Case10: 1590

S.E.F

STRATEGIC ENVIRONMENTAL FOCUS

05 November 2010

South African Heritage Resource Agency
Attention: Mr Phillip Hine

SEF CODE: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Dear Mr Hine

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

Please find herewith 1 copy of the draft EIR for comment. The comment period extends from Friday, 5 November 2010 to Monday, 6 December 2010

Should you have any questions, or would like to obtain more information, please do not hesitate to contact me on Tel.: (012) 349 1307, Fax: 086 640 5815 or E-mail: ctu@sefsa.co.za.

We look forward to receiving your comments.

Sincerely

Electronically signed

Carene Abrahamse
For Strategic Environmental Focus

SA HERITAGE RESOURCES AGENCY
RECEIVED
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Name	Title	Signed
E. O'Rourke	Project Manager	

Distribution

Designation	Name	Date
Groblersdal Public Library	Christa Steyn	5 November 2010
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Elias Motsoaledi Municipality	Paul Louw	5 November 2010
Department of Water Affairs (Limpopo)	Mr R Mtileni	5 November 2010
South African Heritage Resource Agency	Mr Philip Hine	5 November 2010

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED NEW FILLING STATION ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

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November 2010

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

ENVIRONMENTAL ASSESSMENT PRACTITIONER

Strategic Environmental Focus (Pty) Ltd (SEF) is undertaking the Environmental Impact Assessment (EIA) process for the proposed construction of a new filling station and associated services infrastructure on Erven 756 and 757, Groblersdal Extension 11, Elias Motsoaledi Local Municipality. The Environmental Assessment Practitioner (EAP) is represented by Mr. Eamonn O'Rourke, of SEF.

EDUCATIONAL QUALIFICATIONS

- BL (Landscape Architecture), University of Pretoria (1992)

MEMBERSHIPS OF PROFESSIONAL SOCIETIES

- South African Council for the Landscape Architectural Profession (Professional Landscape Architect)

The following specialists are involved with the above-mentioned application:

Name	Organization	Specialist Assessment
Harm Schreurs	WSP SA Civil and Structural Engineers (Pty) Ltd.	Feasibility Study and Impact on Competitor Sites
Andy Schulze-Hulbe	Blue Rock Consulting	Geotechnical and Geo-hydrological Impact Study
Jessica de Beer	Strategic Environmental Focus (Pty) Ltd	Social Impact Assessment
Russell Aird	Kayamandi Development Services (Pty) Ltd	Economic Impact Assessment Report
Harm Schreurs	WSP SA Civil and Structural Engineers (Pty) Ltd.	Traffic Impact Study
Harm Schreurs	WSP SA Civil and Structural Engineers (Pty) Ltd.	Services Memorandum

CONTACT DETAILS OF ENVIRONMENTAL ASSESSMENT PRACTITIONER

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EXECUTIVE SUMMARY

INTRODUCTION

Strategic Environmental Focus (Pty) Ltd (SEF), as independent environmental consultants and environmental assessment practitioners, has been appointed by Gawie Labuschagne Trust to facilitate the Environmental Impact Assessment (EIA) process for the proposed construction of a Filling Station on Erven 756 and 757 in Groblersdal Extension 11. The project includes a public garage, convenience store of 300m², place of refreshment, take-away facility, car wash facility and automatic teller machine as well as associated infrastructure, including: parking, toilet facilities, canopy, pumps, pump islands, and underground storage tanks (USTs).

The proposed site is located within ward 13 of the Elias Motsoaledi Local Municipality, along Jan van Riebeeck Street (R33) within the industrial area on the eastern side of the town Groblersdal in the Limpopo Province. The filling station will require road widening of the R33 to provide access for both eastbound and westbound traffic passing the site.

GENERAL PROJECT DESCRIPTION AND APPROACH TO THE PROJECT

The proposed filling station will be accessed from Jan van Riebeeck Street (R33) which is located approximately 600m east of the intersection with Voortrekker road. Access to the site will traverse a right-of-way servitude over Portion 10 of the farm Klipbank 26-JS which functions as an extension of Eind Street's 20m road reserve. The site is situated within the industrial area of Groblersdal and is currently zoned as Industrial 3 (non-noxious industries). Surrounding business include: South African breweries, Groblersdal Plant and Machine Hire and Metro warehouse.

The EIA report has used the Scoping Report as a basis for the key issues and concerns that have been identified during the scoping phase of the project. Key issues were collected through communication with relevant Interested and Affected Parties (I&APs), relevant authorities (i.e. Elias Motsoaledi Local Municipality, Department of Water Affairs) as well as the professional judgement of the Environmental Assessment Practitioner. The report also includes the results of specialist studies that were undertaken for this project. All specialist studies have been attached as Appendix D.

EXISTING FILLING STATIONS

The proposed new filling station in Groblersdal X11 is situated within the urban area and it has 10 existing filling stations within a three (3) and up to (five) 5 kilometre

radius of the site (refer to Figure 7). Six (6) of these filling stations are located on Jan van Riebeeck Street (R33) with the remaining 4 stations located on Hereford Street, Grobler Avenue and Voortrekker Street. A socio-economic impact study was employed to determine the viability of the new filling station as well as the economic impact it will exert on existing filling stations in Groblersdal.

ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

The project was initiated under the Environmental Impact Assessment Regulations of 2006 (Government Notices R. 385, 386 and 387 of Government Gazette No. 28753 of 21 April 2006 under the National Environmental Management Act, 1998) [NEMA]. The listed activities which have been applied for include:

Under Government Notice No. 387:
Activity 3: *The construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of a dangerous good, including petrol, diesel, liquid petroleum gas or paraffin.*

Under Government Notice No. 386:
Activity 7: The above ground storage of a dangerous goods, including petrol, diesel, liquid petroleum gas or paraffin, in containers with a combined capacity of more than 30 cubic metres but less than 1 000 cubic metres at any one location or site.

Activity 15: The construction of a road that is wider than 4 metres or that has a reserve wider than 6 metres, excluding roads that fall within the ambit of another listed activity or which are access roads of less than 30 metres long.

Activity 1(k): *The construction of facilities or infrastructure, including associated structures or infrastructure, for the bulk transportation of sewage and water, including storm water, in pipelines with:*

(i) an internal diameter of 0,36 metres or more; or
(ii) a peak throughput of 120 litres per second or more.

It should be noted however, that the new Environmental Impact Assessment Regulations (Government Notice Regulation No's 543, 544, 545 and 546 of 2010) under the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended [NEMA], came into effect on the 2nd of August 2010. Under the new Act, the construction of a filling station is no longer a listed activity and does not require an Environmental Authorisation from the Competent Authority. Reference is only made to the **volume** of dangerous good stored of which the capacity should be $80m^3$ or more to qualify as a listed activity:

Item 13 of Listing No. 544
The construction of facilities or infrastructure for the storage, or for the storage and handling, of a dangerous good, where such storage occurs in containers with a combined capacity of 80 but not exceeding 500 cubic meters;

.The USTs proposed for the new filling station will exceed this threshold and needs to be approved by the Competent Authority before commencement. It should also be noted that activities found in Listing No. 544 only requires a Basic Assessment process to be followed a not a Scoping and EIA process as for Listing No. 545. However, based on the advanced stage the Scoping and EIA process, it is best practice to continue with the process as initiated.

PUBLIC PARTICIPATION

The principles of NEMA govern many aspects of EIA processes, including consultation with Interested and Affected Parties (I&APs). These principles include the provision of sufficient and transparent information to I&APs on an ongoing basis, to allow them to comment and address these issues as far as possible during the EIA process. The comments and concerns received during the process have been incorporated and addressed in the EIR. Facilitation of the public participation process includes:

Announcement Phase:

- Publication of a media advertisement (in English) in the regional newspaper, the Capricorn Voice on **Wednesday, 14 April 2010**;
- On-site notices (in English) advertising the EIA process placed along Jan van Riebeeck and Eind streets adjacent to the proposed site on **Thursday, 15 April 2010**. Photographs of the on-site-notices were taken for record keeping purposes; and
- Letters, together with Background Information Documents (BIDs) and Registration and Comment Sheets were distributed by fax/post/email/hand to I&APs on **Wednesday, 14 April and Thursday, 15 April 2010**.

Draft Scoping Report

The draft Scoping Report was made available for a period of 30 days which started on **Tuesday, 25 May** and ended **on 27 July 2010** (extended over the school holiday period). The availability of the draft Scoping Report was announced by sending out personal letters via fax, email and post to all the registered I&APs on the distribution list. The report was distributed for comment as follows:

- Left in the Groblersdal Local Library;
- Hand-delivered to the Greater Sekhukhune District Municipality, the Department of Water Affairs, Elias Motsoaledi Municipality and Limpopo Roads Agency; and

- Posted to SEF's website at http://www.sefsa.co.za.

Draft EIR
All registered I&APs were notified of the availability of the draft EIR for a period of 30 days between **Friday, 5 November** and **Monday, 6 December 2010** by means of fax, email and post on 22 and 25 October 2010. The report has been distributed for comment as follows:

- Left in the Groblersdal Local Library;
- Hand-delivered to the Greater Sekhukhune District Municipality, the Department of Water Affairs, Elias Motsoaledi Municipality and Limpopo Roads Agency; and
- Posted to SEF's website at http://www.sefsa.co.za.

Issues raised during the EIA process
The main issues that were raised during the EIA process relates to the following:

- The need for a new filling station and the impact on the viability of the existing filling stations;
- The impact on municipal services such as water, electricity and sewerage within Groblersdal;
- The impact of the project on faunal and floral resources on the site;
- Impact on heritage and cultural resources; and
- Traffic congestion and access issues.

DEVELOPMENT FACILITATION ACT REQUIREMENTS

An application was made by Landmark Planning cc on behalf of Gawie Labuschagne Trust to the Limpopo Development Tribunal in terms of the provisions of Section 31 of the Development Facilitation Act, 1995 (Act 67 of 1995) [DFA] as well as Regulation 21 of the Development Facilitation Regulations, 2000 for:

- the amendment of the Greater Groblersdal (Elias Motsoaledi) Town-planning Scheme, 2006 by the rezoning of Erven 756 and 757, Groblersdal Extension 11 from "Industrial 3" to "Industrial 3" with the inclusion of a public garage, convenience store of 300m², place of refreshment, take-away facility, car wash facility and automatic teller machine, subject to certain proposed conditions; and
- the consolidation of Erven 756 and 757, Groblersdal Extension 11.

The purpose of the application is to allow for a public garage and related/ancillary land uses on a section of the consolidated application site, in addition to the existing industrial land uses and zoning. In addition the purpose of this draft EIR is to follow best environmental practice and fulfil the requirements of Section 31 of the DFA relating to environmental sustainability and community participation.

PROJECT MOTIVATION

The purpose of the application is to develop a Public Garage and related/ancillary land uses on part of the application site, in addition to the existing industrial land uses and zoning, in order to provide a service to:

- The transient traffic travelling to and from the east on Jan van Riebeeck Street (R33) to Stoffberg, Tafelkop, Motetema, Monsterlus, etc;
- Local traffic generated by the Elias Motsoaledi Central Business District (CBD) and surrounding industrial area; and
- Quick access to essential food stuffs at the convenience store.

The need and desirability of the filling station is motivated by the Groblersdal Local Municipality Integrated Development Plan (IDP) 2009/2010, the EMLM Spatial Development Framework 2007 and the Limpopo Spatial Rationale which identifies Groblersdal as growth point within the Limpopo province. The anticipated future growth will lead to an increase in the population as well as businesses in Groblersdal which will support the need for a new filling station. There are currently no filling stations located on the eastern side of Groblersdal and motorist must travel into town for fuel.

KEY IMPACTS

The key environmental impacts identified which are assessed in more detail under Section F in the report include the following:

1. Bio-physical issues

Contamination of groundwater as a result of leaking contaminants during the construction phase or Volatile Organic Compounds (VOCs) from storage tanks during operational phase (-);

Soil and surface water pollution from hazardous substances during construction and operational phase (-);

Geotechnical suitability of the site in respect of the proposed filling station and the storage of underground tanks (-);

Damage to fauna and flora that may occur on site (-);

Heritage and cultural disturbance through excavations and bulk earth works during the construction phase (-); and

Risk of fires and explosions due to the storage of hazardous substance on site and delivering thereof (-)

2. Socio-economic issues

Financial viability of competitor sites due to a loss of revenue during the operational phase of the new filling station (-);

Traffic congestion and access issues created by the construction and operational phase (-);

Visual Impact created by the new filling station (+);

Dust nuisance due to site clearance, heavy trucks and the use of other equipment on site during construction (-);

Light pollution created by the new filling station during operational phase (-);

Noise pollution during the construction phase and operational phase of the project (-);

Pressure on existing services such as water, electricity and sewerage in Groblersdal (-); and

Job opportunities and economic stimulation during the construction and operational phase (+)

ALTERNATIVES

The Integrated Environmental Management (IEM) procedure requires that the environmental investigation needs to consider feasible alternatives for any proposed development. To this effect, the EIA regulation requires that a number of possible proposals or alternatives for accomplishing the same objectives be identified and investigated. The preferred option will be highlighted and presented to the authorities. The alternatives considered include the following:

- Demand/Supply alternatives;
- Scheduling alternatives; and
- Status quo / No Go alternatives.

Site alternatives are not deemed to be either reasonable or feasible at this stage, as the proponent already owns the site on which it is intended to establish the proposed filling station. Feasible alternatives that could be considered include:

- Alternative tanks sizes;
- Tank material and structure alternatives;

- Product delivery lines;
- Underground storage versus above ground storage tanks; and
- Alternative technologies.

CONCLUSIONS AND RECOMMENDATIONS

Based on the findings in this report, the following conclusions area drawn up:

- The filling station will **not** have a significant impact on the biophysical environment. All of the anticipated impacts can be mitigated by adhering to the conditions as set out in the Environmental Management Plan (EMP), the recommendations of the geotechnical and geo-hydrological report and the mitigation measures in this draft EIR;
- The new filling station will have a negative influence on competitor sites to some degree;
- The feasibility of the new filling station will be dependent on:
    - the cost of land - building and related fixed capital costs which needs to be below average;
    - westbound traffic must be intercepted and is dependent on approval from the Limpopo Roads Agency;
    - the relatively low anticipated fuel sale volumes must be supplemented by income generated from the amenities such as the ATM, car wash facility and fast food restaurant;
- Competitor sites can increase their chances of retaining clients by upgrading their facilities to look more modern and be more aesthetically appealing. More amenities will also attract more clients;
- The filling station will have a positive influence on the economic sector of Groblersdal and EMLM during construction and operational phase; and
- The filling station will lead to short term and long term job creation for local residents.

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LIST OF ABBREVIATIONS

CBD	-	Central Business District
SDF	-	Spatial Development Framework
CDSM	-	Chief Directorate Surveys and Mapping
DEA	-	Department of Environmental Affairs
DFA	-	Development Facilitation Act, 1995 (Act No. 67 of 1995)
DMR	-	Department of Mineral Resources
GVA	-	Gross Value Added
DWA	-	Department of Water Affairs
EIA	-	Environmental Impact Assessment
EO	-	Environmental Officer
ECA	-	Environment Conservation Act, 1989 (Act No. 73 of 1989)
EMLM	-	Elias Motsoaledi Local Municipality
EMP	-	Environmental Management Plan
GIS	-	Geographical Information System
I&APs	-	Interested and Affected Parties
IEM	-	Integrated Environmental Management
RAL	-	Roads Agency Limpopo
LEDET		Limpopo Department of Economic Development, Environment and Tourism
LRP	-	Lead Replacement Petrol
NEMA	-	National Environmental Management Act, 1998 (Act No. 107 of 1998)
NHBRC	-	National Home Builder's Registration Council
SABS	-	South African Bureau of Standards
SANS	-	South African National Standards
SANBI	-	South African National Botanical Institute
SAHRA	-	South African Heritage Resource Agency
SEF	-	Strategic Environmental Focus (Pty) Ltd
USTs	-	Underground Storage Tanks (Pty) Ltd
VOCs	-	Volatile Organic Compounds

GLOSSARY OF TERMS

Applicant: Means a person who has submitted or intends to submit an application for an environmental authorisation

Ecology: The study of the interrelationships between organisms and their environments.

Environment: All physical, chemical and biological factors and conditions that influence an object.

Environmental Impact Assessment: Assessment of the effects of a development on the environment.

Environmental Management Plan: A working document on environmental and socio-economic mitigation measures that must be implemented by several responsible parties during all the phases of the proposed project.

Filling stations: means petrol facilities, service stations, public garages, highway filling stations, petroports and fuel depots.

Geo-hydrology: The study of the movement of water beneath the earth's surface.

