

Basic Assessment Report

**SANRAL NATIONAL ROUTE 11 UPGRADE, SECTION 09 BETWEEN
HENDRINA (KM 0.00) AND THE HENDRINA POWER STATION
(KM18.56), MPUMALANGA PROVINCE**

DEA Reference: 14/12/16/3/3/1/1465

Prepared for:



Prepared by:



JOHANNESBURG
EOH Business Park, Block D, 1 Osborne Lane
Bedfordview, Gauteng
Tel: 011 607 8100
Fax: 011 606 9929

*Also in East London, Grahamstown, Cape Town, Port Elizabeth &
Maputo*

www.cesnet.co.za | www.eoh.co.za

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BASIC ASSESSMENT REPORT



environmental affairs

Department:
Environmental Affairs
REPUBLIC OF SOUTH AFRICA

(For official use only)

File Reference Number:

Application Number:

Date Received:

Basic assessment report in terms of the Environmental Impact Assessment Regulations, 2014, promulgated in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended.

Kindly note that:

1. This **basic assessment report** is a standard report that may be required by a competent authority in terms of the EIA Regulations, 2014 and is meant to streamline applications. Please make sure that it is the report used by the particular competent authority for the activity that is being applied for.
2. This report format is current as of **08 December 2014**. It is the responsibility of the applicant to ascertain whether subsequent versions of the form have been published or produced by the competent authority
3. The report must be typed within the spaces provided in the form. The size of the spaces provided is not necessarily indicative of the amount of information to be provided. The report is in the form of a table that can extend itself as each space is filled with typing.
4. Where applicable **tick** the boxes that are applicable in the report.
5. An incomplete report may be returned to the applicant for revision.
6. The use of "not applicable" in the report must be done with circumspection because if it is used in respect of material information that is required by the competent authority for assessing the application, it may result in the rejection of the application as provided for in the regulations.
7. This report must be handed in at offices of the relevant competent authority as determined by each authority.
8. No faxed or e-mailed reports will be accepted.
9. The signature of the EAP on the report must be an original signature.
10. The report must be compiled by an independent environmental assessment practitioner.
11. Unless protected by law, all information in the report will become public information on receipt by the competent authority. Any interested and affected party should be provided with the information contained in this report on request, during any stage of the application process.
12. A competent authority may require that for specified types of activities in defined situations only parts of this report need to be completed.
13. Should a specialist report or report on a specialised process be submitted at any stage for any part of this application, the terms of reference for such report must also be submitted.

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14. Two (2) colour hard copies and one (1) electronic copy of the report must be submitted to the competent authority.
15. Shape files (.shp) for maps must be included in the electronic copy of the report submitted to the competent authority.

DRAFT

SECTION A: ACTIVITY INFORMATION

Has a specialist been consulted to assist with the completion of this section?

YES	NO
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If YES, please complete the form entitled "Details of specialist and declaration of interest" for the specialist appointed and attach in Appendix I.

1. PROJECT DESCRIPTION

a) Describe the project associated with the listed activities applied for

• PROJECT DESCRIPTION

South African National Roads Agency SOC Limited (SANRAL) is proposing to upgrade the National Route 11, Section 09 between Hendrina (km 0.00) and the Hendrina Power Station (km 18.56), in the Mpumalanga Province, South Africa.

The proposed road upgrade will entail construction of various improvements on the N11-09, which will include the following:

- Widening of the existing two-lane single carriageway National Route 11-09, Section 9 to provide 2.5 m wide surfaced shoulders and climbing lanes where warranted;
- Vertical re-alignment of N11 carriageway to ensure a 100 km/hr geometric design speed;
- Improvement of the Voortrekker Street at-grade intersection to the roundabout configuration;
- Capacity and safety improvement of the Hendrina Power Station at-grade intersection;
- Replacement of the existing culvert spanning the Bosman River with a new river bridge;
- Widening of the existing Bosmanspanspruit River Bridge;
- Temporary stockpiling of material;
- Cape seal surfacing for rural section;
- 50 mm asphalt surfacing for urban section;
- 45 mm asphalt surfacing for Hendrina Power Station intersection; and
- Temporary bypass roads that will be utilised during the construction phase.

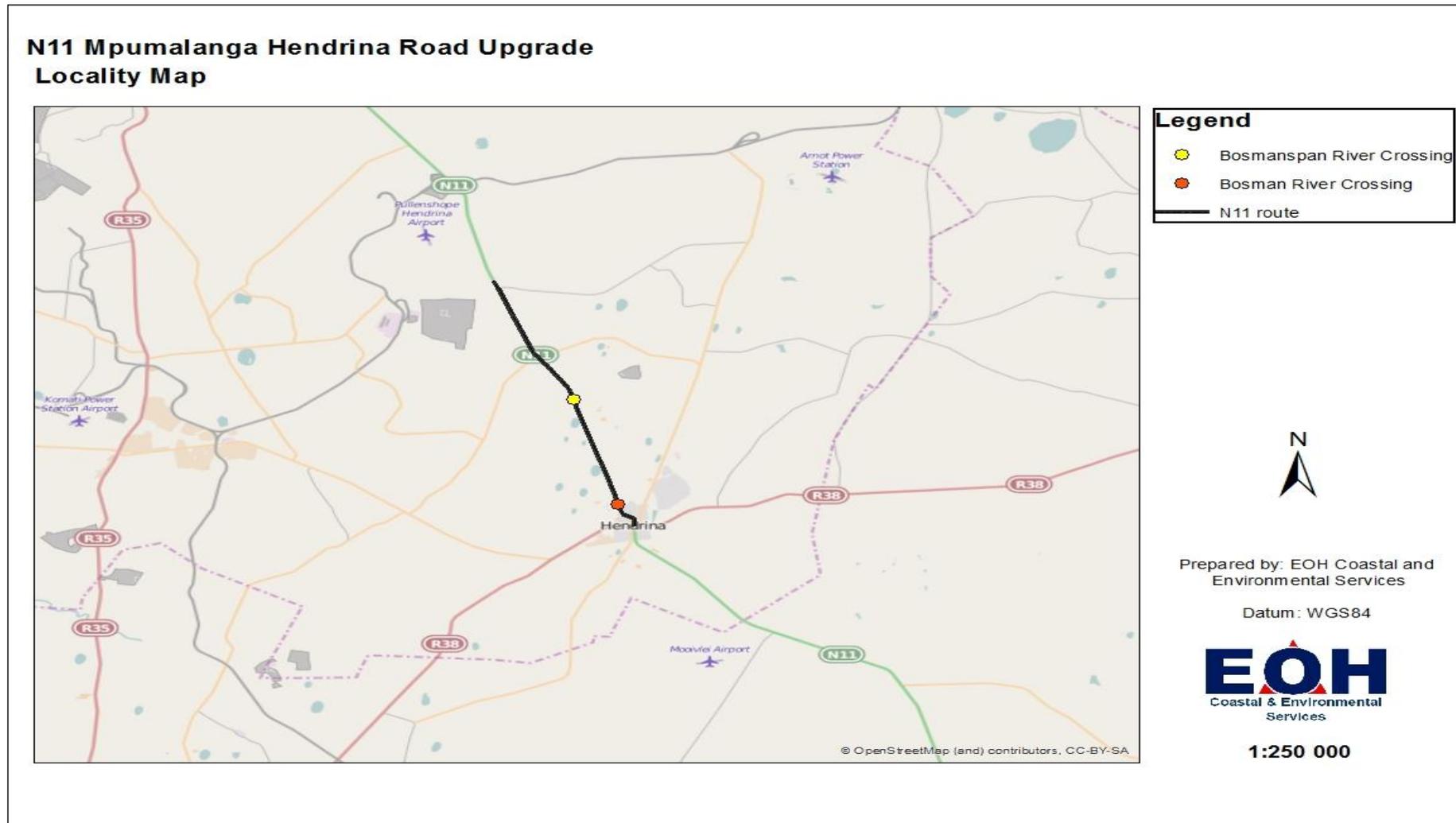


Figure 1.1: Locality map of the proposed N11-09 road upgrade.

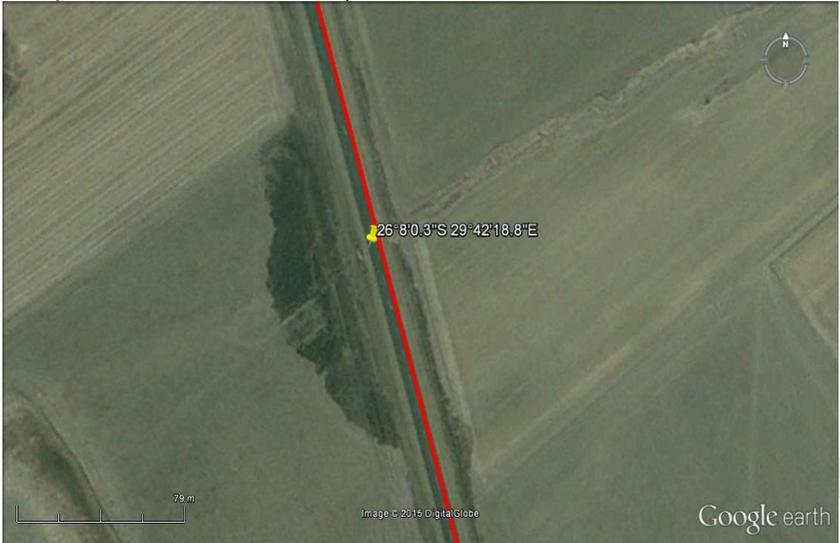
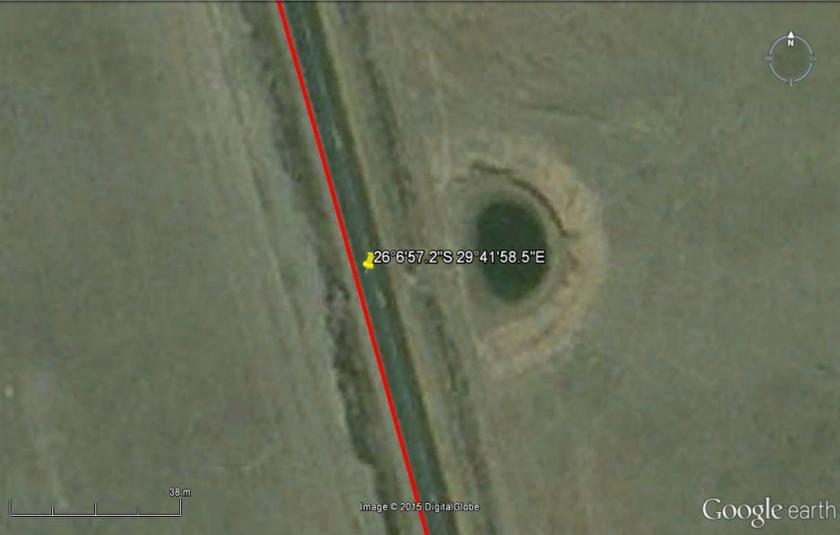
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Water use licenses (WULs) will be required for the proposed project, and applications thereof will be submitted in accordance with the National Water Act (Act No. 36 of 1998), regulated by the Department of Water and Sanitation (DWS) for the associated construction and upgrade of watercourse structures.

The following bridges and culverts are proposed for sections of the watercourses associated with the proposed N11 road upgrade:

Crossing	Crossing details	Proposed Works
<p>Major Culvert (26° 8.716'S 29° 42.545'E)</p> 	<ul style="list-style-type: none"> • Major culvert at Bosman River • 12.23 m long and 10.95 m wide between parapets. • Currently a narrow raised sidewalk of 0.5 m is provided leaving a shoulder of 1.3 m wide on either side in addition to two 3.7 m lanes. • Total verge width is thus 1.8 m, which is short of the required 2.5 m standard of the road. • Steel angle stanchions and rails make up the railing on both deck edges, which does not comply with SANRAL standards. • The 15 years return period flood of 62m³/s required for a Class 3 road overtops the structure by far. 	<p>Demolish existing major culvert, replace with new bridge at same position with a width of 12.4 m, with 3 x 5.0 m spans.</p>

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<p>Culvert (26°8'0.3"S 29°42'18.8"E)</p>  <p>26°8'0.3"S 29°42'18.8"E</p> <p>79 m</p> <p>Image © 2015 DigitalGlobe</p> <p>Google earth</p>	<ul style="list-style-type: none">• Lesser culvert at drainage line• 2 x 0.9 m diameter	<p>Replace with major culvert of 2 x 2.4 x 1.2 m cells.</p>
<p>Culvert (26°6'57.2"S 29°41'58.5"E)</p>  <p>26°6'57.2"S 29°41'58.5"E</p> <p>38 m</p> <p>Image © 2015 DigitalGlobe</p> <p>Google earth</p>	<ul style="list-style-type: none">• Lesser culvert at drainage line• 2 x 0.9 m diameter	<p>Replace with major culvert of 2 x 2.1 x 1.2 m cells.</p>

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Bridge (26° 4.798'S 29° 41.277'E)



- Bridge at Bosmanspan River
- 45 m long with spans of 11.26 m, 11.17 m, 11.21 m and 11.24 m.
- The overall bridge width between parapets is 10.2 m.
- Currently a narrow raised sidewalk of 0.53 m is provided either side, leaving shoulder of 0.9 m on either side in addition to two 3.7 m lanes. The total verge width is thus 1.4 m, which is short of the required 2.5 m standard of the road.
- Steel angle stanchions and rails make up the railing on both deck edges, which does not comply with SANRAL standards.
- The 50 years return period flood of 196 m³/s leave a 1.0 m freeboard while double this flood leaves a freeboard of 0.64 m, meeting the Class 2 requirements.

Due to the high cost of replacement and marginal widening being viewed as uneconomical, it is proposed that the structure be retained as is despite the reduced shoulder width. The only improvements are removal of the raised sidewalks and provision of new concrete parapets.

Please refer to Appendix C for further details on the proposed designs, as per the attached Design Report.

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b) Provide a detailed description of the listed activities associated with the project as applied for

Listed activity as described in GN 734, 735 and 736	Description of project activity
<p>Example: GN 734 Item xx xx): The construction of a bridge where such construction occurs within a watercourse or within 32 metres of a watercourse, measured from the edge of a watercourse, excluding where such construction will occur behind the development setback line.</p>	<p>A bridge measuring 5 m in height and 10m in length, no wider than 8 meters will be built over the Orange river</p>
<p>GN R. 983: 19 The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 5 cubic metres from- (i) a watercourse;</p>	<p>The construction and widening of bridges and culverts, and the by-passes will require excavation and removal of soil within the Bosman and Bosmanspan Rivers and affected drainage lines.</p>
<p>GN R. 983: 56 The widening of a road by more than 6 metres, or the lengthening of a road by more than 1 kilometre- (i) where the existing reserve is wider than 13,5 meters; or (ii) where no reserve exists, where the existing road is wider than 8 metres;</p>	<p>Widening of the surfaced road with 5.0 m is required outside of an urban area for a distance of about 5.5 km.</p> <p>Widening of the surfaced road with more than 6.0 m is required for climbing lanes and surfaced shoulders along 12 km of the project road length outside of an urban area.</p>
<p>GN R. 985: 12 The clearance of an area of 300 square metres or more of vegetation where 75% or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan. (c) In Mpumalanga (ii) Within critical biodiversity areas identified in bioregional plans;</p>	<p>The clearance of vegetation on the verges of the existing road for approximately 18 km will occur in an area considered sensitive due to the endangered indigenous vegetation (Eastern Highveld Grassland), as identified by SANBI.</p>
<p>GN R. 985: 14 The development of: (iii) bridges exceeding 10m² in size; where such development occurs- (a) within a watercourse; (a) in Mpumalanga</p>	<p>The replacement of the existing culvert with a new bridge across the Bosman River and the widening of the existing Bosmanspan River Bridge outside an urban area, in Mpumalanga Province, within a vulnerable ecosystem as classified by the Mpumalanga Biodiversity Conservation Plan.</p>

<p>ii. Outside urban areas, in:</p> <p>(ff) Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans;</p>	
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2. FEASIBLE AND REASONABLE ALTERNATIVES

“**alternatives**”, in relation to a proposed activity, means different means of meeting the general purpose and requirements of the activity, which may include alternatives to—

- (a) the property on which or location where it is proposed to undertake the activity;
- (b) the type of activity to be undertaken;
- (c) the design or layout of the activity;
- (d) the technology to be used in the activity;
- (e) the operational aspects of the activity; and
- (f) the option of not implementing the activity.

Describe alternatives that are considered in this application as required by Appendix 1 (3)(h), Regulation 2014. Alternatives should include a consideration of all possible means by which the purpose and need of the proposed activity (NOT PROJECT) could be accomplished in the specific instance taking account of the interest of the applicant in the activity. The no-go alternative must in all cases be included in the assessment phase as the baseline against which the impacts of the other alternatives are assessed.

The determination of whether site or activity (including different processes, etc.) or both is appropriate needs to be informed by the specific circumstances of the activity and its environment. After receipt of this report the, competent authority may also request the applicant to assess additional alternatives that could possibly accomplish the purpose and need of the proposed activity if it is clear that realistic alternatives have not been considered to a reasonable extent.

The identification of alternatives should be in line with the Integrated Environmental Assessment Guideline Series 11, published by the DEA in 2004. Should the alternatives include different locations and lay-outs, the co-ordinates of the different alternatives must be provided. The co-ordinates should be in degrees, minutes and seconds. The projection that must be used in all cases is the WGS84 spheroid in a national or local projection.

a) Site alternatives

Alternative 1 (preferred alternative)		
Description	Lat (DDMMSS)	Long (DDMMSS)
Existing site is utilised, no alternative site required	26° 4.798'S	29° 41.277'E
Alternative 2		
Description	Lat (DDMMSS)	Long (DDMMSS)
None		
Alternative 3		
Description	Lat (DDMMSS)	Long (DDMMSS)
None		

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In the case of linear activities:

Alternative:

Latitude (S):

Longitude (E):

Alternative S1 (preferred)

- Starting point of the activity
- Middle/Additional point of the activity
- End point of the activity

26° 9.550'S	29° 42.997'E
26° 4.798'S	29° 41.277'E
26° 0.328'S	29° 39.017'E

Alternative S2 (if any)

- Starting point of the activity
- Middle/Additional point of the activity
- End point of the activity

Alternative S3 (if any)

- Starting point of the activity
- Middle/Additional point of the activity
- End point of the activity

For route alternatives that are longer than 500m, please provide an addendum with co-ordinates taken every 250 meters along the route for each alternative alignment. **See APPENDIX J.**

In the case of an area being under application, please provide the co-ordinates of the corners of the site as indicated on the lay-out map provided in Appendix A of this form.

b) Lay-out alternatives

Alternative 1 (preferred alternative)		
Description	Lat (DDMMSS)	Long (DDMMSS)
Existing layout and road alignment is utilised, no layout or routing alternatives are deemed feasible.	26° 4.798'S	29° 41.277'E
Alternative 2		
Description	Lat (DDMMSS)	Long (DDMMSS)
Alternative 3		
Description	Lat (DDMMSS)	Long (DDMMSS)

c) Technology alternatives

Alternative 1 (preferred alternative)
No technology alternatives have been assessed as the upgrade takes place on an existing road using acceptable standard road construction technologies.
Alternative 2
Alternative 3

d) **Other alternatives (e.g. scheduling, demand, input, scale and design alternatives)**

Power Station Junction

Alternative Design 1 (Preferred Alternative)
This option excludes the widening of the close-by mine haul road underpass bridge and as a result requires a speed reduction zone (LEO Consulting Preliminary Design Document, 2015).
Alternative Design 2
This option maintains geometric standards but requires the widening of the mine haul road underpass bridge. Any at-grade improvement will, however, reach capacity in the medium term (LEO Consulting Preliminary Design Document, 2015).
Alternative Design 3
This option relocates the crossing further away from the mine haul road underpass bridge and does away with the current staggered T-junctions, and is accommodative of a future diamond interchange (LEO Consulting Preliminary Design Document, 2015).
Preferred alternative motivation
In light of the significantly higher initial investment of Alternative 2 and 3 above, Alternative 1 is recommended from an economical point of view, as a medium term solution.

Schuins-Voortrekker staggered intersection

Alternative Design 1
Combining into a single four-legged intersection with signalization (LEO Consulting Preliminary Design Document, 2015).
Alternative Design 2
Converting Voortrekker Street into a one-way street in the direction of the school (LEO Consulting Preliminary Design Document, 2015).
Alternative Design 3 (Preferred Alternative)
Roundabout (LEO Consulting Preliminary Design Document, 2015).
Preferred alternative motivation
The roundabout (alternative 3) is recommended as it neither required street closures, nor a one-way street, nor signalization, while maintaining adequate levels of service in the long-term. As a logic point of arrival to town it acts as a traffic calming device, making crossing the road safer for learners to and from the adjacent school (LEO Consulting Preliminary Design Document, 2015).

Vertical road alignment

Alternative Alignment 1 (Preferred Alternative)
100km/hr (LEO Consulting Preliminary Design Document, 2015).
Alternative 2
120km/hr (LEO Consulting Preliminary Design Document, 2015).
Preferred alternative motivation
The difference between the two grade lines is being accentuated at three localized zones where significant regrading will be required. The remainder of the route will be flat or slightly undulating. The vertical alignment complying with a 100 km/hr design speed is preferred to align the project road section with the improvements along the adjacent road sections which are compliant with a 100 km/hr design speed. All cuts and fills for the improvement can be fit within the existing road reserve.

e) No-go alternative

This refers to the road and bridge upgrades not taking place and the road not being widened and the current situation staying the same. The No-go alternative is not preferred as it will render the road unsafe in the short-term due to the high growth in heavy vehicle traffic causing severe delays to other road users with possible increased accidents and road-user costs.

Paragraphs 3 – 13 below should be completed for each alternative.

3. PHYSICAL SIZE OF THE ACTIVITY

a) Indicate the physical size of the preferred activity/technology as well as alternative activities/technologies (footprints):

Alternative:

- Alternative A1¹ (preferred activity alternative)
- Alternative A2 (if any)
- Alternative A3 (if any)

Size of the activity:

	m ²
	m ²
	m ²

or, for linear activities:

Alternative:

- Alternative A1 (preferred activity alternative)
- Alternative A2 (if any)
- Alternative A3 (if any)

Length of the activity:

	18 560 m
	-m
	m

b) Indicate the size of the alternative sites or servitudes (within which the above footprints will occur):

Alternative:

- Alternative A1 (preferred activity alternative)
- Alternative A2 (if any)
- Alternative A3 (if any)

Size of the site/servitude:

	m ²
	m ²
	m ²

4. SITE ACCESS

Does ready access to the site exist?

If NO, what is the distance over which a new access road will be built

YES	NO
	m

Describe the type of access road planned:

Existing roads will be used; no new access roads have been planned.

Include the position of the access road on the site plan and required map, as well as an indication of the road in relation to the site.

¹ "Alternative A.." refer to activity, process, technology or other alternatives.

5. LOCALITY MAP

An A3 locality map must be attached to the back of this document, as Appendix A. The scale of the locality map must be relevant to the size of the development (at least 1:50 000. For linear activities of more than 25 kilometres, a smaller scale e.g. 1:250 000 can be used. The scale must be indicated on the map.). The map must indicate the following:

- an accurate indication of the project site position as well as the positions of the alternative sites, if any;
- indication of all the alternatives identified;
- closest town(s);
- road access from all major roads in the area;
- road names or numbers of all major roads as well as the roads that provide access to the site(s);
- all roads within a 1km radius of the site or alternative sites; and
- a north arrow;
- a legend; and
- locality GPS co-ordinates (Indicate the position of the activity using the latitude and longitude of the centre point of the site for each alternative site. The co-ordinates should be in degrees and decimal minutes. The minutes should have at least three decimals to ensure adequate accuracy. The projection that must be used in all cases is the WGS84 spheroid in a national or local projection).

6. LAYOUT/ROUTE PLAN

A detailed site or route plan(s) must be prepared for each alternative site or alternative activity. It must be attached as Appendix A to this document.

The site or route plans must indicate the following:

- the property boundaries and numbers of all the properties within 50 metres of the site;
- the current land use as well as the land use zoning of the site;
- the current land use as well as the land use zoning each of the properties adjoining the site or sites;
- the exact position of each listed activity applied for (including alternatives);
- servitude(s) indicating the purpose of the servitude;
- a legend; and
- a north arrow.

7. SENSITIVITY MAP

The layout/route plan as indicated above must be overlain with a sensitivity map that indicates all the sensitive areas associated with the site, including, but not limited to:

- watercourses;
- the 1:100 year flood line (where available or where it is required by DWS);
- ridges;
- cultural and historical features;
- areas with indigenous vegetation (even if it is degraded or infested with alien species); and
- critical biodiversity areas.

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The sensitivity map must also cover areas within 100m of the site and must be attached in Appendix A.

8. SITE PHOTOGRAPHS

Colour photographs from the centre of the site must be taken in at least the eight major compass directions with a description of each photograph. Photographs must be attached under Appendix B to this report. It must be supplemented with additional photographs of relevant features on the site, if applicable.

9. FACILITY ILLUSTRATION

A detailed illustration of the activity must be provided at a scale of at least 1:200 as Appendix C for activities that include structures. The illustrations must be to scale and must represent a realistic image of the planned activity. The illustration must give a representative view of the activity.

10. ACTIVITY MOTIVATION

Motivate and explain the need and desirability of the activity (including demand for the activity):

1. Is the activity permitted in terms of the property's existing land use rights?	YES	NO	Please explain
Upgrades and maintenance on a major regional road is a South African National Roads Agency SOC Limited (SANRAL) mandate (SANRAL takes responsibility for upgrades and maintenance of regional routes).			
2. Will the activity be in line with the following?			
(a) Provincial Spatial Development Framework (PSDF)	YES	NO	Please explain
Road improvements are stipulated in the Mpumalanga PSDF to improve quality of service on existing roads such as relieving traffic congestion, improve road safety, improve overtaking opportunities, etc.			
(b) Urban edge / Edge of Built environment for the area	YES	NO	Please explain
The activity is on an existing road and takes place within an existing road reserve.			
(c) Integrated Development Plan (IDP) and Spatial Development Framework (SDF) of the Local Municipality (e.g. would the approval of this application compromise the integrity of the existing approved and credible municipal IDP and SDF?).	YES	NO	Please explain
The project is in-line with the Steve Tshwete LM IDP and SDF.			
(d) Approved Structure Plan of the Municipality	YES	NO	Please explain
This project is in-line with the approved structure Plan of the Steve Tshwete LM.			

