DRAFT BASIC ASSESSMENT REPORT

Submitted in terms of the Environmental Impact Assessment Regulations, 2014 promulgated in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) to:

KWAZULU-NATAL DEPARTMENT OF ECONOMIC DEVELOPMENT, TOURISM AND ENVIRONMENTAL AFFAIRS (EDTEA)

PROJECT TITLE

Construction of Mageza Service Station (Ingogo) and associated infrastructure with a restaurant on Portion 9 of the Farm Redmain No. 14492 along N11 from Newcastle to Volksrust, within Newcastle Local Municipality, Newcastle, KwaZulu – Natal.

(1) (a) (i) Details of the EAP who prepared the report:

Business name of EAP:	**Mondli Consulting Services**		
Physical address:	**6 Joseph Avenue, New Era House, Suite 9, Durban North**		
Postal address:	**P O Box 22536, Glenashley**		
Postal code:	**4022**	**Cell:**	**0826799841**
Telephone:	**0826799841**	**Fax:**	**(031) 5725647**
E-mail:	**mondlib@webmail.co.za**		

(ii) The expertise of the EAP (including curriculum vitae)

Name of representative of the EAP	Education qualifications	Professional affiliations	Experience at environmental assessments (yrs)
BM Mthembu	**Diploma in Nature Conservation Masters Degree (Environmental Studies Dissertation) Bachelor of Laws (LLB)**	**Society of South African Geographers (Membership No. 28/09), confirmed to comply with the requirements set by South African Council for Natural Scientific Professions.**	**Has been involved in environmental and conservation field for over 20 yrs. Conducted EIAs for over 15 years including Strategic Env. Assessment. Has been involved in the review and commenting on development projects impacting**

			on the environment.
SI Thwala	**National Diploma in Analytical Chemistry & Bachelor of Science degree majoring in Geography and Computer Science. He has done many courses in environmental management.**	**None**	**One-year, two months experience in environmental monitoring, and inspection of environmental projects. Assisting in environmental assessment. Training in environmental management.**

(b) The location of the activity

(i) The 21-digit Surveyor General code of each cadastral land parcel

N	O	H	S	0	0	0	0	0	0	0	1	4	4	9	2	0	0	0	0	9

(ii) The physical address and farm name

The project site is located on Portion 9 of the Farm Redmain No. 14492 along N11 from Newcastle to Volksrust.

(iii) Where the required information in terms of (i) and (ii) is not available, the co-ordinates of the boundary of the property or properties

	Latitude (S):	**Longitude (E):**
Alternative:	**27° 38' 23.75"**	**29° 57' 12.75"**

Alternative S1[1] (preferred or only site alternative)						
Alternative S2 (if any)	º	‘	“	º	‘	“
Alternative S3 (if any)	º	‘	“	º	‘	“

(c) A plan which locates the proposed activity or activities applied for as well as associated structures and infrastructure at an appropriate scale

See the attached site map on the proposed site locating Mageza service station, and locality map – **attached as Appendix A (i)(ii) and (iii).**

(i) A linear activity, a description and co-ordinates of the corridor in which the proposed activity or activities is to be undertaken

As provided above.

In the case of linear activities: N/A

Alternative:	**Latitude (S):**			**Longitude (E):**		
Alternative S1 (preferred or only route alternative)						
• Starting point of the activity						
• Middle point of the activity						
• End point of the activity						
Alternative S2 (if any)			“			“
• Starting point of the activity	º		“	º	‘	“
• Middle point of the activity	º	‘	“	º	‘	“
• End point of the activity	º	‘	“	º	‘	“
Alternative S3 (if any)			“			“
• Starting point of the activity	º	‘	“	º	‘	“
• Middle point of the activity	º	‘	“	º	‘	“

- End point of the activity

º	‘	“	º	‘	“

(ii) On land where the property has not been defined, the co-ordinates within which the activity is to be undertaken

Coordinates - as furnished under (b) (iii) above.

(d) A description of the scope of the proposed activity, including -

(i) All listed and specified activities triggered and being applied for

Indicate the number and date of the relevant notice:	**Activity No(s) (in terms of the relevant notice) :**	**Describe each listed activity as per the project description (and not as per wording of the relevant Government Notice)[2]:**
GNR No. 327 (Listing 1) of 7 April 2017	Activity No. 14 – The development and related operation of facilities or infrastructure, for the storage, or for the storage and handling, of a dangerous good, where such storage occurs in containers with a combined capacity of 80 but not exceeding 500 cubic metres;	In this instance, it is 184 000 litres of fuel that will be stored on site for commercial purposes as part of the proposed Mageza Service Station.

(ii) A description of the activities to be undertaken including associated structures and infrastructure

The project entails the construction of Mageza Service Station (Ingogo) including associated structures and infrastructure comprising fuel storage tanks [2 x 46 000 litres ULP], 2 x 46 000 litres diesel all underground, pumps, concrete slabbing, building on site comprising office, convenience shop, restaurant, staffroom, kitchen and toilets at Ingogo area, Newcastle. All buildings are single storey.

[2]Please note that this description should not be a repetition of the listed activity as contained in the relevant Government Notice, but should be a brief description of activities to be undertaken as per the project description, i.e. describe the components of the desired development

(e) A description of the policy and legislative context within which the development is proposed including -

(i) An identification of all legislation, polices, plans, guidelines, spatial tools, municipal development planning frameworks, and instruments that are applicable to this activity and have been considered in the preparation of the report

Legislation	Authority	Year
National Environmental Management Act	Department of Economic Development, Tourism and Environmental Affairs (EDTEA) / Department of Environmental Affairs (DEA)	1998
EIA Regulations, 2014	EDTEA / DEA	2014
Guideline:5 Assessment of Alternatives and Impacts in support of EIA Regulations	EDTEA / DEA	2006
Guideline on Need and Desirability, Department of Environmental Affairs	EDTEA / DEA	2017
Petroleum Products Act, 1977 (Act 120 of 1977) as amended. – Petroleum Products site and retail license Regulations 2006	Department of Energy	1977 and 2006 respectively
Pollution Prevention Act (APA) (Act No. 45 of 1965)	EDTEA / DEA	1965
National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004)	EDTEA / DEA	2004
The National Water Act	Department of Water and Sanitation	1998