Hydrology The science that encompasses the occurrence, distribution, movement and properties of the waters of the earth and their relationship with the environment within each phase of the hydrologic cycle.

Interested and affected party: Any person or groups of persons who may express interest in a project or be affected by the project, positively or negatively.

Key stakeholder: Any person who acts as a spokesperson for his/her constituency and/or community/organization, has specialized knowledge about the project and/or area, is directly or indirectly affected by the project or who considers himself/herself a key stakeholder.

Public participation process: A process in which potential interested and affected parties are given an opportunity to comment on, or raise issues relevant to specific matters.

Stakeholder: Any person or group of persons whose live(s) may be affected by a project.

Study area: Refers to the entire study area encompassing all the alternative sites as indicated on the study area map.

SECTION A INTRODUCTION

Strategic Environmental Focus (Pty) Ltd (SEF), as independent environmental consultants and environmental assessment practitioners, has been appointed by Gawie Labuschagne Trust to facilitate the Environmental Impact Assessment (EIA) process for the proposed construction of the new filling station on Erven 756 and 757 in Groblersdal X 11 (see Figure 1 for Locality Map). The filling station also includes associated infrastructure, including: a public garage, convenience store of 300m², place of refreshment, take-away facility, car wash facility and automatic teller machine as well as: parking, toilet facilities, canopy, pumps, pump islands, and underground storage tanks.

The proposed 3 underground tanks will store petrol, diesel and liquid petroleum gas or paraffin with a combined capacity of more than 80 cubic metres. The widening of Jan van Riebeeck Street (R33), from which accessed will gained, is necessary and will traverse a right-of-way servitude over Portion 10 of the farm Klipbank 26-JS which is an extension of Eind Street's 20 m road reserve.

Application was lodged in terms of the Environmental Impact Assessment Regulations of 2006 (Government Notices R. 385, 386 and 387 of Government Gazette No. 28753 of 21 April 2006 under the National Environmental Management Act, 1998) [NEMA]. However, based on the new Environmental Impact Assessment Regulations that came into effect 2nd August 2010 (Government Notice Regulation No's 543, 544, 545 and 546 of 2010) under the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended [NEMA], Environmental Authorisation for the construction of a filling station is no longer a legal requirement, but the volume of dangerous goods stored on site, is.

A-1 DETAILS OF THE APPLICANT

The details of the project applicant are indicated below.

Name of Applicant	Postal Address	Relevant Numbers
Gawie Labuschagne Trust Contact Person: Mr Abel Hermanus Gerhardus Nell	PO Box 1669 Groblersdal 0470	Tel: (013) 262 3119 Fax: (013) 262 5618 Cell: (082) 575 4368 Email: ger@tlantic.net

A-2 PURPOSE OF THE EIA REPORT

The purpose of this report is twofold:

To provide the Competent Authority, LEDET, with sufficient information to consider all the potential impacts on the environment including the bio-physical, social and economic component on which this project will exert an effect on. Before an Environmental Authorisation is issued, the application is required to undertake a Scoping and EIA for any listed activity in GN R 387 and GN R 545 as per the EIA regulations, 2006 and 2010 promulgated in terms of Chapter 5 NEMA, Act No. 107 of 1998. The content of this report further intends to give effect to Section 31 of the Development Facilitation Act, 1995 (Act 67 of 1995) relating to environmental impacts and public involvement. Based on the high level of public involvement, predominantly from existing filling stations owners within Groblersdal and the Petroleum Resource Agency Forum (PRAF), the assessment of the anticipated impacts associated with the new filling station, is important for decision making purposes.

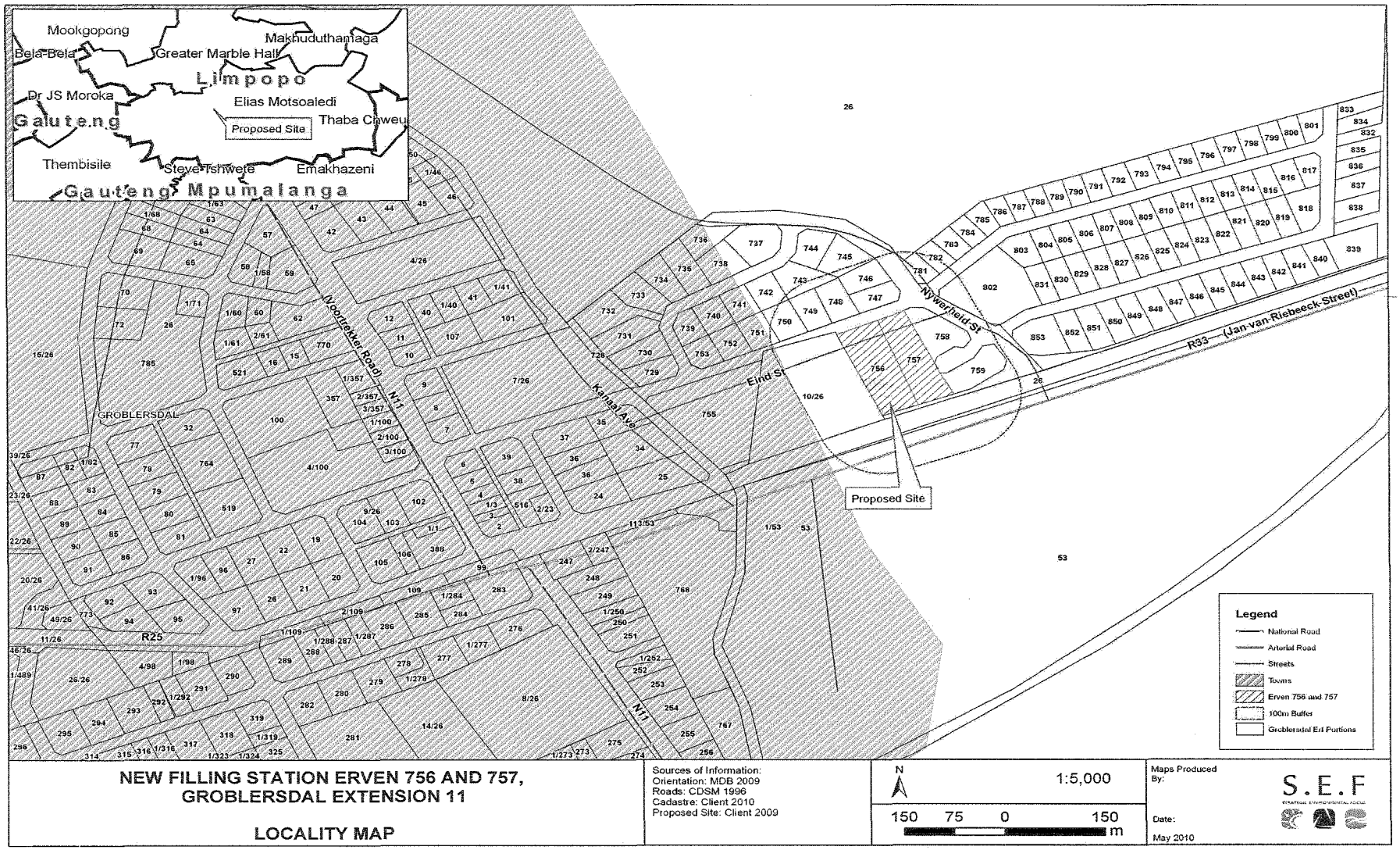


Figure 1: Locality map of the new filling station

A-3 LEGAL FRAMEWORK

The following section provides a list of acts and guidelines applicable to this environmental application, as well as a brief description of the relevant aspect(s) of these Acts and the guidelines.

A-3.1 NEMA AND ENVIRONMENTAL IMPACTS ASSESSMNET REGULATIONS

This section will be discussed under the previous and new NEMA regulations.

A-3.1.1 Previous NEMA Regulations of 1998

The Environmental Impact Assessment (EIA) process that was followed up to date was in compliance with the National Environmental Management Act (NEMA), 1998 (Act No. 107 of 1998), as amended and the Environmental Impact Assessment Regulations of 2006 (Government Gazette No 28753 of 21 April 2006, Schedule No's R385, R386 and 387 of 2006). The provincial authority, to which application was made, is LEDET.

Scoping / EIA Process

The proposed development involved the following listed activity as stipulated in Government Notice R. 387 (Scoping and Environmental Impact Assessment process) of the EIA Regulations of 2006:

> ***Item 3:*** *The construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of a dangerous good, including petrol, diesel, liquid petroleum gas or paraffin.*

The above ground storage of dangerous goods was also applied for in terms of Government Notice R.386 (Basic Assessment process) of the EIA Regulations of 2006:

> ***Item 7:*** *The above ground storage of a dangerous goods, including petrol, diesel, liquid petroleum gas or paraffin, in containers with a combined capacity of more than 30 cubic metres but less than 1 000 cubic metres at any one location or site.*

The proposed development may require road widening and access roads in excess of 30 metres in length within Jan van Riebeeck Street (R33) which was a listed activity in terms of Government Notice R. 386.

> ***Item 15:*** *The construction of a road that is wider than 4 metres or that has a reserve wider than 6 metres, excluding roads that fall within the ambit of another listed activity or which are access roads of less than 30 metres long.*

The proposed filling station will require the implementation of storm water pipes and connection to the water supply network which is listed as Activity 1 k: of Government Notice R. 386.

> ***Item 1(k):*** *The construction of facilities or infrastructure, including associated structures or infrastructure, for the bulk transportation of sewage and water, including storm water, in pipelines with –*
>
> *(i) an internal diameter of 0,36 metres or more; or*
>
> *(ii) a peak throughput of 120 litres per second or more.*

In view of the fact that the proposed development included activities falling within the ambit of Scoping and EIA processes, the application was conducted as a Scoping and Environmental Impact Assessment (EIA) application as per the listed activities of the Government Notice Regulation No. 387 of 2006.

A-3.1.2 New NEMA Regulations of 2010

The new Environmental Impact Assessment Regulations (Government Notice Regulation No's 543, 544, 545 and 546 of 2010) under the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended [NEMA], came into effect on the 2nd of August 2010. Under this Act, the construction of a filling station is no longer a listed activity and does not require an Environmental Authorisation form the Competent Authority. The storage of dangerous goods exceeding a volume of $80m^3$ is however listed and is assessed in this draft EIR. Other activities listed in the new NEMA that could have been applicable to this application (i.e. widening of roads, implementation of storm water pipes etc), are discussed in Table 1. Motivation for why they are not relevant is given.

Table 1 below compares activities under the previous and new NEMA Regulations.

Table 1: Comparison of listed activities

Activities requiring authorisation	**Previous NEMA regulations (as applied for)**	**New NEMA Regulations**
Construction of a filling station with underground tanks.	*Listing 3 of GNR. 387:* *The construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of a dangerous good, including petrol, diesel, liquid petroleum gas or paraffin.* *Item 7 of GNR 386* *The above ground storage of a dangerous goods, including petrol, diesel, liquid petroleum gas or paraffin, in containers with a combined capacity of more than 30 cubic metres but less than 1 000 cubic metres at any one location or site.*	The "construction of a filling station" as such is no longer a listed activity. Reference is only made to the storage of dangerous goods with a combined capacity exceeding 80 cubic metres (m^3). ***Item 13*** ***The construction of facilities or infrastructure for the storage, or for the storage and handling, of a dangerous good, where such storage occurs in containers with a combined capacity of 80 but not exceeding 500 cubic meters;***
Road widening and construction of an access road.	*Item 15 of GNR 386* *The construction of a road that is wider than 4 metres or that has a reserve wider than 6 metres, excluding roads that fall within the ambit of another listed activity or which are access roads of less than 30 metres long.*	Reference is only made to the widening of a road by more than 6 metres or lengthening of road by more than 1km excluding where it takes place within an urban area. **Motivation:** The site falls within the urban area and the activity is therefore not applicable.
Implementation of storm water pipes and connection to the water supply network	*Item 1(k) of GNR 386* *The construction of facilities or infrastructure, including associated structures or infrastructure, for the bulk transportation of sewage and water, including storm water, in pipelines with* *(i) an internal diameter of 0,36 metres or more; or* *(ii) a peak throughput of 120 litres per second or more.*	Only the construction of facilities or infrastructure exceeding 1000 metres in length for the bulk transportation of water, sewage and storm water with an (i) internal diameter of 0.36 metres or more; or (ii) a peak throughput of 120 litres per second or more Except where such infrastructure is within a road reserve or occurs within an urban area but further than 32m

		away from a watercourse **Motivation:** The site falls within the urban area; the connections will occur within the road reserve and is further than 32m away from a watercourse.

A-3.2 DEVELOPMENT FACILITATION ACT

"The Act allows for facilitation of reconstruction and development programmes and successful and rapid implementation thereof. It also provides for the establishment of a Development and Planning Commission to advise government on policy related matters. Land development objectives need to be formulated and implemented; national uniformity needs to be achieved as far as procedures for subdivision and development of land in urban and rural areas are concerned (http://www.waternet.co.za)."

An application was lodged with the Limpopo Development Tribunal in terms of Section 31 of the DFA and Regulation 21 of the DFA, 2000 for the following:

i) The amendment of the Greater Groblersdal Planning Scheme, 2006 by the rezoning of Erven 756 and 757, Groblersdal Extension 11 from "Industrial 3" to "Industrial 3" with the inclusion of a public garage, convenience store of 300m², place of refreshment, take-away facility, car wash facility and automatic teller machine, subject to certain proposed conditions; and
ii) The consolidation of Erven 756 and 757, Groblersdal Extension 11.

The EIA report will provide supplementary information as required in Section 31 of the DFA relating to (amongst others):

- The physical and landscape characteristics of the land development area and its surroundings;
- The ecological characteristics of the land development area and its surroundings;
- The current and potential land-uses of the land development area; the levels of present and possible pollution, including noise pollution, in the future as a result of the proposed development;
- The social and economic impact on communities in the land development area and surroundings;
- The effect of the proposed development on different groups or individuals; and
- The medium and long term environmental sustainability of the proposed development.

The township memorandum has been attached as Appendix F to this report for reference.

A-3.3 OTHER LEGAL REQUIREMENTS

The following list of legislation is also applicable to this project.

A-3.3.1 Acts

Constitution of the Republic of South Africa (Act No. 108 of 1996)

The Constitution of the Republic of South Africa (Act No. 108 of 1996) has major implications for environmental management. The main effects are the protection of environmental and property rights, the drastic change brought about by the sections dealing with administrative law such as access to information, just administrative action and broadening of the *locus standi* of litigants.

These aspects provide general and overarching support and are of major assistance in the effective implementation of the environmental management principles and structures of the Environmental Conservation Act , 1989 (Act No. 73 of 1989) [ECA] and NEMA. Section 24 in the Bill of Rights of the Constitution specifically states:

"Everyone has the right to -

- An environment that is not harmful to their health or well-being; and
- Have the environment protected, for the benefit of present and future generations, through reasonable legislative and other measures that -
    - Prevent pollution and ecological degradation;
    - Promote conservation; and
    - Secure ecologically sustainable development and use of natural resources while promoting justifiable economic and social development."

National Water Act, 1998 (Act No. 36 of 1998)

The National Water Act aims to manage the national water resources to achieve sustainable use of water for the benefit of all water users. The purpose of the Act is to ensure that the nation's water resources are protected, used, developed, conserved, and managed in ways, which take into account:

- Meeting the basic human needs of present and future generations;
- Promoting equitable access to water;
- Redressing the results of past racial discrimination;
- Promoting the efficient, sustainable and beneficial use of water in the public interest;
- Facilitating social and economic development;
- Providing for the growing demand for water use;

- Protecting aquatic and associated ecosystems and their biological diversity;
- Reducing and preventing pollution and degradation of water resources;
- Meeting international obligations;
- Promoting dam safety; and
- Managing floods and droughts.

National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008) [NEMWA]

The NEMWA aims at promoting sustainable waste management practices through the implementation of "Integrated Waste Management Planning", where Integrated Waste Management Planning is viewed as a holistic approach of managing waste. This is aimed at optimising waste management practises to ensure that the implementation thereof yields practical solutions that are environmentally, economically and socially sustainable and acceptable to the public and all relevant spheres of government. The primary objectives of the NEMWA are as follows:

- Minimising the consumption of natural resources;
- Avoiding and minimizing the generation of waste;
- Reducing, re-using, recycling and recovering waste;
- Treating and safely disposing of waste as a last resort;
- Preventing pollution and ecological degradation;
- Securing ecologically sustainable development while promoting justifiable economic and social development;
- Remediating land where contamination presents or may present a significant risk of harm to health or the environment; and
- Achieving integrated waste management reporting and planning.