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<p>(e) An Environmental Management Framework (EMF) adopted by the Department (e.g. Would the approval of this application compromise the integrity of the existing environmental management priorities for the area and if so, can it be justified in terms of sustainability considerations?)</p>	YES	NO	Please explain
<p>The Steve Tshwete LM does not have an Environmental Management Framework (EMF)</p>			
<p>(f) Any other Plans (e.g. Guide Plan)</p>	YES	NO	Please explain
<p>The project is in-line with other plans and guidelines and will not compromise their integrity.</p>			
<p>3. Is the land use (associated with the activity being applied for) considered within the timeframe intended by the existing approved 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)?</p>	YES	NO	Please explain
<p>The project is in-line with the projects identified in the Steve Tshwete LM IDP. The road currently has a reduced quality of service. Improvements are normally applied to roads to improve quality of service on existing roads and road reserves, such as relieving traffic congestion, improve road safety, improve overtaking opportunities, etc.</p>			
<p>4. 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.)</p>	YES	NO	Please explain
<p>The project is in-line with national priorities. Road safety improvements may result in fewer accidents and relieve some of the traffic congestion experienced in Hendrina section of the N11.</p>			
<p>5. 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? (Confirmation by the relevant Municipality in this regard must be attached to the final Basic Assessment Report as Appendix I.)</p>	YES	NO	Please explain
<p>The development is not a municipal competency.</p>			
<p>6. Is this development provided for in 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)? (Comment by the relevant Municipality in this regard must be attached to the final Basic Assessment Report as Appendix I.)</p>	YES	NO	Please explain
<p>Upgrades and maintenance on a major regional road is a South African National Roads Agency Limited (SANRAL) mandate (SANRAL takes responsibility for upgrades and maintenance of regional routes).</p>			

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7. Is this project part of a national programme to address an issue of national concern or importance?	YES	NO	Please explain
SANRAL is currently busy with major upgrades on our national roads. The Mpumalanga provincial and municipal road authorities are improving cooperation, and are working towards joint planning and prioritisation of roads through service level agreements.			
8. 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.)	YES	NO	Please explain
The project involves the upgrade of an existing national road within the existing road reserve; therefore, land use will not change.			
9. Is the development the best practicable environmental option for this land/site?	YES	NO	Please explain
The development consists of the upgrade of an existing national road within the existing road reserve.			
10. Will the benefits of the proposed land use/development outweigh the negative impacts of it?	YES	NO	Please explain
The road upgrade will improve road safety and reduce road accidents and traffic congestion.			
11. Will the proposed land use/development set a precedent for similar activities in the area (local municipality)?	YES	NO	Please explain
The development consists of the upgrade of an existing national road.			
12. Will any person's rights be negatively affected by the proposed activity/ies?	YES	NO	Please explain
The development consists of the upgrade of an existing national road.			
13. Will the proposed activity/ies compromise the "urban edge" as defined by the local municipality?	YES	NO	Please explain
The activity is on an existing road and takes place within an existing road reserve.			
14. Will the proposed activity/ies contribute to any of the 17 Strategic Integrated Projects (SIPS)?	YES	NO	Please explain
The proposed activity will not contribute to any SIPS.			
15. What will the benefits be to society in general and to the local communities?	Please explain		
There will be job creation during the construction phase for skilled and semi-skilled workers as well as skills development. The road upgrade will result in a safer and better quality road for its users in the long-term.			
16. Any other need and desirability considerations related to the proposed activity?	Please explain		
The aim of the proposed N11 road upgrade is to improve the quality of the road section which may have an adequate remaining structural life but which has an unacceptable quality of service. Improvements are normally applied to roads to improve quality of service on existing roads such as relieving traffic congestion, improving road safety, improving overtaking opportunities, etc.			

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17. How does the project fit into the National Development Plan for 2030?	Please explain
Improved road safety and quality of service of provincial routes.	
18. Please describe how the general objectives of Integrated Environmental Management as set out in section 23 of NEMA have been taken into account.	
The following provides an analysis of how the objectives of integrated environmental management (IEM) have been considered in the current SANRAL N11 road upgrade. The general objective of IEM is to:	
(a) promote the integration of the principles of environmental management set out in section 2 into the making of all decisions which may have a significant effect on the environment;	Alignment with NEMA principles described below (see Section 19 assessment below).
(b) identify, predict and evaluate the actual and potential impact on the environment, socio-economic conditions and cultural heritage, the risks and consequences and alternatives and options for mitigation of activities, with a view to minimizing negative impacts, maximizing benefits and promoting compliance with the principles of environmental management set out in section 2;	Implicit in the current EIA process.
(c) ensure that the effects of activities on the environment receive adequate consideration before actions are taken in connection with them;	Implicit in the current EIA process.
(d) ensure adequate and appropriate opportunity for public participation in decisions that may affect the environment;	The current EIA process has included a comprehensive PP process, including: <ul style="list-style-type: none"> • Publicised the project through visible signage, local and regional press adverts, identification of local stakeholders through engagement with Steve Tshwete LM, Ward Councillors and other government officials and parastatals. • Engagement with public during public meeting and telephonic, postal and email correspondence.
(e) ensure the consideration of environmental attributes in management and decision-making which may have a significant effect on the environment; and	A comprehensive assessment of the significance of impacts has been conducted as part of the BAR.
(f) identify and employ the modes of environmental management best suited to ensuring that a particular activity is pursued in accordance with the principles of environmental management set out in section 23.	A comprehensive baseline study, including consideration of environmental issues, was conducted prior to selecting alternatives for inclusion in this EIA assessment.

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19. Please describe how the principles of environmental management as set out in section 2 of NEMA have been taken into account.		
2. (1) The principles set out in this section apply throughout the Republic to the actions of all organs of state that may significantly affect the environment and;	Not Applicable	Not Applicable
(a) shall apply alongside all other appropriate and relevant considerations, including the State's responsibility to respect, protect, promote and fulfil the social and economic rights in Chapter 2 of the Constitution and in particular the basic needs of categories of persons disadvantaged by unfair discrimination;	The onus is on the proponent to demonstrate to the authorizing agency (DEA) that the State will not be abrogating its responsibility by authorizing the proposed development.	Complies The EIA process has been undertaken in order to provide the relevant decision-makers with the required information. The required EIA should provide sufficient information for the relevant authority to make a defensible and informed decision.
(b) serve as the general framework within which environmental management and implementation plans must be formulated;	The onus is on the proponent to demonstrate to DEA that the NEMA principles will not be compromised.	Complies It is the opinion of this review that the proposed project does not conflict with NEMA principles in such a manner that it places undue risks on the natural or socio-economic environment. Mitigation measures must be effectively implemented.
(c) serve as guidelines by reference to which any organ of state must exercise any function when taking any decision in terms of this Act or any statutory provision concerning the protection of the environment;	The onus is on the proponent to demonstrate to the authorizing agency (DEA) that in providing environmental authorisation the principles of NEMA are duly addressed.	Complies The EIA process has been undertaken in order to provide the relevant decision-makers with the required information. The required EIA should provide sufficient information for the relevant authority to make a defensible and informed decision.
(d) serve as principles by reference to which a conciliator appointed under this Act must make recommendations; and	Not Applicable	Not Applicable

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<p>(e) guide the interpretation, administration and implementation of this Act, and any other law concerned with the protection or management of the environment.</p>	<p>Not Applicable</p>	<p>Not Applicable</p>
<p>(2) Environmental management must place people and their needs at the forefront of its concern, and serve their physical, psychological, developmental, cultural and social interests equitably.</p>	<p>The EIA process must demonstrate that the needs of local people will be adequately addressed and that the development will serve the interests of the public equitably.</p>	<p>Complies</p> <p>The proposed project will not result in any undue or unacceptable impacts on the local socio-economic environment. Nor will any impacts be unfairly distributed.</p> <p>Recommendations made in the BAR must be adopted.</p>
<p>(3) Development must be socially, environmentally and economically sustainable.</p>	<p>The EIA process must demonstrate that the development is socially, environmentally and economically sustainable.</p>	<p>Complies</p> <p>There is no indication that the proposed project would result in undue or environmental, social and economic impacts that would place the sustainability of local natural systems or the project at risk.</p> <p>Recommendations made in the BAR must be adopted.</p>
<p>(4) (a) Sustainable development requires the consideration of all relevant factors including the following:</p>		
<p>(i) that the disturbance of ecosystems and loss of biological diversity are avoided, or, where they cannot be altogether avoided, are minimised and remedied;</p>	<p>The development should not result in a significant loss of biodiversity. Should any loss occur then the project should seek to minimise or remedy the impact or provide suitable off-sets.</p>	<p>Complies</p> <p>Disturbance of local ecosystems must be avoided or impacts must be mitigated.</p> <p>A rehabilitation plan will assist in reducing the impact and providing benefits in terms of the re-establishment of natural vegetation.</p> <p>The recommendations made in the Vegetation Assessment must be adopted.</p>

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<p>(ii) that pollution and degradation of the environment are avoided, or, where they cannot be altogether avoided, are minimised and remedied;</p>	<p>Certain activities associated with the project carry risks in terms of pollution and environmental degradation. This includes:</p> <ul style="list-style-type: none"> • Storm water run-off from the new road surfaces. 	<p>Complies</p> <p>The BAR notes that impacts with regard to pollution and degradation of the environment can be managed and will not result in an unacceptable impact on the local environment.</p> <p>The recommendations made in the BAR must be adopted.</p> <p>Particular focus must be given to the Environmental Management Programme with regard to:</p> <ul style="list-style-type: none"> • Monitoring of stormwater.
<p>(iii) that the disturbance of landscapes and sites that constitute the nation's cultural heritage is avoided, or where it cannot be altogether avoided, is minimised and remedied;</p>	<p>The proponent would need to demonstrate that it would not impact on sites of valuable cultural and historical heritage.</p>	<p>Complies</p> <p>Heritage Impact Assessment conducted</p> <p>Recommendations made in the Heritage Impact Assessment must be adopted.</p>
<p>(iv) that waste is avoided, or where it cannot be altogether avoided, minimised and re-used or recycled where possible and otherwise disposed of in a responsible manner;</p>	<p>Certain activities associated with the project carry risks in terms of pollution and environmental degradation.</p>	<p>Complies</p> <p>The BAR notes that impacts with regard to pollution and degradation of the environment can be managed and will not result in unacceptable impact on the local environment.</p> <p>The recommendations made in the BAR must be adopted.</p> <p>Particular focus must be given to the Environmental Management Programme.</p>
<p>(v) that the use and exploitation of non-renewable natural resources is responsible and equitable, and takes into account the consequences of the depletion of the resource.</p>	<p>Not Applicable - the project does not involve the exploitation of non-renewable resources.</p>	<p>Not Applicable</p>

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(vi) that the development, use and exploitation of renewable resources and the ecosystems of which they are part do not exceed the level beyond which their integrity is jeopardised;	The project should not involve the unsustainable use or renewable resources and ecosystems, nor should any related secondary impacts result in increased resource use.	Complies The proponent does not intend to and neither will they support the over-use of groundwater as a renewable resource. Mitigation measures must be effectively implemented, especially on-going monitoring of groundwater levels.
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11. APPLICABLE LEGISLATION, POLICIES AND/OR GUIDELINES

List all legislation, policies and/or guidelines of any sphere of government that are applicable to the application as contemplated in the EIA regulations, if applicable:

Title of legislation, policy or guideline	Applicability to the project	Administering authority	Date
National Environmental Management Act, 1998 (Act No. 107 of 1998)	The activity triggers activities listed in NEMA GN R983.	Department of Environmental Affairs (DEA)	1998 (Amended in 2014)
Environmental Impact Assessment Regulations 2014: Government Notice No. R 982, No. R. 983 and No. R. 985 (Act No. 107 of 1998)	The activity triggers activities listed in NEMA GN R983.	Department of Environmental Affairs (DEA)	1998
National Environmental Management: Biodiversity Act, 2004 (Act No 10 of 2004)	The project will require a section of vegetation be removed which will impact on the biodiversity of the area.	Department of Environmental Affairs (DEA)	2004
National Water Act, 1998 (Act No. 36 of 1998)	The project occurs within 32 meters of various watercourses and within 500 meters of some wetlands.	Department of Water & Sanitation (DWS)	1998
National Heritage Resources Act, 1999 (Act No. 25 of 1999)	The project may impact sensitive heritage resources.	South African Heritage Resources Agency (SAHRA)	1999
Mpumalanga Nature Conservation Act (Act No. 10 of 1998)	The project may implicate on species listed in this act, and declared as invader weeds and plants.	Mpumalanga Tourism and Parks Agency	1998

12. WASTE, EFFLUENT, EMISSION AND NOISE MANAGEMENT

a) Solid waste management

Will the activity produce solid construction waste during the construction/initiation

YES	NO
-----	----

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phase?

10 m ³	

If YES, what estimated quantity will be produced per month?

How will the construction solid waste be disposed of (describe)?

All solid waste will be collected at a central location and will be stored temporarily until it can be removed to an appropriately permitted landfill site near the construction site.

Where will the construction solid waste be disposed of (describe)?

Solid waste to be removed to an appropriately permitted landfill site near the construction site.

Will the activity produce solid waste during its operational phase?

YES	NO
m ³	

If YES, what estimated quantity will be produced per month?

How will the solid waste be disposed of (describe)?

N/A

If the solid waste will be disposed of into a municipal waste stream, indicate which registered landfill site will be used.

N/A

Where will the solid waste be disposed of if it does not feed into a municipal waste stream (describe)?

N/A

If the solid waste (construction or operational phases) will not be disposed of in a registered landfill site or be taken up in a municipal waste stream, then the applicant should consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA.

Can any part of the solid waste be classified as hazardous in terms of the NEM:WA?

YES	NO
-----	----

If YES, inform the competent authority and request a change to an application for scoping and EIA. An application for a waste permit in terms of the NEM:WA must also be submitted with this application.

Is the activity that is being applied for a solid waste handling or treatment facility?

YES	NO
-----	----

If YES, then the applicant should consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA. An application for a waste permit in terms of the NEM:WA must also be submitted with this application.

b) Liquid effluent

Will the activity produce effluent, other than normal sewage, that will be disposed of in a municipal sewage system?

YES	NO
-----	----

If YES, what estimated quantity will be produced per month?

m ³	
----------------	--

Will the activity produce any effluent that will be treated and/or disposed of on site?

YES	NO
-----	----

If YES, the applicant should consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA.

Will the activity produce effluent that will be treated and/or disposed of at another facility?

YES	NO
-----	----

If YES, provide the particulars of the facility:

Facility name:

N/A

Contact person:

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Postal address:			
Postal code:			
Telephone:		Cell:	
E-mail:		Fax:	

Describe the measures that will be taken to ensure the optimal reuse or recycling of waste water, if any:

N/A

c) Emissions into the atmosphere

Will the activity release emissions into the atmosphere other than exhaust emissions and dust associated with construction phase activities?	YES	NO
If YES, is it controlled by any legislation of any sphere of government?	YES	NO

If YES, the applicant must consult with the competent authority to determine whether it is necessary to change to an application for scoping and EIA.

If NO, describe the emissions in terms of type and concentration:

There could be nuisance dust and exhaust emissions from construction vehicles due to construction activities.

d) Waste permit

Will any aspect of the activity produce waste that will require a waste permit in terms of the NEM:WA?	YES	NO
--	-----	----

If YES, please submit evidence that an application for a waste permit has been submitted to the competent authority

e) Generation of noise

Will the activity generate noise?	YES	NO
If YES, is it controlled by any legislation of any sphere of government?	YES	NO

Describe the noise in terms of type and level:

Noise generated will be typical construction noise as a result of the movement of hauling trucks and graders. The noise nuisance will be managed in terms of the EMP and the applicable sections of the Occupational Health and Safety Act (OHSA) and relevant Construction Regulations (CR). Construction activities will only take place during the day, to prevent noise disturbance in the area during the evenings.

13. WATER USE

Please indicate the source(s) of water that will be used for the activity by ticking the appropriate box(es):

Municipal	Water board	Groundwater	River, stream, dam or lake	Other	The activity will not use water
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If water is to be extracted from groundwater, river, stream, dam, lake or any other natural feature, please indicate the volume that will be extracted per month:

Does the activity require a water use authorisation (general authorisation or water use license) from the Department of Water Affairs?

If YES, please provide proof that the application has been submitted to the Department of Water Affairs.

litres	
YES	NO

14. ENERGY EFFICIENCY

Describe the design measures, if any, which have been taken to ensure that the activity is energy efficient:

N/A

Describe how alternative energy sources have been taken into account or been built into the design of the activity, if any:

N/A

SECTION B: SITE/AREA/PROPERTY DESCRIPTION

Important notes:

- For linear activities (pipelines, etc) as well as activities that cover very large sites, it may be necessary to complete this section for each part of the site that has a significantly different environment. In such cases please complete copies of Section B and indicate the area, which is covered by each copy No. on the Site Plan.

Section B Copy No. (e.g. A):

- Paragraphs 1 - 6 below must be completed for each alternative.

- Has a specialist been consulted to assist with the completion of this section?

YES	NO
-----	----

If YES, please complete the form entitled "Details of specialist and declaration of interest" for each specialist thus appointed and attach it in Appendix I. All specialist reports must be contained in Appendix D.

Property description/physical address:

Province	Mpumalanga Province
District Municipality	Nkangala District Municipality
Local Municipality	Steve Tshwete Local Municipality
Ward Number(s)	3
Farm Name(s) and Number(s)	Farm 1: Bosmanslaagte, 181/IS Farm 2: Boschmansfontein, 182/IS Farm 3: Groot Drakenstein, 157/IS Farm 4: Driepan, 156/IS
Portion Number(s)	Farm 1: 1, 16, 21 Farm 2: 7 Farm 3: 1, 2 Farm 4: 1
SG Codes	Farm 1: TOIS00000000018100001 TOIS00000000018100016 TOIS00000000018100021 Farm 2: TOIS00000000018200007 Farm 3: TOIS00000000015700001 TOIS00000000015700002 Farm 4: TOIS00000000015600001

Where a large number of properties are involved (e.g. linear activities), please attach a full list to this application including the same information as indicated above.

Current land-use zoning as per local municipality IDP/records:

Affected land: Road Reserve
Surrounding land: Urban and transformed for cultivation and grazing
(not affected by the proposed road upgrade development)

In instances where there is more than one current land-use zoning, please attach a list of current land use zonings that also indicate which portions each use pertains to, to this application.

Is a change of land-use or a consent use application required?

YES	NO
-----	----

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1. GRADIENT OF THE SITE

Indicate the general gradient of the site.

Alternative S1:

Flat	1:50 — 1:20	1:20 — 1:15	1:15 — 1:10	1:10 — 1:7,5	1:7,5 — 1:5	Steeper than 1:5
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Alternative S2 (if any):

Flat	1:50 — 1:20	1:20 — 1:15	1:15 — 1:10	1:10 — 1:7,5	1:7,5 — 1:5	Steeper than 1:5
------	-------------	-------------	-------------	--------------	-------------	------------------

Alternative S3 (if any):

Flat	1:50 — 1:20	1:20 — 1:15	1:15 — 1:10	1:10 — 1:7,5	1:7,5 — 1:5	Steeper than 1:5
------	-------------	-------------	-------------	--------------	-------------	------------------

2. LOCATION IN LANDSCAPE

Indicate the landform(s) that best describes the site:

2.1 Ridgeline	<input type="checkbox"/>	2.4 Closed valley	<input type="checkbox"/>	2.7 Undulating plain / low hills	<input checked="" type="checkbox"/>
2.2 Plateau	<input type="checkbox"/>	2.5 Open valley	<input type="checkbox"/>	2.8 Dune	<input type="checkbox"/>
2.3 Side slope of hill/mountain	<input type="checkbox"/>	2.6 Plain	<input type="checkbox"/>	2.9 Seafront	<input type="checkbox"/>
2.10 At sea	<input type="checkbox"/>				

3. GROUNDWATER, SOIL AND GEOLOGICAL STABILITY OF THE SITE

Is the site(s) located on any of the following?

	Alternative S1:		Alternative S2 (if any):		Alternative S3 (if any):	
	YES	NO	YES	NO	YES	NO
Shallow water table (less than 1.5m deep)	YES	NO	YES	NO	YES	NO
Dolomite, sinkhole or doline areas	YES	NO	YES	NO	YES	NO
Seasonally wet soils (often close to water bodies)	YES	NO	YES	NO	YES	NO
Unstable rocky slopes or steep slopes with loose soil	YES	NO	YES	NO	YES	NO
Dispersive soils (soils that dissolve in water)	YES	NO	YES	NO	YES	NO
Soils with high clay content (clay fraction more than 40%)	YES	NO	YES	NO	YES	NO
Any other unstable soil or geological feature	YES	NO	YES	NO	YES	NO
An area sensitive to erosion	YES	NO	YES	NO	YES	NO

If you are unsure about any of the above or if you are concerned that any of the above aspects may be an issue of concern in the application, an appropriate specialist should be appointed to assist in the completion of this section. Information in respect of the above will often be available as part of the project information or at the planning sections of local authorities. Where it exists, the 1:50 000 scale Regional Geotechnical Maps prepared by the Council for Geo Science may also be consulted.

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4. GROUNDCOVER

Indicate the types of groundcover present on the site. The location of all identified rare or endangered species or other elements should be accurately indicated on the site plan(s).

Natural veld in 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	Paved surface	Building or other structure	Bare soil

If any of the boxes marked with an “E” is ticked, please consult an appropriate specialist to assist in the completion of this section if the environmental assessment practitioner doesn’t have the necessary expertise.

5. SURFACE WATER

Indicate the surface water present on and or adjacent to the site and alternative sites?

Perennial River	YES	NO	UNSURE
Non-Perennial River	YES	NO	UNSURE
Permanent Wetland	YES	NO	UNSURE
Seasonal Wetland	YES	NO	UNSURE
Artificial Wetland	YES	NO	UNSURE
Estuarine / Lagoonal wetland	YES	NO	UNSURE

If any of the boxes marked YES or UNSURE is ticked, please provide a description of the relevant watercourse.

A number of rivers were found to occur within 500m of the N11 road, this includes the East Woes-Alleenspruit River, Klein Olifants River (tributary of the Olifants River), , Bosman River, Bosmanpan River and the Zevenfonteinspruit River. However, only the Bosmanpan and Bosman Rivers will be affected by the proposed road upgrade.

The N11 section proposed for upgrade is also in close proximity to a number of wetlands, some of which are associated with the Eastern Temperate Freshwater Wetland vegetation type, as discussed in section 9(d) below. Images of some of the wetlands observed on site can be found in Appendix B below.

6. LAND USE CHARACTER OF SURROUNDING AREA

Indicate land uses and/or prominent features that currently occur within a 500m radius of the site and give description of how this influences the application or may be impacted upon by the application:

Natural area	Dam or reservoir	Polo fields
Low density residential	Hospital/medical centre	Filling station ^H
Medium density residential	School	Landfill or waste treatment site
High density residential	Tertiary education facility	Plantation

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Informal residential ^A	Church	Agriculture
Retail commercial & warehousing	Old age home	River, stream or wetland
Light industrial	Sewage treatment plant ^A	Nature conservation area
Medium industrial ^{AN}	Train station or shunting yard ^N	Mountain, koppie or ridge
Heavy industrial ^{AN}	Railway line ^N	Museum
Power station	Major road (4 lanes or more) ^N	Historical building
Office/consulting room	Airport ^N	Protected Area
Military or police base/station/compound	Harbour	Graveyard
Spoil heap or slimes dam ^A	Sport facilities	Archaeological site
Quarry, sand or borrow pit	Golf course	Other land uses (describe)

If any of the boxes marked with an "N" are ticked, how will this impact / be impacted upon by the proposed activity? Specify and explain:

N/A

If any of the boxes marked with an "An" are ticked, how will this impact / be impacted upon by the proposed activity? Specify and explain:

N/A

If any of the boxes marked with an "H" are ticked, how will this impact / be impacted upon by the proposed activity? Specify and explain:

N/A

Does the proposed site (including any alternative sites) fall within any of the following:

Critical Biodiversity Area (as per provincial conservation plan)	YES	NO
Core area of a protected area?	YES	NO
Buffer area of a protected area?	YES	NO
Planned expansion area of an existing protected area?	YES	NO
Existing offset area associated with a previous Environmental Authorisation?	YES	NO
Buffer area of the SKA?	YES	NO

If the answer to any of these questions was YES, a map indicating the affected area must be included in Appendix A.

7. CULTURAL/HISTORICAL FEATURES

Are there any signs of culturally or historically significant elements, as defined in section 2 of the National Heritage Resources Act, 1999, (Act No. 25 of 1999), including Archaeological or paleontological sites, on or close (within 20m) to the site? If YES, explain:

YES	NO
Uncertain	

A number of potential Historical Period heritage features occur outside and in close proximity of proposed N11 road upgrade and borrow pit areas. A poorly preserved Historical Period farmstead on the Klein Drakenstein is of medium significance but the site occurs away from the road upgrade zones and no direct impact is foreseen on this resource. A small rectangular sandstone enclosure is of medium-low significance and it is located in close proximity of road upgrade zones. A peripheral impact on the structure could occur but the threshold of the potential impact could be limited to a low impact by implementation of mitigation measures. A well preserved rectangular house and a number of farm buildings on the farm Bosmanslaagte occur in close proximity of the road upgrade zones. As such, a peripheral impact on these resources could occur but the threshold can be limited with mitigation measures. A poorly preserved one room square structure and two dilapidated multi-room buildings of more recent age occur on the farm Klein Drakenstein, in close proximity to the road upgrade zone. These are of low significance, and potential impacts on them can be mitigated to a negligible level

It is the opinion of the archaeologist that the proposed N11 road upgrade may proceed from a culture resources management perspective, provided that the mitigation measures as endorsed by the relevant Heritage Resources Agency are implemented.

If uncertain, conduct a specialist investigation by a recognised specialist in the field (archaeology or palaeontology) to establish whether there is such a feature(s) present on or close to the site. Briefly explain the findings of the specialist:

N/A

Will any building or structure older than 60 years be affected in any way?

YES	NO
-----	----

Is it necessary to apply for a permit in terms of the National Heritage Resources Act, 1999 (Act 25 of 1999)?

YES	NO
-----	----

If YES, please provide proof that this permit application has been submitted to SAHRA or the relevant provincial authority.

8. SOCIO-ECONOMIC CHARACTER

a) Local Municipality

Please provide details on the socio-economic character of the local municipality in which the proposed site(s) are situated.

Level of unemployment:

Steve Tshwete Local Municipality has a total population of about 230 000 people of which 107 000 people are economically active (employed or unemployed but looking for work), and of these, 19.7% are unemployed. Of the 53 630 economically active youth in the area, 27.1% are unemployed (StatsSA, 2011).

Economic profile of local municipality:

Steve Tshwete LM economy is the second dominant economy in Nkangala region. The LM is the host to a number of large industries as well as government departments and as a result strives to provide service to the satisfaction of its customers. Economic activities vary from mining, power generation, metallurgic industries, dry land and subsistence agriculture to eco-tourism. The strong manufacturing

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industry is dependent on the relatively cheap supply of coal. Coal mining is mainly carried out by opencast techniques, high extraction underground operations and conventional board-and-pillar underground operations. The coal mines also provide essential fuel to the local power stations.

Agriculture, mining and manufacturing sectors are contributing a large amount to economic growth and employment creation in our municipality. There is a competition between agriculture and mining sectors over land.

Level of education:

The average level of education for individuals aged 20 years and older:	
Level of education	Percentage of total
No schooling	3.1%
Matric	18.5%
Higher education	2.2%

b) Socio-economic value of the activity

What is the expected capital value of the activity on completion?	R 180 million
What is the expected yearly income that will be generated by or as a result of the activity?	Unknown
Will the activity contribute to service infrastructure?	YES NO
Is the activity a public amenity?	YES NO
How many new employment opportunities will be created in the development and construction phase of the activity/ies?	150
What is the expected value of the employment opportunities during the development and construction phase?	R 12,000,000
What percentage of this will accrue to previously disadvantaged individuals?	Unknown
How many permanent new employment opportunities will be created during the operational phase of the activity?	Zero
What is the expected current value of the employment opportunities during the first 10 years?	Unknown
What percentage of this will accrue to previously disadvantaged individuals?	Unknown

9. BIODIVERSITY

Please note: The Department may request specialist input/studies depending on the nature of the biodiversity occurring on the site and potential impact(s) of the proposed activity/ies. To assist with the identification of the biodiversity occurring on site and the ecosystem status consult <http://bgis.sanbi.org> or BGIShelp@sanbi.org. Information is also available on compact disc (cd) from the Biodiversity-GIS Unit, Ph (021) 799 8698. This information may be updated from time to time and it is the applicant/EAP's responsibility to ensure that the latest version is used. A map of the relevant biodiversity information (including an indication of the habitat conditions as per (b) below) and must be provided as an overlay map to the property/site plan as Appendix D to this report.