KZN Provincial Roads Act, No. 4 of 2001	KZN Department of Transport	2001
Subdivision of Agricultural Land Act, No. 70 of 1970	Department of Agriculture and Rural Development / Department of Agriculture, Forestry and Fisheries (DAFF)	1970
National Environmental Management: Waste Act	EDTEA / DEA	2008
National Environmental Management: Biodiversity Act	DEDTEA / DEA	2004
National Environmental Management: Protected Areas Act	EDTEA / DEA / Ezemvelo KZN Wildlife	2003
Alien and Invasive Species Regulations	EDTEA / DEA	2014
KwaZulu-Natal Amafa and Research Institute Act, Act No. 5	Amafa AkwaZulu Natali	2018
National Heritage Resources Act National Heritage Council Act	Amafa Amafa	1999 1999
South African Constitution	RSA	1996
Promotion of Administrative Justice Act	Department of Justice	2000
Occupational Health and Safety Act, 85 of 1993	Department of Labour	1993
National Forests Act	Department of Agriculture, Forestry and Fisheries	1998
Noise Control Regulations (Regulations 154, 10 January 1992)	EDTEA / Department of Environmental Affairs	1992
SANS 10400	Newcastle Local	1977

amendments, in terms of the National Building Regulations and Building Standards Act, No. 103 of 1977, as amended	Municipality	
National Development Plan	RSA Government Departments, Municipalities and Public Entities	2011
Newcastle Local Municipality Integrated Development Plan (IDP) 2013/2014	Newcastle Local Municipality	2013
Amajuba District Municipality IDP	Amajuba District Municipality	2017 / 2018

(iii) How the proposed activity complies with and responds to the legislation and policy context, plans, guidelines, tools frameworks, and instruments

Legislation, polices, plans, guidelines, spatial tools, municipal development planning frameworks and other instruments	**Compliance and applicability**
National Environmental Management Act	Promulgation is as per this Act
EIA Regulations, 2014	The whole process has to comply with these Regulations.
Guideline:5 Assessment of Alternatives and Impacts in support of EIA Regulations	These Guidelines are applicable in terms of the exploration of alternatives.
Guideline on Need and Desirability, Department of Environmental Affairs	In terms of these guidelines the need and desirability of the project has to cover certain specifics like training, safety, service delivery, benefits to the local people and the alignment of planning related issues to the project.
Petroleum Products Act, 1977 (Act 120 of 1977) as amended. – Petroleum Products site and retail license Regulations 2006	This relates to the control of petroleum products, site and retail licenses in this regard.
Pollution Prevention Act (APA) (Act No. 45 of 1965)	This may be applicable in case of dust on site.
National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004)	This may be applicable in case of dust on site.
National Environmental Management: Protected Areas Act	This is applicable form the conservation value perspective of the area.
The National Water Act	The activities that may affect water resources on site e.g. active boreholes and groundwater resources.
KZN Provincial Roads Act, No. 4 of 2001	This is with particular reference to the acceptability of ingress / egress, traffic volumes and general traffic safety conditions around the project site.
Subdivision of Agricultural Land Act, No. 70 of 1970	This relates to the sub-division of agricultural land.

KwaZulu-Natal Heritage Act / KwaZulu-Natal Council Act	The legislation relates to heritage objects in case there are heritage resources on the site in question.
National Environmental Management: Waste Act	All waste related issues are governed by this legislation e.g. appropriate disposal of solid waste during construction and operational phases.
Occupational Health and Safety Act	Safety and Health issues on site, especially during construction and beyond.
SANS 10400 amendments, in terms of the National Building Regulations and Building Standards Act, No. 103 of 1977	This has to accompany the building plans submitted to the Local municipality.
National Forests Act (Act 84 of 1998), 1998	The Act is applicable to the site as it comprises of indigenous vegetation.
National Development Plan	This relates to issues of job creation, economic activities, rural employment and inclusive rural development, environment challenges and the need for sustainable development. The plan speaks about creating 11 million net new jobs over the period and reducing the rate of unemployment to about 6% by 2030. The plan is also emphasising that rural economies need to be activated through the stimulation of among other things tourism.
Newcastle Local Municipality Integrated Development Plan (IDP) 2013/2014.	The project is in line with the ethos of the Newcastle Local Municipality's IDP document.
Amajuba District Municipality IDP	The project is in line with the stated vision of Amajuba District Municipality.

(f) **A motivation for the need and desirability for the proposed development including the need and desirability of the activity in the context of the preferred location**

The proposed Mageza Service Station and Restaurant development will bring a positive contribution to the lives of Ingogo people as well as to the local economy. The identified site is part of the N11 / P 279 intersection node identified by the local municipality for both industrial and commercial growth to stimulate the economy of Ingogo. This project is likely to serve as a catalyst for the development of the node. It is also anticipated that Ingogo settlement will in future move towards the intersection.

There are currently no filling stations between Newcastle and Volksrust on the N11 mobility corridor. This means the proposed Service Station will prove convenient to the motorists travelling along N11. The location of the Mageza Service Station is ideal for the target market which is motorists driving north to Volksrust and south to Newcastle.

The proposed Facility will serve as a refueling, rest and eating place for motorists travelling along the N11 to Mpumalanga / KwaZulu – Natal and beyond. It has been observed that there is a shortage of service stations and fast food outlets on the N11 between Newcastle and Volksrust. The proposed Facility will provide a convenient service to both the people of Ingogo and the surrounding rural areas and passing motorists travelling along the N11.

The population statistics in the study area indicates that most of the residence have not been to school or have at the most Grade 6. This indicates that illiteracy and numeracy levels are high within the study area. Therefore, the proposed Mageza Service Station and Restaurant development will by its nature be creating non-technical jobs so that even those with lower educational levels can be absorbed into the economy. Such jobs include security, fuel attendants, cashiers and so forth.

Given the positioning, location and surrounding land use, the proposed Service station is an attractive location with a spacious layout to achieve adequate site circulation. It will act as a catalyst for future development and will be designed to modern standards, making it very attractive.

The development of the Mageza Service Station and Restaurant will play an import role in addressing some of the development challenges facing the KwaZulu – Natal Province through the creation of jobs. There are seven Amajuba District Strategic goals, and these goals are aligned with the Provincial Growth and Development Plan and are aimed towards the attainment of the 2030 development vision. The goals and objectives of the Amajuba District Growth and Development Plan are relevant and applicable to the Newcastle Local Municipality. This project will go a long way towards achieving those stated strategic goals.

It is further anticipated that the project will provide sustainable jobs for the local people of Ingogo.

NEEDS AND DESIRABILITY

Description

The Guideline on Need and desirability publication, compiled as part of the EIA Guideline & Information Document Series, has been used to assess the need and desirability of the proposed development. The Publication provides a list of 14 aspects, which must be considered. Below the14 aspects have been addressed for the proposed development.