Promotion of Access to Information Act, 2000 (Act No. 2 of 2000)

The Promotion of Access to Information Act recognises that everyone has to Constitutional right of access to any information held by the state and by another person when that information is required to exercise or protect any rights. The purpose of the Act is to foster a culture of transparency and accountability in public and private bodies and to promote a society in which people have access to information that enables them to exercise and protect their rights.

A-3.3.2 Provincial Policies/ Guidelines

SABS Codes

There are specific policies and guidelines compiled by the South African Bureau of Standards (SABS) that address environmental issues associated with the installation, construction, use, and decommissioning of tanks and pumps for filling stations (liquid fuel facilities). They are as follows:

- **SABS 0131:1977**

The storage and Handling of Liquid Fuel. Part 1: Small Consumer Installations.

- **SABS 0131:1979**
  The storage and Handling of Liquid Fuel. Part 11: Larger Consumer Installations.
- **SABS 0131:1982**
  The storage and Handling of Liquid Fuel. Part 111: Bulk-flash-point fuel storage and allied facilities at large consumer installations.
- **SABS 0131:1999**
  The petroleum industry. Part 3: The installation of underground storage tanks, pumps/dispensers and pipe work at service stations and consumer installations.

A-4 DESCRIPTION OF THE PROJECT

The proposed site of the new filling station is located within ward 13 of the Elias Motsoaledi Local Municipality, along Jan van Riebeeck Street (R33) approximately 600m east of the intersection of Jan van Riebeeck Street (R33) and Voortrekker Rd (N11), within the industrial area on the eastern side of the town Groblersdal in the Limpopo Province.

The site coordinates of the proposed site are:

- 25°09'54.28" S
- 29°24'14.75" E

The proposed Groblersdal X 11 Filling Station will entail the construction of the following:

- Underground storage tanks for diesel, low sulphur diesel, lead replacement petrol (LRP), unleaded petrol 93 unleaded petrol 95 with a combined capacity of more than than 80 m^3;
- Pumps and pump islands;
- A canopy covering an area;
- Access road widening on Jan van Riebeeck Street (R33);
- Parking bays;
- Toilet facilities;
- Car wash facility;
- Place of refreshment and take-away facility;
- Service facilities;
- Automatic teller machine; and
- Convenience Store of 300m^2 (refer to **Appendix A** for a site plan).

The property consisting of Erven 756 and 757, Groblersdal x 11 is currently zoned as "Industrial 3" (non-noxious industries) permitting industry, warehouses, commercial, and services industry. Uses permitted only with consent include: public garage, place of refreshment for own employees only, scrap yard, dwelling unit related to, but

subordinate to the main use and special use. Application has been made to rezone the "Industrial 3" rights to allow for the construction of a public garage and associated infrastructure on the property. See Figure 2 and 3 for photos of the site.

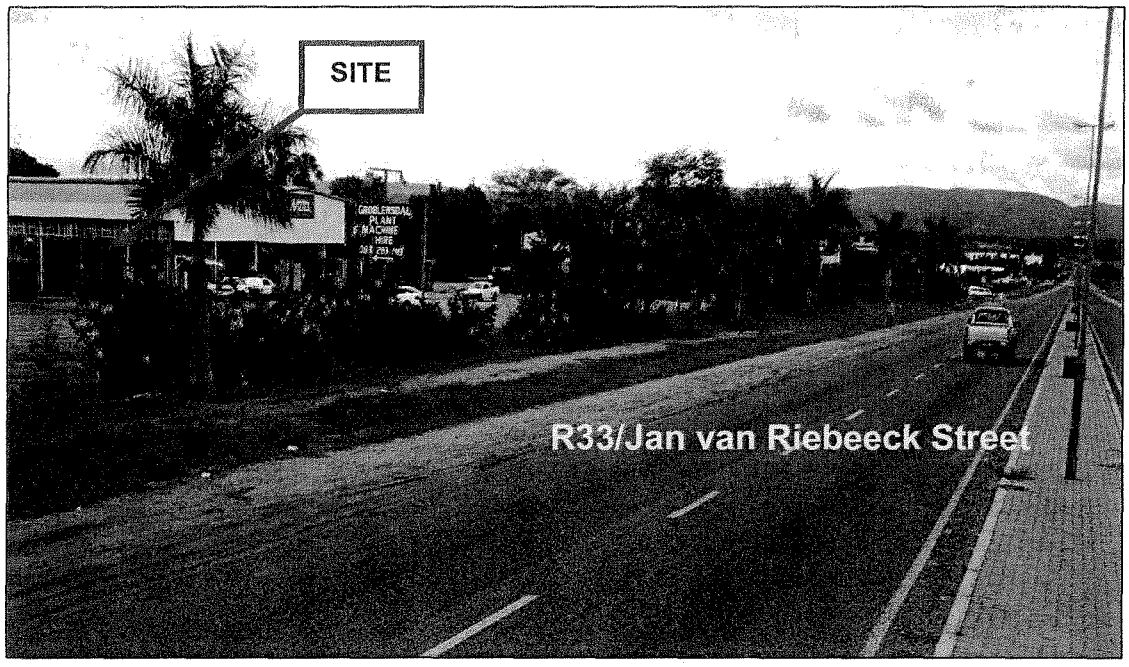


Figure 2: Site photo facing east

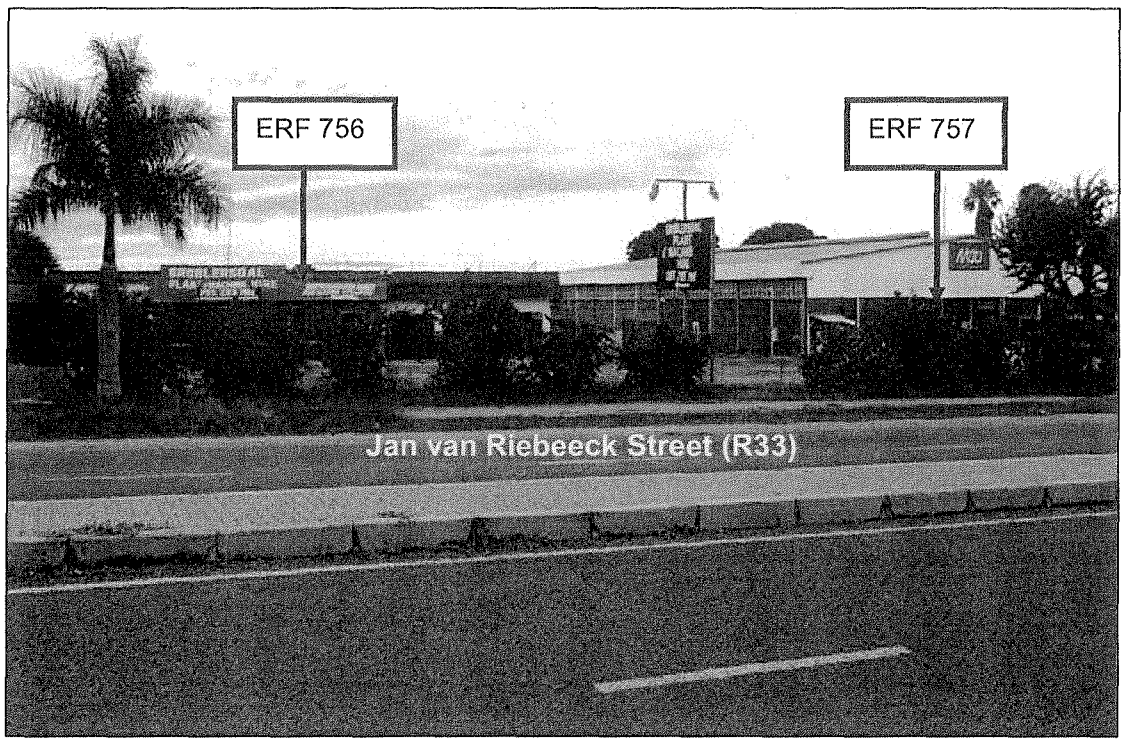


Figure 3: Site photo facing north

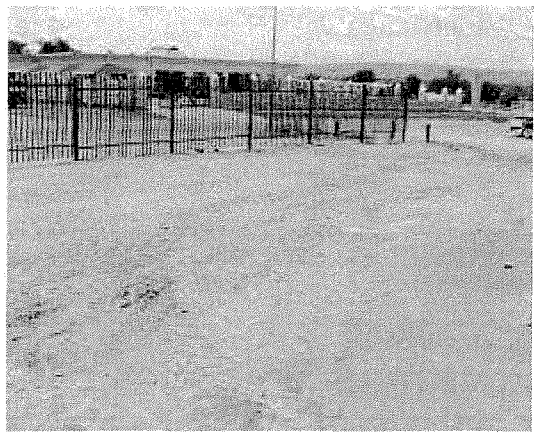
A-4.1 SURROUNDING LAND USE

The Groblersdal Plant and Machine Hire is situated on Erf 756, Groblersdal Extension 11 and Metro warehousing and paraffin sales are situated on Erf 757, Groblersdal Extension 11. The proposed public garage will be developed on the southern part of the site bordering unto Road R33 (Jan van Riebeeck Street). The surrounding area to the north, west and east is characterised by warehouses, depots and manufacturers of various goods. The land use to the south and further to the east is agricultural. The area however has a typical industrial character. To the immediate west there is a cemetery on land zoned municipal. Refer to Figure 4 for photos taken in all major compass direction from the middle of the site. Table 2 below summarises the surrounding land-uses. Figure 5 includes a map of the surrounding land uses.

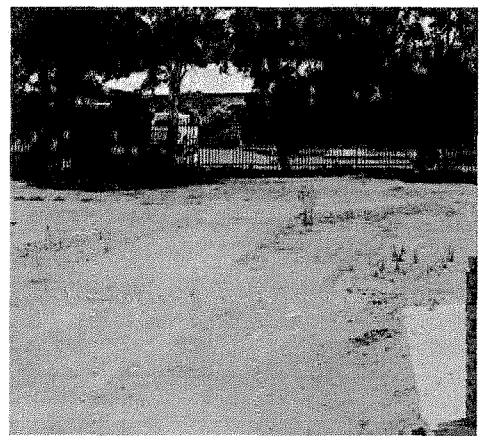
Table 2: Surrounding Land use

Direction	*Property*	*Land-use*	*Description*	*Distance*
North	Remainder of the farm Klipbank 26-JS	Agricultural	Agricultural	100m
North	Erf 744	Industrial 3	Laduma Biscuits	250m
North	Erf 745	Industrial 3	Laduma Warehouses	100m
North	Erf 743	Industrial 3	Martins Funeral Parlour	100m
North-west	Erf 742	Industrial 3	Transport facilities/warehouses	100m
North-west	Erf 741	Industrial 3	Warehouses	150m
West	Erf 732	Industrial 3	Storage warehouses	250m
West	Erf 731	Industrial 3	Steel frames and steel works	250m
West	Erf 775	Industrial 3	Gear Spares/Insurance company/Funeral Home	150m
West	Erf 751	Industrial 3	Afrovert	100m
West	Erf 752	Industrial 3	Motor Spares/Battery Centre/Duroc Foods	150m
West	Erf 753	Business 1	Steel Works	200m
West	Erf 1/739	Industrial 3	Coffin Manufacturers	200m
West	Erf 739	Industrial 3	Wood Works	200m
West	Erf 1/740	Industrial 3	Lifestyle Interior	200m
West	Erf 740	Industrial 3	Lifestyle Interior	200m
West	Erf 741	Industrial 3	Warehouses	150m
West	Erf 35	Business 1	MICA	300m
West	Erf 34	Business 2	Fruit and Veg City	300m
West	Erf 25	Business 1	Art zone	300m
West	Erf 1/755	Special	Glass Fit	150m
West	Portion 10	Municipal	Cemetery and CTM	100m
East	Erf 758	Industrial 3	Engineering Works	100m
East	Erf 759	Industrial 3	SAB	100m

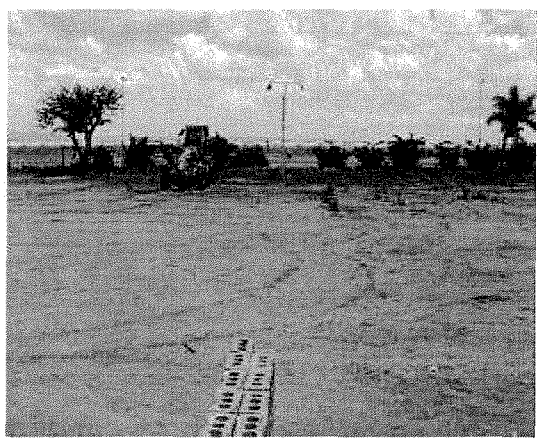
East	Erf 802	Industrial 1	Depot	100m
East	Erf 853	Industrial 1	Warehousing and Brick Manufacturers	150m
East	Erf 852	Industrial 1	Agripack	200m
South	Remainder of the farm Klipbank 26-JS		Jan van Riebeeck Street (R33)	100m
South		Agricultural	Agricultural	100m



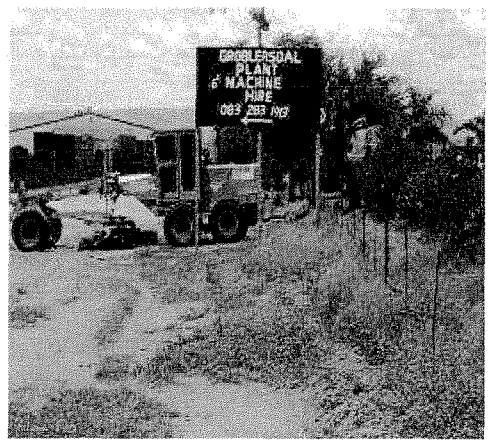
Site view to the North



Site view to the West



Site view to the South



Site view to the East

Figure 4: Photos in 4major compass directions

A-4.2 AVAILABILITY OF SERIVCES AND INFRASTRUCTURE

Services infrastructure associated with the construction of the proposed new filling station in Groblersdal X 11 will include but not limited to the following services (Refer to Figure 6 and the Services Memorandum attached as Appendix D):

- Water;
- Sewage network;

- Electricity;
- Access road; and
- Storm water management.

Water Supply

An existing municipal water pipe with a diameter of 150mm runs along Jan van Riebeeck Street (R33). Water to the site will be provided through a water meter connected to the municipal pipe.

Sewage

An existing municipal sewer pipe with a diameter of 160mm runs along Jan van Riebeeck Street (R33). An internal sewer network will collect sewerage and discharge it through a single point into the municipal pipe.

Electricity

The proposed filling station is located in an established industrial area with an existing electrical network. The site will be serviced by the existing network.

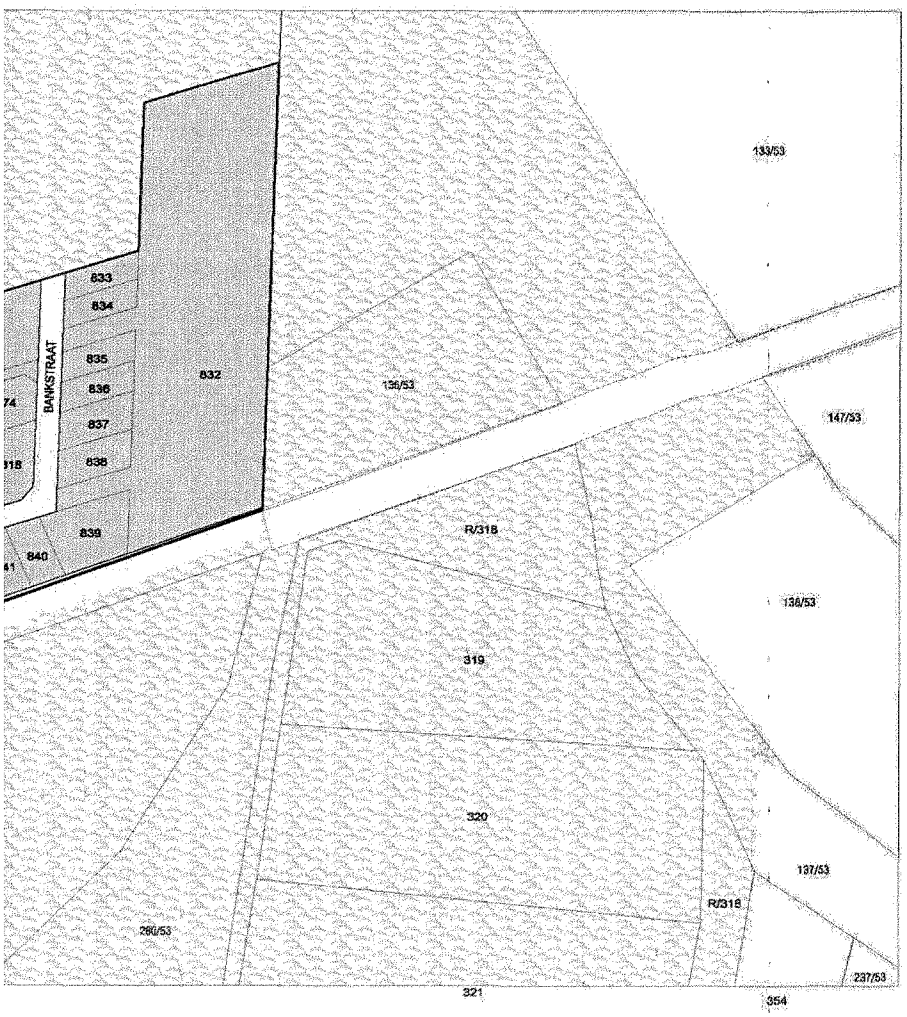
Access road

A new access is proposed from Jan van Riebeeck Street (R33) that will include dedicated slipways on both sides of the carriageway.