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a) Indicate the applicable biodiversity planning categories of all areas on site and indicate the reason(s) provided in the biodiversity plan for the selection of the specific area as part of the specific category)

Systematic Biodiversity Planning Category				If CBA or ESA, indicate the reason(s) for its selection in biodiversity plan
Critical Biodiversity Area (CBA)	Ecological Support Area (ESA)	Other Natural Area (ONA)	No Natural Area Remaining (NNR)	<p>The project area was assessed using a Spatial Planning tool – Mpumalanga Biodiversity Conservation Plan (MBCP). According to this biodiversity plan, the project area falls into three of its 7 categories, namely:</p> <ul style="list-style-type: none"> • 4 - “Important and Necessary Areas” • 6 – “Areas of Least Concern” • 7 – “Areas with No Natural Habitat Remaining”

b) Indicate and describe the habitat condition on site

Habitat Condition	Percentage of habitat condition class (adding up to 100%)	Description and additional Comments and Observations (including additional insight into condition, e.g. poor land management practises, presence of quarries, grazing, harvesting regimes etc).
Natural	15%	The natural habitat in the project area is attributed to the vegetation type Eastern temperate freshwater wetlands, associated with the water courses.
Near Natural (includes areas with low to moderate level of alien invasive plants)	10%	A large portion of the Eastern Highveld Grassland is transformed, a minor portion in the study area remains near natural state.
Degraded (includes areas heavily invaded by alien plants)	15%	There are a number of invasive species present within the study area.
Transformed (includes cultivation, dams, urban, plantation, roads, etc)	60%	A greater portion of the habitat, specifically the vegetation cover of the study area has been transformed due to roads, forest plantations; crop/cultivated land and grazing.

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c) **Complete the table to indicate:**

- (i) the type of vegetation, including its ecosystem status, present on the site; and
- (ii) whether an aquatic ecosystem is present on site.

Terrestrial Ecosystems		Aquatic Ecosystems						
Ecosystem threat status as per the National Environmental Management: Biodiversity Act (Act No. 10 of 2004)	Critical	Wetland (including rivers, depressions, channelled and unchannelled wetlands, flats, seeps pans, and artificial wetlands)			Estuary		Coastline	
	Endangered							
	Vulnerable	YES	NO	UNSURE	YES	NO	YES	NO
	Least Threatened							

DRAFT

- d) Please provide a description of the vegetation type and/or aquatic ecosystem present on site, including any important biodiversity features/information identified on site (e.g. threatened species and special habitats)

DRAFT

• **CLIMATE**

The study area normally received about 570 mm rain per year, with most rainfall occurring during summer. The lowest rainfall (0 mm) falls in June and the highest (107 mm) in November. The average midday temperatures range from 15.9°C in June to 24.6°C in January. The region is the coldest during July when the temperatures drop to 0.7°C on average during the night (SA Explorer, 2015) (Figure 9.1).

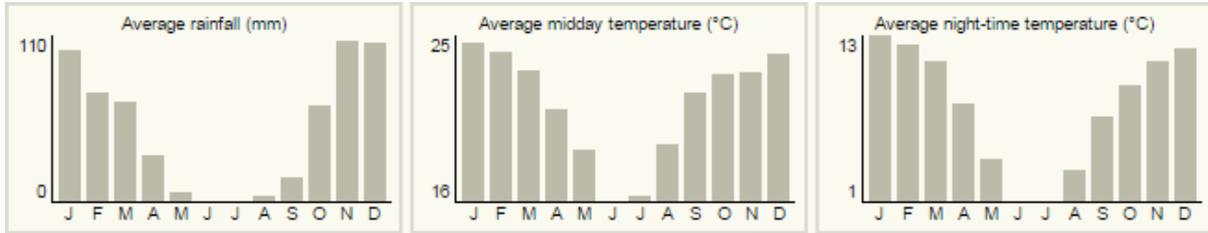


Figure 9.1: Average rainfall and temperature variation over a 12 month period throughout the study area.

• **TOPOGRAPHY**

The topography of the study area ranges from 1640 m above sea level to 1660 m above sea level, as indicated in Figure 9.2 below.

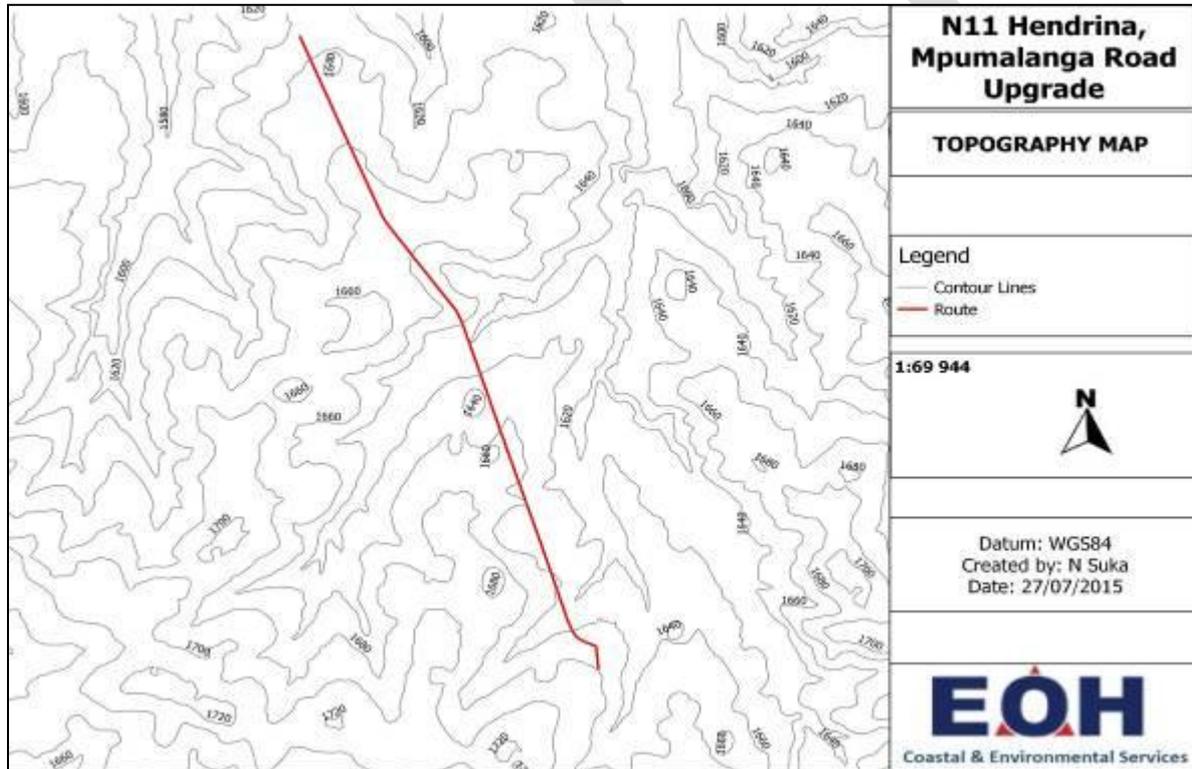


Figure 9.2: Topography map of the study area proposed for the N11 road upgrade.

• **GEOLOGY AND SOILS**

The geology of the study area is characterised by red to yellow sandy soils of the Ba and Bb land types found on shales and sandstones of the Madzaringwe Formation (Karoo Supergroup). The land type classification comprises of 65% soil pattern type Bb and 30% soil pattern type Ba. These land types are usually associated with flat or slightly undulating landscapes.

• **VEGETATION**

According to SANBI (Mucina and Rutherford, 2006) the vegetation type of the study area surrounding the N11 route is the Eastern Highveld Grassland (Gm12) and the Eastern Temperate Freshwater Wetland (AZf3).

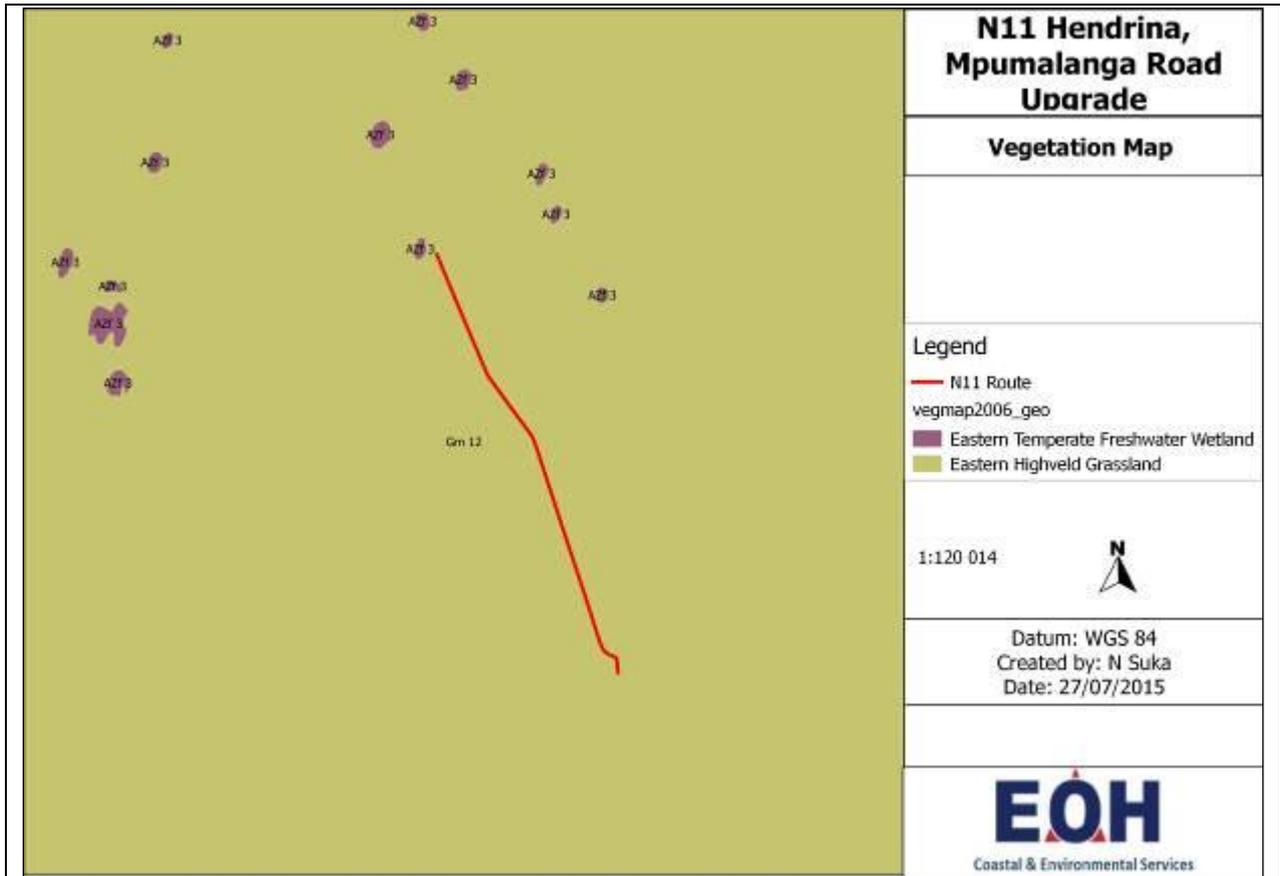


Figure 9.3: SANBI vegetation map of the surrounding area for the proposed N11 road upgrade in Hendrina, Mpumalanga.

Eastern Highveld Grassland occurs in Mpumalanga and Gauteng Provinces, it is found on undulating plains and is typically a short dense grassland dominated by *Aristida*, *Digitaria*, *Eragrostis*, *Themeda* and *Tristachya*; with rocky outcrops occurring occasionally that may support woody species such as *Acacia caffra*, *Celtis africana*, *Diospyros lycioides*, *Painari capensis*, *Protea caffra*, *Protea welwitschii* and *Rhus magalimontanum*. This vegetation type is listed as “**endangered**” by Mucina and Rutherford (2006).

Eastern Temperate Freshwater Wetlands are found on flat landscapes or shallow depressions temporarily filled with water bodies supporting zoned systems of aquatic and hygrophilous vegetation of temporarily flooded grasslands and ephemeral herblands.

• **MPUMALANGA BIODIVERSITY CONSERVATION PLAN (MBCP)**

The MBCP has used information obtained through national spatial planning tools which have been mapped at a larger scale, refined them to a finer scale and provided biodiversity planning recommendations which are relevant to the Mpumalanga Province.

According to the MBCP, threatened ecosystems are classified into four categories, namely:

- Critically Endangered;
- Endangered;
- Vulnerable; and
- Protected Ecosystem

This classification is based on the extent of remaining habitat. According to the MBCP, the study area is classified as “**Vulnerable**” as this ecosystem has undergone some ecological degradation with a risk of irreversible transformation.

There are 7 categories of biodiversity in the MBCP map. These categories are ranked according to ecological and biodiversity importance. The categories are as follows:

1. **Protected areas** – already protected and managed for conservation;
2. **Irreplaceable areas** – no other options available to meet targets – protection crucial;
3. **Highly significant areas** – protection needed, very limited choice for meeting targets;
4. **Important and Necessary areas** – protection needed, greater choice in meeting targets;
5. **Ecological Corridors** – mixed natural and transformed areas, identified for long term connectivity and biological movement;
6. **Areas of Least Concern** – natural areas with most choices, including for development;
7. **Areas with no Natural Habitat Remaining** – transformed areas that make no contribution to meeting targets.

The study area falls within three of the seven categories of biodiversity (Figure 9.4 below). The categories are:

4. **Important and Necessary areas**
6. **Areas of Least Concern**
7. **Areas with no Natural Habitat Remaining.**

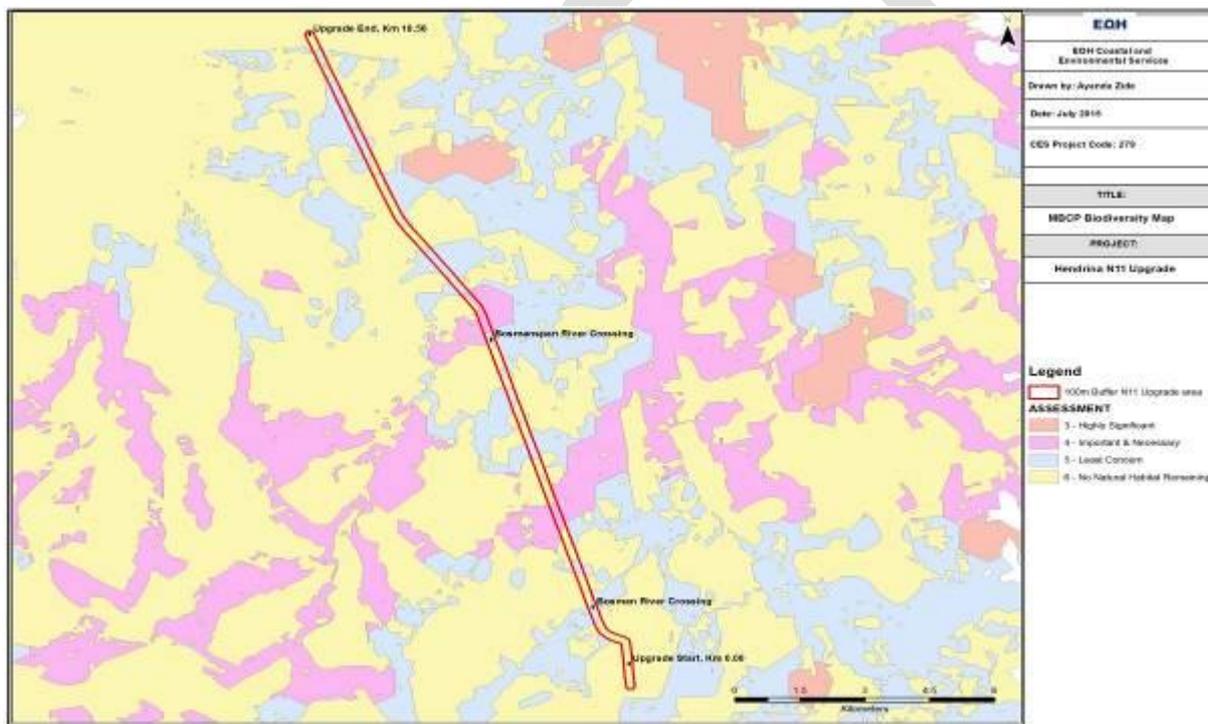


Figure 9.4: MBCP Biodiversity map of the study area proposed for the N11 road upgrade in Hendrina, Mpumalanga.

Majority of the study area occurs in “**Areas of Least Concern**” and “**Areas with no Natural Habitat Remaining**”. The MBCP recommends that for the former areas, all land uses are permitted but there may be several restrictions, wherein the latter have very little biodiversity value.

A smaller portion of the study area falls within the “**Important and Necessary Areas**”. The MBCP recommends that these areas should remain unaltered and be managed for biodiversity by various means.

• **WATERBODIES**

A number of rivers occur within the study area proposed for the N11 road upgrade. This includes the East Woes-

Alleenspruit River, Klein Olifants River, Zevenfonteinspruit River, Bosman River and the Bosmanspan River. However, only the Bosman River and Bosmanspan River will be directly affected by the proposed road upgrade, as the road is within the 32 metre buffer of the two rivers.

The following wetland types are also found within 500m of the current N11 route (refer to Figure 9.5 below):

- **Valley Floor : Channelled valley-bottom wetland**
 - Small depressional areas within a channelled valley-bottom wetland can result in the temporary containment and storage of water within the wetland. Water generally exits in the form of diffuse surface flow and interflow, with the infiltration and evaporation of water from these wetlands also being potentially significant.
- **Bench Flat**
 - A near-level wetland area (i.e. with little or no relief) with little or no gradient, situated on a plain or a bench in terms of landscape setting. The primary source of water is precipitation, with the exception of flats along the coast (usually in a plain setting) where the water table (i.e. groundwater) may rise to the surface or near to the surface in areas of little or no relief because of the location near to the base level of the land surface represented by the presence of the ocean. Dominant hydrodynamics are bidirectional vertical fluctuations, although there may be limited multidirectional horizontal water flow in some cases. Water exits in a flat through evaporation and infiltration.
- **Bench depression**
 - A near-level wetland area (i.e. with little or no relief) with little or no gradient, situated on a plain or a bench in terms of landscape setting. A depression is a landform with closed elevation contours that increases in depth from the perimeter to the central area of the greatest depth, where water accumulates. Water sources are precipitation, ground water discharge, interflow and overland flow.
- **Slope seep**
 - An inclined stretch of ground that is not part of a valley floor, typically located on the side of a mountain, hill or valley. A slope seep is a wetland area located on gently sloping land dominated by the gravity driven movement of material down-slope. Seeps are generally associated with strong, unidirectional flow of water horizontally. Water input is primarily groundwater or precipitation.

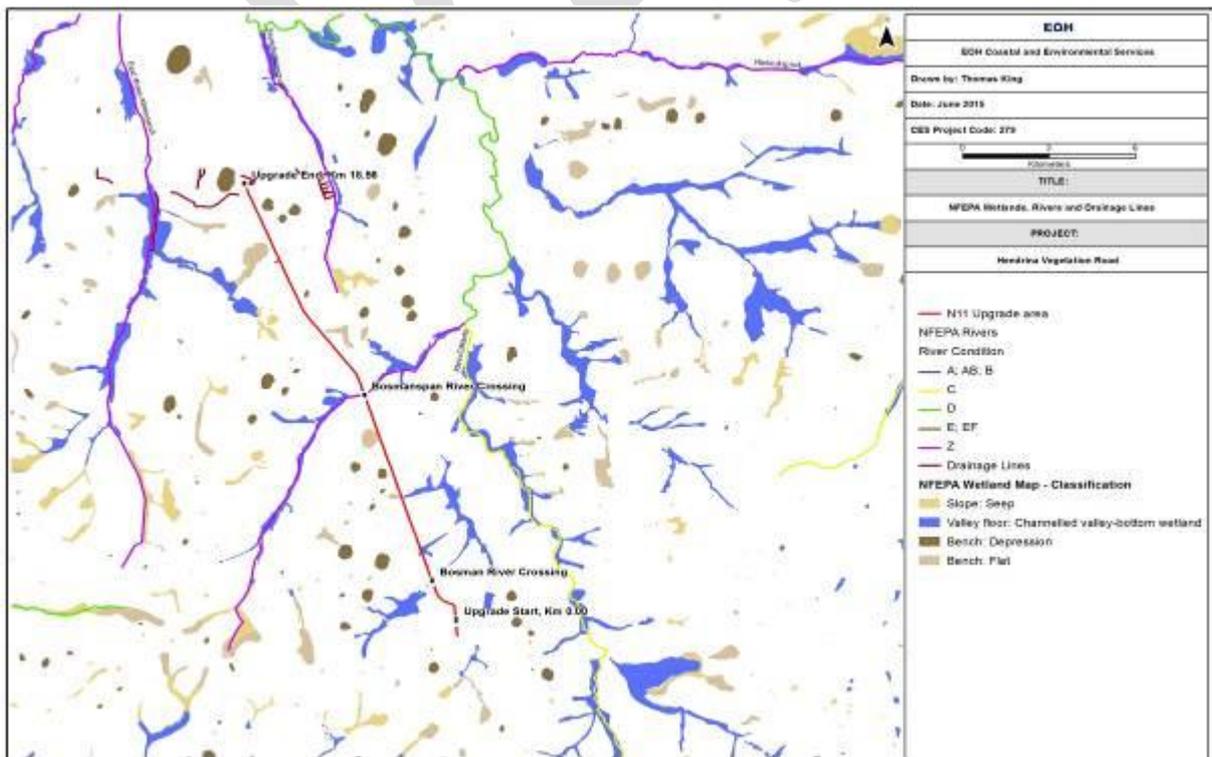


Figure 9.5: NFEPA Wetlands, Rivers and drainage associated with the study area for the proposed N11 road upgrade in Hendrina, Mpumalanga.

SECTION C: PUBLIC PARTICIPATION

1. ADVERTISEMENT AND NOTICE

Publication name	1. Lowvelder Newspaper 2. Highvelder Newspaper	
Date published	1. 17 July 2015 2. 17 July 2015	
Site notice position	Latitude	Longitude
	1. 26°9'29.48" S	29°42'57.39" E
	2. 26°8'52.89" S	29°42'29.26" E
	3. 26°0'19.49" S	29°39'1.23" E
	4. 26°0'19.55" S	29°39'1.25" E
	5. 26°4'47.75" S	29°41'16.42" E
	6. 26°4'47.72" S	29°41'16.41" E
Date placed	1. 10 July 2015 2. 10 July 2015	

Included proof of the placement of the relevant advertisements and notices in Appendix E

Friday July 17, 2015
CLASSIFIEDS
Lowvelder 29



Emergencies Only
082-567-5212

SANBI

Biodiversity for Life



South African National Biodiversity Institute

SANBI TENDER RESULTS

SANBI:G205/2015	Appointment of a Service Provider to Render Protective (Guarding) Services to the Lowveld National Botanical Garden, Nelspruit.	PHERHA MV Security Services	RI 802 157.05
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Kone Solutions K25078

NOTICE OF BASIC ASSESSMENT AND WATER USE LICENCE APPLICATION AND INVITATION TO REGISTER AS AN I&AP

EOH

Notice is given in terms of regulation 19 as published in the Government Gazette No 982 Environmental Impact Assessment (EIA) regulations of the National Environmental Management Act (Act No 107 of 1998, second amended Act of 2013) for intent to submit a Basic assessment to the Department of Environmental Affairs (DEA) for environmental authorization.

The South African National Roads Agency SOC Limited (SANRAL) proposes to upgrade various sections of the N11 in Hendrina (near Middelburg) in the Mpumalanga Province. Part of this concept is to construct bypass roads during construction. The project forms part of SANRAL's program for the staged improvement of the entire N11 route from Ladysmith in the south to the Botswana border in the north. The proposed development will include a Water Use License Application as regulated by the National Water Act (Act No. 36 of 1998), a Mining Right as regulated by the Minerals and Petroleum Resources Development Act (Act No. 28 of 2002) and approval from the South African Heritage Resources Agency as regulated by the National Heritage Resources Act (No. 25 of 1999).

Applicant: The South African National Roads Agency SOC Limited

Consultant: EOH Coastal & Environmental Services

You are invited to register as an Interested and Affected Party (I&AP).

Should you have any comments or queries, please contact:
Mr S Hoossein
EOH Business Park, Block D,
1 Osborne Lane, Bedfordview,
Gauteng, 2007
Tel: 011-607-8100
Fax: 011-616-9929
Email: Shafick.Hoossein@eoh.co.za



HOEVELDER HIGHVELDER Classifieds
 To Place Your Ad Fax it 2
017 811 2277
 Tel: 017 811 2231 Att: Charine
 or send advert via email to classifieds@highvelder.co.za

KENNISGEWING AAN KREDITEUR IN 'N BESTORWE BOEDEL
BOEDELNUMMER: 001431/2015
 In die boedel van wyle WILLEM JOHANNES ERASMUS, identifikasienommer: 340516 5037 088 was op 27 Maart 2015 oorlede. In wye getroude was ditre gesewenskap van goedere met WILHELMINA CHRISTINA ERASMUS, identifikasienommer: 370601 0115 086. Alle persone wat esse het teen bogemelde boedel moet hulle esse indien by die ondergetekende binne 30 dae na datum van publikasie hiervan.
DE BEER & SLABBERT INC
 JIN VAN REBECKSTRAT 15
 ERMELD 7253
 TEL: 017 810 3599
 Verw: SM/509167

NOTICE TO CREDITORS IN DECEASED ESTATES
ESTATE NUMBER: 0061/2015
 All persons having claims against the under mentioned estate must lodge it with the Executor concerned within 30 days or as indicated from date of publication hereof. In wye getroude was ditre gesewenskap van goedere met WILHELMINA CHRISTINA ERASMUS, identifikasienommer: 370601 0115 086. Last address: 20 TROMPSBURG STREET, ERMELD, 2251. Date of death: 2015-03-28. First names of surviving spouse: ELIZABETH JOHANNES. Surname of surviving spouse: DE BEER. Date of birth of surviving spouse: 1952-03-10. D number of surviving spouse: 520710 0011 088. Name of executor or executorship agent: GFWYN BRITZ RECHTMEESTER. 89 Kromhans Street, Bedfordview, 2130. E-mail: gwb@gbcc.co.za. Tel: 017 647 6158

NOTICE OF SALE IN EXECUTION
GPRFBC: 31056
 In the Labour Court South Africa, Gauteng Division in the matter between M. ZINGWANGWA, Applicant and FASTRACK TRADING 400 CC, Respondent. In execution of a judgement of the Labour Court of South Africa (Gauteng Province) the undermentioned property will be sold by public auction on 29 AUGUST 2015, 12:00 of showground, Jimmy Laubschazal, Voortrekker Street, Ermelo to the highest bidder for cash.
ISUZU BAKKIE, Registrasie no. HNP 493 MP. The rules of this auction is available 24 hours before the auction at the office of the Sheriff Ermelo Magistrate Court at McDonald Street, House no. 6 Ermelo.
 SIGNED and DATED at ERMELD on this 3 day of AUGUST 2015.
 CCMA, PRIVATE BAG 934
 MARSHALLETOWN, JOHANNESBURG, 2107.