1. Is the land use (*associated with the activity being applied for) considered within the timeframe intended by the existing approved Spatial Development Framework (SDF) agreed to by the relevant environmental authority? (i.e. is the proposed development in line with the projects and programmes identified as priorities within the credible IDP).*

Response: The project falls within Newcastle Local Municipality, which falls within the Amajuba District Municipality. Amajuba District Municipality IDP (2018 – 2019) long term vision among other things talks about safe and healthy environment, integrated service delivery and local economic development.

The proposed project will go a long way in meeting some of these aspirations, in particular the local economic development aspects.

2. *Should development, or if applicable, expansion of the town/area concerned in terms of this land use (associated with the activity being applied for) occur here at this point in time?*

Response: As highlighted above, the identified site is part of the N11 / P 279 intersection node identified by the local municipality for both industrial and commercial growth to stimulate the economy of Ingogo.

3. *Does the community/area need the activity and the associated land use concerned (is it a societal priority)? This refers to the strategic as well as local level (e.g. development is a national priority, but within a specific local context it could be inappropriate).*

Response: This project is likely to serve as a catalyst for the development of the node. It is also anticipated that Ingogo settlement will in future move towards the intersection. At a national scale, the development will contribute to the safety of motorists as a refreshing area. At a local level it is likely to provide sustainable jobs.

4. *Are the necessary services with adequate capacity currently available (at the time of application), or must additional capacity be created to cater for the development?*

Response: The electricity is within reach, but the project will use septic tanks and boreholes for its needs as the area has no such infrastructure at the moment.

5. *Is this development provided for the infrastructure planning of the municipality, and if not what will the implication be on the infrastructure planning of the municipality (priority and placement of services and opportunity costs)?*

Response: The project is not provided as yet, but the plans of the Municipality have identified the intersection as the node for future development.

6. *Is this project part of a national programme to address an issue of national concern or importance?*

Response: Yes, because between Volkrust and Newcastle there is no service station. This means there is no area for the drivers travelling along the N11 stretch of the road to rest and avoid fatigue which is one of the major contributors of road accidents. The project will therefore contribute to the arrive alive programme of the South African government.

7. *Is the development the best practicable environmental option for this land/site?*

Response: Yes, because of its location along N11. The proposed development node is also falling within the same area.

8. *Would the approval of this application compromise the integrity of the existing approved and credible municipal IDP and SDF as agreed to by the relevant authorities?*

Response: No.

9. *Would the approval of this application compromise the integrity of the existing environmental management priorities for the area (e.g. as defined in EMFs), and if so, can it be justified in terms of sustainability considerations?*

Response: No.

10. *Do location factors favour this land use (associated with the activity applied for) at this place? (This relates to the contextualisation of the proposed land use on this site within its broader context).*

Response: The proposed facility is proposed in an area that is already earmarked as a development node.

11. *How will the activity or the land use associated with the activity applied for, impact on sensitive natural and cultural areas (built and rural / natural environment)?*

Response: The development footprint for the project is only 730 square metres (a petrol filling station 330m^2 canopy; a convenience shop 200m^2; and a restaurant 200m^2) out of a Farm of 12.5 HA. There are no biodiversity issues on site. The location within the site has been restricted to the corner which is away from the borehole, thus ensuring that the possibility of underground water pollution is eliminated.

12. *How will the development impact on people's health and wellbeing (e.g. in terms of noise, odours, visual character and sense of place, etc)?*

Response: The proposed development does not produce any emissions and noise. In terms of the visual character and sense of place the site is highly disturbed given the fact that it has been used for farming operations. There are structures that are observed when travelling along the N11, therefore light may not be seen as intrusion at this stage.

13. *Will the proposed activity or the land use associated with the activity applied for, result in unacceptable opportunity costs?*

Response: No.

14. *Will the proposed land use result in unacceptable cumulative impacts?*

Response: No.

(g) **A motivation for the preferred site, activity and technology alternative**

The chosen site will take about 730 square meters of a 12.5 HA Farm. Most of the surrounding and neighbouring sites are involved in commercial farming. The developer has bought this site for this specific activity, which is a fuel Service Station, and there is no other site available to the developer within the immediate surrounding. The site is ideally located along the N11 making the it attractive for the proposed activity.

Therefore, there are no envisaged alternative sites. However, within the 12.5HA site it has been decided that the Service Station be located on the south – western corner of the N11 / P 279 intersection. The P 279 forms the northern boundary of the site. It is proposed that the development will be accessed through P 279. This will ensure that the vehicles do not assess the site directly from the N11. The chosen location within the site is also far from the borehole which is on another section of the Farm across P 279, to ensure that there is no possibility of the underground water contamination.

(h) **A full description of the process followed to reach the proposed preferred alternative within the site, including:**

(i) (a) Details of all the alternatives considered

No details of the alternatives considered as per the reasons furnished under (g) above.

(b) No-go alternative

The no-go option is defined as an option of not undertaking the proposed activity and its inherent alternatives. The proposed activity and facility will afford the local people an opportunity to be employed and thereby contributing in alleviating poverty. If this option is not pursued the unemployed are likely to lose out in terms of potential job opportunities that are likely to be created by this development. This is particular true for the locals who are unskilled, especially during the construction phase. The local small businesses are also likely to benefit during the project construction phase. The facility will provide permanent jobs for those who will be employed when the facility is operational.

(ii) Details of the public participation process undertaken in terms of regulation 41 of the Regulations, including copies of the supporting documents and inputs

The project has followed the standard public participation process as contemplated under Regulation 41 of the 2014 EIA Regulations, as outlined below.

- A site notice was displayed on site on a visible location on both the side of N11 and P 279 for a continuous period of 30 days. A picture of the notice that was displayed on site as contemplated under Regulation 41 (3) is attached. (**see Appendix B (1) (i) and B (1) (ii).**
- The stakeholders including the local community were all informed about the project through an invitation by the ward Cllr Dladla to the public meeting. The project was explained to the public during the actual public meeting held on 13 February 2019 as per the attached minutes, agenda and attendance register- **Appendix B (3).**
- The newspaper advert will be published in Newcastle Gazette in the near future to be attached as **Appendix B (6).**

(iii) A summary of the issues raised by interested and affected parties, and an indication of the manner in which the issues were incorporated, or reasons for not including them

Comments from Interested and Affected Parties & Responses (see also attached Appendix B (13), with regard to organs of state with jurisdiction in respect of this activity)

Organisation (I & A party)	**Issue / concern raised**	**EAP's response**	**Incorporation / Non-incorporation and reasons thereof**
Ezemvelo KZN Wildlife	Ezemvelo KZN Wildlife will look at issues pertaining to potential impacts on biodiversity. Their comments will be attached as **Appendix B (7).**	The draft BAR and EMPr has been sent to Ezemvelo KZN Wildlife for comments.	The recommendations of Ezemvelo KZN Wildlife if any will be incorporated onto the EMPr as mitigation measures.
Amafa AkwaZulu -Natali	Amafa must comment on issues of heritage if any. This includes graves, battlefields, place to which oral history is attached and other heritage objects.	The draft BAR and EMPr has been sent to Amafa for their comments.	The recommendations of the Specialists and Amafa will be incorporated onto the EMPr.

