

APPLICATION FOR ENVIRONMENTAL AUTHORISATION: PROPOSED ROUTE 7 TRUCK DEPOT LOCATED ON HOLDINGS 174 AND 175 ELOFF SMALL HOLDINGS, EXTENSION I.R., DELMAS, MPUMALANGA.

COMMENTS AND RESPONSE REPORT
VICTOR KHANYE LOCAL MUNICIPALITY, MPUMALANGA
EIA Ref. Nr.: 17/2/3 N-62

Name	Date	Comment / Concern																			
Wimpie & Surina Botha	10-06-2011	We would like to object to the construction of Route 7 Truck Depot. We, together with the community, handed in several petitions to our local municipality to object to this matter, to no avail.	<div>It has been noted that the following main concerns were raised during the first public participation phase:</div> <div><div><div></div><div>the current zoning of the property is for agriculture and not for industrial and or commercial purposes,</div></div><div><div></div><div>the deteriorating condition of the roads servicing the truck depot,</div></div><div><div></div><div>the increased traffic on the roads,</div></div><div><div></div><div>the overall disturbances caused by the trucks,</div></div><div><div></div><div>noise impact as a result of the trucks and activities onsite,</div></div><div><div></div><div>the visual impact that the depot has on the neighbours,</div></div><div><div></div><div>deterioration of ambient air quality as a result of dust generated on the dirt road passing the northern border of the site,</div></div><div><div></div><div>water & soil pollution that could be cause by leaking tanks and trucks,</div></div><div><div></div><div>the potential impact on the wetland area to the north of the site,</div></div><div><div></div><div>the potential impact on possible underlying dolomite,</div></div><div><div></div><div>the potential impact on the ambiance of the area,</div></div><div><div></div><div>the traffic safety aspects related to the people (especially the school going children) and the animals of the area.</div></div></div> <div>Areas of concern raised during the first public participation process conveyed the need for the following impact studies:</div> <table><tr><th>Specialist studies</th><th>Management Plans</th></tr><tr><td>Geotechnical investigation</td><td>Disaster Management Plan (E.g. Fire and Hazardous chemical spills)</td></tr><tr><td>Wetland delineation study</td><td>Environmental Management Plan</td></tr><tr><td>Ecological fauna and flora habitat survey</td><td></td></tr><tr><td>Traffic impact study</td><td></td></tr><tr><td>Civil engineer report</td><td></td></tr><tr><td>Noise impact study</td><td></td></tr><tr><td>Socio economic/Feasibility study</td><td></td></tr><tr><td>Visual/Illumination study</td><td></td></tr></table> <div>The following specialist studies have been conducted (Refer to Appendix D for all specialist reports).</div> <div><div><div></div><div>a wetland delineation study,</div></div><div><div></div><div>an ecological fauna and flora habitat survey, and</div></div><div><div></div><div>a geotechnical investigation study,</div></div></div>	Specialist studies	Management Plans	Geotechnical investigation	Disaster Management Plan (E.g. Fire and Hazardous chemical spills)	Wetland delineation study	Environmental Management Plan	Ecological fauna and flora habitat survey		Traffic impact study		Civil engineer report		Noise impact study		Socio economic/Feasibility study		Visual/Illumination study	
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Wimpie & Surina Botha	10-06-2011 via email	<p>We would like to object to the construction of Route 7 Truck Depot. We, together with the community, handed in several petitions to our local municipality to object to this matter, to no avail.</p> <p>Route 7 has cooling trucks that they transport frozen chickens in. These cooling units are left on running right through the weekend, starting up as early as 6am Saturday morning and only shuts down after 8pm, sometimes even later on Sunday evenings. Due to this, we can no longer invite any guests for a braai over weekends, as the trucks are parked right next to our entertainment area.</p> <p>These cooling units are causing noise pollution in our area, and are even driving us out of our house to seek space somewhere else</p> <p>They have also left these cooling systems running throughout the night in the past. After a lot of arguing, they eventually agreed not to leave it running throughout the night. Our houses are situated right next to their small holding, not even 100metres away from them. With the server noise, no one can sleep at night. We are worried that, once they have approval that our rights will not be taken into consideration. They will once again leave their cooling systems running throughout the night.</p> <p>With the trucks coming and going in the early mornings, all rest is disturbed, as the truck drivers blow the hooters, rev the trucks, whistle and shout at each other.</p> <p>These small holdings at Eloff are zoned for Agricultural purposes only. We object that an industrial business is started in an Agricultural area.</p>	<p>The necessity of further specialist studies will need to be verified by the authorising Department (MPDEDET).</p> <p>Refer to Section 5 of this report (Environmental Impact Assessment Risk Rating and Mitigation Measures) and/or the Environmental Management Plan (Attached in Addendum B) for the proposed mitigation measures on soil-, water- and air pollution as well as prescribed waste management measures. These mitigation measures are subject to change based on further investigation and specialist recommendation.</p> <p>Reference can be made to Section 7 of this report (Identified alternatives) for consideration of the no-go option and alternatives.</p> <p>Route 7 Trading 105 CC currently owns 15 trucks and the intention is to expand in future to approximately 25 trucks. In terms of the National Environmental Management Act's (Act No. 107 of 1998) regulations the activities currently taking place at the depot do not constitute a listed activity. This application is for the proposed expansion of the depot, which based on its proposed size, triggers a listed activity and requires a Basic Environmental Impact Assessment. In terms of the land use zoning of the area, the current depot is operating illegally. According to the client they are in the process of a re-zoning application.</p> <p>Residents feel that the road is not strong enough to accommodate the trucks. Mr. Payne indicated that Route 7 would assist with the repairs or upgrades of the road, as long as the municipality approves and provides labour.</p>
Gerty du Plessis	10-06-2011	<p>I would hereby like to object to the construction of the Route 7 truck yard. The owners have no concern for my rights as a resident of plot 156. I've stayed here my entire life, now at my retiring age; I have to listen to trucks humming away every weekend. The noise is so disturbing, that I can even hear the cooling trucks in my TV room.</p> <p>Our house is approx. 400m from the yard. My son-in-law once took a sound meter, and measured the noise at up to 95 decibels. I cannot believe that we have to stand for this! We have requested the owners on several occasions not to leave the trucks running over weekends. They simply ignore our requests and rights, get in their cars and go to their house in Delmas, where there is no noise disturbing their peace.</p> <p>Eloff is a farming community, with the small holdings zoned for Agricultural purposes only. Why</p>	<p>In an attempt to mitigate the noise impact on the surrounding neighbours Route 7 has;</p> <ul style="list-style-type: none"> Instructed drivers to no longer hoot at the gate. They have sold two of the fridges. They have one small fridge on the property and the other one is not there on a regular basis. The remaining fridges are turned off at 7pm at night. If the trucks are there during the weekends, they move the trucks to the far northern side of the property, to reduce the noise impact on the neighbour located on the southern border of the property.