KENNISGEWING VAN VERKOPING SAAKNUMMER: 24010/2014
 In die Landdroshof Distrik Ermelo, gehou te Ermelo, in die saak tussen JAN DU RAN, Eiser en CHRISTIAN JOHANNES NIENHUISZIJN, Ingevoerder en AFRIQUEVEHEALTH MANAGEMENT SERVICES (PTY) LTD, 2de Vervoerder. Opgrond van 'n laatsied toegestaan deur hantse Akteur het op 20/07/2014 'n saal die ondervermelde goedewie wat behoort aan die bogemelde Eerste Vervoerder in alreksste verkoop word deur die Bofu van die Hooggeregshof Ermelo op DINSDAG, 01 SEPTEMBER 2015 vanaf 10:00 op die perseel, P/A PAK FROUKHOFERS, JUV KERN & OUBERSTRAT ERMELD aan die hoogsste bieder, naamlik: 160 AANDELE VAN CJ NIENHUISZIJN, TESAAME MET DIE PRYTE TITEL EN BELANG VAN DIE MANDELLI INSAATLINGS LUL BIEK VAN OLVENDE. Voorwaarde:
 1. Slags kontak of bankgewaarborgde tjeks of EFT bevestigings.
 2. BTW indien van toepassing.
 3. Versteek.
 Gesien te ERMELD op hantse 30ste dag van JULIE 2015.
 D OLIVER
 ADJUNK BALIUVAN DIE HOOGGEREGSHOF-ERMELD (VERW: OLIVER/CO/EWS/0002)

EOH
 Coastal & Environmental Services

NOTICE OF PUBLIC OPEN DAY
BASIC ASSESSMENT
Improvement of National Route 11 Section 9 between Hendrina (km 0.00) and Hendrina Power Station (km 18.56)

Notice is hereby given in terms of Regulation 54 (2) published in Government Notice No. R543 under Chapter 5 of the National Environmental Management Act (Act 107 of 1998) (NEMA) and the National Water Act (Act 36 of 1998) (NWA), of the intent to hold a public open day relating to the above project.

Date: Friday 14th August 2015
Venue: Gokornbinarsde Skool Hall Hendrina, C/o N11, Schuim St & Voortrekker St, Hendrina
Time: 10:00 am to 3:00 pm

For more information, please contact:
 Mr Shaick Hoossein, EOH Business Park, Block D, 1 Osborne Lane, Bedfordview, 2007
 Tel: +27 (11) 607 8100
 Fax: +27 (11) 616 9929
 Email: www.eoh.co.za / www.cesnet.co.za

Erries speel hokkie by Noordvaal

Die Erries se 0/16 A- en eerste dogtershokkiespan het verlede Vrydag op "Hockey Farm" by Witbank aan die Noordvaalkompetisie se uitspoelwedstryde deelgeneem.
 Die 0/16A-span het Pretoria Girls High 3-2 geklop. Die eerste span het teen Afrikaans Hoër Meisieskool te staan gekom 'n Skitterdoel deur Tanya Beukes van die Erries was die gelykmaker en toe die eindfluitjie blaas, was die telling een-elt.
 Die agtskanderol is toegas op die Erries hot die wedstryd 1-2 verloor.
 Die 0/14, 0/15- en 0/16A- span het deurgedring na die Noordvaalkompetisie wat van Donderdag tot Saterdag plaasvind.
 Die EHS se eerste seunshokkiespan is Mpumalanga-naasweners en het deurgedring na die Noordvaalkompetisie, wat vanaf 30 Julie tot 1 Augustus in Krugersdorp plaasgevind het.
 In hul eerste wedstryd het hulle teen Hoerskool Noordbeuvel te staan gekom op die wedstryd 2-1 verloor ten spyte van 'n dool deur Mark Gardiner.
 Die tweede wedstryd was teen Stanford Lake College. Mark Gardiner het die eerste doel geskiet, maar in die doodsnikke van die wedstryd het Stanford die gelykmaker geskiet en die wedstryd eindig 1-1.
 In hul derde wedstryd teen Hoerskool Sasolburg was die span weer gelykop met 1-1, die agtskanderol is toegas en hulle verloor 2-1, Mark Gardiner het weer die Erries se enigste doel sangstekon.
 In die laaste wedstryd teen Hoerskool Transvalia was die Erries halfyd 1-2 agter, maar in die tweede helfte het hulle twee doele aangeteken en die wedstryd 3-2 gewen. Mark Gardiner (2) en William Gardiner (1) het die doele aangeteken.
 Die Erries is genooi om in September aan die All Stars-toernooi in Krugersdorp deel te neem.



Mark Gardiner.



Anja kwalifiseer vir A-span
 Anja van Huyssteen, gr. 10-leerder aan die EHS, het die nuwe in Badplaas aan die vierde kwalifiserende ronde vir die Mpumalanga-span deelgeneem. Anja het die A-span gehaal met 'n eerste en tweede plek in die 1m-springklas asook 'n eerste en tweede plek in die ander klasse.

Ligbron bedrywig op die sportveld

Ligbron Akademie vir Tegnologie het onlangs 'n besige tyd op die sportvlede bloef met verskeie sportspanne wat dooglik van hul laat hoor het.
 Op die krieketveld het die Liggies se eerste span Saterdag op hul tuusveld teen Embalenhle te staan gekom en die wedstryd met 298 lopies gewen.
 Die Liggies het eerste gekolf en 351 lopies in 49.2 beurtte opgestapel. Berno van Niekerk met 127 lopies, J.P. Labuschagne met 65 en Gerhard van Zyl met 41 het uitgeblyk met die kolf. Embalenhle is daarna vir alle 63 lopies in 17 beurtte uitgebou. J.P. Labuschagne het drie paaltjies laat kante vir 17 lopies en is goed bygestaan deur Gerhard van Zyl wat ook drie paaltjies gecom hut vir 15 lopies.
 Die 0/15-hokkiespan was die weners van die Superrooks on het 18 van hul 22 wedstryde vanjaar gewen. Die span het in die algehele vierde plek in die provinsie gesindig on het na die Noordvaal-uitspoelwedstryde deurgedring.
 Die span het Saterdag teen Affies te staan gekom waar hulle 2-0 verloor het.
 Ligbron se eerste netbalspan het in die derde plek in die Superrooks gesindig on die Gert Sibande-liga gewen.
 Die span het 10 van sy 11 ligawedstryde gewen en is Mpumalanga-naasweners. Dit is ook die eerste Liggie-eerste span wat na die SA skolekampioenskappe deurgedring het.
 In hul poolwedstryd het hulle teen stork spanne soos Affies en Waterkloof te staan gekom.
 Die span beklee tans die 22ste plek op die nasionale ranglys.

Errie-krieket seisoen begin goed

Die EHS se eerste krieketspan het verlede naweek die seisoen teen Hoerskool Volksrust afgeskop.
 Volksrust het eerste gekolf on het 103 lopies, almal uit, aangotokan.
 Qiniso Habile van die Erries het 6/10 in vier boulbeurtte aangotokan, Hans Greyling 2/25 in ses beurtte en Ruan Labuschagne 2/24 in ses beurtte.
 In hul kolbeurt het die Erries 105/5 aangotokan on die wedstryd met vyf paaltjies staande gewen.
 Die top-lapiemakere was Christian du Plooy (29), Jeandré Muller (22) on Qiniso Habile (18).

As gevolg van die vakansiedag Maandag is die SPERTYD vir die uitgawe van 14 Augustus verskuif na Vrydag 7 Augustus on 11:00



Landloop op Breyten
 60 atlete van Laerskool JJ van der Merwe het Saterdag aan 'n landloopbyeenkoms by Laerskool Breyten deelgeneem. Sewe skote het reedsing en JJ van der Merwe het algeheel derde geindig. RD Engelbrecht was derde in die 0/10-afdeling en Khaya Mkonza het goud in die 0/12-afdeling verower.



Skuif in MP-span in
 Die broers Jan-Maarten en Otto van Schaikwyk is in die provinsiale skaakspan opgeneem.

BASIC ASSESSMENT REPORT

2. DETERMINATION OF APPROPRIATE MEASURES

Provide details of the measures taken to include all potential I&APs as required by Regulation 41(2)(e) and 41(6) of GN 733.

Key stakeholders (other than organs of state) identified in terms of Regulation 41(2)(b) of GN 733

Title, Name and Surname	Affiliation/ key stakeholder status	Contact details (tel number or e-mail address)
Ms Arinao Ramudzuli	Department of Water and Sanitation (DWS)	RamudzuliA@dwa.gov.za
Mr Wayne Hector	Department of Environmental Affairs (DEA)	WHector@environment.gov.za
Ms Lerato Mokoena	Department of Environmental Affairs (DEA)	LMokoena@environment.gov.za
Dineo Tswai	Mpumalanga Department of Agriculture and Rural Development	dtswai@mpg.gov.za
Mr Neels Kruger	South African Heritage Resources Agency (SAHRA)	neels@exigo3.com
Mr Eric Rashivumvu	Steve Tshwete LM – IEMU	eric@stlm.gov.za
Mr Meshack Mahamba	Steve Tshwete – Town Planning	meshackm@stlm.gov.za
Ms Lindiwe Silolo	Steve Tshwete – Roads	lindiwes@stlm.gov.za
Mr A Tshivandhekano	Mpumalanga Department of Mineral Resources (DMR)	Aubrey.Tshivandhekano@dmr.gov.za
Ms L Maphopha	Mpumalanga Department of Mineral Resources (DMR)	Lydia.Maphopha@dmr.gov.za
Mr Elphus Mathebula	Ward Councillor	elphusm@gmail.com
Mr Williams	Headmaster – Gekombineerde Skool Hendrina	hendrinaskl@mweb.co.za

Include proof that the key stakeholder received written notification of the proposed activities as Appendix E2. This proof may include any of the following:

- e-mail delivery reports;
- registered mail receipts;
- courier waybills;
- signed acknowledgements of receipt; and/or
- or any other proof as agreed upon by the competent authority.

3. ISSUES RAISED BY INTERESTED AND AFFECTED PARTIES

Summary of main issues raised by I&APs	Summary of response from EAP
No issues yet, as draft BAR still has to undergo public review. No –one from the public has	

BASIC ASSESSMENT REPORT

responded to the notices as yet.	

4. COMMENTS AND RESPONSE REPORT

The practitioner must record all comments received from I&APs and respond to each comment before the Draft BAR is submitted. The comments and responses must be captured in a comments and response report as prescribed in the EIA regulations and be attached to the Final BAR as Appendix E3.

5. AUTHORITY PARTICIPATION

Authorities and organs of state identified as key stakeholders:

Authority/Organ of State	Contact person (Title, Name and Surname)	Tel No	Fax No	e-mail	Postal address
DWS	Ms Arinao Ramudzuli			RamudzuliA@dwa.gov.za	
DEA	Mr Wayne Hector			WHector@environment.gov.za	
DEA	Ms Lerato Mokoena			LMokoena@environment.gov.za	
Mpumalanga DARD	Dineo Tswai			dtswai@mpg.gov.za	
Mpumalanga DMR	Mr Aubrey Tshivhandekano			Aubrey.Tshivhandekano@dmr.gov.za	

Include proof that the Authorities and Organs of State received written notification of the proposed activities as appendix E4.

In the case of renewable energy projects, Eskom and the SKA Project Office must be included in the list of Organs of State.

6. CONSULTATION WITH OTHER STAKEHOLDERS

Note that, for any activities (linear or other) where deviation from the public participation requirements may be appropriate, the person conducting the public participation process may deviate from the requirements of that sub-regulation to the extent and in the manner as may be agreed to by the competent authority.

Proof of any such agreement must be provided, where applicable. Application for any deviation from the regulations relating to the public participation process must be submitted prior to the commencement of the public participation process.

A list of registered I&APs must be included as appendix E5.

Copies of any correspondence and minutes of any meetings held must be included in Appendix E6.

NOTICE OF BASIC ASSESSMENT AND WATER USE LICENCE APPLICATION NOTIFICATION



IMPROVEMENT OF THE NATIONAL ROUTE N11 SECTION 9 BETWEEN HENDRINA (KM0.00) AND HENDRINA POWER STATION (KM 18.56) MPUMALANGA PROVINCE

Notice is given in terms of regulation 19 as published in the Government Gazette No 982 Environmental Impact Assessment (EIA) regulations of the National Environmental Management Act (Act No 107 of 1998, second amended Act of 2013) for intent to submit a Basic assessment to the Department of Environmental Affairs (DEA) for environmental authorization.

The South African National Roads Agency SOC Limited (SANRAL) proposes to upgrade various sections of the N11 in Hendrina (near Middelburg) in the Mpumalanga Province. Part of this concept is to construct bypass roads during construction. The project forms part of SANRAL's program for the staged improvement of the entire N11 route from Ladysmith in the south to the Botswana border in the north. The proposed development will include a Water Use License Application as regulated by the National Water Act (Act No. 36 of 1998), a Mining Right as regulated by the Minerals and Petroleum Resources Development Act (Act No. 28 of 2002) and approval from the South African Heritage Resources Agency as regulated by the National Heritage Resources Act (No. 25 of 1999).

Applicant: South African National Roads Agency SOC Limited

Consultant: EOH Coastal & Environmental Services

You are invited to register as an Interested and Affected Party (I&AP). Should you have any comments or queries, please contact:

Contact details:

Mr S Hoossein
EOH Business Park, Block D,
1 Osborne Lane, Bedfordview,
Gauteng, 2007
Tel: 011 607 8100
Fax: 011 616 9929
Email:
Shafick.Hoossein@eoh.co.za



**NOTICE OF PUBLIC OPEN DAY
BASIC ASSESSMENT**

Improvement of National Route 11 Section 9 between Hendrina (km 0.00) and Hendrina Power Station (km 18.56)

Notice is hereby given in terms of Regulation 54(2) published in Government Notice No. R543 under Chapter 5 of the National Environmental Management Act (Act 107 of 1998) (NEMA) and the National Water Act (Act 36 of 1998) (NWA), of the intent to hold a public open day relating to the above project.

Date: Friday 14th August 2015

Venue: Gekombineerde Skool Hall Hendrina, c/o N11, Schuim St & Voortrekker St, Hendrina

Time: 10:00 am to 3:00 pm

For more information, please contact:

Mr Shafick Hoossein, EOH Business Park, Block D, 1 Osborne Lane, Bedfordview, 2007

Tel: +27 (11) 607 8100

Fax: +27 (11) 616 9929

Email: www.eoh.co.za | www.cesnet.co.za

**NOTICE OF BASIC ASSESSMENT AND WATER USE LICENCE
APPLICATION AND INVITATION TO REGISTER AS AN I&AP**

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Applicant: The South African National Roads Agency SOC Limited

Consultant: EOH Coastal & Environmental Services

**You are invited to register as an Interested and Affected Party (I&AP).
Should you have any comments or queries, please contact:**

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Gauteng, 2007
Tel: 011 607 8100
Fax: 011 616 9929
Email:
Shafick.Hoossein@eoh.co.za



SECTION D: IMPACT ASSESSMENT

The assessment of impacts must adhere to the minimum requirements in the EIA Regulations, 2014 and should take applicable official guidelines into account. The issues raised by interested and affected parties should also be addressed in the assessment of impacts.

1. IMPACTS THAT MAY RESULT FROM THE PLANNING AND DESIGN, CONSTRUCTION, OPERATIONAL, DECOMMISSIONING AND CLOSURE PHASES AS WELL AS PROPOSED MANAGEMENT OF IDENTIFIED IMPACTS AND PROPOSED MITIGATION MEASURES

Provide a summary and anticipated significance of the potential direct, indirect and cumulative impacts that are likely to occur as a result of the planning and design phase, construction phase, operational phase, decommissioning and closure phase, including impacts relating to the choice of site/activity/technology alternatives as well as the mitigation measures that may eliminate or reduce the potential impacts listed. This impact assessment must be applied to all the identified alternatives to the activities identified in Section A(2) of this report.

A complete impact assessment in terms of Regulation 19(3) of GN 733 must be included as Appendix F.

DISTRIBUTION OF IMPACTS

The following table provides a summary of the distribution of impacts in terms of High, Medium and Low significance, pre and post mitigation.

Summary of impact assessment significance, pre- and post-mitigation

	PRE-MITIGATION			POST-MITIGATION		
	LOW	MODERATE	HIGH	LOW	MODERATE	HIGH
Planning and Design	0	6	4	9	1	0
Construction	2	12+1 beneficial	6	17	3+1 beneficial	0
Operation	0	1	0	1	0	0
TOTAL	2	20	10	27	1	0

As can be seen, **ALL HIGH** impacts for all project phases can be mitigated to a **MODERATE** or **LOW** level with the implementation of appropriate mitigation measures.

SUMMARY OF SIGNIFICANT IMPACTS (all impacts that are High pre-mitigation)

The proposed development will result in a number of impacts, both positive and negative, during the Planning and Design, Construction and Operation Phases (see table below). The following table provides a summary of the pre-mitigation impacts that were ranked as **HIGH**.

BASIC ASSESSMENT REPORT

PLANNING & DESIGN PHASE		
Impacts	Significance pre-mitigation	Significance post-mitigation
BRIDGE DESIGN		
Bridge design - If plans to upgrade and widen bridges over rivers are ineffectively designed they may impede the flow of the rivers and/or cause bank erosion.	HIGH NEGATIVE	MODERATE NEGATIVE
HERITAGE		
Damage to heritage resources - Inadequate planning for potential heritage sites that may occur along the road reserve may result in the destruction and exposure thereof.	HIGH NEGATIVE	LOW NEGATIVE
ECOLOGICAL		
Soil erosion and sedimentation - Inappropriate road stormwater design may lead to an increase in surface soil erosion and subsequently sedimentation of the surrounding rivers and streams.	HIGH NEGATIVE	LOW NEGATIVE
Poor rehabilitation of moderate and high sensitive areas - Poor planning and design for the utilisation of sensitive aquatic and terrestrial systems could result in the erosion and degradation of water-courses and associated habitats (e.g. wetlands).	HIGH NEGATIVE	MODERATE NEGATIVE
CONSTRUCTION PHASE		
Impacts	Significance pre-mitigation	Significance post-mitigation
HAZARDOUS SUBSTANCE STORAGE & USAGE		
Site contamination due to hazardous substance spillage - Spillage of any hazardous substances such as fuel, chemicals, paint, etc. could contaminate underlying soil; and surface and groundwater resources.	HIGH NEGATIVE	LOW NEGATIVE
WORKER HEALTH AND SAFETY		
Health and safety risk associated with fires - Inadequate attention to fire safety awareness and fire safety equipment could result in an unsafe working environment and the loss of property.	HIGH NEGATIVE	LOW NEGATIVE
RIVERS & STREAMS		
Rivers and streams may be impacted by construction activities - Construction activities could pollute and adversely affect various rivers and streams.	HIGH NEGATIVE	MODERATE NEGATIVE
STORMWATER MANAGEMENT		
Offsite contamination due to runoff	HIGH	LOW NEGATIVE

BASIC ASSESSMENT REPORT

– Contaminants such as silt, sand and litter could be transported offsite via surface runoff and contaminate the surrounding environment.	NEGATIVE	
ECOLOGICAL		
Riparian vegetation may be damaged by construction – Riparian vegetation could be adversely affected by construction activities in proximity to river and stream crossings.	HIGH NEGATIVE	MODERATE NEGATIVE
HERITAGE		
Damage to heritage resources – Construction activities in proximity to heritage sites may result in the destruction and/or exposure thereof.	HIGH NEGATIVE	LOW NEGATIVE

2. ENVIRONMENTAL IMPACT STATEMENT

Taking the assessment of potential impacts into account, please provide an environmental impact statement that summarises the impact that the proposed activity and its alternatives may have on the environment after the management and mitigation of impacts have been taken into account, with specific reference to types of impact, duration of impacts, likelihood of potential impacts actually occurring and the significance of impacts.

CONSIDERATION OF ALTERNATIVES

The following alternatives were assessed as part of the Basic Assessment:

- Proposed national road upgrade, with design and alignment alternatives.
- No-Go or no development option.

OPINION OF THE EAP

EOH Coastal & Environmental Services (the EAP) hereby provides the following opinion concerning the proposed upgrade of the N11 route in Hendrina, Mpumalanga Province.

It is the opinion of EOH CES that **NO FATAL FLAWS** are associated with the proposed upgrade of the N11 road in Hendrina and that all impacts can be adequately mitigated to reduce the risk of significance of impacts to an acceptable level.

It is also the opinion of EOH CES that the Basic Assessment Report contains sufficient information to allow DEA to make an informed decision. EOH CES therefore recommends that the application for Authorisation should be approved on condition that the recommended mitigation measures stated herein are effectively implemented.

SECTION E. RECOMMENDATION OF PRACTITIONER

Is the information contained in this report and the documentation attached hereto sufficient to make a decision in respect of the activity applied for (in the view of the environmental assessment practitioner)?

YES	NO
------------	-----------

If “NO”, indicate the aspects that should be assessed further as part of a Scoping and EIA process before a decision can be made (list the aspects that require further assessment).

If “YES”, please list any recommended conditions, including mitigation measures that should be considered for inclusion in any authorisation that may be granted by the competent authority in respect of the application.

PLANNING AND DESIGN PHASE
<p>Legislation and policy compliance</p> <ul style="list-style-type: none"> – The development must adhere to the relevant legislation and/or policy, e.g. MBCP, Municipal By-laws, SDFs, IDPs, etc.
<p>Stormwater Management</p> <ul style="list-style-type: none"> – The drainage systems have been designed by LEO Consulting, a reputable consulting engineering firm registered with CESA and appointed by SANRAL. The stormwater management systems will ensure that no flooding of any facilities occurs, or that sedimentation or erosion of surrounding areas occurs.
<p>Bridge Design</p> <ul style="list-style-type: none"> – The bridge and culvert designs must not impede the flow of water or cause erosion in rivers/streams. – There must be proper drainage of stormwater away from the bridges. – The design of the bridges must comply with DWS standards and WULAs must be submitted where necessary.
<p>Heritage</p> <ul style="list-style-type: none"> – An Archaeological Impact Assessment was conducted, which identified a few resources of medium heritage significance. The recommendation is that these sites and any activity in its surrounds must be monitored in order to avoid the destruction of undetected heritage remains.
<p>Traffic</p> <ul style="list-style-type: none"> – Possible demarcation areas for the storage of construction vehicles should be identified. – An appropriate accommodation of traffic plan must be included in the construction documentation to ensure that the impact of construction vehicles upon the traffic flow is mitigated.
<p>Waste Management</p> <ul style="list-style-type: none"> – A proper Waste Management Plan must be designed.
<p>Ecological</p> <ul style="list-style-type: none"> – Impacts on surrounding environment and vegetation must be limited to already transformed and degraded areas. – An Environmental Control Officer (ECO) must be appointed prior construction commencement, to advise on planning that will reduce impact on the surrounding vegetation. – Appropriate stormwater structures must be designed.

- All road sections situated on slopes must incorporate storm water diversion.
- All stormwater structures must be designed in line with both SANRAL and DWS requirements.
- A 32 metre buffer around all rivers and drainage lines and a 500m buffer around all wetlands must be developed. In areas where this cannot be applied, authorisation must be obtained from DWS.

CONSTRUCTION PHASE

Air pollution

- Cleared surfaces must be dampened whenever possible, especially during dry and windy conditions, to avoid excessive dust generation.
- Any soil excavated, and not utilised for rehabilitation, must be removed from site or covered and no large mounds of soil may be left behind after construction.

Noise pollution

Construction activities close to residential settlements, which include the movement of construction vehicles, should be restricted to normal working hours (7:00am – 17:00pm).

Palaeontology

The EMPr must clearly stipulate that any fossils uncovered during construction should be reported to a palaeontologist.

Hazardous Substances Storage & Usage

- Concrete must not be mixed directly on the ground, or during rainfall events when the potential for transport to the stormwater system is the greatest.
- Concrete must only be mixed in the area demarcated for this purpose and on an impermeable surface.
- Oil trays must be placed under construction machinery to avoid soil contamination.
- All areas affected during the Construction Phase must be rehabilitated.
- **Hazardous Chemical Substances Regulations** promulgated in terms of the Occupational Health and Safety Act 85 of 1993 and the SABS Code of Practise must be adhered to. This applies to solvents and other chemicals possibly used during the construction process.
- Depending on the nature and extent of the spill, contaminated soil must either be excavated or treated on-site.
- The ECO must have input and review the precise method of treatment of polluted soil. This could involve the application of soil absorbent materials or oil-digestive powders to the contaminated soil.
- If a spill occurs on an impermeable surface such as cement or concrete, the surface spill must be contained using oil absorbent materials.
- Contaminated remediation materials must be carefully removed from the area of the spill so as to prevent further release of petrochemicals to the environment, and stored in suitable containers until appropriate disposal.
- The individual responsible for or the individual who discovers the petrochemical spill must report the incident to the Project Engineer, DEO, ECO and/or Contractor as soon as reasonably possible.
- The petrochemical or hazardous spill must be assessed and the necessary actions required should be undertaken, the immediate response must be to contain the spill.
- The individual(s) that will be handling hazardous materials must be trained to do so.
- **Hazardous Chemical Substances Regulations** promulgated in terms of the Occupational Health and Safety Act 85 of 1993 and the SABS Code of Practise must be adhered to. This applies to solvents and other chemicals possibly used during construction.
- All hazardous chemicals must be stored properly in a secure, bunded and contained area.

Worker Health & Safety

- The contractor must ensure that operational firefighting equipment is present on site at all times as per **Occupational Health and Safety Act**.
- All construction foremen must be trained in fire hazard control and firefighting techniques.
- All flammable substances must be stored in dry areas which do not pose an ignition risk to the said substances.
- Open fires must not be permitted on site unless in a demarcated area where the ECO has adequate input and comment.
- No smoking near a flammable substance.
- All cooking shall be done in demarcated areas considered safe in terms of runaway or uncontrolled fires.
- The level of firefighting equipment must be assessed and evaluated thorough a typical risk assessment process.
- Adequate sanitary and ablutions facilities must be provided for construction workers
- The facilities must be serviced regularly to reduce the risk of surface or groundwater pollution.
- Contaminated wastewater must be managed by the Contractor to ensure the existing water resources on the site are not contaminated. All wastewater from general activities in the camp must be collected and removed from the site for appropriate disposal at a licensed facility.

Waste Management

- Construction rubble must be disposed of in predetermined, demarcated spoil dumps that have been approved by Steve Tshwete LM.
- Litter caused by employees must not be tolerated. The DEO and ECO must monitor the sanitation of the work sites as well as the Contractor campsite.
- All construction general waste must be removed from the site and transported to the licenced landfill site located in Hendrina.
- All hazardous waste materials must be stored cautiously as advised by the ECO, and then disposed of offsite at the closest licensed hazardous landfill site.
- Contaminants must be stored safely to avoid spillage
- Machinery must be maintained to avoid oil leaks.

Traffic

- A Traffic Management Plan must be designed and implemented.
- Carefully planned traffic diversion lanes should be setup to ensure that traffic flow continues in a safe manner.
- *The existing two-way traffic flow on the road should be retained during construction, and no severe delays in travel times are foreseen.*

Rivers & Streams

- No construction rubble must be left in or near rivers and streams once construction has been completed.
- Rivers and streams in proximity to the development must be returned to their natural state once construction has been completed.

Stormwater Management

- The site must be managed in a manner that prevents pollution of drains, downstream watercourses or groundwater, due to suspended solids, silt or chemical pollutants.
- Temporary cut-off drains and berms may be required to capture storm water and promote infiltration.

BASIC ASSESSMENT REPORT

- The area must be monitored by an ECO on a regular basis.