	Amafa final comments will be attached as Appendix B (8).		
Department of Water and Sanitation (DWS)	Department of Water and Sanitation is expected to comment on water use, solid waste, sewerage and wastewater management, stormwater management, erosion control, and issues relating to spillage management. Comments were received from DWS as requested by the planners doing the rezoning of the site from the planning perspective. **Appendix B (9)).**	DWS will be provided with this draft report, and a meeting will be arranged with the Department to discuss possible activities that constitute water use. The discussion will touch on the use of septic tanks and soakways for sewerage disposal, as well as the use of the borehole on site.	All the recommendations of DWS will be incorporated into the EMPr.
Department of Agriculture, Forestry and Fisheries (DAFF)	The Department of Agriculture, Forestry & Fisheries is the authority mandated to regulate activities affecting natural forests and tree species protected in terms of National Forest Act. Their comments will be attached as **Appendix B (10)).**	The draft report has been sent to DAFF for their comments from their perspective.	The comments of DAFF will be incorporated into the EMPr.
Department of Agriculture and Rural Development (DARD)	DARD has to comment in terms of the subdivision of Agricultural Land Act, Act No. 70 of 1970. DARD comments will be attached as **Appendix B (11).**	The draft BAR and EMPr has been sent to DARD for their formal comments.	The recommendations of DARD will be considered in any mitigatory action as may be necessary.

South African National Roads Agency Limited (SANRAL).	SANRAL will have to provide comments in relation to the N11. **Comments will be attached as Appendix B (12).**	Comments have been sent to SANRAL.	Comments will be incorporated onto the EMPr.
KZN Department of Transport (KZNDoT)	KZNDoT interest will be on the road P 279, which is under their jurisdiction. The comprehensive comments of KZNDoT will be attached as **Appendix B (13).**	The draft report has been sent to DoT for comments. In the meantime, the traffic impact assessment (TIA) study has been conducted by Bala Consulting. The study has indicated that no upgrades are necessary in relation to the proposed project. However, the study will be submitted to both SANRAL and KZNDoT for their final comments. Overall the study has supported the proposed development from a traffic and transportation perspective.	The conditions outlined by DoT will be incorporated into the EMPr. The recommendations of the TIA have been incorporated onto the EMPr.
Department of Energy	The Department of Energy will be the final Department to authorise the Service Station.	The Environmental Authorization if granted, will be forwarded to the Department of Energy and the application for the site and retail will immediately commence.	Any additional recommendations that may be made by the Department of Energy will be incorporated onto the EMPr as an amendment.
Newcastle Local Municipality	The Planning Section of Newcastle Local Municipality has already been contacted with regard to the maps, erf numbers and zoning. They will be responsible for most of the approvals including	The draft BAR and EMPr has been sent to the Municipality for their formal comments on the project. The SPLUMA	The recommendations of the Local Municipality will be taken into consideration in terms of the EMPr.

	SPLUMA, and building plans in terms of the National Building Regulations and Building Standards Act, No 103 of 1977 as amended. – their comments will be attached as **Appendix B (4).**	application process has commenced, and will be submitted to the Municipality for approval in due course.	
Amajuba District Municipality	The District Municipality is responsible for the provision of bulk services – their comments will be attached as **Appendix B (5).**	The draft BAR and EMPr has been sent to the District Municipality.	The recommendations will be incorporated onto the EMPr.
ESKOM	To ascertain electricity issues and servitudes in the vicinity of the site. See comments attached as **Appendix 13.**	Eskom has done an investigation with regard to the supply of electricity, as well as any encroachment onto the ESKOM's servitude in respect of the proposed project. Eskom has identified 11 KV overhead powerline, and they have put a standard condition that no buildings or structures may be erected above or below the surface of the ground or endanger the safety of the said powerline. No such may be placed within 12 metres from the centre line of the said powerline or either side without the written confirmation	Eskom comments will be incorporated onto the EMPr.

		of ESKOM. The process for the new supply to the site will be followed as per the stated ESKOM procedure.	
Land Claims Commission	To establish if the site is not under the land claim. See comments attached as **Appendix 14.**	It has been confirmed that the site is not under any land claim.	None.
ALS	They need to comment as neighbours to the proposed project. Comments will be attached as **Appendix 15.**	The draft report has been sent to ALS for their comments.	Their comments will be incorporated onto the EMPr as may be relevant.
Fuel Retailers Association.	This is an industry association that may have an interest on the proposed project. Comments will be attached as **Appendix 16.**	The draft report has been forwarded to them for comments.	Comments will be incorporated accordingly.

(iv) The environmental attributes associated with the alternatives focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects

(Preferred site)

Geographical attributes

Ridgeline	Plateau	Side of slope mountain	Closed valley	Open valley	Plain	Undulating plain / low hills	Dune	Sea-front
					X			

Physical attributes

The site has been well maintained with no signs of erosion and is not infested with alien plants.

Groundwater / Wetlands	No groundwater was recorded in any of the test pits excavated on site. However, it has been suggested that slight seepage may occur at the interfaces of

	the various geological horizons during and after periods of heavy rainfall or during wet summer months.
Soil	From the geological perspective, the soils have been classified as alluvial material.
Geological stability	The site is considered stable and satisfactory for the proposed development, provided the recommendations provided by the report are followed to the letter. The report has recommended that all earthworks be done in accordance with SABS 1200 (current version).

Biological attribute

Ground cover in relation to the preferred site

Has a specialist been consulted for the completion of this section?			NO
If YES, please complete the following:			
Name of the specialist:			
Qualification(s) of the specialist:			
Postal address:			
Postal code:			
Telephone:		Cell:	
E-mail:		Fax:	
Are there any rare or endangered flora or fauna species (including red data species) present on any of the alternative sites?			NO
If YES, specify and explain:			
Are there any special or sensitive habitats or other natural features present on any of the alternative sites?			NO
If YES, specify and explain:	The proposed site has some indigenous tree species.		
Are any further specialist studies recommended by the specialist?			NO
If YES, specify:			
If YES, is such a report(s) attached in Appendix D?		YES	NO

Signature of specialist: _____ Date: _____

Location of rare or endangered species or other elements should be indicated in the table below

Natural veld - good condition[E]	Natural veld - with scattered aliens[E]	Natural veld - with heavy alien infestation[E]	Veld dominated by alien species[E]	Gardens
Sport field	Cultivated land X (previously)	Paved surface	Building or other structure	Bare soil

No rare or endangered species are found on this site.