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		is an industrial business allowed to bend the rules as it pleases them?	<p>The water that is used at the site is obtained from the Victor Khanye local municipality.</p> <p>No groundwater will be extracted for use at the proposed truck stop. No water use license application is necessary as no water use activities listed under Section 21 of the National Water Act, 1998 (Act No. 36 of 1998) are or will be undertaken.</p> <p>The proposed expansion would add 40m³ to the current diesel storage capacity of 9m³, resulting in a total storage capacity of 49m³. This storage capacity (49m³) will trigger Activity 10 in terms of Listing Notice 3, R546 of 18 June 2010 as a result of the storage capacity exceeding 30m³ and the facility being located within 100m of a watercourse (wetland). This activity has been included in the application for environmental authorisation.</p> <p>Project timeframes:</p> <ul style="list-style-type: none"> • Submit application – 14 days for departmental review, acknowledgement of receipt and EIA reference number issuance. • Notify stakeholders (Phase one public participation) – Stakeholders notified have 40 days to register & comment on the application. • Submit draft Basic Assessment Report (Phase two public participation) – The Department and Interested and affected parties have 40 days to comment on the draft Basic Assessment Report. • Finalize and submit Basic Assessment Report <ul style="list-style-type: none"> ➤ 14 days for the department to acknowledge receipt of the report. ➤ 30 days for department to accept or reject the report or to request additional information. ➤ If the department could not make a decision an extra 60 days is allowed. ➤ Once the report has been accepted the department has 30 days in which to grant or refuse authorisation. ➤ If the department could not make a decision an extra 60 days is allowed. • Receive departmental decision <p>Departmental Official Contact Details Mr. Musa Mondlane, Tel: 013 690 2595, Fax: 013 690 3704, Email: gmmondlane@wit.mpu.gov.za</p>
Leon van der Linde	12-06-2011	<p>The roads in the area will not hold the potential traffic flow in the area, initially the roads are not designed to carry more that 3T, while they are currently been abused as it is!</p> <p>The area is still a residential area, in that area is well settled farming ground as well as respected people in the community that lives in this area, which brings up crop on a yearly basis that provides each and every one of us with some sort of consumable.</p> <p>Dust will have a major impact on the growing of crops as well as the environmental impact. Please, re-allocate the potential business to a more suitable area. Thanks in this regard.</p>	
Lukas Swanepoel	12-06-2011	Good day. I am currently living not far from this route 7 establishment, on a daily basis as it is, trucks pass my house and keeps me awake, imagine how it would be if there is s continuous flow of traffic. My cows wake up when trucks pass and this has an influence on my daily dairy delivery. The dust the truck create as it is now makes it hard to keep the area sanitised. We all use the roads in that area, and currently it's us the farmers that keep that roads maintained while the trucks of route 7 destroys the roads. We will not have this development taking place. Please relocate your business. Thanks	
Riana Swanepoel	12-06-2011	Hello. This business will not be considerable; we live in this area, to make it just another busy road and noise. We have move out of the town to this area for the peace and quiet, now you what to implement a business that will have a constant noise of trucks starting up in the middle of the night, in some of the houses in the area is elderly people that are sick and needs the rest. Now you what to release a bundle of environmental noise. We the COMMUNITY will not allow this to happen.	
Riaan Grobbelaar	18-06-2011	<p>With reference to the above project I would like to register as an interested party and receive documentation during the review period of the process. The Background Information document does not specify timeframes for the process. Please specify when information will be available for review and timeframes for this. With reference to the activities applied for the following concerns/comments:</p> <ol style="list-style-type: none"> 1. The activity already commenced and the indication in the image in the BID shows vacant property. The property already in used and developed for the purposes of establishing a truck depot. Does this mean that the current infrastructure was already approved or is it illegal? 2. It is indicated that an additional 40m³ diesel tank will be added; what is the capacity of the current facility. If not authorized should be added to the new capacity and applied for the total storage requirement. 3. How many trucks will be accommodated on the property and will the facility only be 	