Ecological

- Riparian vegetation must only be removed or relocated under the guidance of a qualified ECO.
- Construction activities must be limited to the designated footprint of the road upgrade route as far as possible.
- Rehabilitation Management Plan and an Erosion Action Plan must be implemented and adhered to for the duration of construction activity.
- The Erosion Action Plan must ensure that all sediment is contained.
- The plans must be incorporated into the EMPr and must draw from the recommendations of the Vegetation Study.

Heritage

- If human graves are exposed during the construction phase, all work activity in the vicinity must cease immediately, and SAHRA, a Heritage Specialist and the SAPS need to be informed.
- No construction related activities must take place within 20m of visible gravesites.

OPERATIONAL PHASE

Maintenance

- SANRAL shall maintain the road

No-Go

If the upgrade does not proceed then none of the negative impacts identified for the planning and design, construction and operational phases will take place.

Is an EMPr attached?

YES	NO
-----	----

The EMPr must be attached as Appendix G.

The details of the EAP who compiled the BAR and the expertise of the EAP to perform the Basic Assessment process must be included as Appendix H.

If any specialist reports were used during the compilation of this BAR, please attach the declaration of interest for each specialist in Appendix I.

Any other information relevant to this application and not previously included must be attached in Appendix J.

NAME OF EAP

SIGNATURE OF EAP

DATE

SECTION F: APPENDIXES

The following appendixes must be attached:

Appendix A: Maps

Appendix B: Photographs

Appendix C: Facility illustration(s)

Appendix D: Specialist reports (including terms of reference)

Appendix E: Public Participation

Appendix F: Impact Assessment

Appendix G: Environmental Management Programme (EMPr)

Appendix H: Details of EAP and expertise

Appendix I: Specialist's declaration of interest

Appendix J: Additional Information

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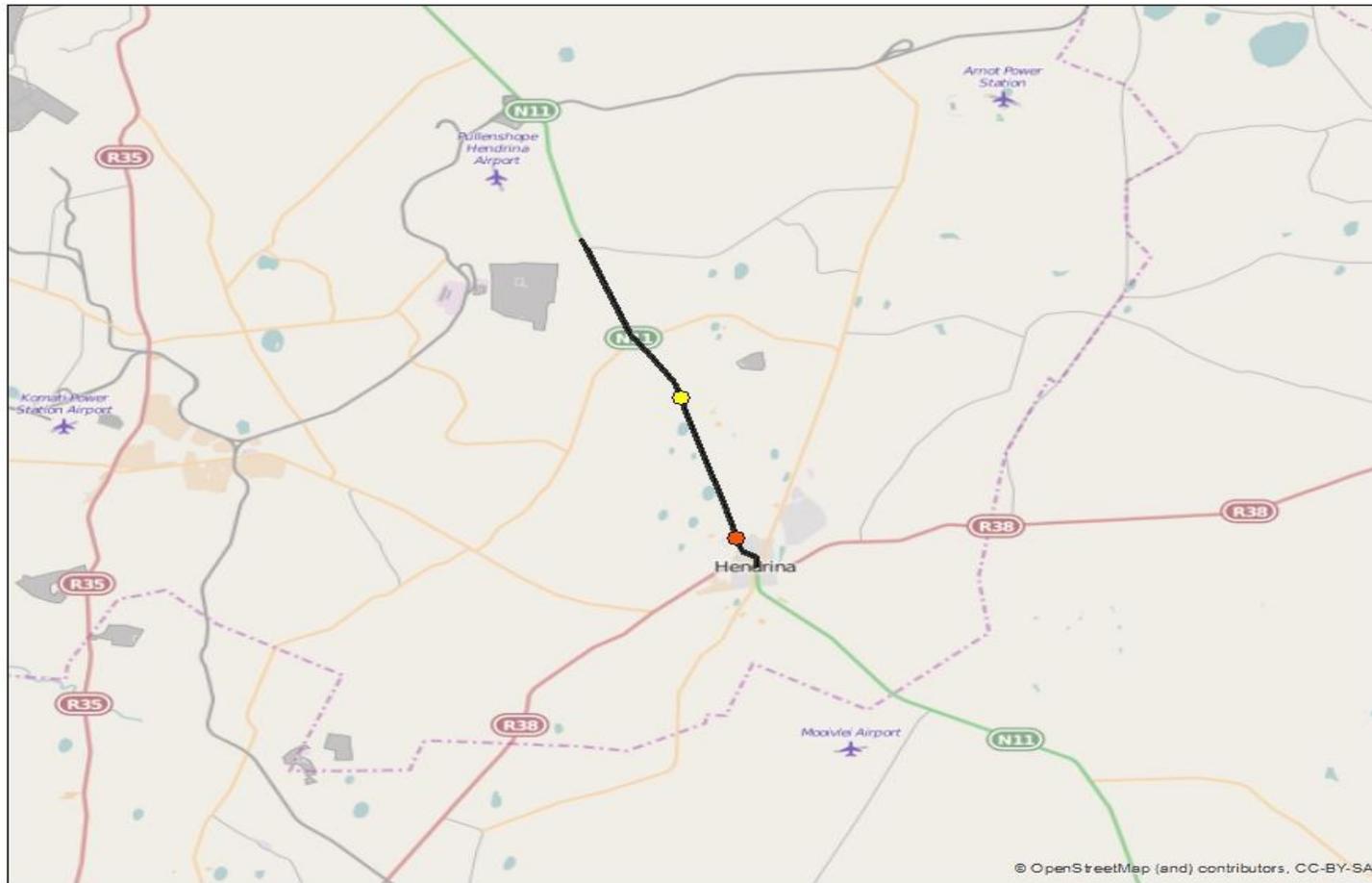
APPENDIX A
MAPS

MAPS OF THE PROPOSED SITE AREA

- | |
|---|
| 1. Locality Map of the proposed road upgrade |
| 2. Sensitivity Map |
| 3. Mpumalanga Biodiversity Conservation Plan (MBCP) Map |
| 4. Land Use Map |
| 5. Topography Map |
| 6. Water bodies Map |

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N11 Mpumalanga Hendrina Road Upgrade Locality Map



Legend

- Bosmanspan River Crossing
- Bosman River Crossing
- N11 route



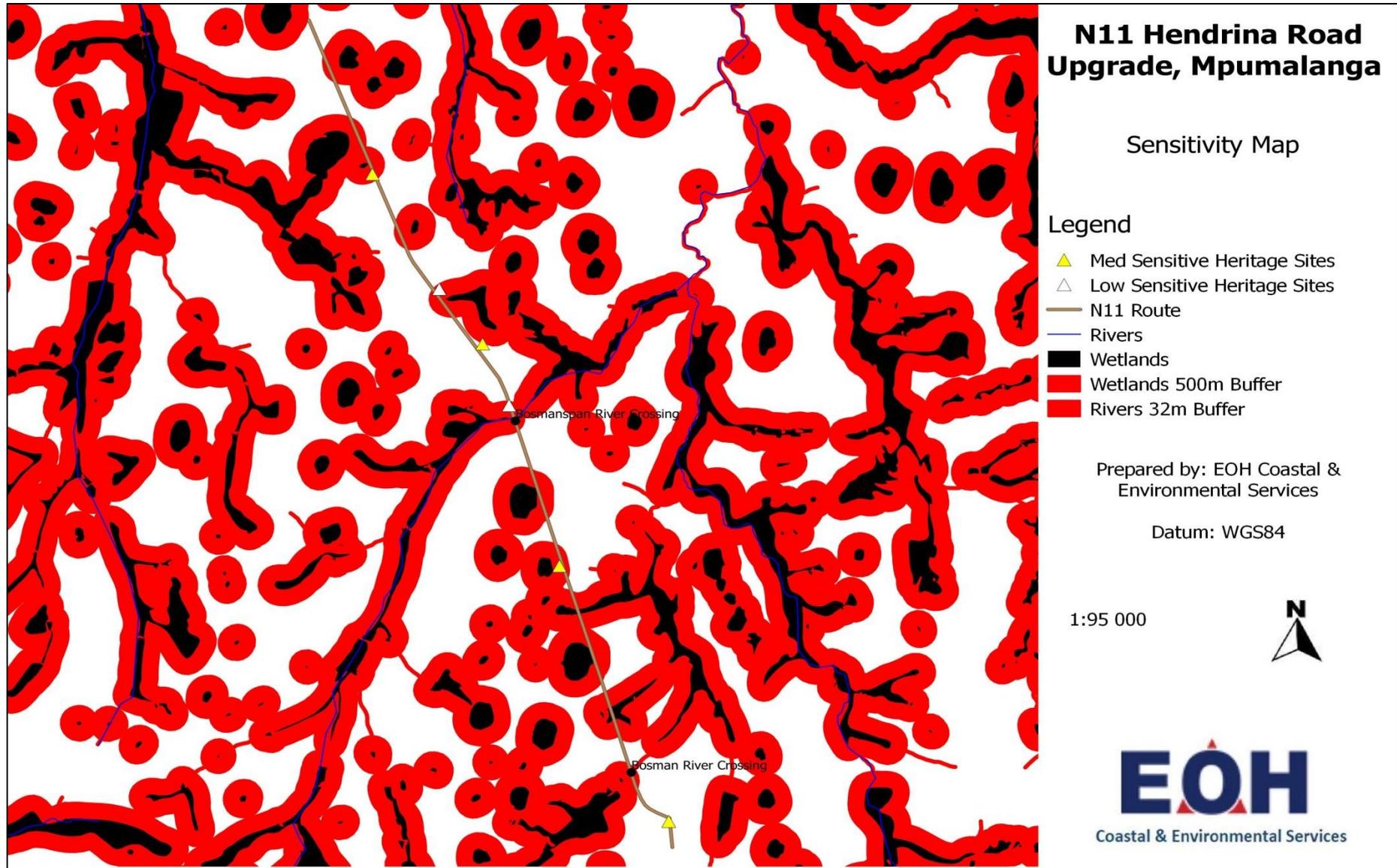
Prepared by: EOH Coastal and Environmental Services

Datum: WGS84



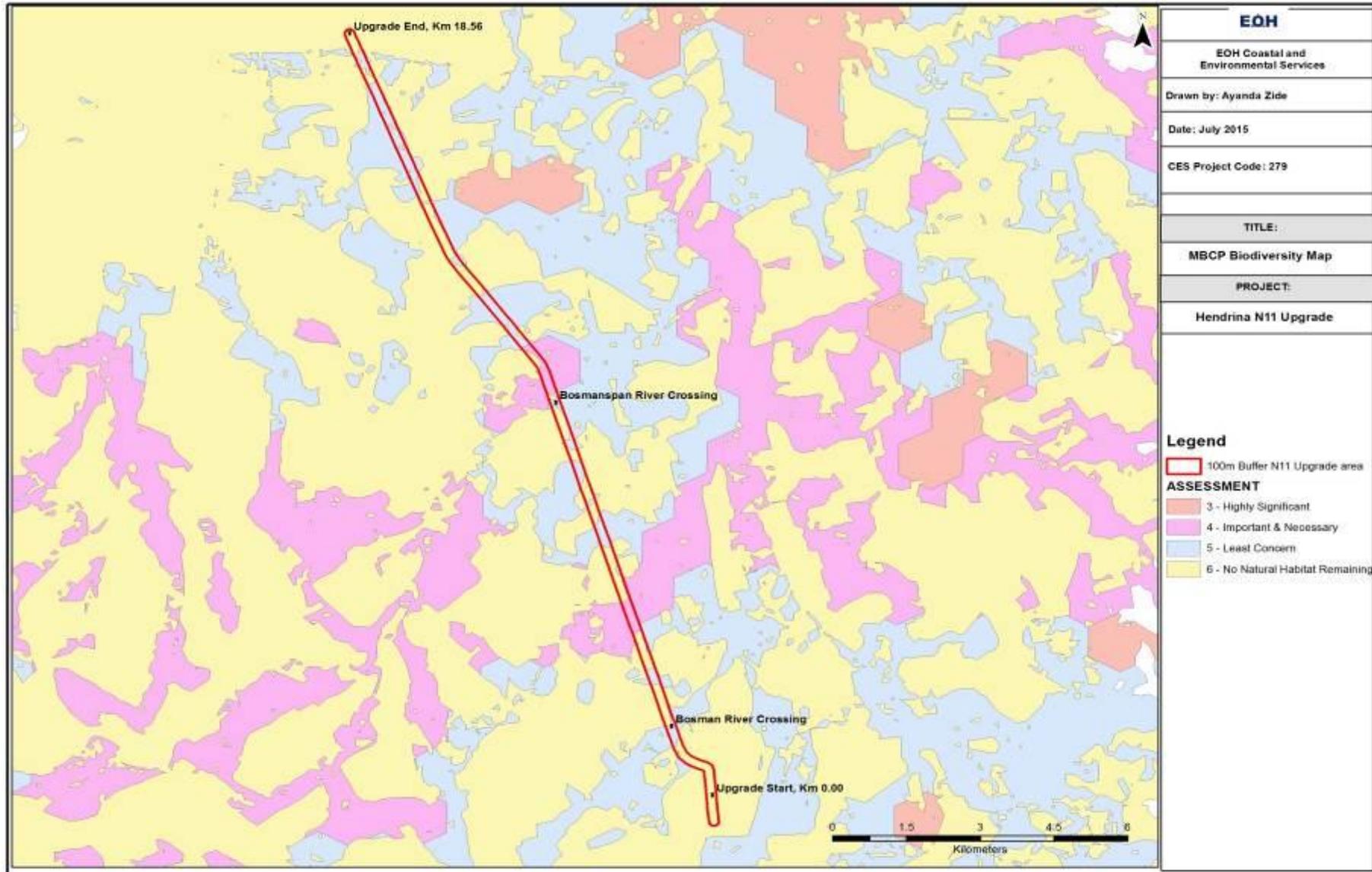
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Appendix A-1: Locality Map of the study area.



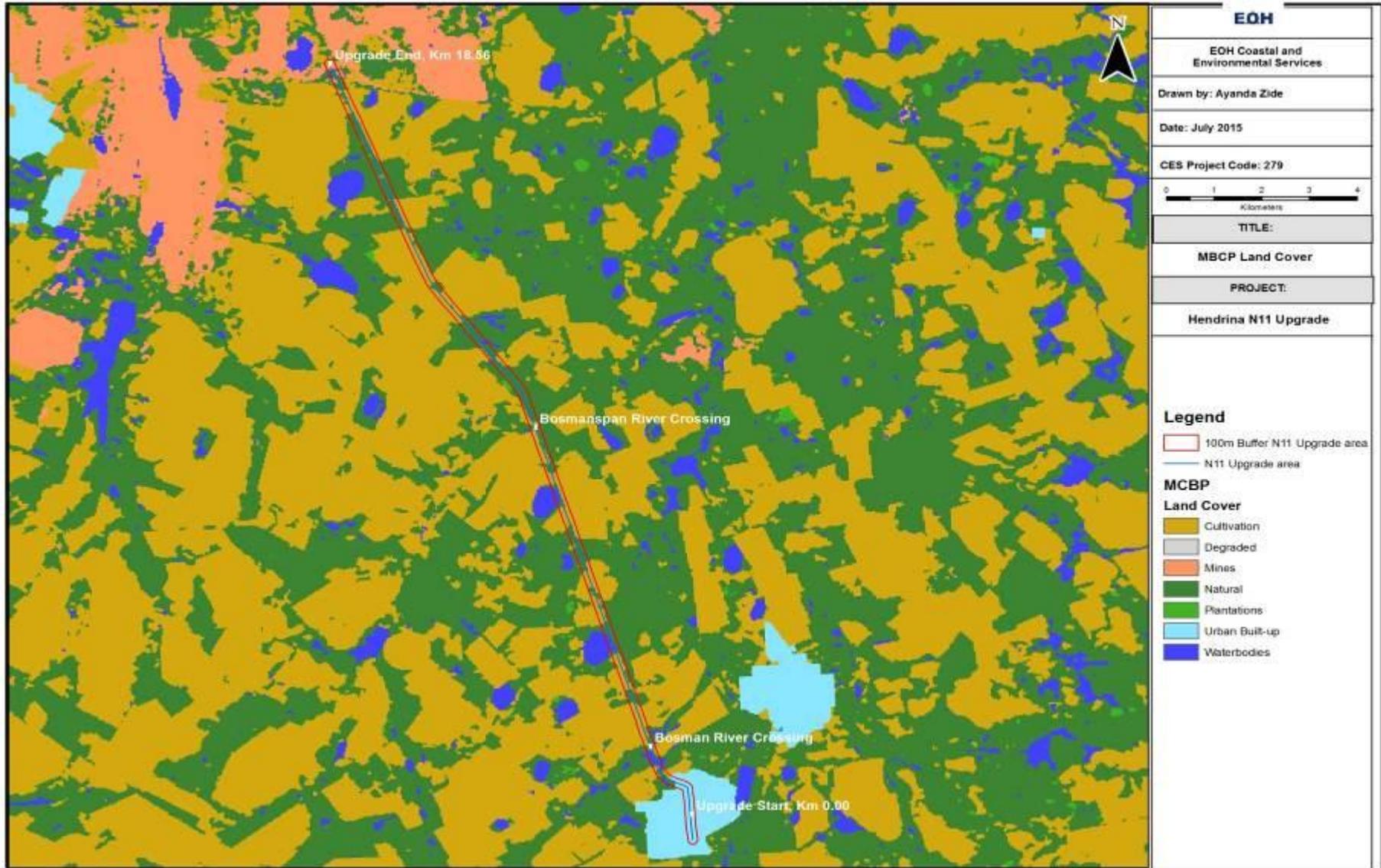
Appendix A-2: Sensitivity Map of the study area.

BASIC ASSESSMENT REPORT

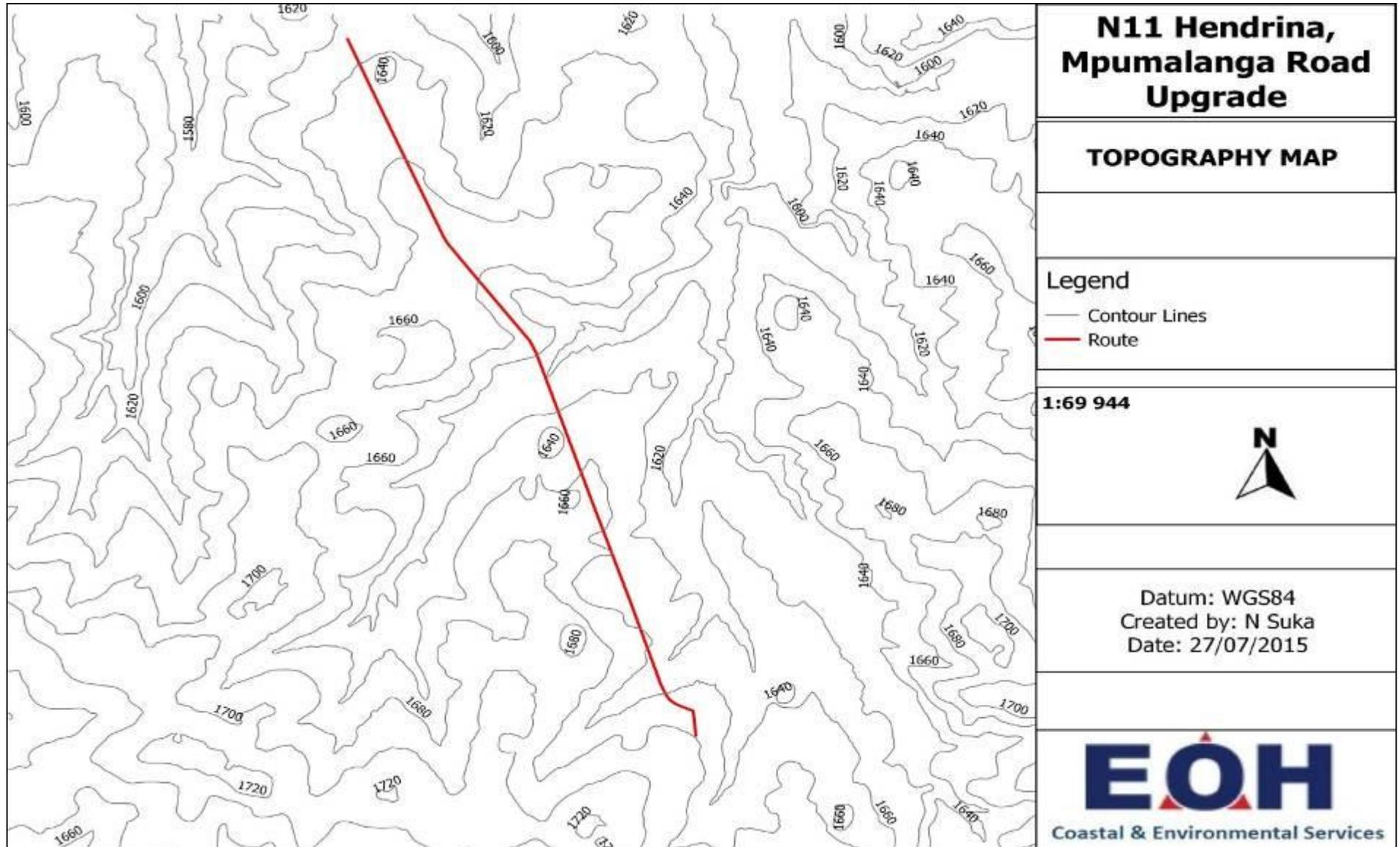


Appendix A-3: Biodiversity Conservation Map of the study area.

BASIC ASSESSMENT REPORT

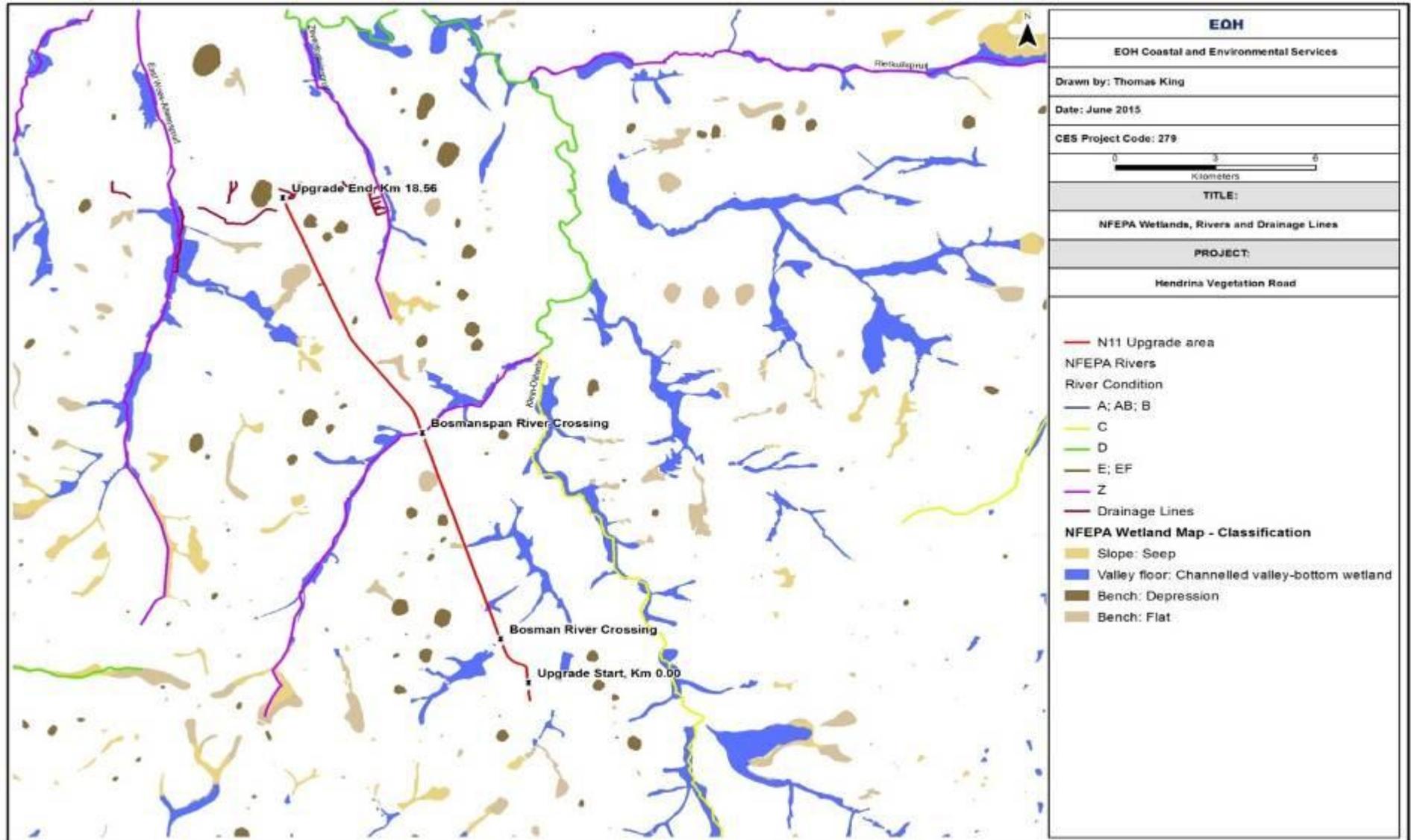


Appendix A-4: Land use Map of the study area.



Appendix A-5: Topography Map of the study area.

BASIC ASSESSMENT REPORT



Appendix A-6: Water bodies associated with the study area.

