

Hluli Environmental Consultants and Engineers



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BACKGROUND INFORMATION DOCUMENT

Basic Assessment for the establishment of Amelia Shopping centre with fuel service station on portion 4 of the farm Amelia 518 within Metsimaholo Local Municipality in Free State province.

INTRODUCTION

The National Environmental Management Act, 1998 (Act No.107 of 1998) requires Environmental Impact Assessment (EIA) process to be conducted for activities that may have potential impacts on the receiving environment. The proposed project is a listed activity which falls under Listing Notice 1, Activities Number 14, 27 and 28 of the government gazette Notice No: R.983, 08 December 2014. As a result this project will require a Basic Assessment process (BA) of EIA to be followed.

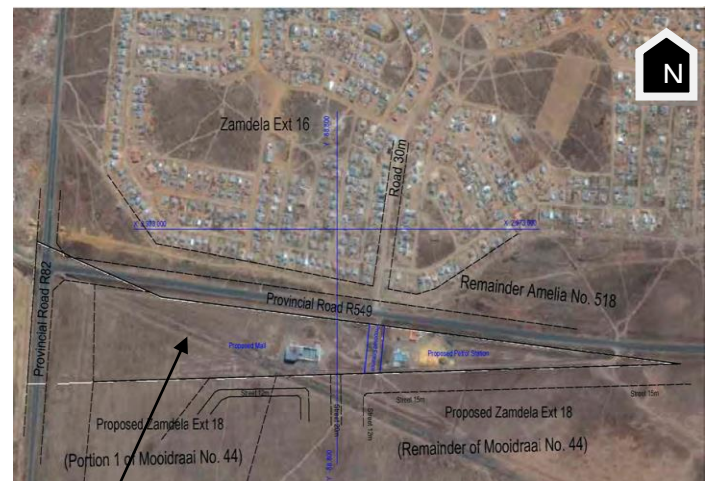
In terms of EIA Regulation 12, the proponent or applicant is required to appoint an Environmental Assessment Practitioner (EAP) at own's cost to manage the application. As a result, Citiplan Town Planners has appointed Hluli Environmental Consultants and Engineers as an Independent Environmental Consultant to conduct Environmental Impact Assessment (EIA) process for the proposed project.

□ PROJECT LOCATION

The proposed site is situated on portion 4 of the farm Amelia 518, approximately 8.5

kilometres south-east of central Sasolburg, on the south eastern quadrant of R82 AND R549 intersection. The site falls within the jurisdiction of Metsimaholo Local Municipality in Free State province. Refer to the image 1 for site location.

Image 1



Proposed site for development

BACKGROUND

The KwaZulu-Natal Department of Agriculture, Environmental Affairs and Rural Development had authorized Cosmic Gold Trading 364 CC to develop a housing project on portion 1 of the farm Lot 221 GU, Empangeni 10379. The development will be mostly residential, however, provision is made for various uses including light industrial, commercial/business and retail. Installation of supporting service infrastructure including water supply, sewerage reticulation, access roads and electricity located within the site boundary are all approved as part of the development.

About 4000m² of the commercial/business site is being rezoned for the proposed fuel service station development. Refer to images 2 and 3.

Image 2.

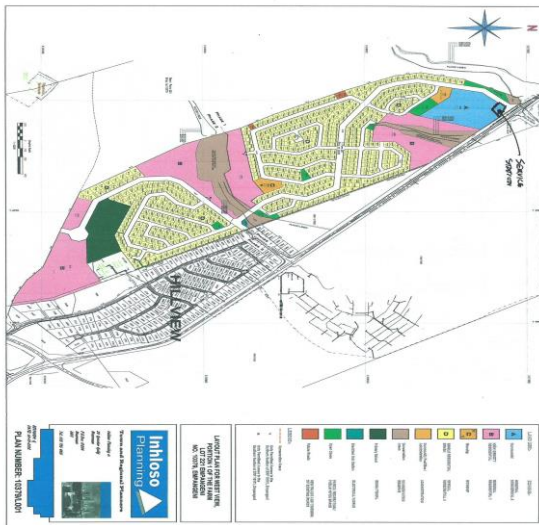
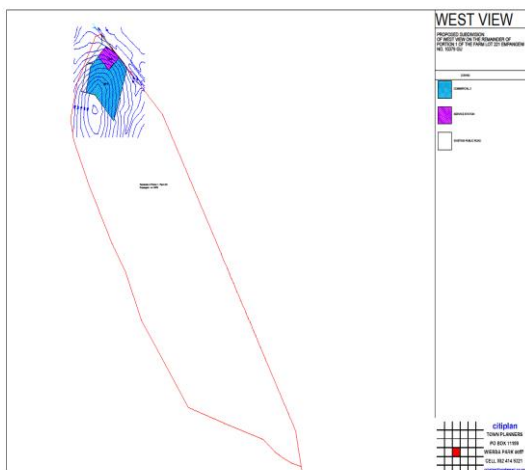


Image3.