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		<p>used for Route 7 Trucks? Have you done a traffic assessment? If completed I would like to review information.</p> <p>4. The area is a small holding/agricultural zone area. More and more small holdings (7 including the current Route 7 Depot) are used for Track depots. This increase the amount of heavy vehicles (trucks) in the area and on the roads which was not built to accommodate big trucks. The roads deteriorate and present a risk for other users. The roads are not big enough to safely pass by trucks in opposite directions and this leads to a safety risk for children, cyclist, motorists and pedestrians.</p> <p>5. It is further indicated that this will be a 24/7 depot. Have you considered a noise assessment? Would like to review the information.</p> <p>6. Water supply (indication of a washing Bay); has a water use license been applied for as this will not fall under a schedule 1 or general authorization?</p> <p>7. How will waste (spillages, oils, domestic waste and industrial waste) be managed?</p> <p>Please notify me should the basic assessment report be available for review?</p>	
André Botha	21-06-2011	<p>The property at hand is located within the Eloff Small holdings which are zoned for agriculture and residential purposes.</p> <p>The road infrastructure does not support heavy vehicles, the area is not located near a main route and thus the current roads will suffer from the heavy vehicles that use it.</p> <p>The municipality also do no maintenance the roads and thus the current problems on the roads will just escalate with the heavy vehicles using it.</p> <p>All the properties in the area is dependent on underground water, should any ground water pollution occur due to diesel leakages, waste storage etc, this will compromise the use of the water for human and animal consumption. The wetland located next to the property to be developed will be directly affected by the development.</p> <p>Any contamination from the areas will move through the wetland area and will cause damage downstream</p> <p>There are a local school, and the children walk to and from school, and it is of high concern the fact that a few children have been hit by the heavy vehicles using the internal roads, and we are concerned that these incidents will increase due to increased volumes of heavy vehicles</p>	



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EIA Ref. Nr.: 17/2/3 N-62

		<p>that make use of the roads.</p> <p>We as residents are concern that these types of development in a small holdings area will disturb the peace and tranquillity of the area and that it will create a danger for people and animals.</p> <p>These types of development tend to attract more development / businesses of the same nature to a peaceful country neighbourhood.</p> <p>An indication of what specialist studies is planned and more specific attention should be given to alternative areas to where the development can relocated due to the fact that the area is not suitable for this type of development.</p> <p>The visual impact and contributing noise, air and water pollution has apparently not been considered. The cumulative impacts of the proposed truck stop will be more than the positive impact for one business.</p>	
Joel Xaba	22-06-2011	<p>I am against the development because that area is an Agricultural area; it was not zoned for Trucks.</p> <p>The present owner has remove beautiful trees that were there before his time and They were not even in the way of his Trucks, that tells me that he does not even care about saving the environment at all because he does not live in the area.</p> <p>We are drinking water from our boreholes so the water from the wash bay is going to pollute our water.</p> <p>The roads are not for trucks, because they are too heavy and the roads are already damaged by the trucks, so how much more when all those trucks are being allowed?</p> <p>The work shop is going to be a problem also because, they will have to test those trucks to make sure they are fixed, let alone the noise of those trucks, day and night. We will never enjoy our homes, because of the noise caused by those trucks.</p> <p>All this and more will pollute our environment, which is already polluted.</p>	



