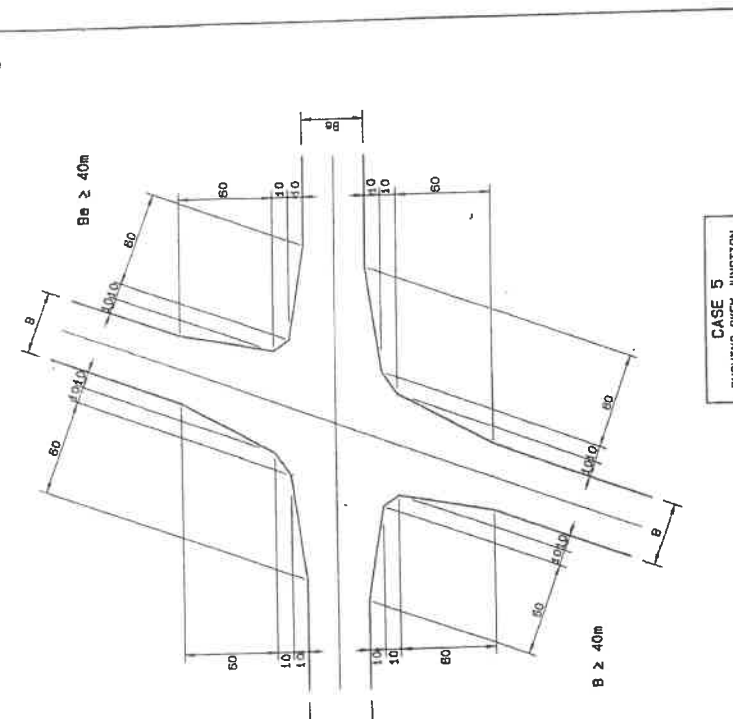
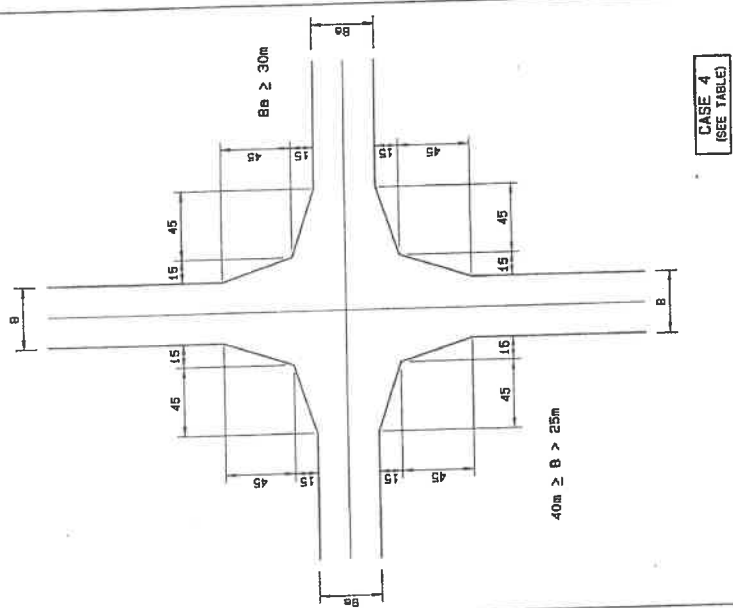
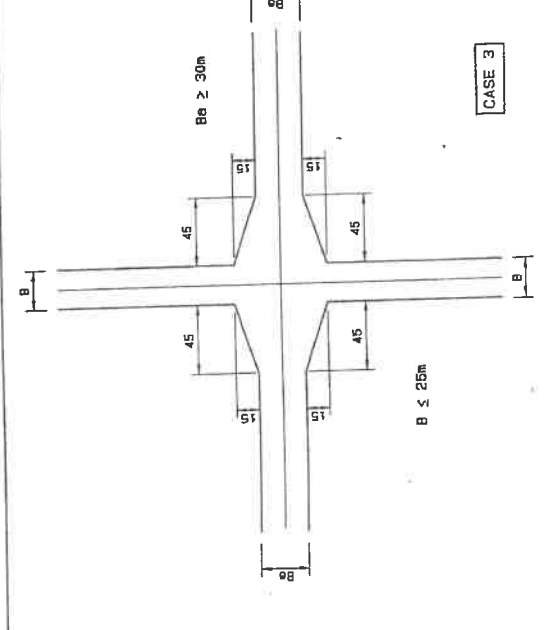
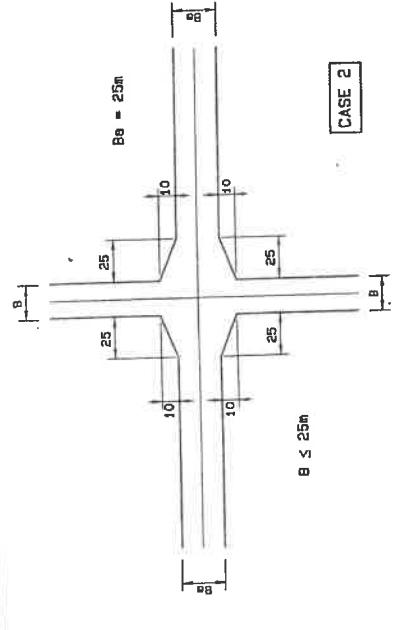
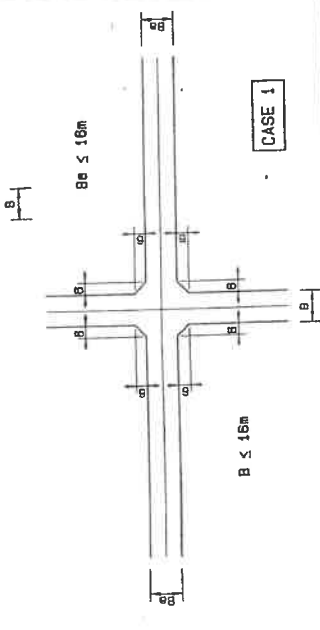
VALID FOR FLAT GRADES $\leq 3\%$