BASIC ASSESSMENT REPORT

APPENDIX B

Start of Project



Middle of Project



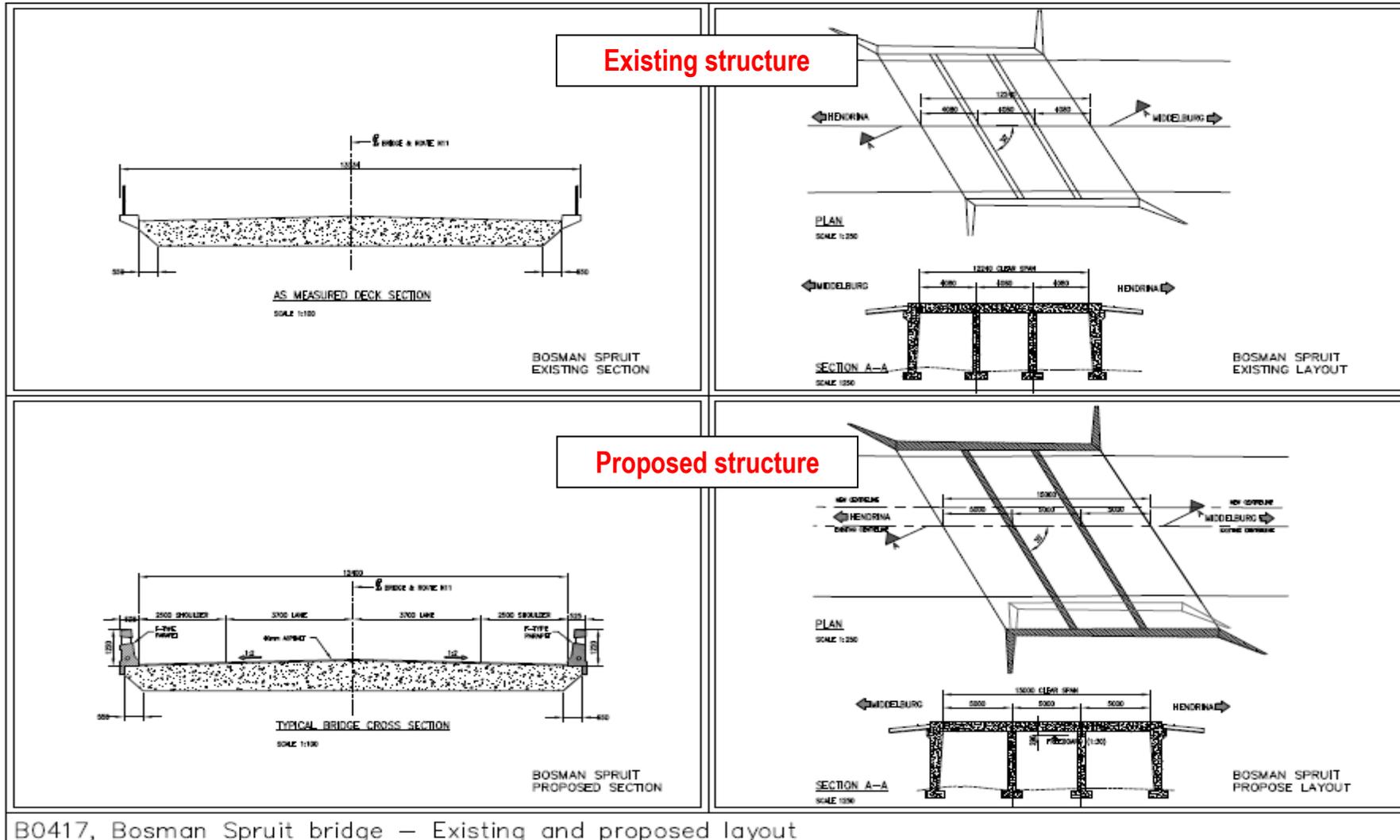
End of Project



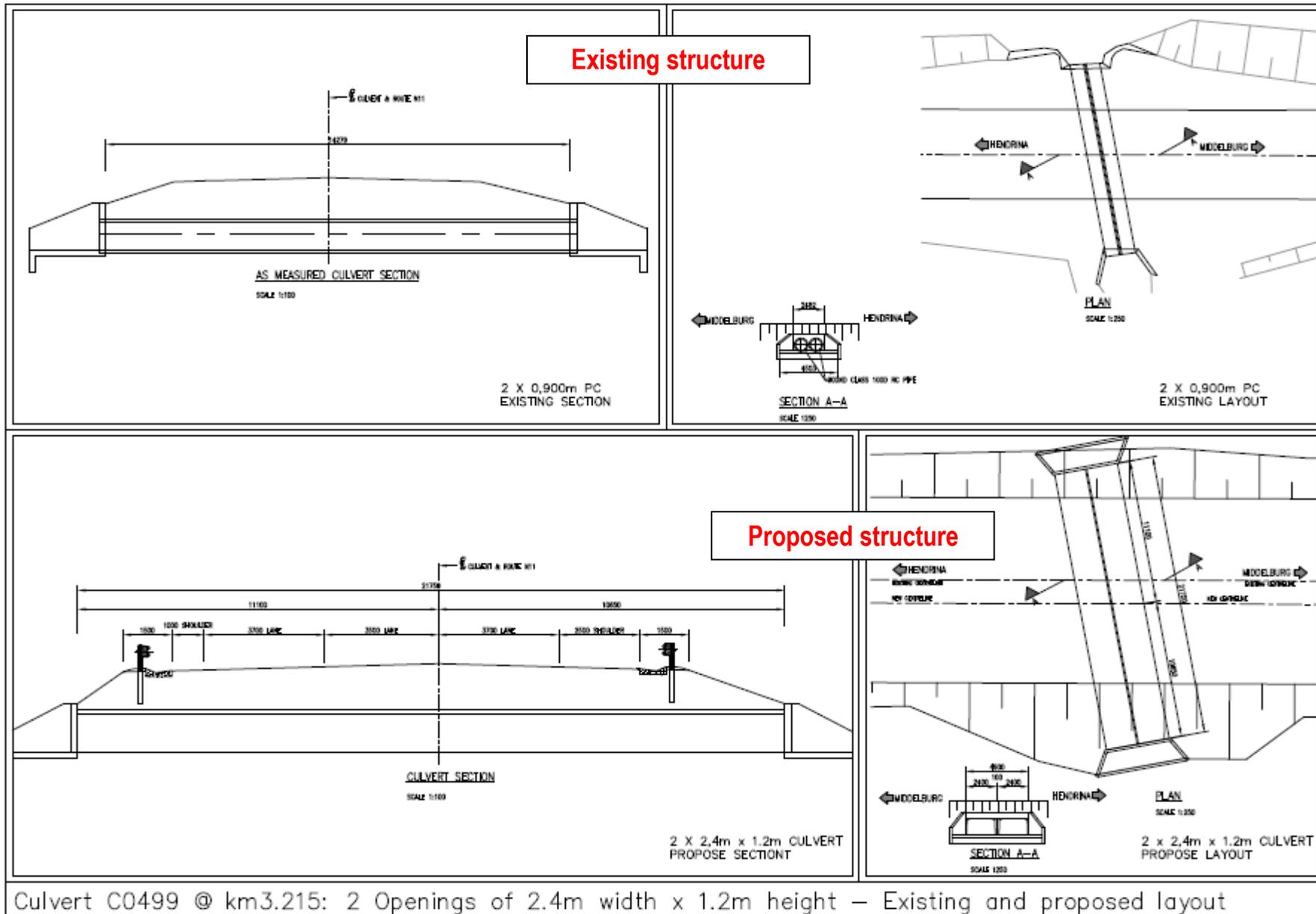
Some of the wetlands around the study area



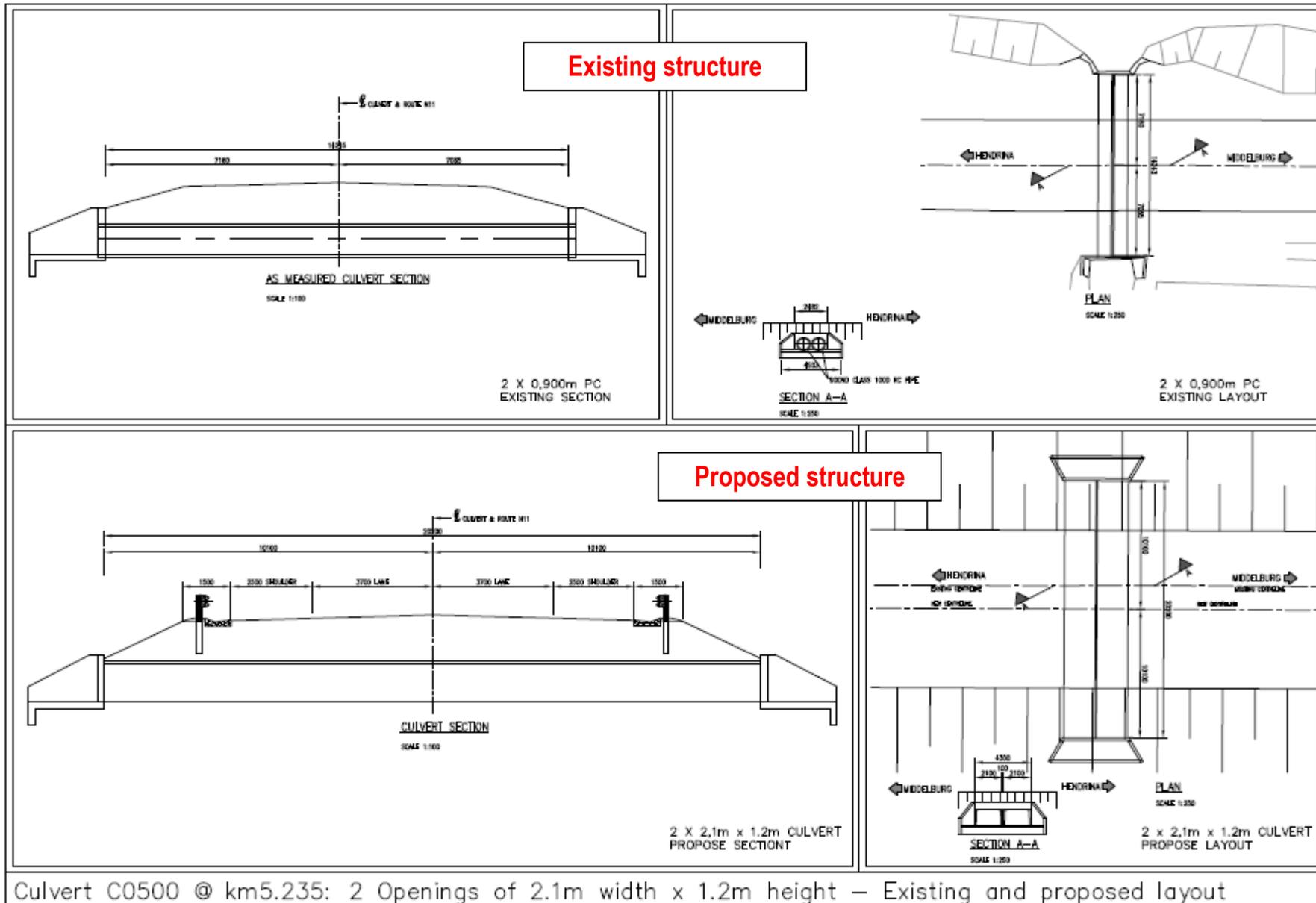
**APPENDIX C
FACILITY ILLUSTRATION(S)**



BASIC ASSESSMENT REPORT

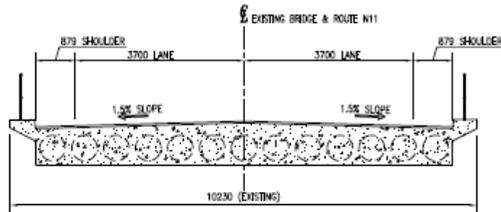


BASIC ASSESSMENT REPORT



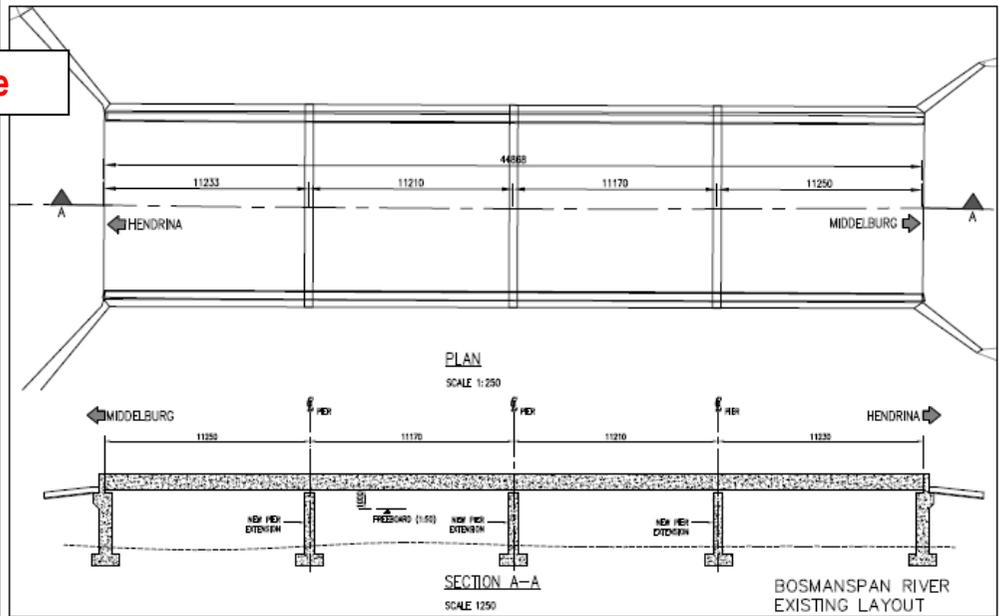
BASIC ASSESSMENT REPORT

Existing structure

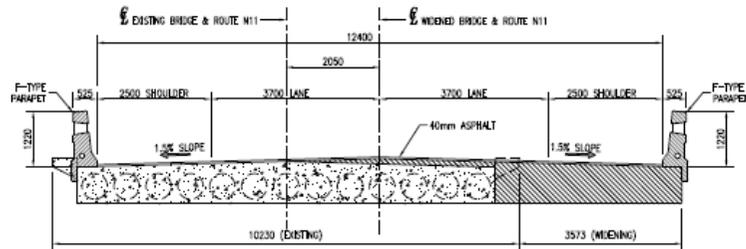


TYPICAL BRIDGE CROSS SECTION
SCALE 1:50

BOSMANSPAN RIVER
EXISTING SECTION

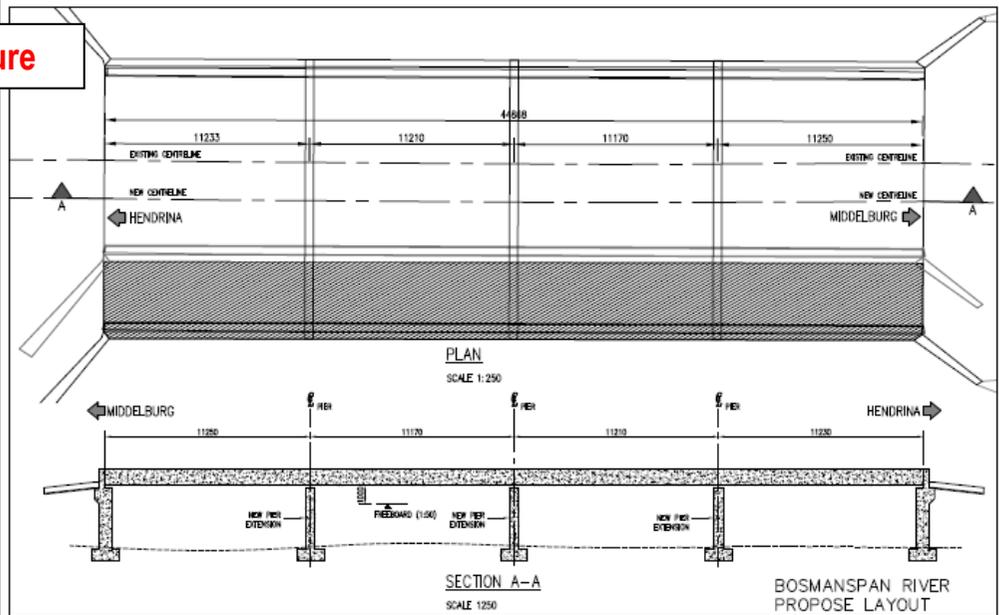


Proposed structure



TYPICAL BRIDGE CROSS SECTION
SCALE 1:50

BOSMANSPAN RIVER
PROPOSED SECTION



B1792, Bosmanspan River bridge – Existing and proposed layout

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APPENDIX D
SPECIALIST REPORTS

- Vegetation Survey and Impact Assessment
- Heritage Impact Assessment
- Wetland Study (In progress)
- Surface Water Report (In progress)

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**APPENDIX E
PUBLIC PARTICIPATION**

Appendix E-1: Proof of advert and signage.

ADVERT PLACED ON LOWVELDER AND HIGHVELDER NEWSPAPERS

Friday July 17, 2015
CLASSIFIEDS
Lowvelder 29



**Emergencies
Only
082-567-5212**

SANBI

Biodiversity for Life

South African National Biodiversity Institute

SANBI TENDER RESULTS



SANBI/G205/2015	Appointment of a Service Provider to Render Protective (Guarding) Services to the Lowveld National Botanical Garden, Nelspruit	PHEP/HA MV Security Services	RI 802 157.05
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Krom Solutions K250718

**NOTICE OF BASIC ASSESSMENT AND WATER
USE LICENCE APPLICATION AND INVITATION
TO REGISTER AS AN I&AP**

EOH

Notice is given in terms of regulation 19 as published in the Government Gazette No 982 Environmental Impact Assessment (EIA) regulations of the National Environmental Management Act (Act No 107 of 1998, second amended Act of 2013) for intent to submit a Basic assessment to the Department of Environmental Affairs (DEA) for environmental authorization.

The South African National Roads Agency SOC Limited (SANRAL) proposes to upgrade various sections of the N11 in Hendrina (near Middelburg) in the Mpumalanga Province. Part of this concept is to construct bypass roads during construction. The project forms part of SANRAL's program for the staged improvement of the entire N11 route from Ladysmith in the south to the Botswana border in the north. The proposed development will include a Water Use License Application as regulated by the National Water Act (Act No. 36 of 1998), a Mining Right as regulated by the Minerals and Petroleum Resources Development Act (Act No. 28 of 2002) and approval from the South African Heritage Resources Agency as regulated by the National Heritage Resources Act (No. 25 of 1999).

Applicant: The South African National Roads Agency SOC Limited

Consultant: EOH Coastal & Environmental Services

You are invited to register as an Interested and Affected Party (I&AP).

Should you have any comments or queries, please contact:
Mr S Hoossein
EOH Business Park, Block D,
1 Osborne Lane, Bedfordview,
Gauteng, 2007
Tel: 011-607-8100
Fax: 011-616-9929
Email: Shafick.Hoossein@eoh.co.za



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Tel: 017 811 2231 Att: Charine

or send advert via email to classifieds@hoevelder.co.za

KENNISGEWING AAN KREDITEURE IN 'N BESTORWE BOEDTEL
BOEDELNOMMER: 001431/2015
In die boedel van wyf WILLEM JOHANNES ERASMUS, identifikasienommer: 349514 5037 088 wat op 27 Maart 2015 oorlede is en wie getroud was tans getrouwskap van oorede met WILHELMINA CHRISTINA ERASMUS, identifikasienommer: 373621 0115 088. Alle persone wat eise het teen bogenoemde boedel moet hulle eise indien by die ondergetekende binne 30 dae na datum van publikasie hiervan.
DIE BERN & SLABBERT INC.
JAN VAN REBEEK STRAAT 15
ERMELO, 2350
TEL: 017 819 3509
Www: SMC00107

NOTICE TO CREDITORS IN DECEASED ESTATES
ESTATE NUMBER: 0081/2015
All persons having claims against the under mentioned estate must lodge it with the Executor concerned within 30 days or as indicated from date of publication hereof. In case of a surviving spouse, first name: A. ERASMUS. Date of birth: 1946-03-05, ID no: 480405 5013 083. Last address: 30 TENELOW STREET, ERMELO, 2351. Date of death: 2015-03-27. First names of surviving spouse: ELIZABETH JOHANNINA. Surviving spouse: CEEDEBIS. Date of birth of surviving spouse: 1952-01-10. ID number of surviving spouse: 520110 0011 088. Name of executor or authorized agent: GERT BERTZ BERNMEESTER. 80 Kuyhans Street, Beifal, 2310. e-mail: gber@bc.co.za. Tel: 017 647 6758

NOTICE OF SALE IN EXECUTION
GPRFB:31056
In the Labour Court South Africa, Gauteng Division in the matter between M. ZIMGANGWA, Applicant and FASTRACK TRACINGS 409 CC, Respondent. In execution of a judgment of the Labour Court of South Africa Gauteng Province the undementioned property will be sold by public auction on 29 AUGUST 2015, 12:00 at Showground, Jimmy Labuschagne, Voortrekker Street, Ermelo to the highest bidder for cash.
SUZU BAKKE, Registration no. HMP 492 MP. The rules of this auction is available 24 hours before the auction at the office of the Sheriff Ermelo Magistrate Court at McDonald Street, House no. 6 Ermelo.
SIGNED and DATED at ERMELO on this 3 day of AUGUST 2015.
CUMA, PRIVATE BANG X04
MARSHALLTOWN, JOHANNESBURG, 2107.

KENNISGEWING VAN VERKOPING
SAAKNOMMER: 24010/2014
In die Landdrosdistrik Ermelo, gehou te Ermelo, in die saak tussen JIM DU ROOY, Eiser en CHRISTIAAN JOHANNES NIEWENHUIZEN, Eise Vervoerder en MERQUEHEALTH MANAGEMENT SERVICES (PTY) LTD, Eise Vervoerder. Op grond van 'n landdrosbeskikking deur hiedie Agter Hof op 20/02/2015 sal die ondervermelde goedere wat behoort aan die bogenoemde Erisse Vervoerder in ekskusie verkoop word deur die Balf van die Hooggeregshof Ermelo op DINSDAG, 01 SEPTEMBER 2015 vanaf 10:00 op die parkeerplek P/A PAS PRODUKTORE, WYKEM & JOUBERTSTRAAT ERMELO aan die hoogste bieder, naamlik: 160 AMDELLE VAN CI NIEWENHUIZEN, TESAME MET DIE PRYTE TITEL EN BELANG VAN DIE ANDELLE INHOUER, DIE REC VAN D'N DENDE. Voorwaardes:
1. Skoppe kontant of bankgewaarborgte tjieks of EFT betaalings.
2. BTW indien van toepassing.
3. Voetsloot.
Geskied te ERMELO op hiedie 3de dag van JULIE 2015.
D. OLIVIER
ADJUNK BALJU VAN DIE HOOGGREGESHOF - ERMELO (VERN. OLIVIER@EFTV10002)

EOH
Coastal & Environmental Services

NOTICE OF PUBLIC OPEN DAY
BASIC ASSESSMENT
Improvement of National Route 11 Section 9 between Hendrina (km 0.00) and Hendrina Power Station (km 18.56)

Notice is hereby given in terms of Regulation 54 (2) published in Government Notice No. R543 under Chapter 5 of the National Environmental Management Act (Act 107 of 1998) (NEMA) and the National Water Act (Act 36 of 1998) (NWA), of the intent to hold a public open day relating to the above project.

Date: Friday 14th August 2015
Venu: Gekombineerde Skool Hall Hendrina, C/o N11, Schuim St & Voortrekker St, Hendrina
Time: 10:00 am to 3:00 pm

For more information, please contact:
Mr Shaifick Hooseen, EOH Business Park, Block D, 1 Osborne Lane, Bedfordview, 2007
Tel: +27 (11) 607 8100
Fax: +27 (11) 616 9929
Email: www.eoh.co.za / www.cesnet.co.za

Erries speel hokkie by Noordvaal



Mark Gardiner.

Die Erries se 0/16 A- en eerste dogtershokkiespan het verlede Vrydag op "Hockey Farm" by Witbank aan die Noordvaalkompetisie se uitspeelwedstryde deelgeneem.

Die 0/16A-span het Pretoria Girls High 3-2 geklop. Die eerste span het teen Afrikaans Hoër Meisieskool te staan gekom. 'n Skitterdoel deur Tanya Beukes van die Erries was die gelykmaker en toe die eindfluitjie blaas, was die telling een elk.

Die agtskondoreël is toegepas en die Erries het die wedstryd 1-2 verloor.

Die 0/14-, 0/15- en 0/16A- span het deurgedring na die Noordvaalkompetisie wat van Donderdag tot Saterdag plaasvind.

Die EHS se eerste seunshokkiespan is Mpumalanga-naaswenners op het deurgedring na die Noordvaalkompetisie, wat vanaf 30 Julie tot 1 Augustus in Krugersdorp plaasgevind het.

In hul eerste wedstryd het hulle teen Hoërskool Noordheuwel te staan gekom en die wedstryd 2-1 verloor ten spyte van 'n doel deur Mark Gardiner.

Die tweede wedstryd was teen Stanford Lake College. Mark Gardiner het die eerste doel geskiet, maar in die doodsnikke van die wedstryd het Stanford die gelykmaker geskiet en die wedstryd eindig 1-1.

In hul derde wedstryd teen Hoërskool Sasolburg was die span weer gelykop met 1-1, die agtskondoreël is toegepas en hulle verloor 2-1, Mark Gardiner het weer die Erries se enigste doel aangeteken.

In die laaste wedstryd teen Hoërskool Transvalia was die Erries halftyd 1-2 agter, maar in die tweede helfte het hulle twee doele aangeteken en die wedstryd 3-2 gewen. Mark Gardiner (2) en William Gardiner (1) het die doele aangeteken.

Die Erries is genooi om in September aan die All Stars-toernooi in Krugersdorp deel te neem.

Ligbron bedrywig op die sportveld

Ligbron Akademie vir Tegnologie het onlangs 'n besige tyd op die sportvelde bloef met verskeie sportspanne wat doeligk van hul laat hoor het.

Op die krieketveld het die Liggies se eerste span Saterdag op hul tuisveld teen Embalenhle te staan gekom en die wedstryd met 298 lopies gewen.

Die Liggies het eerste gekolf en 351 lopies in 49.2 beurte opgestapel. Berno van Niekerk met 127 lopies, J.P. Labuschagne met 65 en Gerhard van Zyl met 41 het uitglank met die kolf. Embalenhle is daarna vir slegs 63 lopies in 17 beurte uitgebou. J.P. Labuschagne het drie paaltjies laat kanteel vir 17 lopies en is goed bygestaan deur Gerhard van Zyl wat ook drie paaltjies geneem het vir 15 lopies.

Die 0/15-hokkiespan was die winners van die Superrooks op het 18 van hul 22 wedstryde vanjaar gewen. Die span het in die algehele vierde plek in die provinsie geëindig en het na die Noordvaal-uitspeelwedstryde doorgedring.

Die span het Saterdag teen Affies te staan gekom waar hulle 2-0 verloor het.

Ligbron se eerste netbalspan het in die derde plek in die Superrooks geëindig en die Gert Sibande-liga gewen.

Die span het 10 van sy 11 ligwedstryde gewen en is Mpumalanga-naaswenners. Dit is ook die eerste Liggies-eerste span wat na die SA skolekampioenskappe doorgedring het.

In hul poolwedstryde het hulle teen stork spanne soos Affies en Waterkloof te staan gekom.

Die span beklee tans die 22ste plek op die nasionale ranglys.



Anja kwalifiseer vir A-span

Anja van Huyssteen, gr. 10-leerder aan die EHS, het die naweek in Badplaas aan die vierde kwalifiserende ronde vir die Mpumalanga-span deelgeneem. Anja het die A-span gehaal met 'n eerste en tweede plek in die tri-sprinkklas asook 'n eerste en tweede plek in die ander klasse.

Errie-krieket seisoen begin goed

Die EHS se eerste krieketspan het verlede naweek die seisoen teen Hoërskool Volkerust afgeskop.

Volkerust het eerste gekolf en het 103 lopies, almal uit, aangeteken. Qmiso Habibe van die Erries het 5/10 in vier boulbeurte aangeteken, Hans Greyling 2/25 in ses beurte en Ruan Labuschagne 2/24 in ses beurte.

In hul kolfbeurt het die Erries 105/5 aangeteken en die wedstryd met vyf paaltjies gsaande gewen. Die top-Joniannikere was Christian du Ploey (29), Jeanndré Muller (22) en Qmiso Habibe (18).

As gevolg van die vakansiedag Maandag is die SPERTYD vir die uitgawe van 14 Augustus verskuif na Vrydag 7 Augustus om 11:00

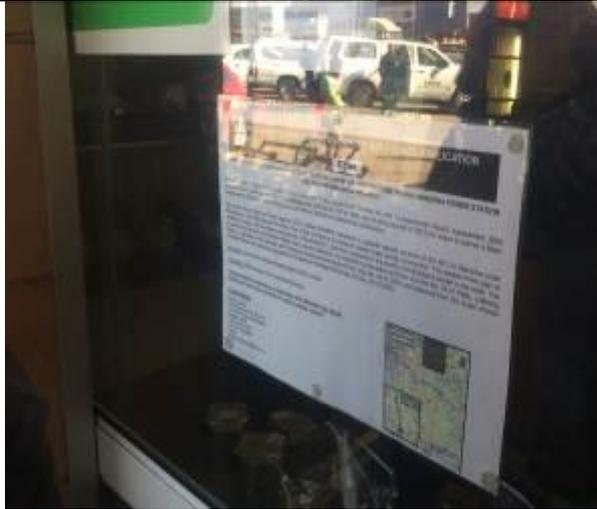
Landloop op Breyten
60 atlete van Laerskool JJ van der Merwe het Saterdag aan 'n landloopbyeenkoms by Laerskool Breyten deelgeneem. Sewe skole het meeding en JJ van der Merwe het algeheel derde geëindig. RD Engelbrecht was derde in die 0/10-afdeling en Khaya Mkonza het goud in die 0/12-afdeling verower.