Social attributes

The area is falling under Newcastle Local Municipality demarcated as ward 1 in terms of municipal boundaries. The site has been previously used for farming, as a result there are no immediate households in relation to the proposed site.

Economic attributes

The chosen site is an existing Farm that is currently undergoing a rezoning process, and ultimately subdivision in accordance with the Subdivision of Agricultural Land Act, No. 70 of 1970. The proposed project is likely to create economic spin offs for the local people, especially the nearby Ingogo area. The project is likely to make a major economic contribution in this regard, given the fact that it is located in the node identified for economic development.

Heritage, historical features and cultural aspects

Culturally significant elements

Our walk about on site did not reveal any graves nor any visible heritage objects within the proposed project site. Nonetheless, we have sent all the project documentation to Amafa AkwaZulu-Natali for their professional comments.

Land Use Character and Attributes

Natural area	YES	**NO**	Farm with only grass on flat site.
Low density residential		NO	
Medium density residential		NO	
High density residential		NO	
Informal residential		NO	
Retail commercial & warehousing		NO	
Light industrial		NO	
Medium industrial		NO	
Heavy industrial		NO	

Power station	[redacted]	NO	
Office/consulting room	[redacted]	NO	
Military or police base/station/compound	[redacted]	NO	
Spoil heap or slimes dam	[redacted]	NO	
Quarry, sand or borrow pit	[redacted]	NO	
Dam or reservoir	[redacted]	NO	
Hospital/medical centre	[redacted]	NO	
School/ crèche	[redacted]	NO	
Tertiary education facility	[redacted]	NO	
Church	[redacted]	NO	
Old age home	[redacted]	NO	
Sewage treatment plant	[redacted]	NO	
Train station or shunting yard	[redacted]	NO	
Railway line	[redacted]	NO	
Major road (4 lanes or more)	[redacted]	NO	
Airport	[redacted]	NO	
Harbour	[redacted]	NO	
Sport facilities	[redacted]	NO	
Golf course	[redacted]	NO	
Polo fields	[redacted]	NO	

Filling station	YES	NO	
Landfill or waste treatment site		NO	
Plantation		NO	
Agriculture	YES		The site is within the Farm.
River, stream or riparian zone		NO	
Nature conservation area		NO	
Mountain, hill or ridge		NO	
Museum		NO	
Historical building		NO	
Protected Area		NO	
Graveyard		NO	
Archaeological site		NO	
Other land uses (describe)		NO	

SITE PHOTOGRAPHS

See site photographs attached as **Appendix C (1) .**

(v) The impacts and risks identified for each alternative, including the nature, significance, consequence, extent, duration and probability of the impacts, including the degree to which these impacts -

(aa) can be reversed

The EAP view is that any impacts identified can be mitigated as per the attached EMPr. The development site footprint is only 730m^2 within a 12.5 HA Farm.

(bb) may cause irreplaceable loss of resources; and

The EAP view is that this development is unlikely to cause irreplaceable loss of resources as its development footprint is not huge in the context of the whole Farm extent. Moreover, the site is disturbed in the sense that it has been used for agricultural activities for many years.

(cc) can be avoided, managed or mitigated

The site will be landscaped and grassed properly on project completion to avoid any soil erosion. Any invader species that may invade the site after earthworks will be eradicated.

(vi) The methodology used in determining and ranking the nature, significance, consequences, extent, duration and probability of potential environmental impacts and risks associated with the alternatives

There are no alternative sites, as a result we had to focus on this specific site. The site visit, and site walk while analyzing and observing the physical environment on the project site. Desktop analysis of the site using google image, map analysis like National Wetlands map & aerial images, SAHRIS heritage programme and South African protected Conservation Areas database (SAPAD). We also used professional judgment, observation on site and past experience.

We have consulted stakeholders and taped on their knowledge. We have also discussed with the previous Farm owner Mr Cilliers who has farmed in the area for many years. We have also studied literature and Specialists studies relating to this site.

(vii) Positive and negative impacts that the proposed activity and alternatives will have on the environment and on the community that may be affected focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects

Positive impacts of the activity

The local unemployed people and small businesses will also benefit in terms of jobs during the construction and operational phases of the project. The motorists travelling along N11 will be able to rest and refresh using this Service Station, and this will prevent fatigue which is one of the main courses of accidents in South Africa.

Negative impacts of the activity

The construction and operational phases have to safeguard against any possible environmental degradation like soil erosion that may be caused by the development footprint. The project has to safeguard against any possible underground water pollution.

(viii) The possible mitigation measures that could be applied and level of residual risk

- Reduction of soil erosion by ensuring that the soil has ground cover at all times.
- Ensuring that noise levels are within legally acceptable levels during the construction phase. The noise is not supposed to exceed the legal limit of 7 dB (A).
- Planting of indigenous trees after project completion as part of promoting the natural feel and landscaping.
- Ensuring that there is no pollution taking place on site during construction and post construction by continuous monitoring by the Environmental Control Officer.

- Ensuring that waste is disposed in line with acceptable environmental standards.
- Stormwater management need to be implemented as per the recommendations of the Stormwater plan.
- Implementation of the EMPr and its recommendations.
- Safeguard against pollution of water resources.
- The use of fuel tanks that are in compliance to SABS standards.

(ix) The outcome of the site selection matrix

There has been no comparison of sites, as the preferred site is already in existence. The existing site is allocating 730 square metres for the development of the Service Station. Therefore, there is no site selection matrix applied.

(x) If no alternatives, including alternative locations for the activity were investigated, the motivation for not considering such

No alternative sites were investigated because the project entails the use of the same and existing Farm. It will be uneconomical to search for another area, whereas the identified activity can be accommodated within the existing Farm. Moreover, the current site has no identified fatal flaws thus far.

(xi) A concluding statement indicating the preferred alternatives, including preferred location of the activity

It is deemed practical to continue with Portion 9 of the Farm Redmain No. 14492 as opposed to abandoning it for another site. The choosing of any new site will mean abandoning this site and buying another one elsewhere which may not be economically feasible. Moreover, the intersection of N11 and P279 is earmarked for development by the local municipality.