ROAD MARKINGS
FOR THE DETAIL ON ROAD MARKINGS REFER TO THE SOUTH EASTERN REGIONAL AND THE TYPICAL ROAD TRAFFIC SIGNS DRAWINGS SERIES.



NOTES:

1. GRADIENT ON BOTH ROADS SHOULD NOT BE MORE THAN 3%, ESPECIALLY ON THE JUNCTION ROAD.
2. FOR THE DESIGN OF SIGHT DISTANCES REFER TO PLAN NO NWP 3/2.
3. THE DESIRABLE MINIMUM SIGHT DISTANCE IS 300M FOR ALL INTERSECTIONS.
4. THIS PLAN WILL SERVE AS A GUIDELINE ONLY. WELL MOTIVATED DIFFERENCES MAY BE CONSIDERED.
5. A PASSING LANE, 2.4M IN LENGTH (TAPERED) INCLUDED SHALL BE PROVIDED AS SHOWN ABOVE.
6. A SEPARATE LEFT-TURN LANE SHALL BE PROVIDED IF MORE THAN 200 V.P.H. ARE TURNING LEFT OUT OF THE MAIN ROAD.
7. ALL KERBS TO BE REBUILT TO THE FACE OF THE KERB.
8. DEPENDANT ON THE ANGLE OF INTERSECTION THE RADIUS SHALL BE ADAPTED TO ENSURE A MINIMUM ISLAND OF 7.5m².



APPLICATION OF DIFFERENT CASES

MIN ROAD RESERVE WIDTH (m)	MAIN ROAD (Bb)									
	8	10	25	30	40	48, 4	62			
B	1*	1*	2	3	3	3	3			
18		1*	2	3	3	3	3			
25			2	3	3	3	3			
30				4	4	4	4			
40					4 (5) **	4 (5) **	4 (5) **			
48, 4						4 (5) **	5			
62							4 (5) **	5		

JUNCTION ROAD (B)

* MINIMUM SPALL SHOULD BE 6m x 6m (SYMMETRIC). THE REQUIREMENT IS THAT A SHY VEHICLE MUST BE ACCOMMODATED UNLESS THE LOCAL AUTHORITY REQUIRES OTHERWISE.