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		<p>It will be very much irresponsible and ignorant to permit this Company to operate there because we as residents are the ones that are going to suffer with our children, of which the owners are not part of us because they are not even staying in that area, so they are safe from the pollution they are going to cost us there.</p> <p>We as South Africans are saying "No" to any kind of pollution, and I do believe that our Government is our big Partner as far as saving the environment is concerned? And we need to save the future of our children in this area.</p>	
Braham Botha	22-06-2011	<p>The property at hand is located within the Eloff Small holdings which are zoned for agriculture and residential purposes. The title deeds as well as the municipal bylaws determine that the area is zoned for agricultural use only and that light industrial will be allowed on special request. Further the title deeds show that subdivision may not occur.</p> <p>The current infrastructure does not support the use of heavy vehicles, the roads has been constructed to be able to carry light vehicles only, and previous heavy vehicle businesses has moved out of the area due to minimal infrastructure that is not maintained by the municipality.</p> <p>The applicant's vehicles have already caused damage to the roads, and the damage is not repaired.</p> <p>The agricultural holdings are not located near a main route and due to that the current infrastructure is taking the toll due to the use of the heavy vehicles.</p> <p>The main routes that is used by the heavy vehicles is located approximately 8km to the east of the agricultural holdings, which question the fact that the social and economic studies that should have been done as precaution was not conducted.</p> <p>All the properties in the area are dependent on underground water, should any ground water pollution occur due to diesel leakages, waste storage etc, this will compromise the use of the water for human and animal consumption.</p> <p>Has any application for a waste license been submitted for this development?</p> <p>The wetland located next to the property to be developed will be directly affected by the development.</p>	



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EIA Ref. Nr.: 17/2/3 N-62

		<p>The proposed development will take place within a 100m zone from the wetland area as prescribed in the National water act of 1995 as well as according to the new NEMA regulations of 2010. Thus a wetland study needs to be conducted and an application for a water use license must be submitted.</p> <p>There is a local school, and the children walk to and from school, and it is of high concern the fact that a few children have been hit by the heavy vehicles using the internal roads, and we are concerned that these incidents will increase due to increased volumes of heavy vehicles that make use of the roads.</p> <p>We as residents are concern that these types of development in a small holdings area will disturb the peace and tranquillity of the area and that it will create a danger for people and animals.</p> <p>These types of development tend to attract more development / businesses of the same nature to a peaceful country neighbourhood.</p> <p>Any contamination from the areas will move through the wetland area and will cause damage downstream</p> <p>An indication of what specialist studies is planned and more specific attention should be given to alternative areas to where the development can relocated due to the fact that the area is not suitable for this type of development.</p> <p>The visual impact and contributing noise, air and water pollution has apparently not been considered. The cumulative impacts of the proposed truck stop will be more than the positive impact for one business.</p>	
Advocate Sonwabile Mancotywa - National Heritage Council South Africa	27-06-2012	<p>We hereby acknowledge receipt of your letter dated 10 June 2011 to which we now refer.</p> <p>Having perused and familiarised ourselves with the contents of the aforementioned letter and more particularly, our written comments on the construction project in relation to the abovementioned project, we regret to advise that the National Heritage Council (NHC) is not able to assist for the reason that the determination of possible environmental impact on a project like the above, is a matter outside our mandate. However, should this have been a call</p>	