(l) A full description of the process undertaken to identify, assess and rank the impacts the activity will impose on the preferred location through the life of the activity, including –

As highlighted under alternatives above, the team walked the site while analysisng and observing the physical environment of the whole 12.5HA Farm. This was not only confined to the development footprint, but was done for the whole Farm in order to get a holistic view with regard to possible impacts.

Desktop analysis of the site was done using google images, map analysis like National Wetlands map & aerial images, SAHRIS heritage programme and South African Protected Conservation Areas database (SAPAD). We also used professional judgment, observation on site and past experience. The stakeholders were consulted widely, including the locals to tapper on their knowledge of the area and the Farm.

We did literature review of the area, and also used the knowledge of specialists as per the Specialists Studies conducted.

(i) A description of all environmental issues and risks that were identified during the environmental impact assessment process

- Soil erosion during earthworks and operational phases.
- Air pollution in the form of dust during construction.
- Soil contamination during construction.
- Underground water pollution.

- Stockpiling.
- Location of construction camp.
- Littering and solid waste.
- Heritage objects and fossils.
- Concrete mixing.
- Alien plants - eradication that might invade the area after earthworks.
- Noise pollution during construction phase.
- Traffic Management.
- Health and Safety.
- Visual impact.

(ii) An assessment of the significance of each issue and risk and an indication of the extent to which the issue and risk could be avoided or addressed by the adoption of mitigation measures

Issue and risk	Significance	Mitigation
Soil erosion / earthworks	Insignificant	Prevent soil erosion by maintaining the grass cover on site.
Air pollution	Low significance and localised	Suppression of dust by watering the project site as and when necessary during construction.
Soil contamination	Of low significance, and localized.	Prevent soil contamination by not mixing any concrete on the soil or allowing vehicles to pollute the soil by oil drips.
Stormwater and water resources	Of low significance, and localised.	Regarding drainage, the design of the stormwater water management system should ensure that accumulated surface water is collected and disposed of in a responsible manner. Before and after construction the site must be graded, and no ponding of water on site must be allowed. The platform should be graded to prevent ponding and ingress of water into the newly emplaced fills and the deeper soils.
Stockpiling	Low significance, and localized.	Stockpiling must be controlled.
Location of construction camp	Insignificant	The construction camp must be located 150 metres away from the watercourse.
Destruction and disturbance of graves and heritage	Insignificant (no identified archeological sites within the	The mitigation will be as per the recommendations of

resources.	proposed site).	Amafa AkwaZulu – Natali.
Littering / Solid waste	Insignificant	Solid waste must be disposed of in the nearest disposal site, with proof of responsible disposal method whenever requested. In this instance it will be the Municipal dumping site. In all likelihood the solid waste will consist of general waste. Should hazardous waste be identified it will be disposed of appropriately in the landfill site that accepts such type of waste. Hazardous waste defined as waste that poses substantial or potential threat to public health and the environment. This includes waste that tends to ignite, reactive, corrosive and toxic.
Alien invaders	Insignificant	Any opportunistic invader plants will be eradicated.
Concrete mixing	Insignificant	The mixing of concrete must be done within the bunded area. All spillages must be removed and properly disposed of.
Noise (construction phase)	Insignificant	Machinery and equipment used during construction phase must be properly serviced.
Traffic management	Insignificant	The recommendations of SANRAL, KZNDoT and the TIA will have to be implemented to the letter.
Health and Safety	Insignificant	Safety officer must be appointed to deal with all safety issues on daily basis during construction. Safety induction must be done on commencement of construction.
Loss of species on site	Insignificant	None envisaged.
Visual impact	Insignificant	The project has to avoid elements that will be visually unacceptable.

(j) An assessment of each identified potentially significant impact and risk, including -

Issue and risk	Cumulative impacts (past, current and foreseeable)	Significance and consequences	Extent and duration	Probability	Reversibility	Irreplaceability	Mitigation
Soil erosion	None on site.	Insignificant.	During construction phase - short term.	Probable.	Mitigated by ensuring ground cover is maintained.	Mitigated as per Stormwater Plan and EMPr.	Stormwater Plan and EMPr highlighting indigenous landscaping.
Air pollution	None anticipated.	Low significance and localized.	Short-term, during construction.	Probable	Reversible.	Replaceable	Suppression of dust by watering the project site as and when necessary, especially during construction.
Soil contamination	None anticipated.	Of low significance, and localized.	Short -term.	Probable	Reversible.	Replaceable.	Prevent soil contamination by not mixing any concrete on the soil or allowing vehicles to pollute the soil by oil drips.
Stormwater and water resources	Not foreseen.	Significant but localized.	Short - term.	Probable	Reversible	Replaceable.	Regarding drainage, the design of the stormwater water management system should ensure that accumulated surface water is collected and disposed of in a responsible manner. Before and after construction the site must be graded, and no ponding of water on site must be allowed. The platform should be graded to prevent ponding and ingress of water into the

							newly emplaced fills and the deeper soils.
Stockpiling	None anticipated.	Low significance	Short term.	Improbable	Reversible	Replaceable	No stockpiling must take place in an uncontrolled manner.
Location of construction camp	Not foreseen	Insignificant as the workers will stay in existing houses on site.	Short-term	Improbable	Reversible	Replaceable	The camp must not be closer than 150 metres of any watercourse.
Destruction and disturbance of graves and heritage resources	Not foreseen	Insignificant (no identified archeological sites within the proposed site).	None.	None.	None	None	As per the recommendations of Amafa AkwaZulu Natali.
Littering and solid waste	Unlikely to be cumulative	Insignificant - Environmental pollution.	Short- term	Slight probability during construction.	Reversible	Replaceable	Solid waste must be disposed of, in the nearest disposal site, with proof of responsible disposal.
Concrete mixing	Not cumulative in this instance	Insignificant	Short-term	Improbable	Reversible	Replaceable	Concrete mixing to be done within the bunded area. All spillages must be removed and properly disposed of.
Noise (construction phase)	Not cumulative	Insignificant, can be a nuisance	Short-term	Probable to a lesser extent	Reversible	Replaceable	Machinery and equipment used must be properly serviced, with less noise emission.
Traffic management	Not cumulative	Insignificant	Short-term	Probable, with construction vehicles	Reversible	Replaceable	The recommendations of SANRAL, KZNDoT and the TIA will have to be implemented to the letter.
Health and Safety (construction phase)	Not cumulative	Insignificant	Short-term	Probable to a lesser extent	Reversible	Replaceable	Safety Officer appointed on site must deal with safety issues on daily basis,

							especially during the construction phase.
Health and Safety (operational phase)	Not cumulative	Insignificant	Long - term	Probable to a lesser extent	Reversible	Replaceable	Safety measures must be paramount in the facility of this nature.
Visual impact	Not cumulative	Insignificant in this instance.	Short-term	Improbable	Reversible	Replaceable	The project has to avoid elements that will be visually unacceptable.

