

**ENVIRONMENTAL IMPACT ASSESSMENT PROCESS  
FOR THE PROPOSED ACCURATE TRADING 47 (PTY) LTD TRUCK STOP, FILLING STATION & ASSOCIATED  
INFRASTRUCTURE ON ERVEN 425 AND 426, PIENAARSRIEVER, BELA-BELA, LIMPOPO**

**BACKGROUND INFORMATION DOCUMENT AND INVITATION TO PARTICIPATE  
30 APRIL 2021**

## **1. PURPOSE OF THIS DOCUMENT**

The aim of this document is to:

- Provide background information to parties interested in and/or affected by the proposed development.
- Provide information of the Environmental Impact Assessment (EIA) Process to be followed for the proposed Accurate Trading 47 (Pty) Ltd service station and associated infrastructure in Pienaarsrivier, Bela-Bela Local Municipality of the Waterberg District Municipality, Limpopo Province.
- Indicate how you, as an Interested and Affected Party (I&AP), can become involved in the EIA process.

## **2. PROJECT DESCRIPTION**

Accurate Trading 47 (Pty) Ltd. is planning to construct a truck stop and filling station in Pienaarsrivier, Bela-Bela Local Municipality, Limpopo. Exigent Engineering Consultants CC has been appointed to oversee the legislative environmental processes applicable to the proposed development.

The proposed development will include the installation of a tank farm, housing four 46m<sup>3</sup> underground fuel tanks (combined capacity of 183m<sup>3</sup>), convenient store and two fast food outlets, a trucker's resting area, a refuse area and a canopy housing four filling islands adjacent to a landscaped island which could be expanded to provide up to three additional filling islands. A standby generator and engineering services will be installed as per the specifications of the Council.

The lined tank farm will be located underground, and a concrete slab will be placed on top. The methods of securing the tanks underground will be evaluated in the Basic Assessment Report (BAR).

## **3. PROJECT LOCATION**

The proposed development site is located to the west of the N1 at the town of Pienaarsrivier in the Limpopo Province. The proposed development is to be constructed on Erven 425 and 426 of Pienaarsrivier, located South East of the intersection of Catanho Street and the D626. There will be two phases of access provision to the proposed filling station:

- Phase 1 will be through a road link via Catanho Street across Erf 425, which forms part of the development site (that connects to D626);
- Phase 2: A proposed road upgrade of D626.

The proposed service station development is located within the quarter degree grid cell 2528AB and has the geographic coordinates at 25° 12' 19.87"S and 28° 17' 56.93"E and the total size of the two properties under consideration for the proposed development is 1,49 ha.

## **4. ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS - LEGAL FRAMEWORK**

In terms of the EIA Regulations published in Government Notice No. R. 982 of 4 December 2014 under Section 24(5), and 44 of the National Environmental Management Act (NEMA), 1998 (Act No. 107 of 1998), as amended, the intent to carry out the EIA Process (in terms of Listing Notice 1 – GN R327 for the listed activities 14, 27 & 56 and Listing Notice 3 – GNR324 for the listed activity 12 and 18.

### **GN R327 - NEMA Environmental Impact Assessment Listing Notice 1 of 2017:**

**Activity 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 m<sup>3</sup> or more but not exceeding 500 m<sup>3</sup>.*

**Activity 27:** *The clearance of a n area of 1 hectares or more, but less than 20 hectares of indigenous vegetation.*

**Activity 56:** *The widening of a road by more than 6m or the lengthening of a road by more than 1 kilometre where the existing reserve is wider than 13,5 metres.*

**GN R324 - NEMA Environmental Impact Assessment Listing Notice 3 of 2017:**

**Activity 12:** *The clearance of an area of 300 m<sup>2</sup> or more of indigenous vegetation; within critical biodiversity areas identified in bioregional plans.*

**Activity 18:** *The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre, outside urban areas within Critical Biodiversity Areas as identified in systematic biodiversity plans adopted by the competent authority.*

The EIA Process consists of the following two very closely interlinked processes:

- A technical process, which entails the identification and management of possible environmental issues/concerns; and
- A public participation process, which requires public consultation in order to assist in the identification of possible environmental and/or social issues and/or concerns.

## **5. ANTICIPATED ENVIRONMENTAL ISSUES**

It is anticipated that the following environmental aspects will be significant and will hence be addressed by the project team during the assessment process:

- Impacts on vegetation habitats;
- Impacts on heritage resources;
- Stormwater management; and
- Impacts on the socio-economic dynamics of the area.

Management guidelines will be developed for the above-mentioned issues and incorporated in an Environmental Management Programme (EMPr).

You are welcome to comment on the above list and provide additional anticipated issues and possible impacts that should be assessed.

## **6. SPECIALISTS**

The project team has identified potentially significant issues and will further assess these impacts in terms of their significance in accordance with the guidelines for EIA published by the Department of Environmental Affairs (DEA).

The specialist studies that will be conducted include:

- Vegetation Assessment;
- Geotechnical Investigation; and
- Traffic Impact Assessment.

The Limpopo Department of Economic Development, Environment and Tourism (LEDET) or other stakeholders may request additional specialists' studies if necessary.