** CASE 3 ONLY TO BE USED WHEN BOTH ROADS ARE DUAL CARRIAGEWAY ROADS.

NOTES:
 1. WHERE APPLICABLE, CASES 1 AND 2 SHOULD BE DETERMINED IN CONSULTATION WITH THE LOCAL AUTHORITY.
 2. THE DESIGN VEHICLE TO DETERMINE THE TURNING MOVEMENTS AT JUNCTIONS (EXCLUDING TO INDUSTRIAL AREAS) SHOULD BE A SHY VEHICLE. FOR INDUSTRIAL AREAS, THE DESIGN VEHICLE SHOULD BE A SHY VEHICLE. FOR INDUSTRIAL AREAS A SHY VEHICLE MUST BE USED. IN ALL CASES THE REQUIRED SPACE MUST BE MAINTAINED BETWEEN THE TIE-LINE AND THE ROAD RESERVE AND THE ROAD RESERVE MUST BE MAINTAINED AND DRAINAGE IS REQUIRED.

Google_EA & Water Use Licence_UG1 Opencast-Waterval Mine

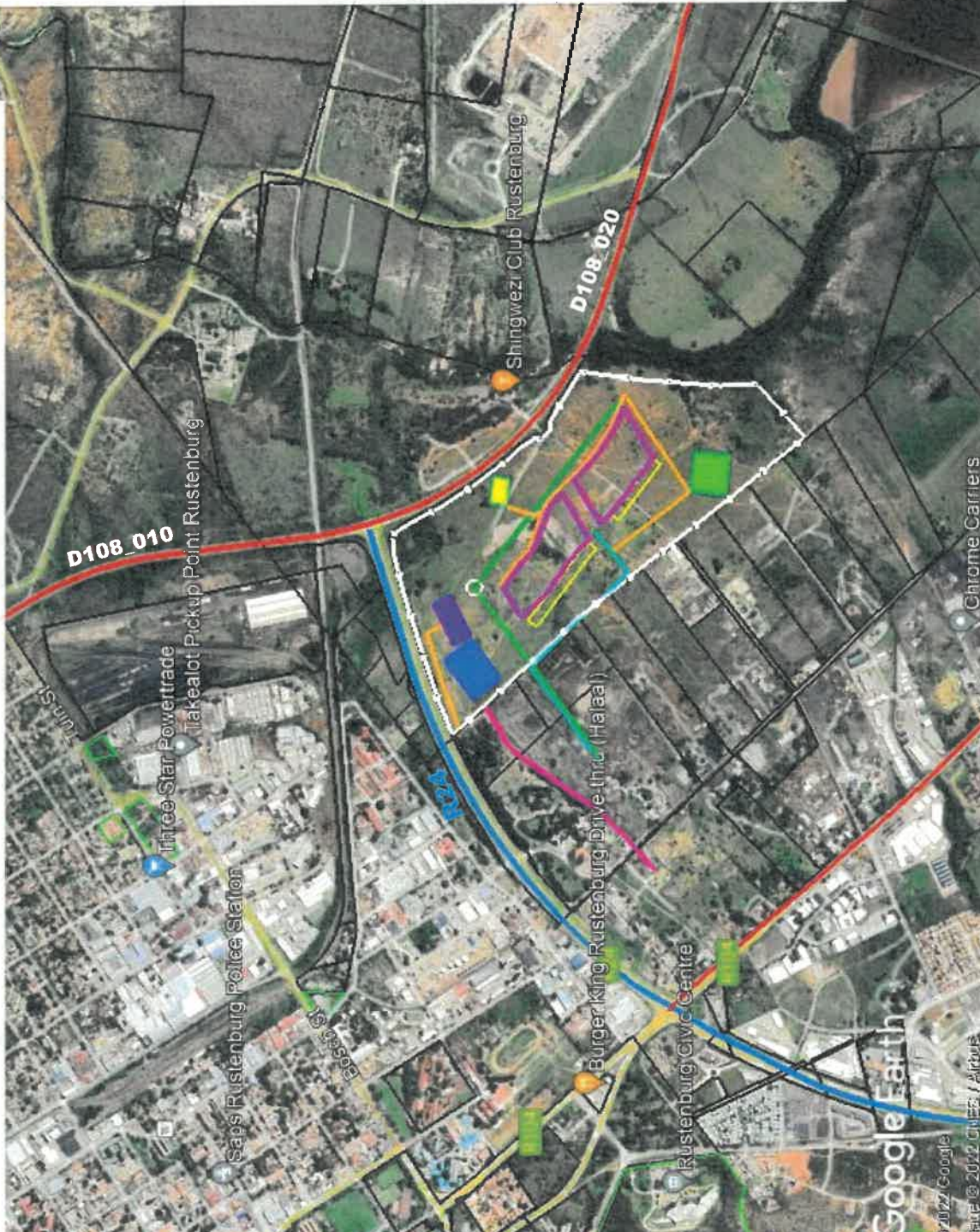
Write a description for your map.