(k) where applicable, a summary of the findings and impact management measures identified in any specialist report complying with Appendix 6 to these Regulations and an indication as to how these findings and recommendations have been included in the final report;

Specialists reports and Studies

Mageza Country Estate Service Station Feasibility Study

The purpose of the study was to assess the feasibility and determine the potential market demand and socio-economic impact of the proposed Service Station and related buildings. The methodology followed included looking at the spatial characteristics of the site, interviews of key people, demographic and economic trends, service station, convenience shops, restaurants trends, supply analysis, analysis of the target market and conducting demand assessment

The demand model calculations have shown that the facility will make monthly sales of about 386 705 litres a month. This indicates that the service station will be feasible and sustainable on this proposed site.

There are low pedestrian numbers, public transport facilities poor and no substantial residential settlement in the immediate vicinity of the site. However, the primary target market are the motorists and commercial vehicles travelling along the N11 (transient market) and the former may not have much bearing on the Facility. At least 65 trucks may be intercepted by the Truck Stop Facility on daily basis. (later Phase)

The site appears to be in line with key national, provincial and local strategic documents. These are documents like New Growth Path, Provincial Growth and Development Strategic Goals, Amajuba District Municipality Strategic Goals, and Newcastle Integrated Development Plan (IDP). These strategic plans call for private sector investment, job creation and developing the local economy among other goals; which is exactly what the proposed development will be aiming towards.

The locality has been defined as good (along N11); visibility is good (on the N11 both north and south bound); traffic volumes good (in the region of 3200 vehicles); pedestrian traffic is low; residential area is currently in the periphery; public transport facilities (poor) with drop off zones on the N11 both bounds; competition is low (see the table); the road quality is good with N11 tarred 7 metre wide while serving as the primary mobility corridor maintained by SANRAL as a national road.

The location is appealing for motorists travelling on the N11 both bounds. The site is located on the direct line of growth, and expected to be economically viable and likely to do well in the current location. The proposed development will be located on a 12 HA (12.5) site with potential for future expansion

The population of Newcastle is about 395 658. The study has put youth at 36%, and the projects anticipate to have youth benefitting from the project in terms of job opportunities. The study shows that 69% of the Newcastle municipal area has not finished grade 12. 51% either has no income or earn less than R19 600 per annum. The project intends contributing in uplifting the people who live below the poverty line.

The study has shown that 39% has either not been at school or has grade 6, therefore the non-technical jobs will be able to contribute in this situation. 41% of households in the area use services (include filling station), although not a target market but may use this one for convenience. The residential market is relatively poor and vehicle ownership is low, therefore transient market is the target.

It has to be noted that there is a small filling station attached to the shop at Ingogo (Steel Petrol & Steel Shop) which is likely to be impacted by this development, however the mitigating factors are the following: the target market is different, (emergency from N11 and farmsteads/local vs purely transient), loyalty (35 years), shop as well / hardware can still fill up, Mageza will afford Steel Petrol / Shop an opportunity to advertise goods that are not at Mageza (hardware & groceries), co-existence is expected (loyalty, operating hours, level of service, location, franchising,

The local filling station pumps 5 000 litres per month, according to industry standards the filling station has to be sustainable if it pumps 350 000 litres of fuel per month. 386 705 is projected for Mageza Service Station. The local filling station has been engaged during the study.

Between Newcastle and Volkrust on N11 there is no filling station. The nearest is an Engen located 28 kms away as one enters Newcastle CBD from Ladysmith. The proposed project will also add ATMs within its premises.

Geotechnical Study

The fieldwork conducted on the site included excavations of five test pits and dynamic cone penetrometer tests across the site. Test pits were dug to depths ranging from 3.2 to 3.8 below existing ground level. Samples were accordingly sent to the soil laboratory for testing.

From the geological perspective, the soils have been classified as alluvial material. No groundwater was recorded in any of the test pits excavated on site. However, it has been suggested that slight seepage may occur at the interfaces of the various geological horizons during and after periods of heavy rainfall or during wet summer months.

The site is considered stable and satisfactory for the proposed development, provided the recommendations provided by the report are followed to the letter. The report has recommended that all earthworks be done in accordance with SABS 1200 (current version). Regarding drainage, the design of the stormwater water management system should ensure that accumulated surface water is collected and disposed of in a responsible manner. Before and after construction the site must be graded, and no ponding of water on site must be allowed. The platform should be graded to prevent ponding and ingress of water into the newly emplaced fills and the deeper soils.

Foundation recommendations – The heave potential of the alluvial clay is low. It is recommended that the structure is founded on a stiffened raft due to the anticipated soil heave. The raft will accommodate both the heave and settlement issues that currently characterise the site. Foundation loads should be kept below 50 kN/m2. Under no circumstances should foundations be placed in fill unless it has been specifically engineered to support structural foundations. It is imperative that GeoZone GeoServices inspect and approve all foundation excavations prior to pouring of concrete.

Care must also be exercised to prevent contaminated water, oil and fuel from migrating into the environment from both surface water runoff and from leaking fuel storage tanks.

The materials underlying the site do not meet a G10 requirement for subgrade and will need to be undercut and replaced with G8 material, compacted to 93 percent modified AASHTO dry density.

Traffic Impact Assessment Study

The N11 is a Class 1 SANRAL National Road, 7m wide with two-way single carriageway road. The alignment of the N11 within the study area can be described as relatively straight with moderate vertical curves. The N11 has a speed limit of 100km/h. In the vicinity of the proposed development, there are two public transport laybyes along the N11 on both approaches to the N11 / P279 intersection. On the other hand, the P279 is a Class 4 Department of Transport Road, which is a 7m wide, two-way single carriageway road.

The report has stated that no adverse road safety conditions are expected to occur due to the increase in traffic generated by the proposed development. The site access of the proposed development will be off the P279. It has been pushed as far away from the intersection of the N11 and P279 as possible. This distance is approximately 150m.

The shoulder sight distance for a 40km/h road for a truck and trailer, which is the worst-case scenario, is 150m. This is achievable from the site access on P279 so long as there are no obstructions to the view in the sight triangle in either direction of the access.