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EIA Ref. Nr.: 17/2/3 N-62

		<p>for heritage impact assessment, perhaps the South African Heritage Resources Agency (SAHRA), which, like the NHC, is an implementing agency also under the National Department of Arts and Culture charged with, amongst others, management of heritage resources and declaration of national heritage sites which fall squarely within its mandate through the National Heritage Resources Act, 1999 (Act No. 25 of 1999) may be the most relevant stakeholder to consult. Likewise, provincial and local heritage sites are managed and declared by Provincial Heritage Resources Authorities within the areas on which developmental work that may impact on heritage may take place.</p> <p>Informed by the above, we would like to advise that you consider soliciting written inputs from SARHA or the relevant Provincial Heritage Resources Authority within the area of jurisdiction where the construction project is intended to take place for consideration especially on possible heritage impact if any.</p> <p>We thank you, nonetheless, for having identified the NHC as a possible critical stakeholder who could be of special consideration in your developmental agenda.</p>	
Debbie van Staden	28-06-2011	<p>I totally disapprove of the truck yard being built in Eloff. It is a farming community and not a truck stop.</p> <p>There are children riding on bikes and horses in the area on a continuous basis, there are horse riding schools that take children out on outrides. A few months ago a child was killed by a truck on one of the roads while he was on his bike.</p> <p>Please we do not need to see the crime rate climb in our area, due to all sort of elements walking around doing nothing, and looking for trouble, our roads are in a bad enough state and is due to the trucks on the roads, we cannot afford for it to get worse, as our cars are becoming more and more expensive to fix.</p> <p>The trucks are polluting our area and if diesel is spilled on the ground, it can contaminate our ground water.</p>	
Jan Steenekamp	28-06-2011	<p>The following comments are submitted and should be addressed</p> <ol style="list-style-type: none"> 1. A geotechnical report should be done. Delmas extract water from boreholes 2. Environmental Management Plan 3. Traffic Impact Study – the roads in the Eloff agricultural Holdings area are not constructed to carry HMV. The upgrading of the road is not a priority with Council and will not 	



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		<p>be tarred. Dust can create a problem with the HMTV using the gravel road. The applicant might be instructed by Council to tar the road. The cost here in will be borne by the owner.</p> <p>4. In terms of the Agricultural Holdings Act of 1919 both Holdings are earmarked for agricultural purposes. An application for the excision of both Holdings should be lodged to the Department of Land Affairs.</p> <p>5. Both Holdings are earmarked strictly for agricultural purposes in terms of the Spatial Development Framework of Council</p> <p>6. In terms of Delmas Town Planning Scheme, 2007 the holdings are zoned for “agricultural” purposes.</p> <p>7. A Disaster Management Plan should be drawn up. See #1</p> <p>8. Feasibility study should be done.</p>	
Kobus Venter	4-07-2011	<p>1. Can't see that I will be directly influenced by the proposed development as it is not hearing distance from us.</p> <p>2. I am however concerned that Road no. 8 might be used as an access road as it is a tarred road. Our guest chalets are bordering Road no. 8 and heavy vehicles travelling during night time will create a disturbance which will most likely impact negatively on our business.</p>	
Eben Blom	10-07-2011	<p>1. This is an agricultural area not an industrial area</p> <p>2. Roads in the area has not been designed for truck loading</p> <p>3. Diesel spillage will contaminate ground water</p> <p>4. There are diesel depot's in Delmas and Sundra which is a mere stone through away</p> <p>5. Noise levels from trucks are a disturbance and not legal in residential area's</p> <p>And Lastly – this is an agricultural area, not an industrial area.</p>	
Truida van Diepen	13-07-2011	<p>Objections: Eloff Plots are residential and small Agri-holdings. Our roads are not built on the plots for heavy vehicles.</p> <p>Route 7 Truck Depot has already being operating for a few years and is now only applying for business rights.</p>	
Johannes Petrus Hattingh	15-07-2011	<p>1. Noise disturbance: All hour movement of trucks results in disturbance.</p> <p>2. Air Pollution: The illegal operation causes Dust and exhaust fumes pollution.</p> <p>3. Damage to Road Surface: These roads have not been design to accommodate large truck and already resulted in damaged pavement layers/roads. Council has already repaired potholes caused by truck in front of the illegal depot.</p> <p>4. Water Pollution: Small holdings and farms depend on boreholes for domestic and irrigation purposes. Spillage of diesel and contaminated water (environmentally unfriendly chemicals due to cleaning of trucks) will result in contamination of ground</p>	