Legend

- Burger King Rustenburg Drive-thru (Halaal)
- Farm Portion Boundary
- Fence
- Haul road
- Internal roads
- National Road
- Opencast area
- Overburden stockpile
- Overhead powerline
- Parking area
- Pollution water pipeline
- Pollution water trench
- Provincial Gravel Road
- Provincial Paved Road
- Run of mine/muck stockpile
- Rustenburg
- Rustenburg Civic Centre
- Saps Rustenburg Police Station
- Shingwezi Club Rustenburg
- Site office/changehouse
- Takealot Pickup Point Rustenburg
- Three Star Powertrade
- Topsoil stockpile
- Weather for Rusten



1 km



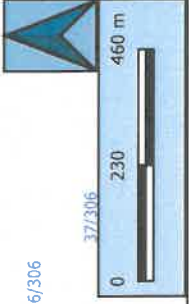
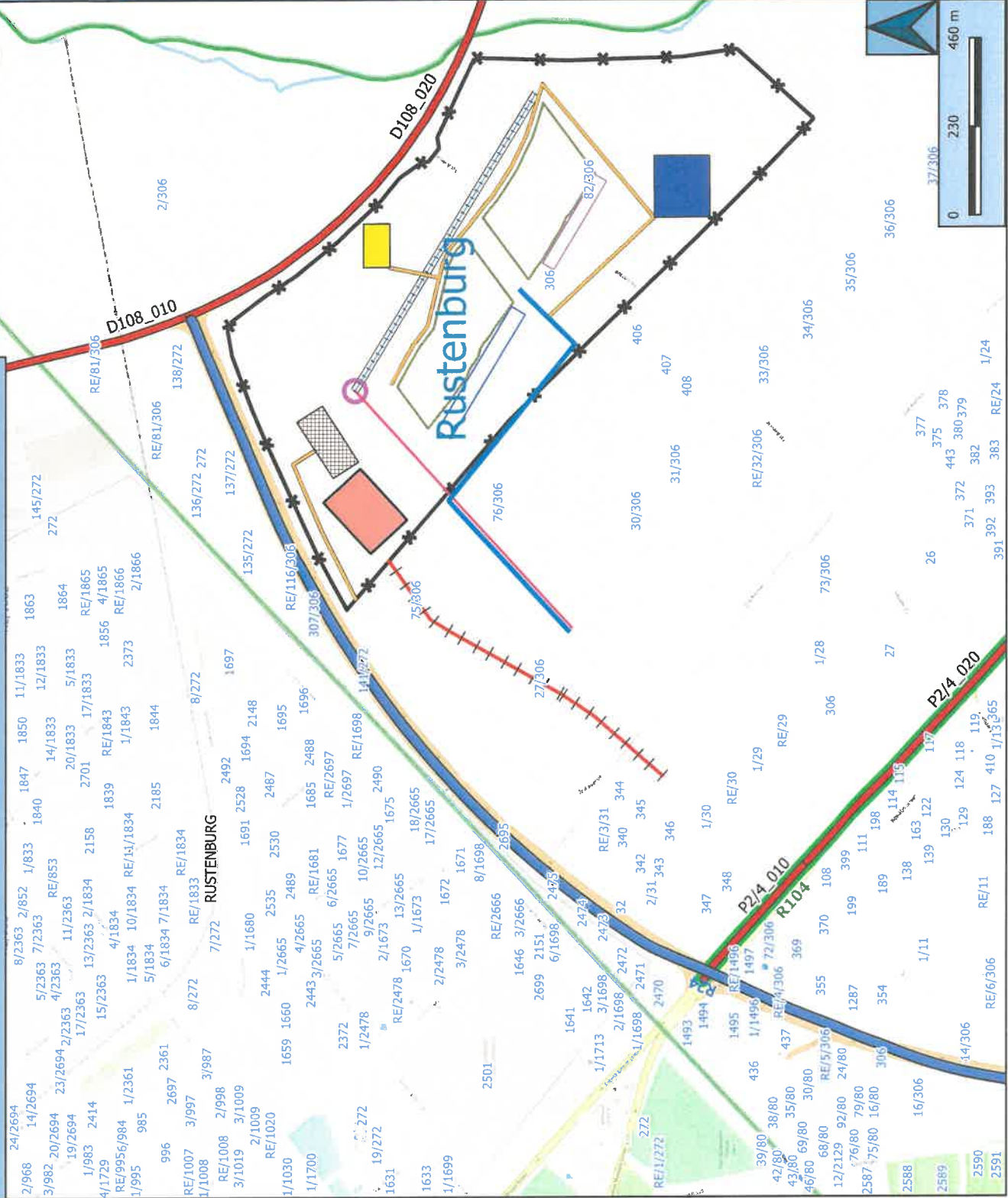
Google Earth