Storm Water Management

An existing municipal storm water channel runs along Jan van Riebeeck Street (R33). All storm water will be collected by an internal storm water network and discharged into the municipal channel. To accommodate the storm water flow along Jan van Riebeeck Street (R33) the proposed access road will include a 600mm pipe that will act as a culvert beneath the access road.

)6 KAART MAP 3 A REEKS SERIES WYSIGINGSKEMA AMENDMENT SCHEME 120 VEL SHEET 11-C-07



VERWYSING - REFERENCE

SKEMAGRENS
SCHEME BOUNDARY

DORPSGRENS
TOWNSHIP BOUNDARY

BYLAENOMMER
ANNEXURE NUMBER

PRIVATE PAAIE EN REG VAN WEG
PRIVATE ROADS AND RIGHT OF WAY

INLAS (nossie stelsel vir die aanduiding van tussengs op die A reeks)
INSET (notation system to indicate insets on the A series)

GEBRUIKSONE/USE ZONE

RESIDENSIEEL RESIDENTIAL	1	
RESIDENSIEEL RESIDENTIAL	2	
RESIDENSIEEL RESIDENTIAL	3	
RESIDENSIEEL RESIDENTIAL	4	
BESIGHEID BUSINESS	1	
BESIGHEID BUSINESS	2	
BESIGHEID BUSINESS	3	
BESIGHEID BUSINESS	4	
SPESIAAL SPECIAL		
NYWERHEID INDUSTRIAL	1	
NYWERHEID INDUSTRIAL	2	
NYWERHEID INDUSTRIAL	3	
KOMMERSIEEL COMMERCIAL		
INRIGTING INSTITUTIONAL		
OPVOEDING EDUCATIONAL		
VERMAAKLIKHEID AMUSEMENT		
MUNISIPAAL MUNICIPAL		
ONBEPAALD UNDETERMINDED		
LANDBOU AGRICULTURAL		
LANDELIKE BEWONING RURAL OCCUPATION		
OPENBARE GARAGE PUBLIC GARAGE		
PARKERING PARKING		
OPENBARE OOPRUIMTE PUBLIC OPEN SPACE		
PRIVAAT OOPRUIMTE PRIVATE OPEN SPACE		
BEGRAAFPLAAS CEMETARY		
RIOOLPLAAS SEWAGE FARM		
VLIEGVELD AERODROME		
REGERING GOVERNMENT		
RESERVOIR RESERVOIR		
SPOORVERVOERDIENSTE RAIL TRANSPORT SERVICES		

BESTAANDE OPENBARE PAAIE
EXISTING PUBLIC ROADS

VOORGESTELDE NUWE PAAIE EN VERBREDINGS
PROPOSED NEW ROADS AND WIDENINGS

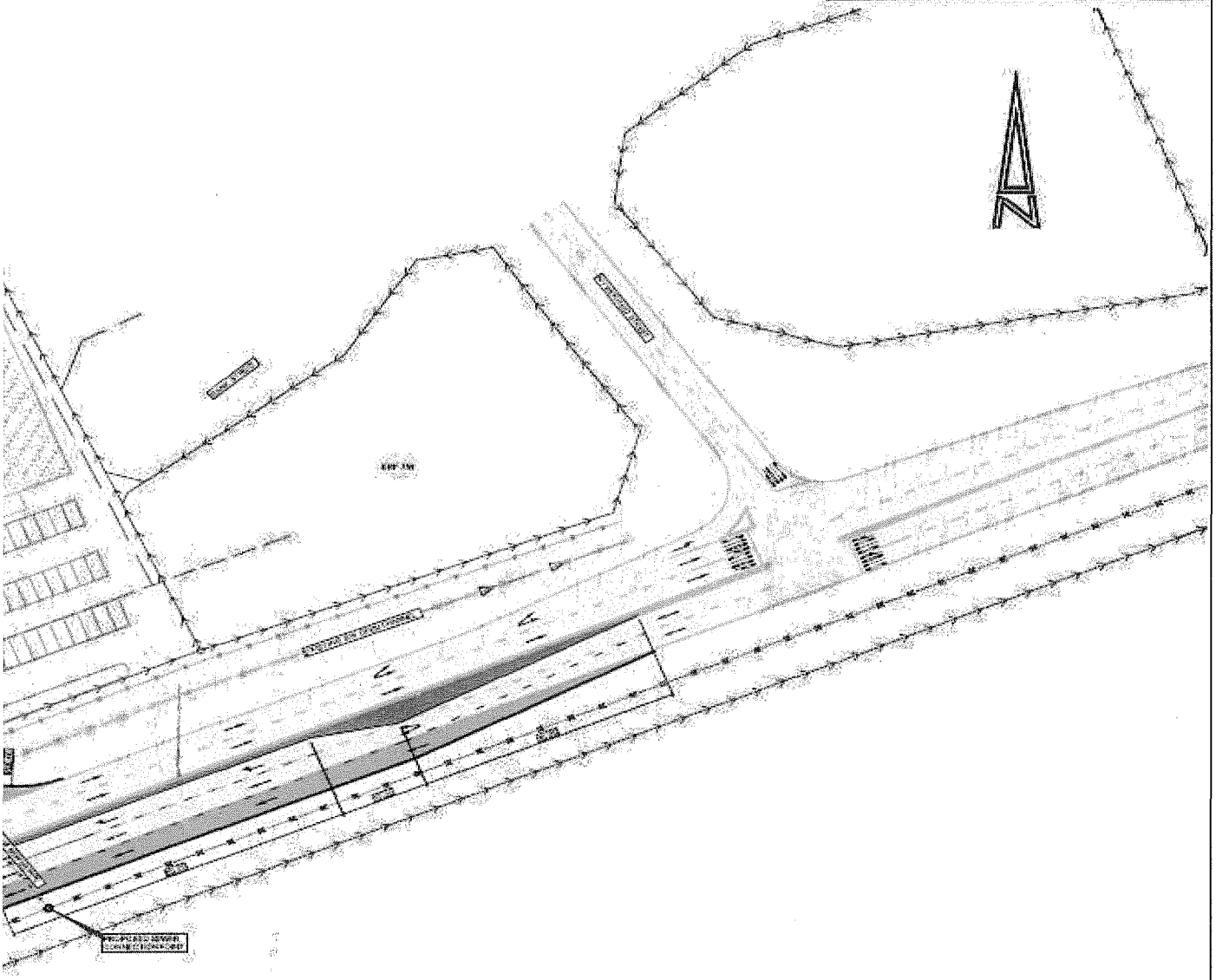
VIR GOEDKEURING AANBEVEEL
RECOMMENDED FOR APPROVAL

Munisipale Bestuurder
Municipal Manager

2008

GOEDGEKEUR
APPROVED

ZONE



NB: SCHEMATIC

PROJECT: GROBLERSDAL FILLING STATION	SCALE: N.T.S	CHECKED: H SCHREURS	APPROVED: H SCHREURS
	DESIGN: H SCHREURS	DRAWN: M.S MASHAMBA	DATE: 2010/02/18
TITLE: PROPOSED ACCESS AND CIVIL SERVICES LAYOUT	PROJECT No: 329215	DRAWING No: C1100	REV: A

A-4.3 MOTIVATION FOR THE PROJECT

There is a large work-force within Groblersdal and the surrounding rural settlements. This work-force commutes on a daily basis from the surrounding rural areas situated to the north-east of Groblersdal along the R33 to Stoffberg to their respective work places within Groblersdal. The proposed public garage along Jan van Riebeeck Street (R33) will intercept these commuters. The proposed public garage will also be the first garage on the commuter's way in (westbound traffic) from the rural areas and the last as they leave Groblersdal to return home (eastbound traffic).

The proposed new filling station will serve an important role for the eastern area of Groblersdal and will address the needs of transient traffic travelling to and from neighbouring towns. It will also provide quick access to essential foodstuffs at the convenience store. The Elias Motsoaledi Local Municipality Spatial Development Framework September 2007 identifies the R33 as a key "*Movement Corridor*" from the eastern area of Groblersdal. In general, as development increases within the area, more infrastructure and other facilities supporting the development are needed. A filling station is the fundamental facility that travellers and residents depend on in re-fuelling their vehicles.

The project is motivated by the following documents and studies:

Groblersdal Local Municipality Integrated Development Plan 2009/2010

Areas north-east of Groblersdal (i.e. Tafelkop, Sekhukhune, Monsterlus, Motetema etc) are statistically identified by the IDP as having the biggest sector of the EMLM's population, which commute on a daily basis to and from Groblersdal via the R33.

EMLM Spatial Development Plan 2007

The Groblersdal Industrial Area where the proposed site of the filling station is situated, forms part of the Provincial Growth Point and located next to the "*Movement Corridor*" on route to Municipal Growth Points (i.e Tafelkop, Motetema) in terms of the SDF.

Feasibility Study and Traffic Count 2009/2010

Based on a 5% inception rate for westbound traffic and 1 % for eastbound traffic, the expected fuel sales will be +/- 288,900 litres per month in 2013 (in the 3rd year of operation). Although this amount is considered to be of a lower feasibility bracket, the income generated from the convenience store, car wash facility and other foods stuffs (fast food restaurant) is expected to supplement the lower fuel sale figure. The supplementary amount should be to the value of +/- R 360,000 per month (full report is attached as Appendix D) to make the operation of the filling station viable.

Socio-economic Impact Assessment (2010)

The economic study concludes that the filling station will have a positive influence on the economic growth of the region (full report is attached as Appendix D)

A-4.4 EXISITNG FILLING STATIONS

The are ten (10) existing filling stations within three (3) up to five (5) kilometre radius from the proposed new filling station (refer to Figure 7 for the location of the existing filling stations). A Socio-economic Impact Assessment (SEIA) was undertaken to assess the impacts of the proposed filling station within the context of the existing filling stations located within a three (3) kilometre radius (total of 8 filing stations). The total turnover for each existing filling station is depicted in Table 3 which has been derived from the SEIA in Appendix D.

Table 3: Existing filling stations

Name	Operator	Address	Distance from the proposed site by road	Actual distance from proposed site
FCM Total Groblersdal	Total	24 Jan van Riebeeck Street (R33)	1.6 km	1.61734 km
Brake & Clutch Caltex	Caltex	C/o Tautes and Jan van Riebeeck Street (R33)	1 km	1.08349 km
Ener-Gi	Ener-Gi	18 Jan van Riebeeck Street (R33)	900 m	938.628 m
Panorama	Sasol	Jan van Riebeeck Street (R33)	850 m	847.279 m
Loskop Valley BP	BP	Jan van Riebeeck Street (R33)	700 m	726.238 m
Total Valley	Total	5 Voortrekker Street	1.1 km	726.180 m
Caltex Hereford Street	Caltex	C/o Syringa and Hereford Street	959 m	757.201 m
Excel Hereford Street	Sasol	C/o Hereford- and Tautes Street	1.5 km	1.14781 km

Source: Google Maps

A-4.1.1 Turnover

The model developed by Kayamandi Development Services (Pty) Ltd (Kayamandi) to determine the turnover of existing filling stations, makes use of primary data to estimate the number of litres each filling station currently sells a month. Present sale figures were obtained from discussions with fillings station managers and Kayamandi's estimates based on the modelling and movement and activities observed. The estimated monthly figures are shown in Table 4 below. The 2, 08 million litres monthly average, compares well with estimates obtained from the Department of Mineral Resources (DMR). The analysis shows that 57% of fuel sold within the district, is sold from Groblersdal.

The following formula has been used:

Formula used

Total petrol sales in litres = number of cars x average petrol fill
Total diesel sales in litres = (number of cars x average diesel fill) + (number of trucks x average diesel fill)

Table 4: Estimated monthly sales

Filling station	Sales Range (l)	Present Sales (l)
FCM Total Groblersdal	275 000 - 340 000	300 000
Brake & Clutch Caltex	380 000 - 450 000	420 000
Ener-Gi	200 000 - 250 000	230 000
Panorama	150 000 - 195 000	170 000
Loskop Valley BP	240 000- 260 000	250 000
Total Valley	240 000 - 280 000	260 000
Caltex Hereford Street	180 000 - 220 000	200 000
Excel Hereford Street	235 000 - 290 000	250 000
Total		**2 080 000**

A-4.1.2 Expected loss in sales

The proposed filling station will have a negative impact on existing filling stations in Groblersdal, especially those sharing the same traffic stream such as Caltex, Total, Ener-Gi and Excel. These filling stations will share 45% of their total traffic percentage with the proposed new filling station. Should the new filling station sell approximately 22 000 litres of petrol and diesel per month based on the modelling, it means that 22 000 litres will be lost for competitor sites during the short term. The rationale behind the significant loss of sales is based on the current state of the filling stations. They are visually unappealing to motorists and have limited or no amenities (i.e. ATM and car wash facilities) for users.

The operation of the new filling station will, however, not have a detrimental economic impact on any of the competitor sites in the long run, based on future developments such as residential expansion within the town (EMLM SDF, 2007). The residential expansion will create higher levels of institutional, economic and social services within the next 5 years with the demand for fuel increasing.

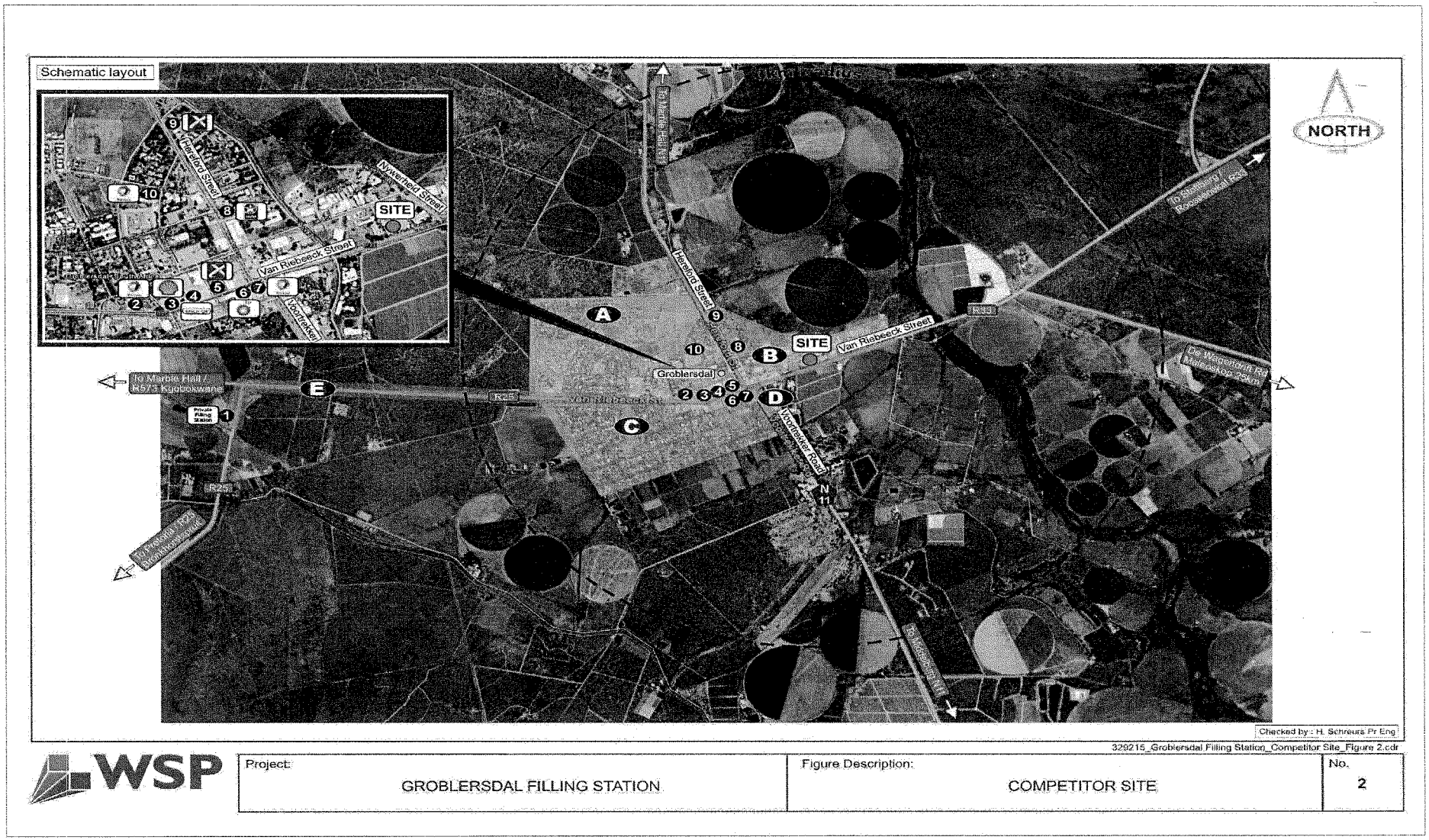


Figure 7: Location of competitor sites

SECTION B THE RECEIVING ENVIRONMENT

B-1 BIOPHYSICAL ENVIRONMENT

B-1.1 GEOTECHNICAL SUITABILITY

Blue Rock Consulting undertook a geotechnical investigation for the proposed development. The objectives of the investigation were to:

- Establish the site stratigraphy and the engineering properties of the rocks;
- Identify any geological conditions that can contribute to a negative environmental impact if a filling station is erected and operated on the site;
- Identify potential problem soils;
- Ascertain the founding conditions at the proposed development as an aid to appropriate civil engineering design of the project; and
- Provide preliminary information on the suitability of *in situ* materials for engineered fill and road pavement construction.