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		<p>water. This will have a disastrous effect on the adjacent wetland and underground water system. Delmas council also draws water from the same water source for domestic use.</p> <p>5. Fauna and Flora: The mentioned wetland which houses frogs, birds etc will be effected by the above pollution and therefore have an effect on the total ecosystem.</p> <p>6. Zoning: This area has been zoned for agricultural purposes only in terms of the town planning scheme. (Agricultural Holdings act of 1919 and the Spatial Development Framework of the Council).</p> <p>7. Safety: Traffic of Heavy Duty vehicles poses a safety hazard for Children and animals alike.</p> <p>8. Fire Hazard: The truck depot where diesel is stored poses a substantial fire hazard to the area.</p> <p>Summary: In the light of the above and the fact that the applicant had no respect for rules and regulations by illegally constructed the transport depot before any relevant approval was given, I must strongly object to the approval and that land be restored to its original agricultural use.</p>	
Jan Ehlers Attorneys on behalf of Chris Rossouw, Alec Martinuzzi, Louis Schoonraad, Vincent Abbott, Lukas Swanepoel and PA du Plessis	19-07-2011	<p>1. Rezoning of Plot 174 & 175:</p> <p>1.1. Area is zoned for agricultural and not for industrial purposes ;</p> <p>1.2. Development to be relocated to other industrial areas ;</p> <p>1.3. Disruption of peace and quietness due to proposed business activities ;</p> <p>1.4. Changing of rural residential atmosphere and privacy due to type of proposed business activities.</p> <p>2. Water Pollution:</p> <p>2.1. The properties are situated in a wetland [vlei] dolomite area holding open water [plus minus 200m away] from complainant Alec Martinuzzi. This water and wetland has lots of wildlife, including birds and is the drink water source for Mr. Martinuzzi's livestock ;</p> <p>2.2. The water in the "vlei" rises in rainy periods from water [rain] onto the other plots in the area ;</p> <p>2.3. About all the holdings are dependent on boreholes fed by water from the wetland area for human use and household purposes ;</p> <p>2.4. The business activities of the proposed construction have a big risk for pollution of this abovementioned water source by the normal spillage of fuel when filling up the vehicles, leakages, the washing bay cleaning materials, servicing of the vehicles and storage leaking.</p> <p>3. Roads:</p>	



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VICTOR KHANYE LOCAL MUNICIPALITY, MPUMALANGA
EIA Ref. Nr.: 17/2/3 N-62

		<p>3.1. The main roads which will be used by the heavy duty trucks, trucks and vehicles of the intended business are:</p> <p>3.1.1. from east to west a narrow dirt road which will create, by the extended use, an extensive dust problem for the inhabitants of the holdings ;</p> <p>3.1.2. from north to south, no. 1, is a narrow tarred road built only for the use of light vehicles.</p> <p>3.1.3. The tarred road is in a very bad condition and the extensive use by heavy vehicles will have a dangerous effect to all the users thereof.</p> <p>3.1.4. Upgrading in the near future by the Municipality seems impossible especially in view of its limited financial resources.</p> <p>4. Noise and Disruption:</p> <p>4.1. It is common knowledge that heavy vehicles cause loud, unacceptable noise which will disturb the whole nearby area and especially in a residential area which will have a detrimental effect on the values of the properties.</p> <p>4.2. The intended business on the properties will have a day and night running of heavy vehicles which will have a very detrimental effect on the inhabitants and plot owners.</p> <p>5. Conclusion:</p> <p>5.1. The abovementioned objections and problems of the owners, inhabitants and public can easily be obviated if the application is refused and the applicant is advised to make use of a nearby semi-industrial zoning area.</p> <p>5.2. The negative social and economic impact of the contemplated construction and business obliged the using of alternative available proper zoning area for the construction and must be therefore properly dealt with in considering the application.</p> <p>The practicability of enforcing any conditions, rules, codes of conduct for exercising the business day and night must seriously be considered.</p>	
Cekiso J.A. Kajeni	28-07-2011	The Department of Education in Mpumalanga has no objection to the proposed construction of a truck depot for the purpose of storage servicing and washing of Route 7 trucks on Holdings 174 and 175 Eloff Small Holdings Extension I.R., Mpumalanga as no schools are affected.	
Mr. D. Dube - Mpumalanga Department of Human Settlements	18-07-2012	<p>Sub: Application for environmental authorisation proposed Route 7 Truck Depot located on Holdings 174 & 175 Eloff small holdings, Extension I.R. Delmas, Mpumalanga</p> <p>Ref: Your letter SMS Ref 17/2/3/N-62 dated 9.1.2011.</p> <p>1. Your application for environment authorisation seeking our comments refers.</p> <p>2. There are no details in your application about the environmental information, infrastructure proposal, compliance with spatial development, plan of Local Municipality,</p>	



APPLICATION FOR ENVIRONMENTAL AUTHORISATION: PROPOSED ROUTE 7 TRUCK DEPOT LOCATED ON HOLDINGS 174 AND 175 ELOFF SMALL HOLDINGS, EXTENSION I.R., DELMAS, MPUMALANGA.