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Map © 2022 CNES / Airbus

Chrome Carriers

Locality Map_Layout_BID-EA & Water Use Licence_UG1 Opencast-Waterval Mine

- LEGEND:**
- NationalRoads2014
 - NWP_Provincial Road Network_Rev0
 - Paved Flex
 - RegionalSecondaryRoutes
 - MDB_2016_LocalMunic_NWClip
 - NW_FarmPortionsClip_ESRI
 - EA & Water Use Licence_UG1 Opencast
 - Layout_BID
 - Run of Mine/ Muck Stockpile
 - Parking Area
 - Topsoil Stockpile
 - Site Office/ Changehouse
 - Layout_BID
 - Fence
 - Overhead Powerline
 - Pollution Water Dam
 - Pollution Water Pipeline
 - Pollution Water Trench
 - Internal roads
 - Opencast Area
 - Overburden stockpile
 - Overburden stockpile
 - Haul road
 - Short_Farm No
 - Farms
 - Villages
 - OpenStreetMap



Suzanne van Rooy

From: Suzanne van Rooy <suzanne@avde.co.za>
Sent: Tuesday, 13 September 2022 10:04
To: 'Andre Van Tonder'
Subject: RE: Glencore Waterval Mine: Draft Scoping Report
Attachments: UG1 Opencast_BID_English.pdf

Hi Andre,

Thank you so much for your email. You don't have to submit anything to me, the email and letter was just a notification of the availability of the Draft Scoping Report for comment.

Glencore Waterval Mine is planning an opencast mine on the remaining extent of portion 82 of the farm Waterval 306 JQ. I have attached a Background Information Document for further information.

An environmental authorisation process is currently being undertaken for the proposed project, and is currently in the Scoping Phase. The Draft Scoping Report is currently available for comment and can be downloaded here:

<https://www.altavandykenvironmental.co.za/public-documents/>

A hard copy of the Draft Scoping Report is also available at the Rustenburg Public Library as well as at Glencore Waterval West Mine Security until 3 October 2022.

If you have any queries about the proposed project, or have any comments you would like to raise, please send them to me by 3 October 2022.