NEED AND JUSTIFICATION

The Constitution of South Africa, Act 108 of 1996 (Chapter 2 – Bill of Rights) states:

Constitution

- a. 24. (1) Everyone has the right to an environment that is not harmful to their health or well-being; and
- b. to have the environment protected, for the benefit of present and future generations, through reasonable legislative and other measures that
 - i. prevent pollution and ecological degradation;
 - ii. promote conservation; and
 - iii. secure ecologically sustainable development and use of natural resources while promoting justifiable economic and social development.

(2) The state must take reasonable legislative and other measures, within its available resources, to achieve the progressive realisation of this right. “

The benefits are:

- The service station will cater for the increasing population in Zandela township and motorists using R82 and R548 roads.
- To bring services closer to Zandela community since they are presently travelling long distances to get fuel.
- Permanent and temporal jobs will be created.
- Protect the environment and promote conservation through implementation of relevant environmental legislation and required mitigation measures.
- The project will be based on the principle of sustainable economic, environmental and social integration in order to provide an enabling framework for locals.

WHAT IS INVOLVED IN THE EIA PROCESS?

Section 24(2) of NEMA empowers the Minister and any MEC, with the concurrence of the Minister, to identify activities which must be considered, investigated, assessed and reported on to the competent authority responsible for granting the relevant environmental authorisation.

The purpose of these procedures is to provide the competent authority with adequate information to make decisions which ensure that activities which may impact negatively on the environment to an unacceptable degree are not authorised, and activities which are authorised are undertaken in such a manner that the environmental impacts are managed to acceptable levels.

The Environmental Assessment Practitioner (EAP) is responsible for management of the application and ensuring that public participation process is undertaken in accordance with the requirements of the EIA Regulations, taking into account any comments and concerns raised during the process.

The Regulations require that the public be given an opportunity to comment on applications for environmental authorisation.

Members of the public who want to participate in an assessment process and those that will be affected by the proposed activity are registered and called Interested and Affected Parties (I&Aps).

□ BASIC ASSESSMENT PROCESS

The first step of the BA process involves consultation with the relevant authority involved with the decision making process concerning the authorization of the proposed project. An "Application for Authorization" for the proposed project is completed by the proponent and EAP and submitted to the authority involved. At this stage the authority also registers the activity.

The next step will be consultation with Interested and Affected Parties. I&AP's play an important role in the process as many of their concerns and issues are included in the project proposals, to ensure a development which is as environmentally acceptable as possible.

The bulk of the work for Basic Assessment process will involve environmental status quo studies and the synthesis of existing information to identify and assess environmental issues. The process will cover all potentially significant activities associated with the proposed fuel service station development. An overview of the various proposed environmental management systems and monitoring proposals will be presented. The emphasis will be to describe ways in which such systems can be put in place to mitigate negative impacts and meet national regulatory requirements. Recommendations and conclusions relating to residual impacts and the need and desirability of the permitting application will be presented.

The final stage of the BA process will be compilation of the BA report to be lodged with Free State department of Economic, Small Business Development, Tourism and Environmental Affairs, who will decide whether the project can go ahead or not, and/or whether comprehensive assessments are required to further investigate issues and alternatives. A Record of Decision will be issued by the competent authority based on the reports received.

□ HOW CAN YOU GET INVOLVED?

If you or your organisation would like to participate in the study and / or if you know of any other organisation or person interested and/ or affected by the proposed project, please send your comments, concerns and interests to Ms Sibongile Hlabangwane of Hluli Environmental Consultants and Engineers at the above-mentioned contact details within 30 days of receipt of this BID.

□ A LIST OF POTENTIAL IMPACTS.

| Affected Environment | Anticipated Impacts |
|----------------------|---|
| Noise and vibrations | <ul style="list-style-type: none"> • Movement of construction vehicles will increase noise level • Machinery and equipment may also cause nuisance |
| Air Quality | <ul style="list-style-type: none"> • Release of dust as a result of construction activities • Emissions of fuel gases into the atmosphere due to movement of construction and delivery vehicles • Pollution of air from uncovered material from truck containers |
| Soil | <ul style="list-style-type: none"> • Soils may be contaminated as a result of fuel, oil spillages and hazardous waste substances • Removal and soil compacting during construction phase of the project • Soil disturbance due to construction of setting up the site camp and associated infrastructure • Erosion, degradation and loss of topsoil due to construction activities • Soil disturbance due opening and/or widening of an access road • Movement of construction vehicles may destabilizes the soil |