COMMENTS AND RESPONSE REPORT
VICTOR KHANYE LOCAL MUNICIPALITY, MPUMALANGA
EIA Ref. Nr.: 17/2/3 N-62

		<p>lack of biophysical factors, etc. hence, we cannot convey our comments.</p> <p>3. If you submit your scoping report, we will be able to study and furnish our critical views and comments.</p> <p>4. In as much as this is only an application, we suggest that you proceed to seek authorisation.</p>									
Peter Jerome	23-06-2011	Here is a list of the neighbour watch on the Eloff plots between road No.8 and 11 that would require copies of the meetings and all other correspondence. I would also like you to send me a copy of the approved drawings please.	<p>We will send all the information available up date to the members of the neighbourhood watch.</p> <p>Shangoni Management Services sent notification letters with an attached background information document, a stakeholder registration form and a locality map to all the members of the neighbourhood watch. The draft Basic Assessment Report will be sent to all registered stakeholders.</p>								
Lynzi Nel National Heritage Council	28-06-2011	Attached hereto please find replies to your letters received by our office.	We hereby acknowledge receipt of your comments received yesterday 28 June 2011. Your comments will be noted in the Basic Assessment Report. We would like to enquire if you maybe have a name and contact details/postal addresses for the relevant person/s within SAHRA or the relevant Provincial Heritage Authority in Mpumalanga.								
Debbie van Staden	28-06-2011	<p>To: Isabel Hough and CC: Diane Bath (Ward Councilor)</p> <p>We really need to stop this yard, one of the reasons we live on the smallholdings is to get away from town and all its noise and pollution.</p>	Noted								
Surina Botha	29-06-2011	<p>Please see attached letters that was sent to Route 7 when they first moved onto the property in 2009. I do not understand how suddenly the Agricultural Holdings were put aside for Industrial purposes, as these documents state otherwise.</p> <p>My attorney also sent me letters on numerous occasions stating that the municipality informed him that Route 7 ignored their instructions and did not even bother to reply to their letters.</p>	<p>Noted</p> <p>(See lettersattached inAppendix E3)</p>								
Peter Jerome	04-07-2011	<p>These consultant should be used for the following as they are independent.</p> <table><tr><th>Consultant</th><th>Contact Details</th></tr><tr><td>ERGOSAF</td><td>Tel: (011) 803 7314</td></tr><tr><td>Koos Roets – Consultant Occupational Hygienists (COH)</td><td>Cell: 082 456 0275</td></tr><tr><td>SGS Minerals</td><td>Cell: 011 680 3466</td></tr></table>	Consultant	Contact Details	ERGOSAF	Tel: (011) 803 7314	Koos Roets – Consultant Occupational Hygienists (COH)	Cell: 082 456 0275	SGS Minerals	Cell: 011 680 3466	We confirm receipt of your e-mail send on Friday 1 July 2011 regarding possible specialists that could be used for the specialist studies needed for the Route 7 impact Assessment.
Consultant	Contact Details										
ERGOSAF	Tel: (011) 803 7314										
Koos Roets – Consultant Occupational Hygienists (COH)	Cell: 082 456 0275										
SGS Minerals	Cell: 011 680 3466										



APPLICATION FOR ENVIRONMENTAL AUTHORISATION: PROPOSED ROUTE 7 TRUCK DEPOT LOCATED ON HOLDINGS 174 AND 175 ELOFF SMALL
HOLDINGS, EXTENSION I.R., DELMAS, MPUMALANGA.

COMMENTS AND RESPONSE REPORT
VICTOR KHANYE LOCAL MUNICIPALITY, MPUMALANGA
EIA Ref. Nr.: 17/2/3 N-62

		<div>Services</div> <div> Fax: 011 433 3654 PO Box 82582 Southdale 2135, South Africa </div>	
		<div>TRANSHEQ</div> <div> Cell: 083 400 0620 FaxMail: 086 671 0090 E mail: Richard@transheq.co.za For Transport Risk Assessment (On route risk assessments): </div>	
Benida Grobbelaar	06-01-2012	<p>I am still concerned that no indications is made to the requested traffic and noise assessments.</p> <p>The traffic assessment should include an assessment of the status of Road 10 used by the trucks as this road (Road) is not suitable for the load and amount of trucks currently using the road.</p> <p>This needs further support by local government to undertake regular maintenance on the road (as local government will be responsible for the authorization of the activity). This can potentially be a hazard for other road users; cars, cyclists, pedestrians (children) and people practising horse riding on the side of the road. The larger are is zone agricultural (the area consist of a number of small holdings) as you would be aware. The property is in the process? Or was zoned for industrial use.</p> <p>I am aware that the studies was agreed with the department but the department is one stakeholder in the process and other concerns raised should also be addressed.</p> <p>The relevance of the studies identified is not clear as the area and property have been developed before any studies was conducted ("The following specialist studies were conducted as part of the basic assessment process, an ecological survey, a geotechnical survey, and a wetland delineation.")</p> <p>The above is not new issues and have been raised via your internet IAP registration facility and acknowledgement received via e-mail.</p> <p>My original concerns raised are listed again and I again request that this is addressed during your process and documentation.</p>	Attached please find a progress report regarding the EIA process for the proposed Route 7 Truck Deposit (See Appendix 11).