Kind regards,

Suzanne van Rooy

MPhil Environmental Management
Pri.Sci.Nat (400378/11)
Registered EAP (EAPASA Ref 2019/1079)



Alta van Dyk Environmental Consultants cc (2011/059764/23)

VAT No: 4630259952 Postnet Suite # 745 Unit 3698
Tel: 012 940 9457 Private Bag X 1007 4 Garcia Peak
Fax: 086 634 3967 Lyttelton Midlands Estate
Cell: 078 196 6002 0140

www.altavandykenvironmental.co.za

From: Andre Van Tonder <AndreV@servest.co.za>
Sent: Monday, 12 September 2022 15:13
To: Suzanne van Rooy <suzanne@avde.co.za>
Subject: RE: Glencore Waterval Mine: Draft Scoping Report

Hi Suzanne

What is this about, as I am not sure what I should submit to you?

Regards

From: Suzanne van Rooy [<mailto:suzanne@avde.co.za>]
Sent: 31-August-2022 1:34 PM
To: Suzanne van Rooy <suzanne@avde.co.za>
Subject: Glencore Waterval Mine: Draft Scoping Report

Dear Stakeholder,

Attached please find a notification of the availability of the Draft Scoping Report for public comment for Glencore Waterval Mine's proposed UG1 opencast project, located near Rustenburg, North West Province. The Draft Scoping Report is available for comment for 30 days from 2 September to 3 October 2022.

Kindly submit any comments to the undersigned by 3 October 2022.

Best regards,

Suzanne van Rooy

MPhil Environmental Management
Pri.Sci.Nat (400378/11)
Registered EAP (EAPASA Ref 2019/1079)



Alta van Dyk Environmental Consultants cc (2011/059764/23)
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AndreV@servest.co.za



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Technical Manager

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AndreV@servest.co.za

Suzanne van Rooy

From: Suzanne van Rooy <suzanne@avde.co.za>
Sent: Monday, 19 September 2022 08:57
To: 'info@sitona.co.za'
Cc: 'JB McCallaghan'; 'Gerrie'
Subject: RE: Glencore Waterval Mine: Draft Scoping Report

Tracking:	Recipient	Read
	'info@sitona.co.za'	
	'JB McCallaghan'	
	'Gerrie'	
	gerrie@sitona.biz	Read: 2022/09/19 09:24
	info@sitona.co.za	Read: 2022/09/19 09:12

Hi Charlene,

Thank you for your email. The public open day is not compulsory – it is an opportunity for stakeholders to gain more information on the project and to ask questions.

We will keep on informing you about the progress of the project and when the Draft Environmental Impact Assessment Report and Environmental Management Programme will be made available for public comment.

Kind regards,
Suzanne

From: info@sitona.co.za <info@sitona.co.za>
Sent: Thursday, 15 September 2022 12:08
To: 'Suzanne van Rooy' <suzanne@avde.co.za>
Cc: 'JB McCallaghan' <jb@sitona.co.za>; 'Gerrie' <gerrie@sitona.biz>
Subject: RE: Glencore Waterval Mine: Draft Scoping Report

Good day Suzanne,

I trust that you are well upon receipt of this mail.

I refer to your email below regarding the Invitation Public Open Day Held on 22 September 2022. Sitona has no objection to the mining operation, please advise if it is necessary for us to attend the above mentioned meeting in this case.

I thank you in advance.

Kind Regards

Charlene Frieslaar



Group of Companies

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From: Suzanne van Rooy <suzanne@avde.co.za>
Sent: Wednesday, 31 August 2022 13:34
To: Suzanne van Rooy <suzanne@avde.co.za>
Subject: Glencore Waterval Mine: Draft Scoping Report

Dear Stakeholder,

Attached please find a notification of the availability of the Draft Scoping Report for public comment for Glencore Waterval Mine's proposed UG1 opencast project, located near Rustenburg, North West Province. The Draft Scoping Report is available for comment for 30 days from 2 September to 3 October 2022.

Kindly submit any comments to the undersigned by 3 October 2022.

Best regards,

Suzanne van Rooy

MPhil Environmental Management
Pri.Sci.Nat (400378/11)
Registered EAP (EAPASA Ref 2019/1079)



Alta van Dyk Environmental Consultants cc (2011/059764/23)

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Enquiries: Elijah Dumisani Katsetse

Tel: 0214624502

Email: ekatsetse@sahra.org.za

CaseID: 19481

Date: Wednesday September 28, 2022

Page No: 1

Interim Comment

In terms of Section 38(3), 38(8) of the National Heritage Resources Act (Act 25 of 1999)

Attention: Annah Ngope

Glencore Operations South Africa (Ptd) Ltd

The proposed UG1 opencast project will include the opencast mining of the chromite layer on the remaining extent of Portion 82 of the farm Waterval 306 JQ. There is approximately 1 million tons of the UG1 chromite layer that can potentially be mined using opencast mining methods.