Skuif in MP-span in
Die broers Jan-Maarten en Otto van Schalkwyk is in die provinsiale skaakspan opgeneem.

BASIC ASSESSMENT REPORT

VISIBLE SIGNAGE ON SITE

At beginning of route in Hendrina on the Pick and Pay notice board



At end of route



Approximately at the-section of route

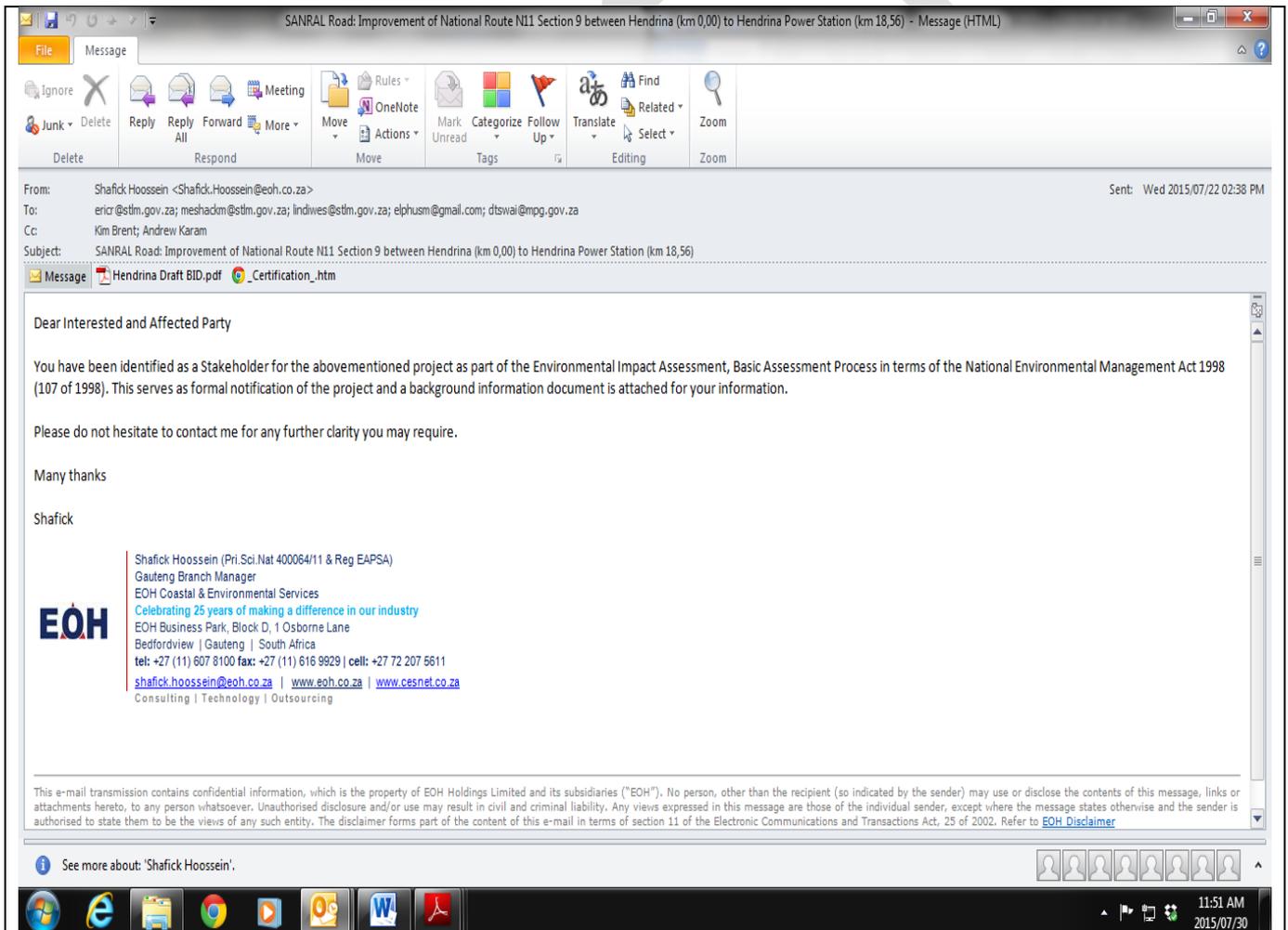


BASIC ASSESSMENT REPORT

At Hendrina school Notice board



Appendix E-2: Stakeholder notification email.



Adjacent Landowner Notification Letter



9 July 2015

Dear Landowner/Surrounding landowner

NOTIFICATION REGARDING AN APPLICATION FOR ENVIRONMENTAL AUTHORISATION FOR THE IMPROVEMENT OF THE NATIONAL ROUTE N11 SECTION 9 BETWEEN HENDRINA (KM0.00) AND HENDRINA POWER STATION (KM 18.56) MPUMALANGA PROVINCE.

We would like to take this opportunity to introduce ourselves: EOH Coastal & Environmental Services has been appointed by LEO Consulting (Pty) Ltd on behalf of SANRAL, to undertake the required assessment/s in order to obtain Environmental Authorization for the proposed upgrade various sections of the N11 in Hendrina (near Middelburg) in the Mpumalanga Province. The project forms part of SANRAL's program for the staged improvement of the entire N11 route from Ladysmith in the south to the Botswana border in the north. The proposed development will include a Water Use License Application as regulated by the National Water Act (Act No. 36 of 1998), a Mining Right as regulated by the Minerals and Petroleum Resources Development Act (Act No. 28 of 2002) and approval from the South African Heritage Resources Agency as regulated by the National Heritage Resources Act (No. 25 of 1999).

As the appointed independent EAP, it is up to us to ensure that all relevant information is collected and presented to the Department of Environmental Affairs in such a way that they are able to make an informed decision as to whether or not to authorise the road upgrade and re-alignment.

Notice is hereby given to affected landowners, abutting landowners and other potential interested and affected parties, of the intention to conduct the above mentioned activity on the following properties/portions of land:

Stake Value	LHS/RHS	Name
1+000 to 7+100	LHS	Willie de Klerk
1+000 to 4+100	RHS	Hannes Scheepers
4+100 to 7+100	RHS	Willie de Klerk
7+100 to 12+700	LHS & RHS	Donevan van Rensburg
12+700 to 16+100	LHS & RHS	Neels Kruger
16+100 to 17+800	LHS & RHS	Stinus Breedt

It would be greatly appreciated if you would provide us with the contact details of any other person(s) you are aware of, that would be interested in or affected by this development.

The proposed development will consist of the construction of various safety improvements on the N11. These improvements include:

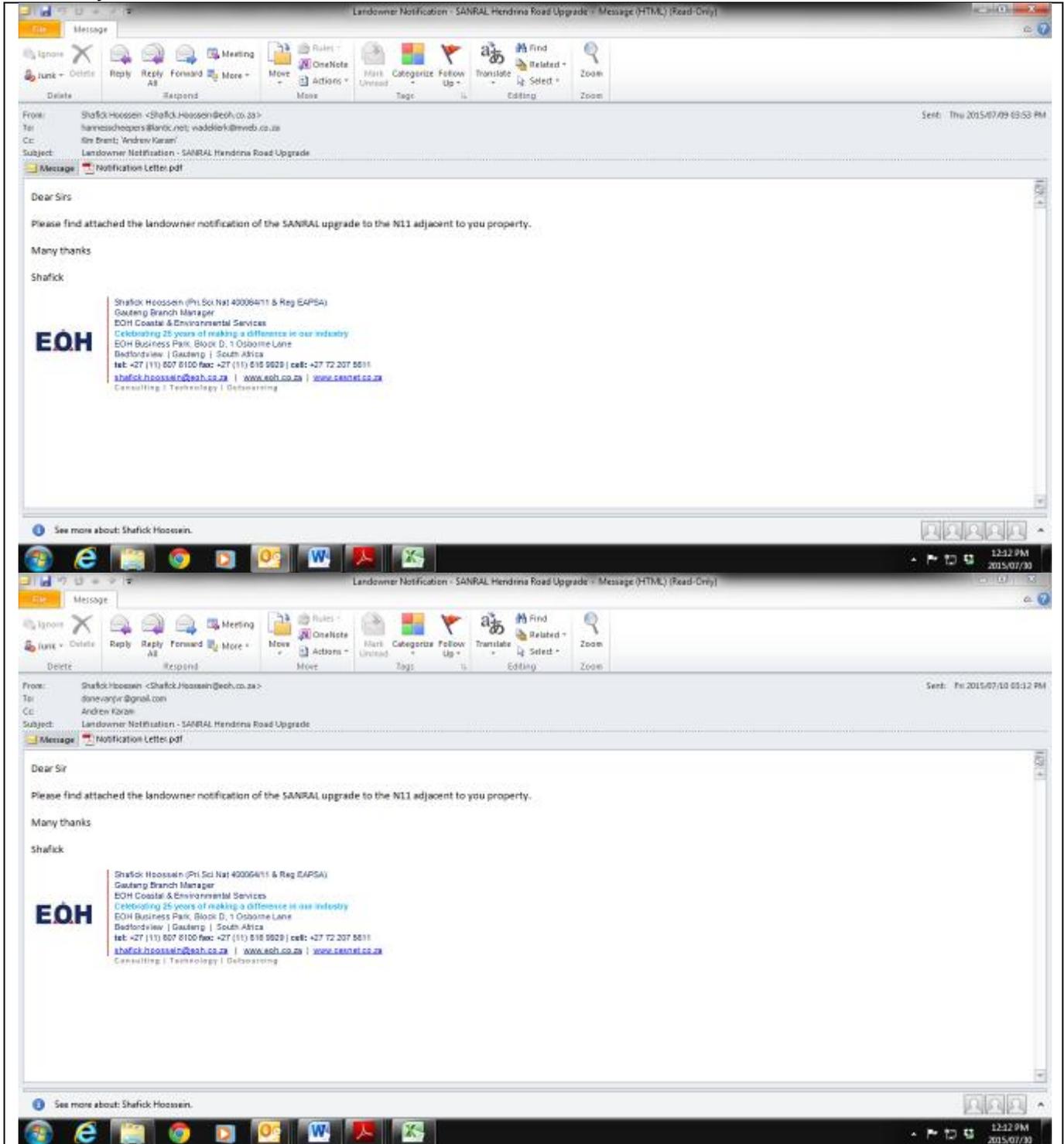
- Widening of N11 carriageway to two-lane road with 2.5 m wide surfaced shoulders and climbing lanes where warranted;
- Vertical re-alignment of N11 carriageway to ensure a 120 km/h geometric design speed;
- Improvement of Voortrekker Street at-grade intersection to the roundabout configuration;
- Capacity and safety improvement of Hendrina Power Station at-grade intersection;
- Replacement of the Bosman River culvert with a new river bridge;
- Widening of the existing Bosmanspanspruit River Bridge;
- Cape seal surfacing for rural section;
- 50 mm asphalt surfacing for urban section;

Consulting | Technology | Outsourcing
Directors: AM Avis (MD), A Bohbot and JW King

Coastal and Environmental Services (Pty) Ltd
tel: +27 41 585 1715
13 Stanley Street, Richmond Hill
Port Elizabeth 600, South Africa
www.eoh.co.za | www.cesnet.co.za
reg no: 2012/151672/07

BASIC ASSESSMENT REPORT

Adjacent Landowner Notification Emails



BASIC ASSESSMENT REPORT

Proof of registered mail sent to adjacent landowners.

<p>REGISTERED LETTER GEREGISTREERDE BRIEF</p> <p><i>(with an insurance option/met 'n versekeringsopsie)</i></p> <p style="text-align: right;">Post Office</p> <p>Full tracking and tracing/Volledige volg en spoor</p> <p>Addressed to/Geadresseer aan <u>Mr Neels Kruger</u> <u>P.O. Box 532</u> <u>Heidelberg</u></p> <p style="text-align: right;">1095 Postcode Postkode</p> <p><small>The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only.</small></p> <p><small>Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.</small></p>	<p>Postage paid R _____ C</p> <p>Service fee/Diensgeld R _____ C</p> <p>Insurance/Versekering R _____ C</p> <p>Total/Totaal R <u>27.60</u> C</p> <hr/> <p>Insured value of contents Versekerde waarde van inhoud R _____ C</p> <p>Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502</p> <p>Initial of accepting officer _____</p> <p>Date stamp 03 JUL 2015</p> <p>701261</p> <p>REGISTERED LETTER <small>(with a domestic insurance option)</small> ShareCall 0800 111 502 www.sapo.co.za RD 981 824 472 ZA</p> <p>CUSTOMER COPY 301026R Paraaf van aanneem-beampte _____</p> <p>klëntafskrif</p> <p>2026 Datumstempel</p>
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<p>REGISTERED LETTER GEREGISTREERDE BRIEF</p> <p><i>(with an insurance option/met 'n versekeringsopsie)</i></p> <p style="text-align: right;">Post Office</p> <p>Full tracking and tracing/Volledige volg en spoor</p> <p>Addressed to/Geadresseer aan <u>Mr Steyns Breedt</u> <u>P.O. Box 532</u> <u>Heidelberg</u></p> <p style="text-align: right;">1095 Postcode Postkode</p> <p><small>The value of the contents of this letter is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100.00. No compensation is payable without documentary proof. Optional insurance up to R2 000.00 is available and applies to domestic registered letters only.</small></p> <p><small>Die waarde van die inhoud van hierdie brief is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100.00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering tot R2 000.00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.</small></p>	<p>Postage paid R _____ C</p> <p>Service fee/Diensgeld R _____ C</p> <p>Insurance/Versekering R _____ C</p> <p>Total/Totaal R <u>27.60</u> C</p> <hr/> <p>Insured value of contents Versekerde waarde van inhoud R _____ C</p> <p>Enquiries/Navrae Toll-free number Tolvry nommer 0800 111 502</p> <p>Initial of accepting officer _____</p> <p>Date stamp 03 JUL 2015</p> <p>701261</p> <p>REGISTERED LETTER <small>(with a domestic insurance option)</small> ShareCall 0800 111 502 www.sapo.co.za RD 981 824 469 ZA</p> <p>CUSTOMER COPY 301026R Paraaf van aanneem-beampte _____</p> <p>klëntafskrif</p> <p>2026 Datumstempel</p>
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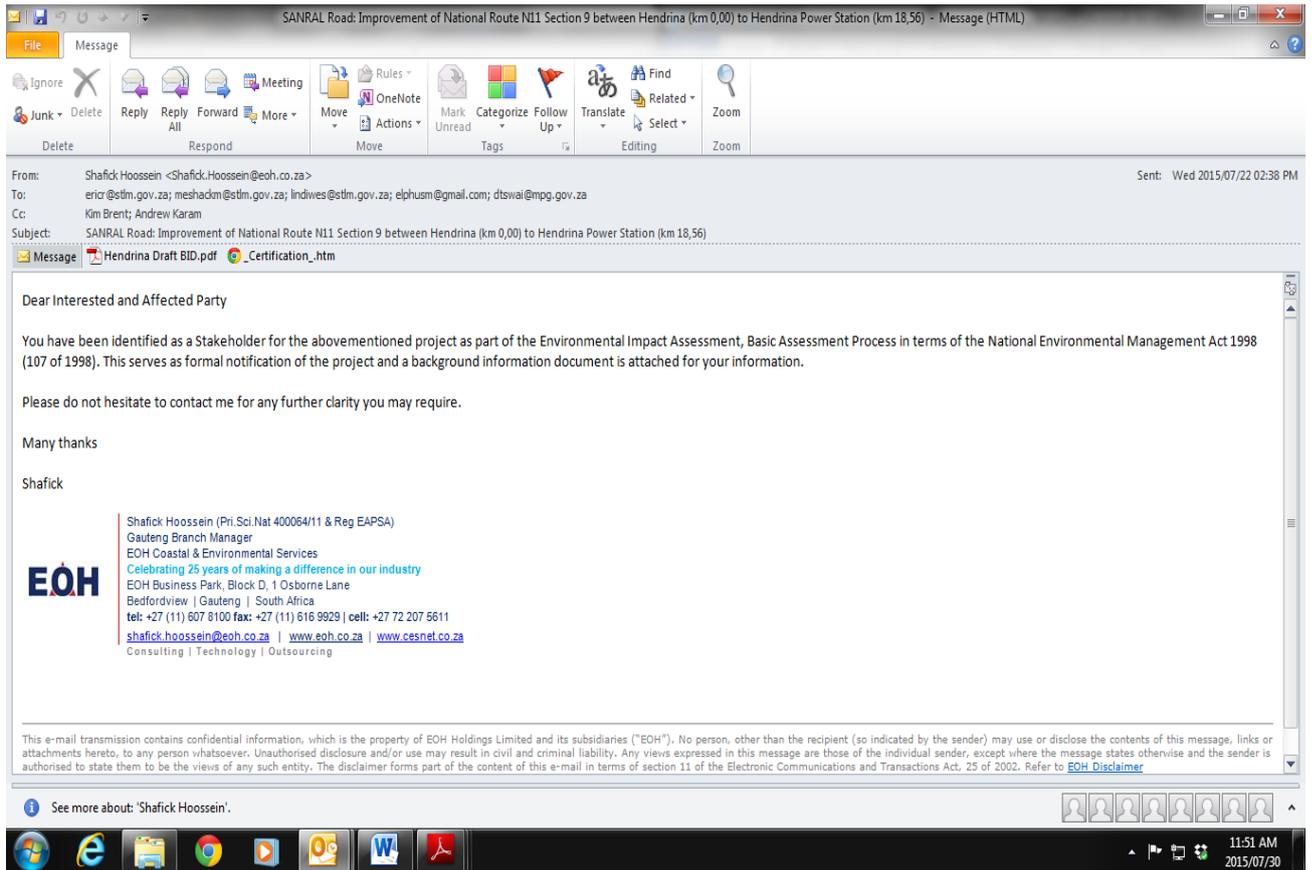
Appendix E-3: Comments and Response Trail

None as yet, as report still has to undergo public comment.

DRAFT

BASIC ASSESSMENT REPORT

Appendix E-4: Authorities and organs of state notification



BASIC ASSESSMENT REPORT

Appendix E-5: Interested & Affected Parties – Database

Hendrina Road - IAP Database								
Name/Organisation	Contact person	Address	Tel:	Fax:	cell	e-mail	Method of notice	
Initially identified IAPs								
Mpumalanga Department of Water Affairs	Mr Shabangu Sampie	35 Brown Street, Ne	013 759 7440			083 7	shabanguh@dwa.gov.za	E-mail
Department of Environmental Affairs	Mr Wayne Hector and Ms Lerato M	Environment House,	012 399 9000	012 359 3625			WHector@environment.gov.za ; LMokoena@environment.gov.za	E-mail
Mpumalanga Department of Agriculture and Rural	Dineo Tsw ai		013 690 1358			07664	dtswai@mpg.gov.za	E-mail
South African Heritage Resources Agency								
Steve Tshwete - IEMU	Mr Eric Rashivumvu	Corner Walter Sisulu	013 249 0757				ericr@stlm.gov.za	E-mail
Steve Tshwete - Town Planning	Mr Meshack Mahamba	Corner Walter Sisulu	013 249 7306			082 6	meshackm@stlm.gov.za	E-mail
Steve Tshwete - Roads	Ms Lindiwe Silolo	Corner Walter Sisulu	013 249 7350				lindiwes@stlm.gov.za	E-mail
Ward Councillor	Mr Elphus Mathebula	Corner Walter Sisulu Street & Wanderers Avenue,				082 9	elphusm@gmail.com	E-mail
Headmaster: Gekombineerde Skool Hendrina		Schuim Street, Hendrina, Province House, C/o Paul Kruger &						
Mpumalanga Department of Mineral Resources	Mr A Tshivandekano	Botha Street, Province House, C/o Paul Kruger &	013 653 0500	013 690 3288			Aubrey.Tshivhandekano@dmr.gov.za	Email
Mpumalanga Department of Mineral Resources	Ms L Maphopha	Botha Street,	013 653 0500	013 690 3288			Lydia.Maphopha@dmr.gov.za	Email
Hendrina Ratepayers Association								
Adjacent Landowners								
Willie de Klerk	e-mailed						wadeklerk@mw eb.co.za	
Hannes Scheepers	e-mailed						hannesscheepers@lantic.net	
Willie de Klerk	e-mailed						wadeklerk@mw eb.co.za	
Donevan van Rensburg	e-mailed						donevanjvr@gmail.com	
Neels Kruger	Registered letter sent							
Stinus Breedt	Registered letter sent							

BASIC ASSESSMENT REPORT

Appendix E-6: Meeting Minutes – Department of Environmental Affairs (DEA)

EOH Coastal & Environmental Services																	
 <p>Johannesburg EOH Business Park Block D, 1 Osborne Lane Bedfordview, 2007 Tel: +27 (11) 607 8100 Fax: +27 (11) 616 9929 Email: www.eoh.co.za www.cesnet.co.za</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: black; color: white; text-align: center;">MEETING MINUTES</th> </tr> </thead> <tbody> <tr> <td style="background-color: #f2f2f2;">CLIENT</td> <td>South African National Roads Agency SOC Limited (SANRAL)</td> </tr> <tr> <td style="background-color: #f2f2f2;">DATE</td> <td>30 June 2015</td> </tr> <tr> <td style="background-color: #f2f2f2;">VENUE</td> <td>Department of Environmental Affairs (DEA), Pretoria</td> </tr> <tr> <td style="background-color: #f2f2f2;">TIME OF MEETING</td> <td>12:00pm-14:00pm</td> </tr> <tr> <td style="background-color: #f2f2f2;">MINUTES BY</td> <td>Shafick Hoossein</td> </tr> <tr> <td style="background-color: #f2f2f2;">CIRCULATION DATE</td> <td>10 July 2015</td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	MEETING MINUTES		CLIENT	South African National Roads Agency SOC Limited (SANRAL)	DATE	30 June 2015	VENUE	Department of Environmental Affairs (DEA), Pretoria	TIME OF MEETING	12:00pm-14:00pm	MINUTES BY	Shafick Hoossein	CIRCULATION DATE	10 July 2015		
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TIME OF MEETING	12:00pm-14:00pm																
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CIRCULATION DATE	10 July 2015																
1	Welcome and Introduction																
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2	Attendance																
	Department of Environmental Affairs Officials, EAPs: Shafick Hoossein and Andrew Karam (EOH CES) and Consulting Engineers: Peter Nganjo and Dawie de Meyer (Leo Consulting).																
3	Apologies																
	None																
4	Presentation of the Proposal																
	<i>(Presentation commenced)</i>																
5	Issues, Statements and Queries																
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="width: 20%; text-align: center;">RESPONSE/ACTION</th> </tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> Introduction from EAPs (EOH CES) and Consulting Engineers (Leo Consulting); This meeting was held in order to establish and confirm the correct listing notices for which the Hendrina road will trigger; Design report was explained and expanded upon by Dawie de Meyer and Peter Nganjo of Leo Consulting. A summary is as follows: <ul style="list-style-type: none"> Hendrina Road consists of 2.5m surface shoulders with climbing lanes; Need to widen bridges and replace existing culverts; There may need to be temporary bridges constructed during the overall construction phase; Vertical realignment of the road will be needed in some places; SANRAL has mentioned that there is a busy intersection in the town of Hendrina (this forms the starting point of the Hendrina Road Project). This intersection, thus, needs to be rehabilitated; Surface shoulders on both sides of the Hendrina Road, using existing gravel shoulder (1.5m); Climbing lanes and shoulders will require an EIA; The two gravel borrow pits identified are adjacent to the road; There are no roads leading to the gravel borrow pits. For the NEMA list of listed activities EOH CES provided, the DEA cannot predict which activities will be triggered. Thus, the listing notice activities should be added and removed as the project progresses; Based on the current regulations, scoping report and EIA is not required and the process based on the information presented and available is a Basic Assessment; EAPs should inform the DEA which notices will be triggered and which ones won't; Gravel borrow pits require no licencing according to the Department of Mineral Resources (DMR) and only comprehensive Environmental Management Programmes ; </td> <td> </td> </tr> </tbody> </table>		RESPONSE/ACTION	<ul style="list-style-type: none"> Introduction from EAPs (EOH CES) and Consulting Engineers (Leo Consulting); This meeting was held in order to establish and confirm the correct listing notices for which the Hendrina road will trigger; Design report was explained and expanded upon by Dawie de Meyer and Peter Nganjo of Leo Consulting. A summary is as follows: <ul style="list-style-type: none"> Hendrina Road consists of 2.5m surface shoulders with climbing lanes; Need to widen bridges and replace existing culverts; There may need to be temporary bridges constructed during the overall construction phase; Vertical realignment of the road will be needed in some places; SANRAL has mentioned that there is a busy intersection in the town of Hendrina (this forms the starting point of the Hendrina Road Project). This intersection, thus, needs to be rehabilitated; Surface shoulders on both sides of the Hendrina Road, using existing gravel shoulder (1.5m); Climbing lanes and shoulders will require an EIA; The two gravel borrow pits identified are adjacent to the road; There are no roads leading to the gravel borrow pits. For the NEMA list of listed activities EOH CES provided, the DEA cannot predict which activities will be triggered. Thus, the listing notice activities should be added and removed as the project progresses; Based on the current regulations, scoping report and EIA is not required and the process based on the information presented and available is a Basic Assessment; EAPs should inform the DEA which notices will be triggered and which ones won't; Gravel borrow pits require no licencing according to the Department of Mineral Resources (DMR) and only comprehensive Environmental Management Programmes ; 													
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BASIC ASSESSMENT REPORT

	<ul style="list-style-type: none">• The Mpumalanga Department of Economic Development, Environment and Tourism will act as the commenting party for which the draft basic assessment report will be assessed during the public participation process (PPP);<ul style="list-style-type: none">○ Must contact Ms Dineo Tsoaio from the Mpumalanga Provincial Department.• Assessment report must also be sent to the other Departments involved (i.e. Mpumalanga Department of Water and Sanitation);• Heritage assessment is currently taking place with no red flags thus far;• According to the new regulations, the application form can be submitted after the completion of all the relevant work (20-30 days extension);• DEA requests that the PPP with basic assessment report should be completed as soon as possible with any other activities;• There will be temporary deviations from the main road during construction with some needing to cross over drainage lines;<ul style="list-style-type: none">○ With these deviations, the DEA has requested that the listing notices be altered if need be (i.e. include what will be triggered as the road deviations take place during construction);• If need be, EAPs must apply for triggers and sub-triggers;• Address the bypassing of drainage lines in the impact section with any potential mitigation measures;• Application form must accompany the draft assessment report;• If all the work has been conducted upfront, it will be commented on by the DEA after 30 days. A final decision will be made after 107 days.
6	Closure
	DEA Officials thanked EOH CES and Leo Consulting for attending the meeting and encouraged anyone to submit any further comments in writing.