APPLICATION FOR ENVIRONMENTAL AUTHORISATION: PROPOSED ROUTE 7 TRUCK DEPOT LOCATED ON HOLDINGS 174 AND 175 ELOFF SMALL HOLDINGS, EXTENSION I.R., DELMAS, MPUMALANGA.

COMMENTS AND RESPONSE REPORT
VICTOR KHANYE LOCAL MUNICIPALITY, MPUMALANGA
EIA Ref. Nr.: 17/2/3 N-62

		<p>EIA REF:17/2/3 N-62</p> <p>This my comments submitted Sat 2011/06/18 to the EAP (consultant responsible for the process):</p> <p>The Background Information document does not specify timeframes for this progress. Please specify when information will be available for review and timeframes for this.</p> <p>With reference to the activities applied for the following concerns/comments:</p> <p>1. The activity already commenced and the indication in the BID shows vacant property. The property are already in used and developed for the purposes of establishing a truck depot. Does this mean that the current infrastructure was already approved or is it illegal?</p> <p>2. It is indicated that an additional 40m³ diesel tank will be added; what is the capacity of the current facility. If not authorized should be added to the new capacity and applied for the total storage requirement.</p> <p>3. How many trucks will be accommodated on the property and will the facility only be used for Route 7 Trucks? Have you done a traffic assessment? If completed I would like to review information.</p> <p>4. The area is a small holding/agricultural zone area. More and more small holdings (7 including the current Route 7 Depot) are used for Truck depots. This increase the amount of heavy vehicles (trucks) in the area and on the roads which was not build to accommodate big trucks. The roads deteriorate and presents a risk for users. The roads are not big enough to safety pass by trucks in opposite directions and this leads to a safety risk for children, cyclist, motorists and pedestrians.</p> <p>5. It is further indicated that this will be a 24/7 depot. Have you considered a noise assessment. Would like to review the information.</p> <p>6. Water supply (indication of a washing Bay);has a water use license been applied for as this will not fall under a schedule 1 or general authorization?</p> <p>7. How will waste (spillages, oils, domestics waste and Industrial waste) be managed?</p> <p>Your progress letter further indicates that the letters is to provide the department with the progress made on the abovementioned application; please forward the relevant department official contact details (e-mail, office number) for reference and my record.</p>	
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APPLICATION FOR ENVIRONMENTAL AUTHORISATION: PROPOSED ROUTE 7 TRUCK DEPOT LOCATED ON HOLDINGS 174 AND 175 ELOFF SMALL HOLDINGS, EXTENSION I.R., DELMAS, MPUMALANGA.

COMMENTS AND RESPONSE REPORT
VICTOR KHANYE LOCAL MUNICIPALITY, MPUMALANGA
EIA Ref. Nr.: 17/2/3 N-62

		Please notify me should the basic assessment report be available for review.	
Mr. Braham Botha	06-01-2012	<p>Ek glo ons hoewe eienaars op Pad stem saam met Riaan. Vanaf die 12de Julie wat ons almal vergader het oor die hele Route 7 en H&D Vervoer kwessie, het die toestand van Pad 10 seker 50% versleg. Daar is ook maklik 50% meer verkeer na en van Route 7 se perseel, 24 uur per dag! Ek kan nie dink dat Pad 10 nog 12 maande gaan hou nie.</p> <p>Ek sien ook uit om die verslag te sien.</p>	<p>All comments, concerned, issues and request raised by the interest and affected parties are included in our draft report. This report will be distributed for review to the Department as well as all registered interested and affected parties for review. Thus the Department will consider all aspects as include in the report as well as the concerns and request by the interested and affected parties when reviewing the report, and will provide their feedback accordingly.</p> <p>Dankie vir terugvoer.</p> <p>Ons sluit alle kommentare in ons voorlopige verslag in wat na die Departement en na die geregistreerde partye toe gaan vir hersiening voordat die finale verslag ingedien word. Dus sal die Department alle kommentare inag neem as deel van hulle besluitnemings proses en sal hulle daarvolgens reageer.</p>