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| Erosion | <ul style="list-style-type: none"> • Clearance of vegetation for construction purposes exposes top soil to erosion. • Movements of heavy vehicles on the gravel road increase the chances of soil erosion |
| Water | <ul style="list-style-type: none"> • Site preparation such as land clearing for access road, site camps and excavations may increase sediment load and turbidity in the receiving surface water due to soil erosion. • Contamination of surface runoff water with substances due to poor general and hazardous waste management practices • Sewage and domestic waste will also result in pollution of the receiving water bodies |
| Flora and fauna | <ul style="list-style-type: none"> • Vegetation clearance to give a way for setting up of a service station, site camp and access road will lead to net loss of vegetation, resulting in secondary impacts on fauna due to habitat loss. • Direct loss of fauna habitat due to noise and disturbance from construction activities. • Injuries and mortality of fauna species due to increased road traffic. • Increased predation from hunting of fauna and gathering of flora by workers. |
| Aesthetic/visual | <ul style="list-style-type: none"> • Establishment of a construction site, removal of vegetation and the movement of construction |

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| | vehicles will alter the aesthetics of the site |
| Topography and Geology | <ul style="list-style-type: none"> • The disturbance of the surface geology for the development foundations • Alteration of topography due to stockpiling of the soil, construction material and waste material on site |
| Odour | <ul style="list-style-type: none"> • Release of odours as a results of chemical toilets used on site |
| waste | <ul style="list-style-type: none"> • Generation of general waste through construction activities • Generation of Hazardous waste due to spillages of substances such oil, petrol, diesel and cement |
| Spillage | <ul style="list-style-type: none"> • Spillage of hazardous substances could lead to serious incidents and soil contamination • Spillage could also lead to surface and ground water contamination |

4.3.2. Potential Socio-Economic Impacts

Table below is the list of socio-economic impacts that are likely to occur as the result of the construction phase.

Table 5: Socio-economic construction impacts

| Affected Environment | Anticipated Impacts |
|---|--|
| Employment and recruitment of Construction work force | <ul style="list-style-type: none"> • Creation of temporary and permanent job opportunities • The project can alleviate poverty level by generation of employment and business growth to local communities • Failure to prioritize and maximize local employment and |

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| | business opportunities may result in fuelling the community to object or oppose the project and potential conflicts |
| Population changes | <ul style="list-style-type: none"> • Job opportunities during construction phase could result in a temporary influx of people to the area. |
| Traffic | <ul style="list-style-type: none"> • The proposed development will have service and delivery vehicles travelling in and out of the construction site |
| Safety | <ul style="list-style-type: none"> • Health impacts and diseases may occur as a result of hazardous construction materials, waste, contaminated water and unscrupulous behaviour of labourers. • Access to the construction site if not properly managed and controlled could compromise workers. • Fires and explosions from flammable substances, cooking areas and fires started to provide warmth to workers may pose a critical health hazards • Safety impacts as a result of mobilization of vehicles, construction equipment's and movement of materials thereby causing accidents. |
| Crime | <ul style="list-style-type: none"> • New development are associated with increase in criminal activities due to an influx of temporary, migrant workers moving into the area • Construction materials |

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| | on site may attract and encourage criminal activities |
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4.4. Operational Phase

4.4.1 Potential Impacts related to operational phase

| Affected Environment | Anticipated Impacts |
|--------------------------|--|
| Waste | <ul style="list-style-type: none"> Minimal generation of general waste by employees and customers |
| Surface and Ground Water | <ul style="list-style-type: none"> Contamination of surface runoff water with substances due to poor waste management practices |
| Vegetation | <ul style="list-style-type: none"> Re-growth of vegetation during this phase |
| Noise | <ul style="list-style-type: none"> Service vehicles and equipment's will cause a minimal noise |
| Air quality | <ul style="list-style-type: none"> Emissions of fuel gases into the atmosphere due to movement delivery and customer vehicles |

Table 6: Socio-economic construction impacts

4.4.2 Anticipated Socio-economic Impacts

Listed in the table below are the anticipated socio-economic impacts related to the operational phase.

Table 7: Anticipated socio-economic Impacts

| Affected Environment | Anticipated Impacts |
|--------------------------|--|
| Health and Safety issues | <ul style="list-style-type: none"> Health impacts and diseases may occur as a result of exposure to hazardous materials, waste, contaminated water and unscrupulous behaviour of labourers. Fires and explosions from flammable substances and |

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| | cooking areas may pose a critical health hazards |
| Employment | <ul style="list-style-type: none"> Provision of temporary and permanent work opportunities Poverty alleviation Failure to prioritize and maximize local employment and business opportunities may result in fuelling the community to object or oppose the project and potential conflicts |
| Traffic | <ul style="list-style-type: none"> The proposed development will have service, delivery vehicles and customers travelling in and out of the station. |