BASIC ASSESSMENT REPORT

Appendix E-6: Meeting Minutes – Department of Water and Sanitation (DWS)

EOH Coastal & Environmental Services

 <p style="text-align: center;">EOH Coastal & Environmental Services</p> <p>Johannesburg EOH Business Park Block D, 1 Osborne Lane Bedfordview, 2007 Tel: +27 (11) 607 8100 Fax: +27 (11) 616 9929 Email: www.eoh.co.za www.cesnet.co.za</p>	MEETING MINUTES	
	CLIENT	South African National Roads Agency SOC Limited (SANRAL)
	DATE	1 July 2015
	VENUE	Nelspruit, Mpumalanga
	TIME OF MEETING	11:00am-12:30pm
	MINUTES BY	Shafick Hoossein
	CIRCULATION DATE	10 July 2015

1	Welcome and Introduction	
		Mr Shabangu Sampie welcomed and thanked those present. Introduction from Shafick Hoossein and Andrew Karam (EOH CES).
2	Attendance	
		Mr Shabangu Sampie (Mpumalanga Department of Water Affairs), Shafick Hoossein and Andrew Karam (EOH CES).
3	Apologies	
		None
4	Presentation of the Proposal	
		<i>(Presentation commenced)</i>
5	Issues, Statements and Queries	RESPONSE/ACTION
	<ul style="list-style-type: none"> Introduction from Shafick Hoossein and Andrew Karam (EOH CES); EOH CES has been tasked by SANRAL to do a basic assessment for the upgrade of a road in Hendrina, Mpumalanga; The purpose of this meeting was to discuss the project and enquire about the necessary details pertaining to the potential need for a water use licence; Upgrades to the bridges and culverts along the road will require a water use licence; Several river crossings and the rehabilitation of the bridges and culverts will involve crossing over drainage lines; In terms of NEMA Section 21, EOH CES requires advice regarding the water use licences for the project; Both the bridges and culverts must be included in the application process, especially when there are river crossings involved. The only exception is when bridges and culverts exist where there are no river crossings; The licence issued must stipulate that it is a temporary licence. The river crossings must be accompanied by the geographical coordinates; Subsection c) and i) of NEMA Section 21 will apply to the Hendrina Road upgrade; The application forms are available on the internet; Mr Sampie will also be kept as an interested and affected person (I&AP) during the process; Mr Sampie has sent through the water use licence checklist; The applicant is the relevant authority at SANRAL; The bridges and culverts along the road will be extended and widened; There will be a R114.00 authorisation admin fee ; The road reserve must, therefore, be determined; It is also possible to request licencing assistance from the Ecological Services (ES) Department at the Department of Water Affairs; 	

BASIC ASSESSMENT REPORT

	<ul style="list-style-type: none">• The assessment of all the risks involved should be summarised and should focus primarily on the impacts affecting the river as per the requirements of the checklist for a water use licence;• The engineering consultants from Leo Consulting will determine all the technical aspects involved;• EOH CES must confirm whether or not SANRAL has obtained the necessary authorisation for the water to be utilised during the construction phase (i.e. the construction water);• There should be method statements for the crossing of water courses;• Occurrences of wetlands and the delineation thereof is a crucial aspect of the water use licence checklist;• All the mitigation measures must be done properly without any compromise;• The ecological status of the areas surrounding the Hendrina Road is crucially important;• Regarding the culverts, u-blocks must be utilised instead of round blocks;• During the design of the new bridges and culverts, the engineers must ensure that there will be no back flooding once the bridges and culverts have been rehabilitated;• The current status of the river/stream beds together with the extent of the seasonal flooding should be mimicked upon completion of the construction phase;• The application for a water use licence also includes any disturbances which might occur to the river/stream banks, as well as the river bed;• The application for the water use licence can be done parallel to the public participation process (PPP).
6	Closure
	Thanked EOH CES for attending the meeting and encouraged anyone to submit any further comments in writing.

BASIC ASSESSMENT REPORT

Photos



DR

**APPENDIX F
IMPACT ASSESSMENT (TABLE)**

PLANNING AND DESIGN PHASE									
Pre mitigation								Post mitigation	
Issue	Impact Description	Nature of impact	Temporal	Spatial	Likelihood	Severity	Significance	Mitigation	Significance
LEGISLATION & POLICY COMPLIANCE									
Legislation & policy compliance.	If the proposed development is not consistent with relevant environmental policy and legislation, during the planning and design phase, the environment may be adversely impacted.	<u>DIRECT</u>	<u>Permanent</u>	Localised	Possible	Severe	MODERATE NEGATIVE	– The development must adhere to the relevant legislation and/or policy, e.g. MBCP, Municipal By-laws, SDFs, IDPs, etc.	LOW NEGATIVE
STORMWATER									
Drainage systems.	Inappropriate road design may result in traffic congestion and safety risks as a result of inadequate storm water drainage planning.	<u>DIRECT</u> <u>INDIRECT</u> <u>CUMULATIVE</u>	<u>Long term</u>	Localised	Possible	Moderate Severe	MODERATE NEGATIVE	– The drainage systems have been designed by LEO Consulting, a reputable consulting engineering firm registered with CESA and appointed by SANRAL. The stormwater management systems will ensure that no flooding of any facilities occurs, or that sedimentation or erosion of surrounding areas occurs.	LOW NEGATIVE
Stormwater management.	Inappropriate plans for routing storm water will lead to stream sedimentation and erosion of the surrounding area.	<u>DIRECT</u> <u>INDIRECT</u> <u>CUMULATIVE</u>	<u>Long term</u>	Localised	Possible	Moderate Severe	MODERATE NEGATIVE		LOW NEGATIVE
BRIDGE DESIGN									
Bridge design.	If plans to upgrade and widen bridges over rivers are ineffectively designed they may impede the flow of the rivers and/or cause bank erosion.	<u>DIRECT</u> <u>INDIRECT</u> <u>CUMULATIVE</u>	<u>Long term</u>	Project Level	Definite	Severe	HIGH NEGATIVE	<ul style="list-style-type: none"> - The bridge and culvert designs must not impede the flow of water or cause erosion in rivers/streams. - There must be proper drainage of stormwater away from the bridges. - The design of the bridges must comply with DWS standards and WULAs must be submitted where necessary. 	MODERATE NEGATIVE
HERITAGE									
Damage to heritage resources	Inadequate planning for potential heritage sites that may occur along the road reserve may result in the destruction and exposure thereof.	<u>DIRECT</u>	<u>Long term</u>	Project level	Possible	Severe	HIGH NEGATIVE	– An Archaeological Impact Assessment was conducted, which identified a few resources of medium heritage significance. The recommendation is that these sites and any activity in its surrounds must be monitored in order to avoid the destruction of	LOW NEGATIVE

BASIC ASSESSMENT REPORT

PLANNING AND DESIGN PHASE									
Pre mitigation								Post mitigation	
Issue	Impact Description	Nature of impact	Temporal	Spatial	Likelihood	Severity	Significance	Mitigation	Significance
								undetected heritage remains.	
TRAFFIC									
Construction vehicles	Inadequate planning for high volume construction vehicles on the surrounding roads will negatively impact traffic flow.	<u>DIRECT</u> <u>CUMULATIVE</u>	<u>Short Term</u>	Localised	Definite	Moderately severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> – Possible demarcation areas for the storage of construction vehicles should be identified. – An appropriate accommodation of traffic plan must be included in the construction documentation to ensure that the impact of construction vehicles upon the traffic flow is mitigated. 	LOW NEGATIVE
WASTE MANAGEMENT									
Waste storage.	The failure to plan for waste management storage can lead to unsanitary conditions & poor waste management practices.	<u>DIRECT</u> <u>INDIRECT</u>	<u>Medium term</u>	Localised	Definite	Moderately severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> – A proper Waste Management Plan must be designed. 	LOW NEGATIVE
ECOLOGICAL									
Loss of indigenous vegetation.	High levels of transformation could result in the loss of indigenous vegetation types in the area.	<u>DIRECT</u>	Localised	Short-term	Definite	Moderately severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> – Impacts on surrounding environment and vegetation must be limited to already transformed and degraded areas. – An Environmental Control Officer (ECO) must be appointed prior construction commencement, to advise on planning that will reduce impact on the surrounding vegetation. 	LOW NEGATIVE
Soil erosion and sedimentation.	Inappropriate road stormwater design may lead to an increase in surface soil erosion and subsequently sedimentation of the surrounding rivers and streams.	<u>DIRECT</u>	Localised	Long-term	Probable	Severe	HIGH NEGATIVE	<ul style="list-style-type: none"> - Appropriate stormwater structures must be designed. - All road sections situated on slopes must incorporate storm water diversion. - All stormwater structures must be designed in line with both SANRAL and DWS requirements. 	LOW NEGATIVE
Poor rehabilitation of moderate and high sensitive areas.	Poor planning and design for the utilisation of sensitive aquatic and terrestrial systems could result in the erosion and degradation of water-courses and associated habitats (e.g. wetlands).	<u>DIRECT</u>	Study area	Long-term	Possible	Moderately severe	HIGH NEGATIVE	<ul style="list-style-type: none"> – A 32 metre buffer around all rivers and drainage lines and a 500m buffer around all wetlands must be developed. In areas where this cannot be applied, authorisation must be obtained from DWS. 	MODERATE NEGATIVE

BASIC ASSESSMENT REPORT

CONSTRUCTION PHASE									
Pre mitigation								Post mitigation	
Issue	Impact Description	Nature of Impact	Temporal	Spatial	Likelihood	Severity	Significance	Mitigation	Significance
AIR POLLUTION									
Air pollution in the form of dust.	Dust (air) pollution caused by grading and levelling exposed land can cause a nuisance to nearby traffic and neighbouring residential areas.	<u>DIRECT</u>	<u>Short Term</u>	Localised	Probable	Moderately severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> - Cleared surfaces must be dampened whenever possible, especially during dry and windy conditions, to avoid excessive dust generation. - Any soil excavated, and not utilised for rehabilitation, must be removed from site or covered and no large mounds of soil may be left behind after construction. 	LOW NEGATIVE
NOISE POLLUTION									
Noise pollution.	Noise pollution caused by construction activities could potentially be a nuisance to neighbouring residential areas.	<u>DIRECT</u>	<u>Short Term</u>	Localised	Possible	Slight	MODERATE NEGATIVE	<ul style="list-style-type: none"> - Construction activities close to residential settlements, which include the movement of construction vehicles, should be restricted to normal working hours (7:00am – 17:00pm). 	LOW NEGATIVE
PALAEONTOLOGY									
Fossils in sedimentary layers.	Inappropriate planning for the presence of fossils in the surrounding sedimentary layers could result in the damage of fossils and sedimentary layers.	<u>DIRECT</u>	<u>Permanent</u>	Project level	Possible	Severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> - The EMPr must clearly stipulate that any fossils uncovered during construction should be reported to a palaeontologist. 	BENEFICIAL
HAZARDOUS SUBSTANCE STORAGE & USAGE									
Site contamination due to hazardous substance usage.	Cement, tar and bitumen mixing techniques and diesel/oil spillage occurring as a result of poorly maintained machinery could lead to soil pollution.	<u>DIRECT</u>	<u>Short Term</u>	Localised	Possible	Moderately severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> - Concrete must not be mixed directly on the ground, or during rainfall events when the potential for transport to the stormwater system is the greatest. - Concrete must only be mixed in the area demarcated for this purpose and on an impermeable surface. - Oil trays must be placed under construction machinery to avoid soil contamination. - All areas affected during the Construction Phase must be rehabilitated. 	LOW NEGATIVE
Site contamination due to hazardous substance spillage.	Spillage of any hazardous substances such as fuel, chemicals, paint, etc. could contaminate underlying soil; and surface and groundwater resources.	<u>DIRECT</u>	<u>Short Term</u>	Localised	Possible	Severe	HIGH NEGATIVE	<ul style="list-style-type: none"> - Hazardous Chemical Substances Regulations promulgated in terms of the Occupational Health and Safety Act 85 of 1993 and the SABS Code of Practise must be adhered to. This applies to solvents and other chemicals possibly used during the construction process. - Depending on the nature and extent of the spill, contaminated soil must either be excavated or treated on-site. 	LOW NEGATIVE

BASIC ASSESSMENT REPORT

CONSTRUCTION PHASE									
Pre mitigation								Post mitigation	
Issue	Impact Description	Nature of Impact	Temporal	Spatial	Likelihood	Severity	Significance	Mitigation	Significance
								<ul style="list-style-type: none"> - The ECO must have input and review the precise method of treatment of polluted soil. This could involve the application of soil absorbent materials or oil-digestive powders to the contaminated soil. - If a spill occurs on an impermeable surface such as cement or concrete, the surface spill must be contained using oil absorbent materials. - Contaminated remediation materials must be carefully removed from the area of the spill so as to prevent further release of petrochemicals to the environment, and stored in suitable containers until appropriate disposal. 	
	Inappropriate responses to petrochemical or hazardous spill could have adverse effects on the underlying soil; and surface and groundwater resources.	<u>DIRECT</u>	<u>Long Term</u>	Localised	Possible	Severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> - The individual responsible for or the individual who discovers the petrochemical spill must report the incident to the Project Engineer, DEO, ECO and/or Contractor as soon as reasonably possible. - The petrochemical or hazardous spill must be assessed and the necessary actions required should be undertaken, the immediate response must be to contain the spill. 	LOW NEGATIVE
Site contamination due to inappropriate storage of hazardous substances.	The inappropriate storage of hazardous material can lead to spillages and contamination of soil; and surface and ground water resources.	<u>DIRECT</u>	<u>Long Term</u>	Localised	Possible	Moderately severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> - The individual(s) that will be handling hazardous materials must be trained to do so. - Hazardous Chemical Substances Regulations promulgated in terms of the Occupational Health and Safety Act 85 of 1993 and the SABS Code of Practise must be adhered to. This applies to solvents and other chemicals possibly used during construction. - All hazardous chemicals must be stored properly in a secure, bunded and contained area. 	LOW NEGATIVE
WORKER HEALTH AND SAFETY									

BASIC ASSESSMENT REPORT

CONSTRUCTION PHASE									
Pre mitigation								Post mitigation	
Issue	Impact Description	Nature of Impact	Temporal	Spatial	Likelihood	Severity	Significance	Mitigation	Significance
Health and safety risk associated with fires.	Inadequate attention to fire safety awareness and fire safety equipment could result in an unsafe working environment and the loss of property.	<u>DIRECT</u> <u>INDIRECT</u>	<u>Long Term</u>	Project Level	Possible	Very Severe	HIGH NEGATIVE	<ul style="list-style-type: none"> - The contractor must ensure that operational firefighting equipment is present on site at all times as per Occupational Health and Safety Act. - All construction foremen must be trained in fire hazard control and firefighting techniques. - All flammable substances must be stored in dry areas which do not pose an ignition risk to the said substances. - Open fires must not be permitted on site unless in a demarcated area where the ECO has adequate input and comment. - No smoking near a flammable substance. - All cooking shall be done in demarcated areas considered safe in terms of runaway or uncontrolled fires. - The level of firefighting equipment must be assessed and evaluated through a typical risk assessment process. 	LOW NEGATIVE
Sanitation and water.	Failure to provide adequate onsite sanitation and clean drinking water may result in runoff transferring contaminants into the surrounding environment.	<u>DIRECT</u>	<u>Short Term</u>	Localised	Possible	Moderately Severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> - Adequate sanitary and ablutions facilities must be provided for construction workers - The facilities must be serviced regularly to reduce the risk of surface or groundwater pollution. - Contaminated wastewater must be managed by the Contractor to ensure the existing water resources on the site are not contaminated. All wastewater from general activities in the camp must be collected and removed from the site for appropriate disposal at a licensed facility. 	LOW NEGATIVE
WASTE MANAGEMENT									
Building construction rubble management.	Construction rubble left onsite may attract vermin and encourage the growth of opportunistic alien vegetation.	<u>DIRECT</u>	<u>Short Term</u>	Localised	Possible	Slight	LOW NEGATIVE	Construction rubble must be disposed of in predetermined, demarcated spoil dumps that have been approved by Steve Tshwete LM.	LOW NEGATIVE

BASIC ASSESSMENT REPORT

CONSTRUCTION PHASE									
Pre mitigation								Post mitigation	
Issue	Impact Description	Nature of Impact	Temporal	Spatial	Likelihood	Severity	Significance	Mitigation	Significance
Litter management.	Litter on site may attract vermin, detract from the visual appeal of the area, and pollute the surrounding areas.	<u>DIRECT</u>	<u>Short Term</u>	Localised	Possible	Slight	LOW NEGATIVE	<ul style="list-style-type: none"> - Litter caused by employees must not be tolerated. The DEO and ECO must monitor the sanitation of the work sites as well as the Contractor campsite. - All construction general waste must be removed from the site and transported to the licenced landfill site located in Hendrina. 	LOW NEGATIVE
Hazardous waste management.	Hazardous waste, such as used oils and offcuts could pollute surface and groundwater resources if it is not contained properly.	<u>DIRECT</u>	<u>Short Term</u>	Localised	Possible	Moderately Severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> - All hazardous waste materials must be stored cautiously as advised by the ECO, and then disposed of offsite at the closest licensed hazardous landfill site. - Contaminants must be stored safely to avoid spillage - Machinery must be maintained to avoid oil leaks. 	LOW NEGATIVE
TRAFFIC									
Construction vehicles impacting on the traffic flow.	Construction activities are likely to adversely affect the flow of traffic	<u>DIRECT</u>	<u>Short Term</u>	Project Level	Definite	Moderately severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> - A Traffic Management Plan must be designed and implemented. - Carefully planned traffic diversion lanes should be setup to ensure that traffic flow continues in a safe manner. 	LOW NEGATIVE
								<ul style="list-style-type: none"> - <i>The existing two-way traffic flow on the road should be retained during construction, and no severe delays in travel times are foreseen.</i> 	MODERATE NEGATIVE
SOCIAL									
Job creation during construction.	Temporary job opportunities will be created.	<u>INDIRECT</u>	<u>Short Term</u>	Localised	Definite	Beneficial	MODERATE BENEFICIAL	<i>No mitigation is required.</i>	MODERATE BENEFICIAL
RIVERS & STREAMS									
Rivers and streams may be impacted by construction activities.	Construction activities could pollute and adversely affect various rivers and streams.	<u>DIRECT</u>	<u>Short term</u>	Project level	Definite	Moderately severe	HIGH NEGATIVE	<ul style="list-style-type: none"> - No construction rubble must be left in or near rivers and streams once construction has been completed. - Rivers and streams in proximity to the development must be returned to their natural state once construction has been completed. 	MODERATE NEGATIVE
STORM WATER MANAGEMENT									

BASIC ASSESSMENT REPORT

CONSTRUCTION PHASE									
Pre mitigation								Post mitigation	
Issue	Impact Description	Nature of Impact	Temporal	Spatial	Likelihood	Severity	Significance	Mitigation	Significance
Offsite contamination due to runoff.	Contaminants such as silt, sand and litter could be transported offsite via surface runoff and contaminate the surrounding environment.	<u>DIRECT</u>	<u>Long Term</u>	Localised	Probable	Severe	HIGH NEGATIVE	<ul style="list-style-type: none"> - The site must be managed in a manner that prevents pollution of drains, downstream watercourses or groundwater, due to suspended solids, silt or chemical pollutants. - Temporary cut-off drains and berms may be required to capture storm water and promote infiltration. - The area must be monitored by an ECO on a regular basis. 	LOW NEGATIVE
ECOLOGICAL									
Riparian vegetation may be damaged by construction.	Riparian vegetation could be adversely affected by construction activities in proximity to river and stream crossings.	DIRECT	Short term	Localised	Possible	Severe	HIGH NEGATIVE	<ul style="list-style-type: none"> - Riparian vegetation must only be removed or relocated under the guidance of a qualified ECO. - Construction activities must be limited to the designated footprint of the road upgrade route as far as possible. 	MODERATE NEGATIVE
Poor rehabilitation of moderate and high sensitive areas.	Poor rehabilitation of sensitive vegetation may lead to the permanent loss of ecosystems and result in the spread of alien invasive vegetation species.	<u>DIRECT</u>	Long-term	Project level	Probable	Moderately severe	MODERATE NEGATIVE	<ul style="list-style-type: none"> - Rehabilitation Management Plan and an Erosion Action Plan must be implemented and adhered to for the duration of construction activity. - The Erosion Action Plan must ensure that all sediment is contained. - The plans must be incorporated into the EMPr and must draw from the recommendations of the Vegetation Study. 	LOW NEGATIVE
HERITAGE									
Damage to heritage resources.	Construction activities in proximity to heritage sites may result in the destruction and/or exposure thereof.	<u>DIRECT</u>	<u>Long term</u>	Project level	Possible	Severe	HIGH NEGATIVE	<ul style="list-style-type: none"> - If human graves are exposed during the construction phase, all work activity in the vicinity must cease immediately, and SAHRA, a Heritage Specialist and the SAPS need to be informed. - No construction related activities must take place within 20m of visible gravesites. 	LOW NEGATIVE

BASIC ASSESSMENT REPORT

OPERATIONAL PHASE									
Pre mitigation								Post mitigation	
Issue	Impact Description	Nature of impact	Temporal	Spatial	Likelihood	Severity	Significance	Mitigation	Significance
Road Maintenance	Poor maintenance of the road could cause deterioration of the surrounding environment	<u>DIRECT</u>	<u>Long-term</u>	Project level	Definite	Moderately Severe	MODERATE NEGATIVE	SANRAL shall maintain the road	LOW NEGATIVE

NO-GO OPTION									
Pre mitigation								Post mitigation	
Issue	Impact Description	Nature of impact	Temporal	Spatial	Likelihood	Severity	Significance	Mitigation	Significance
Proposed upgrade of the N11 will not proceed	The No-Go Option entails no road upgrades and safety improvements to the N11 between the R38 intersection and mine road underpass bridge.	<u>DIRECT</u>	<u>Long-term</u>	Project level	Definite	Moderately Severe	MODERATE NEGATIVE	<i>No mitigation proposed.</i> If the upgrade does not proceed then none of the negative impacts identified for the planning and design, construction and operational phases will take place.	MODERATE NEGATIVE
No loss of indigenous and riparian vegetation.	The No-Go Option could preserve the integrity of the indigenous and riparian vegetation along the proposed road upgrade route.	<u>DIRECT</u>	<u>Long-term</u>	Project level	Definite	Beneficial	MODERATE BENEFICIAL	<i>No mitigation required.</i>	MODERATE BENEFICIAL
Job opportunities.	The No-Go Option would result in the loss of construction job opportunities.	<u>DIRECT</u>	<u>Short-term</u>	Localised	Definite	Moderately Severe	MODERATE NEGATIVE	<i>No mitigation proposed.</i>	MODERATE NEGATIVE
Traffic congestion in Hendrina.	The No-Go Option would result in ongoing congestion of traffic within and around Hendrina.	<u>DIRECT</u>	<u>Long-term</u>	Localised	Probable	Moderately Severe	MODERATE NEGATIVE	<i>No mitigation proposed.</i>	MODERATE NEGATIVE
Condition of the road and bridges.	The No-Go option could result in the gradual degradation of the road and bridges.	<u>DIRECT</u>	<u>Long-term</u>	Project level	Definite	Moderately Severe	MODERATE NEGATIVE	<i>No mitigation proposed.</i>	MODERATE NEGATIVE

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**APPENDIX H
DETAILS OF EAP AND EXPERTISE**

Coastal & Environmental Services (CES) was established in 1990 as a specialist environmental consulting company. Recently EOH Group of Companies acquired the shares in CES. EOH is the largest provider of enterprise applications, technology, outsourcing, cloud and managed services. The group is active in South Africa, Africa and the United Kingdom and has a strong Black Economic Empowerment profile. This integration will allow CES to combine EOH's great reach and reputation with CES's recognised excellence in environmental and social advisory services, thus maximising CES's strengths and comprehensive offerings in the environmental and social fields.

Dr Alan Carter

Alan is the executive of the CES East London Office. He holds a PhD in Marine Biology and is a certified Public Accountant, with extensive training and experience in both financial accounting and environmental science disciplines with international accounting firms in South Africa and the USA. He has 25 years' experience in environmental management and has specialist skills in sanitation, coastal environments and industrial waste. Dr Carter is registered as a Professional Natural Scientist under the South African Council for Natural Scientific Professions (SACNASP).



**APPENDIX I
SPECIALIST'S DECLARATION OF INTEREST**

Declaration by Heritage (Archaeological) Specialist



Innovation in
Sustainability

CES: N11 Road Upgrade

Archaeological Impact Assessment Report

DECLARATION

I, Nelius Le Roux Kruger, declare that –

- I act as the independent specialist;
- I am conducting any work and activity relating to the proposed N11 Road Upgrade Project in an objective manner, even if this results in views and findings that are not favourable to the client;
- I declare that there are no circumstances that may compromise my objectivity in performing such work;
- I have the required expertise in conducting the specialist report and I will comply with legislation, including the relevant Heritage Legislation (National Heritage Resources Act no. 25 of 1999, Human Tissue Act 65 of 1983 as amended, Removal of Graves and Dead Bodies Ordinance no. 7 of 1925, Excavations Ordinance no. 12 of 1980), the Minimum Standards: Archaeological and Palaeontological Components of Impact Assessment (SAHRA, AMAFA and the CRM section of ASAPA), regulations and any guidelines that have relevance to the proposed activity;
- I have not, and will not engage in, conflicting interests in the undertaking of the activity;
- I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing - any decision to be taken with respect to the application by the competent authority; and - the objectivity of any report, plan or document to be prepared by myself for submission to the competent authority;
- All the particulars furnished by me in this declaration are true and correct.

Signature of specialist
Company: Exigo Sustainability
Date: 5 July 2015

APPENDIX J
ADDITIONAL INFORMATION

Co-ordinates taken at every 250m of the N11 route proposed for upgrade.

	Latitude (S)	Longitude (E)
Start	26° 9.550'S	29° 42.997'E
	26° 9.391'S	29° 42.978'E
	26° 9.221'S	29° 42.971'E
	26° 9.154'S	29° 42.786'E
	26° 9.018'S	29° 42.662'E
	26° 8.853'S	29° 42.593'E
Bosman River Crossing	26° 8.716'S	29° 42.545'E
	26° 8.517'S	29° 42.487'E
	26° 8.322'S	29° 42.426'E
	26° 8.121'S	29° 42.366'E
	26° 7.956'S	29° 42.302'E
	26° 7.785'S	29° 42.252'E
	26° 7.613'S	29° 42.192'E
	26° 7.415'S	29° 42.133'E
	26° 7.415'S	29° 42.133'E
	26° 7.218'S	29° 42.065'E
	26° 7.056'S	29° 42.008'E
	26° 6.860'S	29° 41.942'E
	26° 6.662'S	29° 41.874'E
	26° 6.463'S	29° 41.808'E
	26° 6.298'S	29° 41.767'E
	26° 6.111'S	29° 41.703'E
	26° 5.927'S	29° 41.646'E
	26° 5.715'S	29° 41.576'E
	26° 5.519'S	29° 41.509'E
	26° 5.324'S	29° 41.453'E
	26° 5.151'S	29° 41.396'E
	26° 4.944'S	29° 41.332'E
(Middle) Bosmanspruit Crossing	26° 4.798'S	29° 41.277'E
	26° 4.598'S	29° 41.224'E
	26° 4.413'S	29° 41.148'E
	26° 4.249'S	29° 41.049'E
	29° 40.925'E	29° 40.925'E
	26° 3.895'S	29° 40.796'E
	26° 3.736'S	29° 40.676'E
	26° 3.569'S	29° 40.554'E
	26° 3.401'S	29° 40.420'E
	26° 3.220'S	29° 40.295'E
	26° 3.036'S	29° 40.158'E
	26° 2.806'S	29° 40.059'E
	26° 2.627'S	29° 39.979'E
	26° 2.388'S	29° 39.886'E

	Latitude (S)	Longitude (E)
	26° 2.159'S	29° 39.780'E
	26° 1.928'S	29° 39.691'E
	26° 1.694'S	29° 39.597'E
	26° 1.473'S	29° 39.509'E
	26° 1.262'S	29° 39.418'E
	26° 1.011'S	29° 39.321'E
	26° 0.778'S	29° 39.222'E
	26° 0.543'S	29° 39.118'E
End	26° 0.328'S	29° 39.017'E

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