According to the 1:250 000 geological map, the site is underlain by massive grey to pink coarse-grained Nebo granite of the Lebowa Granite Suite which forms part of the Bushveld Igneous Complex. The site is underlain by imported sandy gravel that is 0,3-0,1m thick and poorly compacted to a loose-medium dense consistency. Shallow seasonal water tables after rainy periods are common with extensive seepage encountered between 1.2 m and 1.6 m depths in all test pits that were excavated on site. The *in situ* permeability of the soils is high and no hard bedrock is expected to occur shallower than 4 m onsite. For the development to be geologically suitable, it is recommended that fuel storage tanks be placed in water proof brick or concrete containers with water table monitoring equipment. Run-off surface water must be channelled to prevent seepage into the permeable soil profile. The full report is attached as Appendix D.

B-1.2 HYDROLOGY

A geo-hydrological assessment was undertaken by Blue Rock Consulting. The main aims of the investigation were to:

- Describe the geology at the site and to highlight any geo-hydrological aspects that control existing environmental conditions and that may cause undesirable changes if not taken into consideration during proposed future developments of the site;
- Evaluate the geo-hydrology of the site and its sensitivity to the proposed development of the area; and
- Ascertain the depth to the water table and determine whether temporary shallow water tables might present a problem of flooding of grave excavations.

Five (5) test pits were excavated to a maximum depth of 3,2 m, except for GFTP 5 due to ferruginised gravel residual granite at 1,5m. All the test pits found moderate to slow groundwater seepage occurring below 1,2m and 1,5m depths.

It has been found that the surface water run-off is towards to the south and east which leads to the Bloedrivier. The Nebo Granite at Groblersdal has been found to be vulnerable to water infiltration into soils and the deep secondary aquifers. With a Groundwater Quality Management (GQM) index of between 3 and 6, a medium level of protection is required for the site.

GQM INDEX	LEVEL OF PROTECTION
<1	Limited protection
1-3	Low level protection
3-6	Medium level protection
6-10	High level protection
>10	Strictly non-degradation
FILLING STATION AQUIFER =	**5**

Figure 8: Appropriate level of groundwater protection based on GQM classification

B-1.3 SOILS AND AGRICULTURAL POTENTIAL

Based on the 5 test pits used, the following various soil strata is encountered on site:

Imported soils (fill):
These soils have been constructed over the entire site. The material extends to an average of 1,0m below surface level and is slightly moist and red brown to yellow brown. They consist of a loose to medium dense clayey to silty sandy gravel.

Alluvial soils:
Moist and extends to depths between 1.3 m and 2.2 m below surface level. They are wet below a 1.2 m depth with a perched groundwater table located in this layer

Pedogenic soils:
This layer consists of residual granite with variable amounts of ferricrete nodules. They tend to be moist and consist of red brown to black medium dense to dense sandy to silty gravel.

Residual soils:
The soils encountered on site are of granitic origin. These soils extend to depths exceeding 3 m.

The site is currently fully transformed by existing buildings and activities on the site. The soil has been compacted over many years and is exposed with no vegetation cover. The site is zoned as Industrial 3, with the result that the potential for agricultural use of the small area of soil outside of the building footprint is low.

B-1.4 CLIMATE

Groblersdal is situated in the north-western part of Limpopo on the transition between the highveld and the bushveld. Warm summers and moderate winters characterize the climate of the area. The annual rainfall, which falls mainly during summer, varies between 500 and 800 mm.

B-1.5 FLORA AND FAUNA

The site is located on the northern side of Jan van Riebeeck Street (R33), bounded to the west by a municipal cemetery and surrounded by existing industrial developments. The property south of Jan van Riebeeck Street (R33) is agricultural land with cultivation taking place on the portion immediately opposite the site across Jan van Riebeeck Street (R33). The site is characterized by buildings and exposed soil (mostly compacted), with the occasional tree with little other vegetation. The site is considered not attractive to any faunal and floral species based on the high level of human activity occurring on site.

B-2 SOCIAL ENVIRONMENT

B-2.1 NOISE

The adjacent roads infrastructure has a limited noise impact during peak hours, mostly along Jan van Riebeeck, which is proposed to be the main access road to the site. Other noise sources include delivery trucks to and from SA Breweries adjacent to the site on the west as well as goods being delivered to Metro Cash and Carry. The noise is however, limited to normal trading hours (8-5pm) and is characteristic of an Industrial 3 type area.

B-2.2 VISUAL

The proposed site is currently visible mainly from adjacent properties and from Jan van Riebeeck Street (R33). The filling station will blend in with the visual appearance of the Industrial 3 type area, and will not be aesthetically unappealing for adjacent land owners or road users.

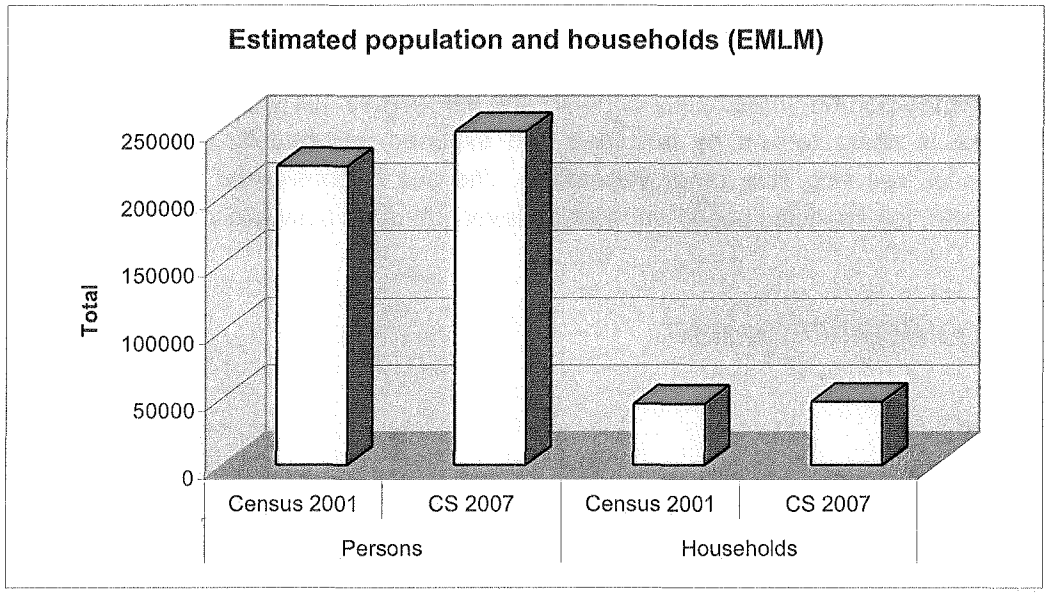
B-2.3 HERITAGE VALUE

The current status of the site did not show signs of any culturally or historically significant structures. According to a GIS scan referencing the Department of Environmental Affairs and Tourism (2001), there are no heritage sites within the surrounding area up to a radius of 5km.

B-2.4 DEMOGRAPHICS

There has been a significant population increase in Groblersdal as well as in EMLM over the past nine years, which is expected to continue growing into the future. As per the Statistics SA data (2007), the population size of the EMLM is approximately 247,488, representing a 10.44% growth from 2001 (Figure 6). According to the EMLM IDP (2009/10), the high growth rate is a result of natural growth and job opportunities related to economic expansion within the municipality. The evidence is seen in the new housing developments taking place as well as the building of shopping malls.

Statistics SA data (2001) suggests that the EMLM population is mainly black (98.93%), with statistically insignificant numbers of Whites (0.91%), Indians or Asians (0.06%) and Coloured (0.10%).



Statistics SA, 2007

Figure 9: Estimated populations and households for EMLM

B-2.5 ECONOMIC STATUS

According to Statistics SA (2001), 17% of the economically active population for Groblersdal is employed whilst 20% is unemployed. The remaining 63% includes people with disabilities, scholars, homemakers etc. Income levels statistics show the following (Statistics SA, 2001):

- A significant number (37.9%) of the population have no income, while another significant portion (24.14%) earns between R4 801 and R9 600 per annum;
- About 9.6% of the population earns between R1 and R4 800 per annum, whereas 7.4% earns between R19 201 and R38 400 per annum; and
- A very small percentage of the population earns in excess of R76 801.

Groblersdal is known as the economic hub in EMLM and is a main contributor to the municipal Gross Value Added (GVA). The areas surrounding Groblersdal are rural settlements with limited economic activity, whilst Groblersdal can be categorized as middle to high income area. The town is also the main employment and economic centre for surrounding rural settlements and the municipality.

Please refer to the SEIA attached as Appendix D for more detail.

SECTION C ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS

An Environmental Impact Assessment (EIA) is a good planning tool. It identifies the environmental impacts of a proposed development and assists in ensuring that a project will be environmentally acceptable and integrated into the surrounding environment in a sustainable way. The EIA for this project complies with the requirements of the National Environmental Management Act (Act 107 of 1998) [NEMA] and the NEMA EIA Regulations of the Department of Environmental Affairs (DEA). The guiding principles of an EIA are listed below.

Definition of the term "environment"

The term "environment" is used in the broadest sense in an environmental impact assessment. It covers the **physical, social** and **economic**, environments.

C-1 GUIDING PRINCIPLES FOR AN EIA

There are eight guiding principles that govern the entire process of EIA and they are as follows:

- **Participation**: An appropriate and timely access to the process for all interested parties;
- **Transparency**: All assessment decisions and their basis should be open and accessible;
- **Certainty**: The process and timing of the assessment should be agreed in advanced and followed by all participants;
- **Accountability**: The decision-makers are responsible to all parties for their action and decisions under the assessment process;
- **Credibility**: Assessment is undertaken with professionalism and objectivity;
- **Cost-effectiveness**: The assessment process and its outcomes will ensure environmental protection at the least cost to the society;
- **Flexibility**: The assessment process should be able to adapt to deal efficiently with any proposal and decision making situation; and
- **Practicality**: The information and outputs provided by the assessment process are readily usable in decision making and planning.

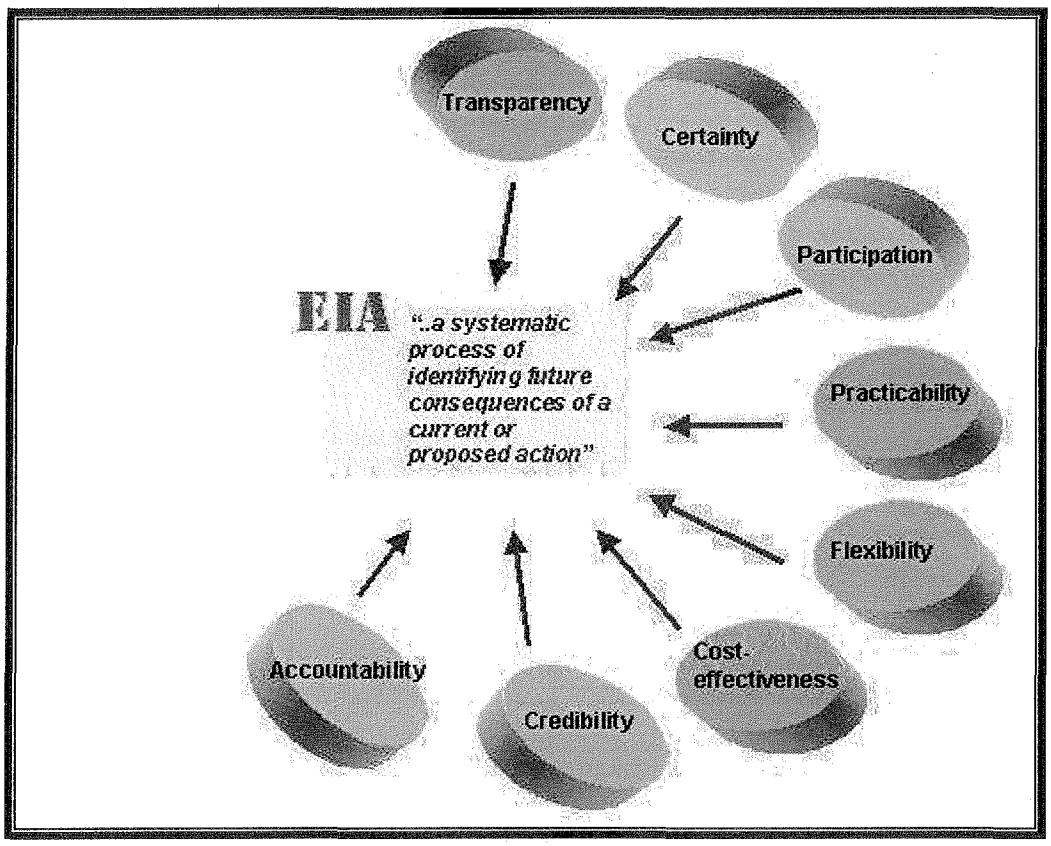


Figure 10: The eight guiding principles for the EIA process

A Scoping EIA is considered a project management tool for collecting and analyzing information on the environmental effects of a project. As such, it is used to:

- Identify potential environmental impacts;
- Examine the significance of environmental implications;
- Assess whether impacts can be mitigated;
- Recommend preventive and corrective mitigating measures;
- Inform decision makers and concerned parties about the environmental implications; and
- Advise whether development should go ahead.

The EIA must take an open participatory approach throughout. This means that there should be no hidden agendas, no restrictions on the information collected during the process and an open-door policy by the proponent. Technical information must be communicated to stakeholders in a way that is understood by them and that enables them to meaningfully comment on the project. There should be ongoing consultation with interested and affected parties representing all walks of life. Sufficient time for comment must be allowed. The opportunity for comment should be announced on an on-going basis.

There should be opportunities for input by specialists and members of the public. Their contributions and issues should be considered when technical specialist studies are conducted and when decisions are made.

An EIA typically has four phases, as illustrated by Figure 11 below.