## **7. PUBLIC PARTICIPATION PROCESS**

Public Participation is any process that involves the public in problem solving or decision-making and forms an integral part of the EIA. The Public Participation Process (PPP) provides people who may be affected by the proposed development, with an opportunity to provide comments and to raise issues of concern, or to make suggestions that may result in enhanced benefits for the project.

Comments and issues raised during the PPP will be captured, evaluated and included in a Comments and Response Report, which will be incorporated into the BAR. The draft BAR and draft EMPr will be made available for public review prior to submission to the environmental authority.

## **8. APPROVING AUTHORITY**

The Limpopo LEDET is the relevant authority which will review the BAR. The LEDET must reach a decision as to whether, and under what conditions, the project may proceed, based on environmental considerations.

The process to be followed is depicted in Figure 1 as per the amended 2014 NEMA regulations.

**FIGURE 1: BASIC ASSESSMENT PROCESS**



## **9. INVITATION TO PARTICIPATE**

Exigent Engineering Consultants has been appointed by Accurate Trading 47 (Pty) Ltd to manage and facilitate the environmental process and PPP required for the project.

We would like to encourage you to participate in this EIA process. Should you wish to get involved, please provide written comments on or before **31 May 2021**.

### **EXIGENT ENGINEERING CONSULTANTS**

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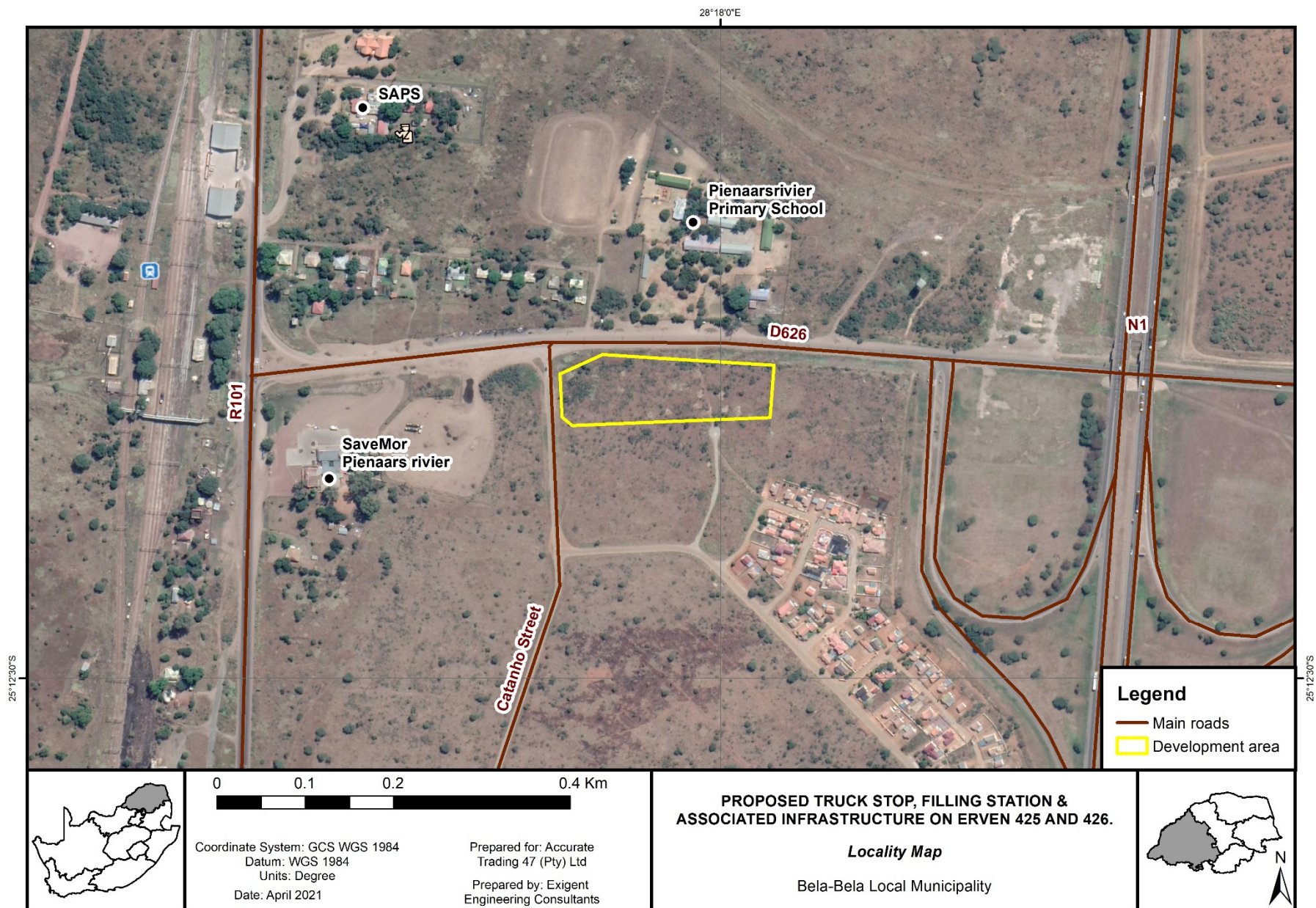


Figure 2. Locality Map