There is very little or no pedestrian traffic. The report maintains that this facility will generate no new trips to a road network. All traffic attracted to the petrol filling station will be either pass-by or diverted trips. The existing traffic conditions are good, and all critical intersections operate at good levels of service in the peak hours.

The analysis of the development generated traffic added to the background traffic was carried out as the base year analysis. The results indicated that none of the intersections that were analysed in this TIA will require any upgrades to accommodate the increase in traffic volumes. The planning year horizon analysed the local traffic volumes in the year 2023 (5-year planning horizon). The background traffic was grown accumulatively at a growth rate of 2.5% for 5 years and added to the development generated traffic. The results indicated that none of the intersections that were analysed in this TIA will require any upgrades to accommodate the increase in traffic volumes.

The proposed development can therefore be supported from a traffic and transportation perspective.

(I) an environmental statement which contains -

(i) *a summary of the key findings of the environmental impact assessment;*

The proposed Mageza Service Station and Restaurant project is unlikely to have a significant impact on the receiving environment in question. The main safeguard has to be on the groundwater resources, and this will be taken care of in terms of the tank and allowed standards as detailed in the EMPr.

The key findings of the environmental impact assessment in the main comprise of soil erosion during earthworks and the possible disturbance during site clearance.

In the broader scheme of things, the impacts anticipated in the project site are of insignificant nature, and can be mitigated as outlined above, and also emphasized in the EMPr.

In the final analysis, social, economic and environmental factors must be weighed against the mitigatory measures advanced by the actual assessment and other reports where applicable and takes everything together for a balanced and well thought decision. Overall the identified impacts can be mitigated as long as the recommendations of the Specialists studies and Environmental Management Programme is followed to the letter. Therefore, the EA and the EMPr will be very crucial during all phases of the project. The EMPr will guide all environment related issues during all phases of the project from planning, pre-construction, construction and operational phase.

(ii) ***a map at an appropriate scale which superimposes the proposed activity and its associated structures and infrastructure on the environmental sensitivities of the preferred site indicating any areas that should be avoided, including buffers; and***

There are no significant environmental sensitivities on this site. There are no specific areas that need to be avoided.

(iii) a summary of the positive and negative impacts and risks of the proposed activity and identified alternatives;

Positive implications of the activity

The positive spinoffs relate to job creation and business opportunities. The project will enhance the node in terms of future development. During the socio – economic study the local filling station at Ingogo was engaged and will be offered an opportunity to market the services that will not be offered by the Mageza Service Station as a gesture of co-operation and mutual benefit. There is no Service station along N11 between Newcastle and Volkrust, this facility will benefit the motorists immensely.

Negative implications of the activity

The project has to safeguard against any possibility of erosion, especially during earthworks. It has to safeguard against any spillages that may impact on ground water resources.

(m) based on the assessment, and where applicable, impact management measures from specialist's reports, the recording of the proposed impact management objectives, and the impact management outcomes for the development for inclusion in the EMPr.

Erosion on site will be avoided through the implementation of a detailed Stormwater Plan. Care must also be exercised to prevent contaminated water, oil and fuel from migrating into the environment from both surface water runoff and from leaking fuel storage tanks. There will be proper landscaping on project completion, making use of indigenous species. All these measures have been incorporated onto the EMPr.

(n) any aspects which were conditional to the findings of the assessment either by the EAP or specialist which are to be included as conditions of authorization;

Most of the aspects have been highlighted above, but one can emphasize the following:

The Geotechnical Study has emphasized that foundation loads should be kept below 50 kN/m2, and under no circumstances should foundations be placed in fill unless it has been specifically engineered to support

structural foundations.

(o) a description of any assumptions, uncertainties, and gaps in knowledge which relate to the assessment and mitigation measures proposed;

None at this stage, from the assessment perspective.

(p) a reasoned opinion as to whether the proposed activity should or should not be authorized, and if the opinion is that it should be authorized, any conditions that should be made is respect of that authorization;

It is our view that this development will far outweigh the impacts imparted by it. The development as such will strive towards the enhancement of the node already identified by the Municipality for economic growth.

It is our opinion that the overall development is likely to pass a sustainability test, providing business economic advancement and employment opportunities. It must be noted that the impacts mostly identified like soil erosion, possible impact on water resources, can be mitigated through strict implementation of the recommendations of Specialists studies and EMPr. The implementation of the mitigation measures outlined throughout this report and the EMPr are likely to provide a setting for the development to take place in a sustainable manner. Our overall analysis is that this activity must be authorized.

Overall, the identified impacts can be mitigated as long as the monitoring function is ongoing during the construction phase. The EMPr will be very crucial during all phases of the project.

(q) where the proposed activity does not include operational aspects; the period for which the environmental authorization is required, the date on which the activity will be concluded, and the post construction monitoring requirements finalized;

The environmental authorization in this instance has to be a lifetime requirement. The activity is likely to commence immediately after the environmental authorization is issued, of course if granted by the Department of Economic Development, Tourism and Environmental Affairs, with construction continuing for about 9 months subsequent to commencement.

(r) an undertaking under oath or affirmation by the EAP in relation to;

(i) the correctness of the information provided in the reports;
(ii) The inclusion of comments and inputs from stakeholders and I&APs;
(iii) The inclusion of inputs and recommendations from the specialist reports where relevant; and
(iv) Any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested and affected parties; and

I,

confirm that the information provided in the report is correct;

The inclusion of comments and inputs from stakeholders and I&APs is correct;

The inclusion of inputs and recommendations from the specialist reports is correct;

Any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested and affected parties; and

Commissioner of oaths:

Commissioner:

Place:

Date:

(s) Where applicable, details of any financial provisions for the rehabilitation, closure, and ongoing post decommissioning management of negative environmental impacts

The applicant will set aside funds for landscaping, and eradication of any invader alien plants that may take advantage of the site after earthworks. The latter will be done in terms of the National Environmental Management: Biodiversity Act, 2004 (Act No. 10 of 2004) and related Regulations dated 2014.

(t) Any specific information that may be required by the competent authority; and

There is no specific information that we feel will be required by the competent authority over and above what has been highlighted throughout this draft report.

(u) Any other matters required in terms of section 24(4) (and (b) of the Act

NONE, as all issues relating to organs of state with jurisdiction on site have been covered. Furthermore, all impacts, alternatives, mitigation, option of not implementing an activity, issues of monitoring and assessment thereof have been addressed by this draft Basic Assessment report.

THE DRAFT ENVIRONMENTAL MANAGEMENT PROGRAMME REPORT is attached as **Appendix 4.**