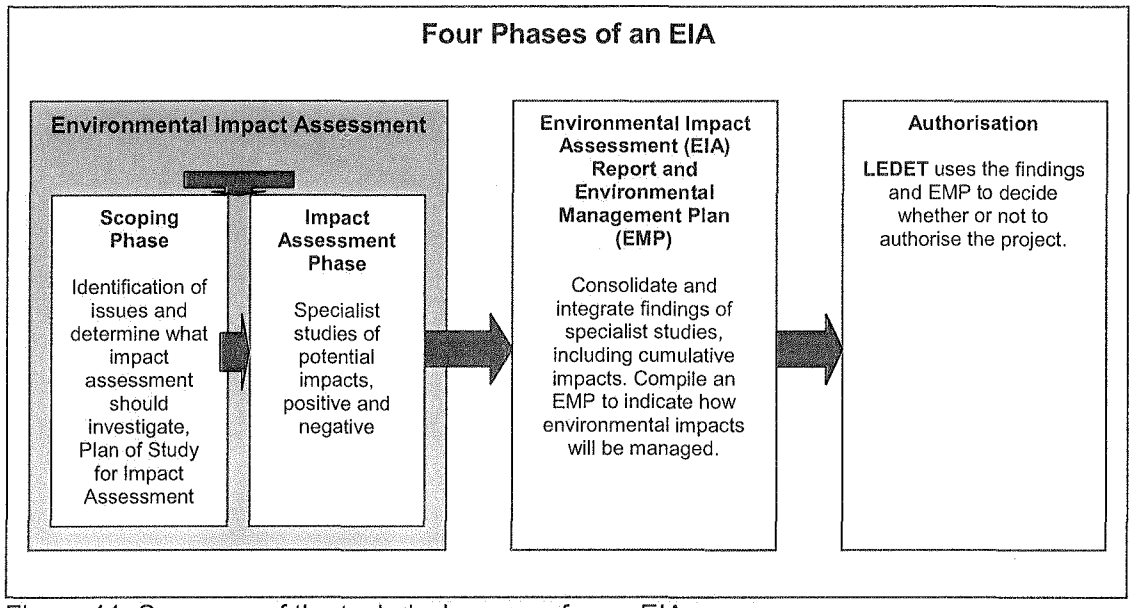


Figure 11: Summary of the technical process for an EIA

C-2 APPROACH TO THE EIA

An Environmental Impact Assessment (EIA) identifies the environmental impacts of a proposed project and assists in ensuring that a project will be environmentally acceptable and integrated into the surrounding environment in a sustainable way. The EIA for this project complies with the NEMA EIA Regulations of the Department of Environmental Affairs (DEA).

C-3 EIA TECHNICAL PROCESS FOLLOWED

This section provides a summary of the technical process followed for this EIA.

C-3.1 APPLICATION FOR AUTHORISATION

An application for authorisation was submitted to the LEDET on Day, 9 March 2010. The reference number assigned to the project is **12/1/9-7/3-GS16**.

C-3.2 INFORMATION GATHERING

Early in the EIA process, the Environmental Assessment Practitioner (EAP) identified the information that would be required for the impact assessment and the relevant data were obtained. The necessary specialist studies were identified, the findings of which will be incorporated into the EIA report.

C-3.3 SPECIALIST STUDIES

The following specialist studies were employed by the applicant as part of project (Please refer to Appendix D for a copy of these reports):

- **Services Memorandum** Report prepared by WSP SA Civil and Structural Engineers (Pty) Ltd;
- **Geo-hydrological Investigation** Report, prepared by Blue Rock Consulting
- **Traffic Impact Assessment** prepared by WSP SA Civil and Structural Engineers (Pty) Ltd;
- **Feasibility Study** and Impact on Surrounding Sites, prepared by WSP SA Civil and Structural Engineers (Pty) Ltd;
- **Traffic Impact Assessment** prepared by WSP SA Civil and Structural Engineers (Pty) Ltd; and
- **Social-economic Impact Assessment** Report prepared by SEF (Pty) Ltd and Kyamandi Development Services (Pty) Ltd.

C-4 PUBLIC PARTICIPATION PROCESS

The principles of NEMA govern many aspects of EIA processes, including consultation with interested and affected parties (I&APs). These principles include the provision of sufficient and transparent information to I&APs on an ongoing basis, to allow them to comment, and ensuring the participation of historically disadvantaged individuals, including women, the disabled and the youth. The following has been undertaken to facilitate public participation for the proposed new filling station development and the associated services infrastructure to be located in Groblersdal X 11 (Please refer to Figure 12 for the public participation process steps).

C-4.1 IDENTIFICATION OF INTERESTED AND AFFECTED PARTIES

Interested and affected parties (I&APs) representing the following sectors of society were identified during the process:

- National, provincial and local government;
- Agriculture, including local landowners;
- Community Based Organisations;
- Non-Governmental Organisations;
- Industry (i.e. existing filling stations in Groblersdal);
- Commerce; and
- Other.

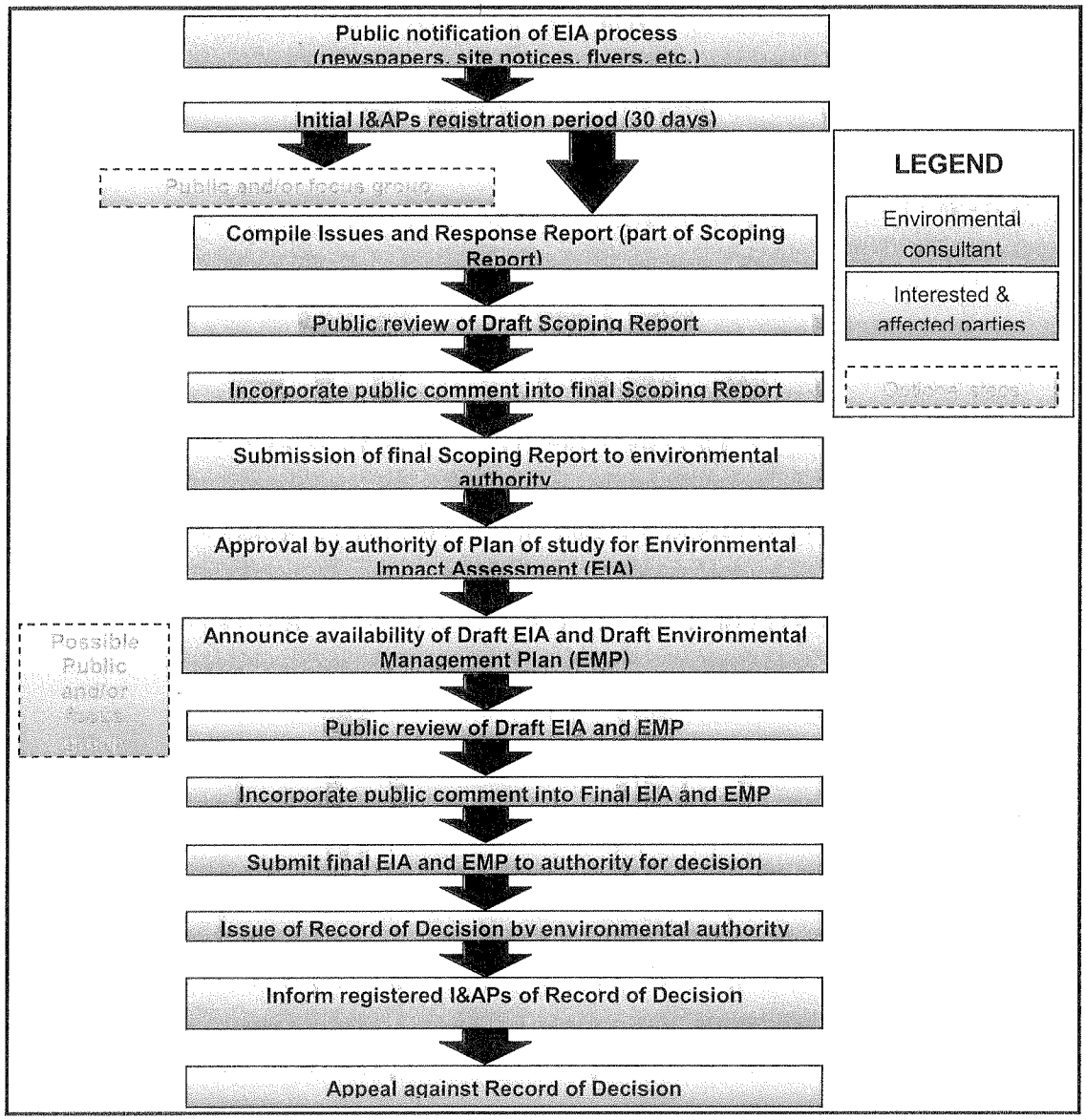


Figure 12: Public participation process steps

C-4.2 PUBLIC ANNOUNCEMENT OF THE PROJECT

The project was announced as follows:

- Publication of a media advertisement (in English) in the regional newspaper, the Capricorn Voice on **Wednesday, 14 April 2010** (Appendix C-1);
- On-site notices (in English) advertising the EIA process placed along Jan van Riebeeck and Eind streets adjacent to the proposed site on **Thursday, 15 April 2010.** Photographs of the on-site-notices were taken for record keeping purposes (Appendix C-2); and
- Letters, together with Background Information Documents (BIDs) and Registration and Comment Sheets were distributed by fax/post/email/hand to I&APs on **Wednesday 14 April and Thursday 15 April 2010** (Appendix C-3).

The initial registration period for I&APs took place from **Wednesday 14 April 2010** to **Monday, 17 May 2010** (30 day period).

C-4.3 RAISING ISSUES FOR INVESTIGATION

All the issues raised by I&APs during the initial public participation process and draft Scoping Report period have been captured in a Comments and Response Report attached as Appendix C-4. I&APs received acknowledgments of their comments and concerns via fax and email.

C-4.4 DRAFT SCOPING REPORT

The draft Scoping Report was made available for review for a period of 30 days which started on **Tuesday, 25 May** and **ended on 27 July 2010** (extended over the school holiday period). The availability of the draft Scoping Report was announced by sending out personal letters via fax, email and post to all the registered I&APs on the distribution list (see Appendix C-5).

The draft Scoping Report was distributed for comment as follows:

- Left in the Groblersdal Local Library;
- Hand-delivered to the Greater Sekhukhune District Municipality, the Department of Water Affairs ; Elias Motsoaledi Municipality and Limpopo Roads Agency; and
- Posted to SEF's website at http://www.sefsa.co.za.

C-4.5 FINAL SCOPING REPORT

All the comments received during the draft Scoping Report review period were worked into the final Scoping Report and sent to the LEDET for consideration. An approval on the scoping report was received on 30 September 2010 (see Appendix B for Authority Correspondence)

C-4.6 PUBLIC PARTICIPATION DURING THE EIA PHASE

All registered I&APs were notified of the availability of this draft report by means of fax, email and post on 22 and 25 October 2010 (Appendix C-7). The review period will extend from **Friday, 5 November** to **Monday, 6 December 2010** (30 days). The report has been distributed for comment as follows:

- Left in the Groblersdal Local Library;
- Hand-delivered to the Greater Sekhukhune District Municipality, the Department of Water Affairs ; Elias Motsoaledi Municipality, South African Heritage Resource Agency (Limpopo Office) and Limpopo Roads Agency; and
- Posted to SEF's website at http://www.sefsa.co.za.

C-4.7 ISSUES RAISED BY INTERESTED AND AFFECTED PARTIES

The main issues that were raised during the EIA process relates to the following:

- The need for a new filling station and the impact on the viability of the existing filling stations;
- The impact on municipal services such as water, electricity and sewerage within Groblersdal;
- The impact of the project on faunal and floral resources on the site;
- Impact on heritage and cultural resources; and
- Traffic congestion and access issues.

A copy of the I&AP database is attached as Appendix C-8.

SECTION D IMPACT ASSESSMENT METHODOLOGY

D-1 ASSESSMENT OF ENVIRONMENTAL ISSUES

The criteria for the description and assessment of environmental impacts were drawn from the Guidelines for EIA Regulations and in terms of the Environmental Conservation Act, 1989 (Act No 73 of 1989) [ECA]. Although the ECA EIA Regulations have been repealed, the Guideline Document still provides good guidance for conducting impact assessments.

Activities to be undertaken as part of the proposed development and its respective construction and operational phases, give rise to certain impacts. For the purpose of assessing these impacts, the project has been divided into two phases from which impacting activities can be identified, namely:

- ***Construction phase:***
  All the construction related activities on site, until the contractor leaves the site.

- ***Operational phase:***
  All activities involving the operation and maintenance of the proposed development.

The activities arising from each of these phases have been included in the tables. This is to identify activities that require certain environmental management actions to mitigate the impacts arising from them. The criteria against which the activities were assessed are given in the next section.

D-2 ASSESSMENT CRITERIA

The assessment of the impacts has been conducted according to a synthesis of criteria required by the integrated environmental management procedure.

Extent

The physical and spatial scale of the impact is classified as:

a) Footprint
   The impacted area extends only as far as the activity, such as footprint occurring within the total site area.

b) Site
   The impact could affect the whole, or a significant portion of the site.

c) Regional
   The impact could affect the area including the neighbouring properties, the transport routes and the adjoining towns.

d) National

The impact could have an affect that expands throughout the country (South Africa).

e) International
Where the impact has international ramifications that extent beyond the boundaries of South Africa

Duration

The lifetime of the impact, that is measured in relation to the lifetime of the proposed development.

a) Short term
The impact would either disappear with mitigation or will be mitigated through natural processes in a period shorter than that of the construction phase.

b) Short to Medium term
The impact will be relevant through to the end of the construction phase.

c) Medium term
The impact will last up to the end of the development phases, where after it will be entirely negated.

d) Long term
The impact will continue or last for the entire operational lifetime of the development, but will be mitigated by direct human action or by natural processes thereafter.

e) Permanent
This is the only class of impact, which will be non-transitory. Mitigation either by man or natural process will not occur in such a way or in such a time span that the impact can be considered transient.

Intensity

The intensity of the impact is considered by examining whether the impact is destructive or benign, whether it destroys the impacted environment, alters its functioning, or slightly alters the environment itself. The intensity is rated as:

a) Low
The impact alters the affected environment in such a way that the natural processes or functions are not affected.

b) Medium
The affected environment is altered, but functions and processes continue, albeit in a modified way.

c) High
Function or process of the affected environment is disturbed to the extent where it temporarily or permanently ceases.

Probability

This describes the likelihood of the impacts actually occurring. The impact may occur for any length during the life cycle of the activity, and not at any given time. The classes are rated as follows:

a) Impossible
The possibility of the impact occurring is none, due either to the circumstances, design or experience. The chance of this impact occurring is zero (0%).

b) Possible
The possibility of the impact occurring is very low, due either to the circumstances, design or experience. The chances of this impact occurring is defined as 25%.

c) Likely
There is a possibility that the impact will occur to the extent that provisions must therefore be made. The chances of this impact occurring is defined as 50%.

d) Highly likely
It is most likely that the impacts will occur at some stage of the development. Plans must be drawn up before carrying out the activity. The chances of this impact occurring is defined as 75%.

e) Definite
The impacts will take place regardless of any provisional plans, and or mitigation actions or contingency plans to contain the effect can be relied on. The chance of this impact occurring is defined as 100%.

Mitigation

The impacts that are generated by the development can be minimised if measures are implemented in order to reduce the impacts. The mitigation measures ensure that the development considers the environment and the predicted impacts in order to minimise impacts and achieve sustainable development.

Determination of significance – without Mitigation

Significance is determined through a synthesis of impacts as described in the above paragraphs. It provides an indication of the importance of the impact in terms of both tangible and intangible characteristics. The significance of the impact "without mitigation" is the prime determinant of the nature and degree of mitigation required. Where the impact is positive, significance is noted as "positive". Significance is rated on the following scale:

a) No significance

The impact is not substantial and does not require any mitigation action.

b) Low
The impact is of little importance, but may require limited mitigation.

c) Medium
The impact is of importance and is therefore considered to have a negative impact. Mitigation is required to reduce the negative impacts to acceptable levels.

d) High
The impact is of major importance. Failure to mitigate, with the objective of reducing the impact to acceptable levels, could render the entire development option or entire project proposal unacceptable. Mitigation is therefore essential.

Determination of significance – With Mitigation

Determination of significance refers to the foreseeable significance of the impact after the successful implementation of the necessary mitigation measures. Significance with mitigation is rated on the following scale:

a) No significance
The impact will be mitigated to the point where it is regarded as insubstantial.

b) Low
The impact will be mitigated to the point where it is of limited importance.

c) Low to Medium
The impact is of importance however, through the implementation of the correct mitigation measures such potential impacts can be reduced to acceptable levels.

d) Medium
Notwithstanding the successful implementation of the mitigation measures, to reduce the negative impacts to acceptable levels, the negative impact will remain of significance. However, taken within the overall context of the project, the persistent impact does not constitute a fatal flaw.

e) Medium to High
The impact is of major importance but through the implementation of the correct mitigation measures, the negative impacts will be reduced to acceptable levels.

f) High
The impact is of major importance. Mitigation of the impact is not possible on a cost-effective basis. The impact is regarded as high importance and taken within the overall context of the project, is regarded as a fatal flaw. An impact regarded as high significance, after mitigation could render the entire development option or entire project proposal unacceptable.

Assessment weighting

Each aspect within the impact description was assigned a series of quantitative criteria. Such criteria are likely to differ during the different stages of the project's life cycle. In order to establish a defined base upon which it becomes feasible to make an informed decision, it is necessary to weigh and rank all criteria.