Alta van Dyke Environmental Consultants cc have been appointed by Glencore Operations South Africa (Pty) Ltd to conduct an Environmental Authorisation (EA) Application the amendment of the Glencore Waterval Mine EMPr report to include the proposed UG1 Opencast project and PR 2060 into the mining right area and the associated Water Use License Application on prtion 2 of the Farm waterval 306 JQ, Rustenburg Local Municipality, Bojanala District Municipality, North West Province.

A draft Scoping Report (DSR) has been submitted in terms of the National Environmental Management Act, no 107 of 1998 (NEMA) and the NEMA Environmental Impact Assessment (EIA) Regulations that trigger the Mineral and Petroleum Resources Development Act, 2002 (As Amended). The proposed development will include expansion of mining area for opencast mining of Chromite layer on the remaining extent of Portion 82 of the Farm Waterval 306 JQ. Operations will require several new infrastructure as follows roads, powerlines, and pipelines, fencing, site offices and change houses, stockpiles, general and hazardous waste management areas, and water pollution management facilities.

It is stated in section 12.10 (pg 48) of the DSR that "a Phase 1 HIA was undertaken for the Waterval Chrome Mine in 2010. Areas to the north and to the south of the mine have been surveyed by the author in the past. Numerous sites have been recorded and at least twenty sites have been excavated. The Phase 1 HIS study for the Waterval Chrome Mine revealed none of the types and ranges of heritage resources as outlined in section 3 of the National Heritage Resorces Act (25 Of 1999)".

It is further stated on (pg 66) of the DSR that "A cultural heritage assessment will be undertaken during the impact assessment phase to confirm the presence of any heritage sites of significance. The results of this study will be incorporated into the EIA/EMPr. Should such features be found within the study area of the UG1 open cast project, the impacts on these features will be assessed and the relevant and appropriate mitigation measures will be recommended".

Our Ref:



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The development area is located in an area of Insignificant/Zero Palaeontological Sensitivity as per PalaeoSensitivity Map on SAHRIS. No further palaeontological studies are required.

Interim Comment

The SAHRA APM Unit notes that there are known cultural and/or heritage resources in the project area and there is potential impact on these resources. Therefore, the following needs to be undertaken in terms of section 38(3) of the National Heritage Resources Act (25 of 1999) as part of the EA application process.

As the previously undertaken HIA assessment study was undertaken more than 10 years ago (2010), SAHRA request that an updated heritage impact assessment be conducted for the proposed expansion of mining activities for. A field-based assessment of the impact to archaeological resources must be conducted by a qualified archaeologist. The report must comply with section 38(3) of the NHRA and the SAHRA 2006 Minimum Standards: Archaeological and Palaeontological Component of Impact Assessments, and the 2012 Minimum Standards: Archaeological Component of Heritage Impact Assessments. The Minimum Standards provides allowance for a Letter of Recommendation for Exemption that can be submitted by a qualified archaeologist should they deem it appropriate.

The assessment should include any other heritage resources that may be impacted such as built structures over years old, sites of cultural significance associated with oral histories, burial grounds and graves, graves of victims of conflict, and cultural landscapes or viewsapes must also be assessed.

Further comments will be issued upon receipt of the above requested report and the submission of the draft EIA with appendices.

Should you have any further queries, please contact the designated official using the case number quoted above in the case header.

Yours faithfully

Our Ref:



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CaseID: 19481

Date: Wednesday September 28, 2022

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Elijah Dumisani Katsetse
Heritage Officer
South African Heritage Resources Agency

Phillip Hine
Manager: Archaeology, Palaeontology and Meteorites Unit
South African Heritage Resources Agency

ADMIN:

Direct URL to case: <https://sahris.sahra.org.za/node/604611>
(DMR, Ref:)