Ranking, Weighting and Scaling

For each impact under scrutiny, a scale weighting factor is attached to each respective impact (refer to Figure 13). The purpose of assigning such weight serves to highlight those aspects considered most critical to the various stakeholders and ensure that each specialist's element of bias is taken into account. The weighting factor also provides a means whereby the impact assessor can successfully deal with the complexities that exist between the different impacts and associated aspects criteria.

Such a weighting factor is indicative of the importance of the impact in terms of the potential effect that it could have on the surrounding environment. Therefore, the aspects considered to have a relatively high value will score a relatively higher weighting than that which is of lower importance.

Extent	Duration	Intensity	Probability	Weighting Factor (WF)	Significance Rating (SR)	Mitigation Efficiency (ME)	Significance Following Mitigation (SFM)
Footprint 1	Short term 1	Low 1	Probable 1	Low 1	Low 0-19	High 0,2	Low 0-19
Site 2	Short to medium 2		Possible 2	Low to medium 2	Low to medium 20-39	Medium to high 0,4	Low to medium 20-39
Regional 3	Medium term 3	Medium 3	Likely 3	Medium 3	Medium 40-59	Medium 0,6	Medium 40-59
National 4	Long term 4		Highly Likely 4	Medium to high 4	Medium to high 60-79	Low to medium 0,8	Medium to high 60-79
International 5	Permanent 5	High 5	Definite 5	High 5	High 80-100	Low 1,0	High 80-100

Figure 13: Description of physical parameters and weighting

Identifying the Potential Impacts without Mitigation (WOM)

Following the assignment of the necessary weights to the respective aspects, criteria are summed and multiplied by their assigned weightings, resulting in a value for each impact (prior to the implementation of mitigation measures).

Equation 1:

Significance Rating (WOM) = (Extent + Intensity + Duration + Probability) x Weighting Factor

Identifying the Potential Impacts with Measures (WM)

In order to gain a comprehensive understanding of the overall significance of the impact, after implementation of the mitigation measures, it was necessary to re-evaluate the impact.

Mitigation Efficiency (ME)
The most effective means of deriving a quantitative value of mitigated impacts is to assign each significance rating value (WOM) a mitigation effectiveness (ME) rating. The allocation of such a rating is a measure of the efficiency and effectiveness, as identified through professional experience and empirical evidence of how effectively the proposed mitigation measures will manage the impact.

Thus, the lower the assigned value the greater the effectiveness of the proposed mitigation measures and subsequently, the lower the impacts with mitigation.

Equation 2:

Significance Rating (WM) = Significance Rating (WOM) x Mitigation Efficiency

Or WM = WOM x ME

Significance Following Mitigation (SFM)
The significance of the impact after the mitigation measures are taken into consideration. The efficiency of the mitigation measure determines the significance of the impact. The level of impact is therefore seen in its entirety with all considerations taken into account.

SECTION E IDENTIFICATION ON IMPACTS

E.1 IDENTIFICATION OF KEY ENVIRONMENTAL ISSUES

The key issues identified which have been identified in relation to the proposed filling station can be classified into two broad categories; the bio-physical environment and the socio-economic environment:

E-1.1 BIO-PHYSCIAL ISSUES

Impacts pertaining to the biophysical environment relate to the impacts on natural features such as soil, ground, surface water, fauna and flora. The following impacts have been identified and are assessed in more detail in Section F.

Contamination of groundwater as a result of leaking contaminants during the construction phase or Volatile Organic Compounds (VOCs) from storage tanks during operational phase (-);

Soil and surface water pollution from hazardous substances during construction and operational phase (-);

Geotechnical suitability of the site in respect of the proposed filling station and the storage of underground tanks (-);

Damage to fauna and flora that may occur on site (-);

Heritage and cultural disturbance through excavations and bulk earth works during the construction phase (-); and

Risk of fires and explosions due to the storage of hazardous substance on site and delivering thereof (-)

E-1.2 SOCIO-ECONOMIC ENVIRONMENT

Impacts pertaining to the socio-economic environment, relate to the impacts on the community and their day to day routine work. These components will be impacted upon, by the proposed development during the construction as well as operational phase.

Financial viability of competitor sites due to a loss of revenue during the operational phase of the new filling station (-);

Traffic congestion and access issues created by the construction and operational phase (-);

Visual Impact created by the new filling station (+);

Dust nuisance due to site clearance, heavy trucks and the use of other equipment on site during construction (-);

Light pollution created by the new filling station (-);

Noise pollution during the construction phase and operational phase of the project (-);

Pressure on existing services such as water, electricity and sewerage in Groblersdal (-); and

Job opportunities and economic stimulation the construction phase and operational phases (+)

A summary of these issues are illustrated in Table 4 on the next page.

Table 4: Summary of anticipated impacts

Bio-physical issues				
Key Issue	**Phase**	**Significance rating Without mitigation (WOM)**	**Significance rating With Mitigation (WM)**	**Positive/ Negative**
Contamination of groundwater	Construction	Medium	Low	-
	Operation	Medium-High	Low-Medium	-
Soil and surface water pollution	Construction	Low-Medium	Low	-
	Operation	Medium	Low-Medium	-
Risk of fires and explosions	Operation	Medium	Low	-
Dust nuisance	Construction	Medium	Low-Medium	-
Geotechnical suitability	Operation	Low-Medium	Low	-
Damage to fauna and flora	Operation	Low	Low	-
Heritage and cultural disturbance	Construction	Low	Low	-
Socio-economic issues				
Key Issue	**Phase**	**Significance rating Without mitigation (WOM)**	**Significance rating With Mitigation (WM)**	**Positive/ Negative**
Financial viability of competitor sites	Operation	High	Medium-High	-
Impact on traffic congestion and access to site	Construction	Medium	Low-Medium	-
	Operation	Low-Medium	Low	-
Visual impact	Operation	Low-Medium	N/A	+
Light pollution	Operation	Low-Medium	Low	-
Noise pollution	Construction	Low-Medium	Low	-
	Operation			
Pressure on municipal services	Operation	Low-Medium	Low-Medium	-
Job opportunities and economic stimulation	Construction	Medium-High	N/A	+
	Operation			

SECTION F DETIALED IMPACT ASSESSMENT

F.1 ASSESSMENT OF BIOPHYSICAL ISSUES

F-1.1 CONTAMINATION OF GROUNDWATER

Construction phase

Description of impact:
Fuel spillages from construction vehicles and the storage of fuel for vehicles by means of the following:

- Negligence
- Accidents; and
- Poor housekeeping practices (i.e. fuel storage areas not being bunded).

Due to the permeability of the soils and the shallow perched seasonal water table, the groundwater can be contaminated if the proper mitigation measures are not put in place during the construction phase. The above situation will be aggravated, should construction take place within the rainy season.

Significance of impact:
The significance of the impact is considered to be of a medium rating, based on the short term duration and extent of the impact should it occur. It is however, given a high weighting factor due to the extensive damage it will cause to the environment. With the correct mitigation measures and precautionary steps, the significance rating can be reduced to a "low" rating for this impact.

Activity	**Construction activities**			
Nature of the impact	• **Fuel spillages from construction vehicles** • **Fuel storage areas not properly bunded**		Status	-
Receiving environment	**Groundwater systems**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Site (2)**	
	Intensity (low; medium; high)		**Medium (3)**	
	Duration (short; short-med; medium; long; permanent)		**Short (1)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Likely (3)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**High (5)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**Medium-High (0,4)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(2+3+1+3) x 5 = 45* *Medium*		
	With mitigation (WM)	*WOM x ME = WM* *45 x 0.4 = 18* *Low*		
Significance With Mitigation (WM)	**LOW**			

Mitigation Measures:

- Construction vehicles are to be maintained in good working order, to reduce the probability of leakage of fuels and lubricants;
- A walled concrete platform, dedicated store with adequate flooring or bermed area should be used to accommodate chemicals such as fuel, oil, paint, herbicide and insecticides, as appropriate, in well-ventilated areas;
- Sufficient care must be taken when handling these materials to prevent pollution;
- Surface water draining off contaminated areas containing oil and petrol would need to be channelled towards a sump which will separate these chemicals and oils;
- Oil residue shall be treated with oil absorbent such as Drizit or similar and this material removed to an approved waste site;
- Concrete is to be mixed on mixing trays only, not on exposed soil;
- Concrete and tar shall be mixed only in areas, which have been specially demarcated for this purpose;
- All concrete and tar that is spilled outside these areas shall be promptly removed by the contractor and taken to an approved dumpsite;
- After all the concrete / tar mixing is complete all waste concrete / tar shall be removed from the batching area and disposed of at an approved dumpsite;
- Storm water shall not be allowed to flow through the batching area. Cement sediment shall be removed from time to time and disposed of in a manner as instructed by the Site Engineer; and
- All construction materials liable to spillage are to be stored in appropriate structures with impermeable flooring.

Operational phase

Description of impact:

The possible leakage from Underground Storage Tanks (USTs) and pipe work that will be buried at a certain depth can occur. The perched season water table was encountered at a depth of 1.2 m and 1.6 m in all test pits excavated during the geotechnical investigation. Possible VOCs leaks could lead to soil and groundwater contamination if undetected (i.e. no leak detection system installed) for a long period. This is mainly applicable to the operational phase

Significance of impact:

The extent of the impact, should it occur, would be on a regional extent and will have a high intensity as it will affect the environment (groundwater systems) on temporary or even permanent basis. The probability of the impact occurring is high, due to the following factors:

- Long life span of the filling station;
- Shallow seasonal water table; and
- USTs and pipelines that will be buried underground

It is however taken into account, that due to advanced technologies, such potential leakages will be detected at a very early stage should they occur. The impact can also be

mitigated to a large extent by following the recommendations of the geotechnical engineer and adhering to all relevant standards i.e. SANS, SABS etc.

Activity	**Operational phase**			
Nature of the impact	• **Leaks from underground USTs and pipeworks** • **Contaminants impact on groundwater resources on a regional scale**		Status	-
Receiving environment	**Groundwater systems**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Regional (3)**	
	Intensity (low; medium; high)		**High (5)**	
	Duration (short; short-med; medium; long; permanent)		**Long term (4)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Likely (3)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**High (5)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**Medium-High (0,4)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+5+4+3) x 5 = 75* *Medium-High*		
	With mitigation (WM)	*WOM x ME = WM* *75 x 0.4 = 30* *Low-Medium*		
Significance With Mitigation (WM)	**LOW-MEDIUM**			

Mitigation Measures:

- The USTs must conform to all relevant standards. The latest technology of manufacturing such tanks must be employed to further reduce the already low likelihood of groundwater contamination from leaks;
- Areas that should be avoided for UST and pipe work placement must be guided by the presence of an Environmental Control Officer or Geohydrologist. These recommendations must be strictly adhered to;
- All USTs must be placed in water proof brick or concrete containers that are equipped with water table monitoring equipment to measure the presence and level of any seepage fluids within the container;
- All surface water run-off must be channelled in lined canals and allowed to accumulate in lined sumps to prevent the water from seeping into the permeable soil profile; and
- Leak detection systems should be installed.

F-1.2 SOIL AND SURFACE WATER POLLUTION

Construction phase

Description of impact:

Fuel spillages from construction vehicles and the storage of fuel for vehicles by means of the following:

- Negligence;

- Accidents; and
- Poor housekeeping practices (i.e. fuel storage areas not being bunded).

These spillages can filter into the permeable soil profile and ultimately effect groundwater resources (see point F.1.1.). Storm water run-off, if not controlled, will transport VOCs and other chemicals towards the south east of the property, on to Jan van Riebeeck Street (R33) and towards lower lying areas such as the Bloedrivier.

Significance of impact:

The significance before mitigation is considered to be low-medium as the impact is only confined to the site and the duration of the activity occurring is short. This situation will however be more significant during the rainy period since the soil profile is considered to be permeable. The mitigation efficiency is rated as medium-high, and if implement reduces the impact to a "low" rating.

Activity	**Construction activities**			
Nature of the impact	• **Fuel spillages from construction vehicles** • **Fuel storage areas not properly bunded**		Status	-
Receiving environment	**Soil and surface water pollution**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Site (2)**	
	Intensity (low; medium; high)		**Low (1)**	
	Duration (short; short-med; medium; long; permanent)		**Short (1)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Likely (3)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**Medium (3)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**Medium-High (0,8)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(2+1+1+3) x 3 = 21* *Low-Medium*		
	With mitigation (WM)	*WOM x ME = WM* *21 x 0.8 = 16.8* *Low*		
Significance With Mitigation (WM)	**LOW**			

Mitigation Measures:

- As per the mitigation measures under F.1.1

Operational phase

Description of impact:

- The possible leakage from USTs and pipe work that will be buried at a certain depth can occur. The perched season water table was encountered at a depth of 1.2m and 1.6 m in all test pits excavated during the geotechnical investigation. Possible VOCs leaks could lead to soil and groundwater contamination if undetected (i.e. no leak detection system installed) for a long period;

- Operation of the forecourt area and fuelling activities, leading to spillages and generation of wastewater in many cases;
- Storm water and wastewater from the paved forecourt and other surfaces (transporting VOCs to lower lying areas); and
- Wastewater generated from the car wash facility.

Significance of impact:

The significance before mitigation is considered medium as the impact has a regional impact and of long term duration (as long as the filling station will be in operation). The permeability of the soils makes the probability of the impact occurring highly likely and therefore also a medium weighting factor. The mitigation efficiency is rated as medium-high, and if implemented reduces the impact to a "low-medium" rating.

Activity	**Operational activities**			
Nature of the impact	• **Forecourt and fuelling activities** • **Storm water and waste water from paved surfaces** • **Carwash facility wastewater**		Status	-
Receiving environment	**Soil and surface water pollution**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Regional (3)**	
	Intensity (low; medium; high)		**Medium (3)**	
	Duration (short; short-med; medium; long; permanent)		**Long (4)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Highly Likely (4)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**Medium (3)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**Medium-High (0,8)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+3+4+4) x 3 = 42* *Medium*		
	With mitigation (WM)	*WOM x ME = WM* *42 x 0.8 = 33.6* *Low-Medium*		
Significance With Mitigation (WM)	**LOW-MEDIUM**			

Mitigation Measures:

- As per the mitigation measures under F.1.1

F-1.3 RISK OF FIRES AND EXPLOSIONS

Operational phase

Description of impact:

- The transportation of fuel by means of an oil tanker poses a fire and explosion hazard along the transport routes to the filling station;
- The storage of large volumes of flammable diesel/petrol in a confined space; and
- There is also the potential for fires to occur during vehicle fuelling and filling of the UST by oil tankers.

Significance of impact:

The significance before mitigation is considered medium as the impact is regional and is of long term duration (as long as the filling station will be in operation). The probability of the impact occurring is only "probable" with a high mitigation efficiency, which lowers the impact to a "low" significance.

Activity	**Operational activities**		
Nature of the impact	• **Fuel transport** • **Storage of highly flammable substances** • **Refuelling of UST activities**	Status	-
Receiving environment	**Local residents and employers**		
Magnitude	*Extent (footprint; site; regional; national; international)*	**Regional (3)**	
	Intensity (low; medium; high)	**High (5)**	
	Duration (short; short-med; medium; long; permanent)	**Long (4)**	
	Probability (Improbable; possible; likely; highly likely; definite)	**Probable (1)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*	**Medium-High (4)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*	**High (0,2)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+5+4+1) x 4 = 52* *Medium*	
	With mitigation (WM)	*WOM x ME = WM* *52 x 0.2 = 10.4* *Low*	
Significance With Mitigation (WM)	**LOW**		

Mitigation Measures:

- The following legislation and regulatory controls must be adhered to :
  - (a) Hazardous Substances Act (Act 15 of 1973);
  - (b) Occupational Health and Safety Act (Act 85 of 1993);
  - (c) Road Traffic Act (Act 29 of 1989);
  - (d) Fire Brigade Services Act (Act 99 of 1987);
  - (e) SABS 0131:1977: The storage and Handling of Liquid Fuel. Part 1: Small Consumer Installations;
  - (f) SABS 0131:1979: The storage and Handling of Liquid Fuel. Part 11: Larger Consumer Installations;
  - (g) SABS 0131:1982: The storage and Handling of Liquid Fuel. Part 111: Bulk-flash-point fuel storage and allied facilities at large consumer installations;
  - (h) SABS 0131:1999: The petroleum industry. Part 3: The installation of underground storage tanks, pumps/dispensers and pipe work at filling stations and consumer installations;
  - (i) National Building and Regulations and Standards Act 103 of 1977;
  - (j) SANS 10089 - 2:2007 - Electrical and other installations in the distribution and marketing sector;

(k) SANS 10089 - 3:1999 - The petroleum industry Part 3: The installation of underground storage tanks, pumps/dispensers and pipework at service stations and consumer installations;
(l) SANS 10108:2005 – Classification of hazardous locations and selection of apparatus from such installation;
(m) SANS 10400:1990 – The application of the National Building Regulations
(n) SANS 1186-1:2008 - Symbolic safety signs Part 1: Standard signs and general requirements;
(o) SANS 1535:2007 - Glass-reinforced polyester-coated steel tanks for the underground storage of hydrocarbons and oxygenated solvents and intended for burial horizontally; and
(p) Local municipality By- laws, Regulations and Requirements.

- Install fire extinguishers in areas that are easily accessible in the event of a fire;
- Regularly monitor the petrol tanks and pipes to ensure that leaks are not prevalent; and
- The Emergency Response Plan must include a specific Fire Plan.

F-1.4 GEOTECHNICAL SUITABILITY OF THE SITE

Operational Phase

Description of impact:

- The implementation of UST; and
- Ancillary infrastructure.

Significance of impact:

The extent of the impact is regional and the intensity high prior to any mitigation measures being implemented. There is a probability of the impact occurring based on the finding of the geotechnical investigation (i.e. collapsible soils on certain parts of the site and high *in situ* soil permeability). By following the recommendation of the geotechnical engineer, the significance following mitigation is considered "low."

Activity	**Operational activities**			
Nature of the impact	**Unstable geotechnical conditions**		Status	-
Receiving environment	**Site and adjacent land users**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Regional (3)**	
	Intensity (low; medium; high)		**High (5)**	
	Duration (short; short-med; medium; long; permanent)		**Short (1)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Probable (1)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**Medium-High (4)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**Medium-High (0,4)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor (3+5+1+1) x 4=40 Medium*		

	With mitigation (WM)	*WOM x ME = WM* *40x 0.4 = 16* *Low*
Significance With Mitigation (WM)	**LOW**	

Mitigation Measures:

- All earthworks must be carried out in accordance with SANS 1200D;
- The recommendations and mitigation measures as proposed by the geotechnical specialist must be implemented; and
- Run-off must be channelled in lined canals.

F-1.5 DESTRUCTION OF FAUNA AND FLORA

Construction Phase

Description of impact:

Site clearance for proposed new filling station.

Significance of impact:

Based on the fact that the site has no natural vegetation left and is completely disturbed, the likelihood of any impact on the "natural environment" is practically non existent.

Activity	**Operational activities**		
Nature of the impact	**Destruction of flora and habitat destruction for faunal species**	Status	-
Receiving environment	**Natural environment**		
Magnitude	*Extent (footprint; site; regional; national; international)*	**Regional (3)**	
	Intensity (low; medium; high)	**Low (1)**	
	Duration (short; short-med; medium; long; permanent)	**Short (1)**	
	Probability (Improbable; possible; likely; highly likely; definite)	**Probable (1)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*	**Low (1)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*	**High (0,2)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+1+1+1) x 1=7* *Low*	
	With mitigation (WM)	*WOM x ME = WM* *7x 0.2 = 1.4* *Low*	
Significance With Mitigation (WM)	**LOW**		

Mitigation Measures:

- Landscaping of the area must make use of indigenous species only;

- Workers must be made aware of the Animal Protection Act (Act 71 of 1962), as well as the penalties that will incur should an animal be intentionally harmed, or harmed as a result of negligence;
- No animals may be brought into the construction site, or camp; and
- The construction site must be kept clean and litter free to prevent attracting vermin or pest species.

F.1.7 DESTRUCTION OF HERITAGE RESOURCES

Construction Phase

Description of impact:
There are a no heritage features on site or in close proximity to the proposed site of the filling station. However, the potential always exists that earthworks and excavation could unearth features of cultural significance. Should such works be undertaken without regard to the South African Heritage Resources Act, or without care, it could happen that if a heritage feature or artefact is found it could be destroyed.

Significance of impact:
Should any archaeological artefacts be unearthed during excavations and destroyed, the duration will be permanent and the intensity high. The weighting factor is however, considered to be low as no heritage resources were found on or closes to the site.

Activity	**Construction activities**			
Nature of the impact	**Damage to heritage features during excavations**		Status	-
Receiving environment	**Archaeological artefacts**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Footprint (1)**	
	Intensity (low; medium; high)		**High (5)**	
	Duration (short; short-med; medium; long; permanent)		**Permanent (5)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Probable (1)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**Low (1)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**High (0,2)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(1+5+5+1) x 1= 12* *Low*		
	With mitigation (WM)	*WOM x ME = WM* *12 x 0.2 = 2.4* *Low*		
Significance With Mitigation (WM)	**LOW**			

Mitigation Measures:

- Should any heritage artefacts be exposed during excavation, work on the area where the artefacts were discovered must stop immediately and the Environmental Control Officer must be notified as soon as possible;
- All discoveries must be reported immediately to a museum, preferably one at which an archaeologist is available, so that an investigation and evaluation of the find can be made. Acting upon advice from these specialists, the Environmental Control Officer will advise the necessary actions to be taken; and
- Under no circumstances must any artefacts be removed, destroyed or interfered with by anyone on site.

F.2 ASSESSMENT OF SOCIO-ECONOMIC ISSUES

F-2.1 FINANCIAL VIABILITY OF COMPETITOR SITES

Operational Phase

Description of impact

The proposed development of a new filling station will directly impact the litres sold per month by the 10 existing filling stations in Groblersdal. The filling stations that will be impacted on includes: Brake and Clutch Caltex, Ener-Gi, Total Valley, Loskop Valley BP, Excel Herefor, Obaro, Total Gaz, FCM Total and Panorama.

Significance of impact

The impact on the number of litres sold by existing filling stations will have a regional impact with a high intensity. The duration of the new filling station competing with existing filling stations (Brake and Clutch Caltex, Ener-Gi, Total Valley, Loskop Valley BP, Excel Herefor, Obaro, Total Gaz, FCM Total and Panorama) will be of a permanent duration with a probability of definitely occurring. Even with certain mitigation measures which involves competitors sites increasing their chances of retaining existing clients, the significance of the impact will be medium-high.

Activity	**Operational**			
Nature of the impact	• **Filling station in trading**		Status	-
Receiving environment	**Existing filling stations**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Regional (3)**	
	Intensity (low; medium; high)		**High (5)**	
	Duration (short; short-med; medium; long; permanent)		**Permanent (5)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Definite (5)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**High (5)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**Low-Medium (0,8)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+5+5+5) x 5= 90* *High*		

	With mitigation (WM)	*WOM x ME = WM* *90 x 0.8 = 72* *Medium-High*
Significance With Mitigation (WM)	**MEDIUM-HIGH**	

Mitigation Measures

- Competitors sites can only increase their chances of retaining clients by means of the following:
    - Increase visibility and upgrade current facilities to be more aesthetically appealing to motorist; and
    - Add amenities such as car wash facilities, ATM and fast food outlets.

F-2.2 IMPACT ON TRAFFIC CONGESTION AND ACCESS

Construction

Description of impact

The proposed new filling station will be situated on Jan van Riebeeck Street (R33) and ingress and egress lanes will be constructed to accommodate motorist using the new filling station. It is proposed that Jan van Riebeeck Street (R33) will also be widened for this purpose and that a right of way servitude over Portion 10 of the farm Klipbank, 26-JS will be utilised (the above property functions as an extension of Eind Street's 20m road reserve).

Significance of impact

The impact on surrounding businesses and Jan van Riebeeck Street (R33)'s road users will be of short duration but is highly likely to occur. This is based on the close proximity of other businesses (i.e. SAB, Metro) which have delivery trucks moving in out of the area. With certain mitigation measures it is anticipated that the impact can be reduced to a" low-medium" significance.

Activity	**Construction**		
Nature of the impact	• **Construction of the new filling station**	Status	-
Receiving environment	• **Motorist** • **Adjacent business**		
Magnitude	*Extent (footprint; site; regional; national; international)*	**Regional (3)**	
	Intensity (low; medium; high)	**Medium (3)**	
	Duration (short; short-med; medium; long; permanent)	**Short (1)**	
	Probability (Improbable; possible; likely; highly likely; definite)	**Highly likely (4)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*	**High (5)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*	**Medium (0,6)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+3+1+4) x 5= 55* *Medium*	
	With mitigation (WM)	*WOM x ME = WM* *55 x 0.6 = 33* *Low-Medium*	

Significance With Mitigation (WM)	**LOW-MEDIUM**

Mitigation Measures

- Access roads for earthmoving-equipment must be clearly designated and be positioned as close as possible to the proposed development site. No driving off from the marked roads is permitted and designated parking areas must be identified and demarcated with applicable signage; and
- Proper communication lines should be established with adjacent businesses so as to inform them of the process.

Operational Phase

Description of impact

The proposed new filling station will be situated on Jan van Riebeeck Street (R33) and ingress and egress lanes will be constructed to accommodate motorist using the new filling station. It is proposed that Jan van Riebeeck Street (R33) will also be widened for this purpose and that a right of way servitude over Portion 10 of the farm Klipbank, 26-JS will be utilised (the above property functions as an extension of Eind Street's 20m road reserve).

Significance of impact

The impact on surrounding businesses and Jan van Riebeeck Street (R33)'s road users will be long term with a likely probability. The planned road widening of Jan van Riebeeck Street (R33) and turning lanes will lower the significance of the impact to "low."

Activity	**Operational**			
Nature of the impact	• **Motorists using the new filling station** • **Road users of Jan van Riebeeck Street (R33)**		Status	-
Receiving environment	• **Motorist** • **Adjacent business**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Regional (3)**	
	Intensity (low; medium; high)		**Medium (3)**	
	Duration (short; short-med; medium; long; permanent)		**Long (4)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Likely (3)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**Low-Medium (2)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**Medium-High (0,4)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+3+4+3) x 2= 26* *Low-Medium*		
	With mitigation (WM)	*WOM x ME = WM* *26 x 0.4 = 10.4* *Low*		
Significance With Mitigation (WM)	**LOW**			

Mitigation Measures

- Comply with the minimum standards of the relevant design BB2 document (Gautrans, 2002: Guidelines for a filling stations accesses);
- The delivery vehicle path for trucks and tankers must conform to roads safety standards; and
- Widen Jan van Riebeeck Street (R33) as is proposed with appropriate sized turning lanes.

F-2.3 DUST NUISANCE

Construction Phase

Description of impact:

During the construction phase, dust will be generated by construction vehicles and equipment.

Significance of impact:

This impact will last as long as the construction phase. The intensity of dust release is rated as medium as it will inevitably have a negative impact on adjacent businesses (i.e. Metro and SAB) and Jan van Riebeeck Street (R33) road users. The weighting factor is high as the impact will very likely occur to some extent. With mitigation measures, dust generation can be controlled, but only to a low-medium rating.

Activity	**Operational activities**			
Nature of the impact	**Dust from ground preparation and levelling**		Status	-
Receiving environment	• **Adjacent landowners** • **Road users**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Regional (3)**	
	Intensity (low; medium; high)		**Medium (3)**	
	Duration (short; short-med; medium; long; permanent)		**Short (1)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Highly Likely (4)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**High (5)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**Medium (0,6)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+3+1+4) x 5 = 55* *Medium*		
	With mitigation (WM)	*WOM x ME = WM* *55 x 0.6 = 33* *Low-Medium*		
Significance With Mitigation (WM)	**LOW-MEDIUM**			

Mitigation Measures:

- Dust production must be controlled by regular monitoring of work areas;

- All vehicles transporting materials that can be blown off (e.g soil and rubble) must be covered with a tarpaulin, and speed limits of 20km/h should be adhered to; and
- Construction camps must be water during dry and windy conditions to control dust fallout.

F-2.4 VISUAL IMPACT

Description of impact

The new filling will alter a highly transformed property within the "Industrial 3" area to something more aesthetically pleasing.

Significance of impact

The visual impact of the new filling station is anticipated to be positive compared to what it is currently. The developer should ensure that the station and forecourt is maintained and kept neat and clean at all times.

Activity	**Operational**			
Nature of the impact	• **New filling station on transformed property**		Status	+
Receiving environment	• **Motorist** • **Adjacent business and landowners**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Regional (3)**	
	Intensity (low; medium; high)		**Medium (3)**	
	Duration (short; short-med; medium; long; permanent)		**Long (4)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Likely (3)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**Medium (3)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**N/A**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+3+4+3) x 3= 39* *Low-Medium*		
	With mitigation (WM)	*WOM x ME = WM* *N/A*		
Significance With Mitigation (WM)	**LOW-MEDIUM**			

Mitigation Measures

- N/A

F.1.4 Light pollution

Operational Phase

Description of impact

The lighting used at the filling station after hours (after 6pm), can possibly be a nuisance for adjacent land users, especially to the southern border across from Jan van Riebeeck Street (R33) where a few residential dwellings are located.

Significance of impact

The light pollution emitted by new filling station can be a "likely" nuisance for neighbouring land owners. The weighting factor assigned is however low-medium, based on the fact that most of the dwellings across Jan van Riebeeck Street (R33) face east away from, instead of north towards the filling station.

Activity	**Operational**		
Nature of the impact	• **Lightning used for filling station**	Status	+
Receiving environment	• **Adjacent land owners (to the south)**		
Magnitude	*Extent (footprint; site; regional; national; international)*	**Regional (3)**	
	Intensity (low; medium; high)	**Medium (3)**	
	Duration (short; short-med; medium; long; permanent)	**Long (4)**	
	Probability (Improbable; possible; likely; highly likely; definite)	**Likely (3)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*	**Low-Medium (2)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*	**Low-Medium (0,8)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+2+4+3) x 2= 24* *Low-Medium*	
	With mitigation (WM)	*WOM x ME = WM* *24 x 0.8=19.2* *Low*	
Significance With Mitigation (WM)	**LOW**		

Mitigation Measures

- Use lightning techniques which are aesthetically pleasing and blend in with the surrounding urban environment; and
- Low level lightning, screened luminaires and down lighters should be used to avoid the visual impact.

F-2.5 NOISE

Construction and Operational Phase

Description of impact

Construction: Construction vehicles, heavy machinery, presence of construction workers.

Operational: Noise associated with a filling station i.e. motorist using the filling station, fuel attendants and consumers making use of the amenities on site

Significance of impact

The noise impact associated with the construction and operational phase will be on a regional scale and of long term duration. Increased noise levels during the construction phase will mainly impact adjacent businesses. The weighting factor assigned is "medium" which is partially based on the fact that high noise levels are already emitted from the following sources:

- Road noise generated from motorist using Jan van Riebeeck Street (R33),

- Road noise emitted from the use of secondary roads to the north of the site including Nywerheids Street and Eind Street; and
- Associated "Industrial 3" type noises (i.e. delivery trucks, presence of workers).

It is anticipated that noise pollution will only really be significant during the construction phase of the project, but will be of short duration.

Activity	**Construction and Operational**			
Nature of the impact	• **Construction activities** • **Operational activities**		Status	+
Receiving environment	• **Adjacent land owners and businesses**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Regional (3)**	
	Intensity (low; medium; high)		**Medium (3)**	
	Duration (short; short-med; medium; long; permanent)		**Long (4)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Highly likely (4)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**Medium (3)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**Low-Medium (0,8)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+3+4+4) x 3= 42* *Medium*		
	With mitigation (WM)	*WOM x ME = WM* *42 x 0.8=33.6* *Low-Medium*		
Significance With Mitigation (WM)	**LOW-MEDIUM**			

Mitigation Measures

- In terms of noise impact for various increases over the ambient, the National Noise Regulations define an increase of 7dB as "disturbing". Noise levels during construction must therefore be kept within 7dB of the baseline data;
- All construction vehicles must be in a good working order to reduce possible noise pollution;
- Work hours during the construction phase must be strictly enforced unless permission is given. Permission must not be granted without consultation with the local residents and businesses by the Environmental Officer (EO);
- Noise reduction is essential and Contractors must endeavour to limit unnecessary noise, especially loud talking, shouting or whistling, radios, sirens or hooters, motor revving, etc. The use of silent compressors is a specific requirement; and
- Noisy activities must take place only during working hours. The EO must inform the residents of houses and businesses adjacent to the development in writing 24 hours prior to any planned activities that will be unusually noisy or any other activities that could reasonably have an impact on the adjacent sites. These activities could include, but are not limited to, blasting, piling, use of pneumatic jack-hammers and compressors, bulk demolitions, etc.

F-2.6 PRESSURE ON MUNICIPAL SERVICES

Operational Phase

Description of impact

The new filling station will require municipal services such water, sewerage and electricity supply during the construction and operational phase. Concern has been raised regarding the increased pressure on theses services which is already perceived as not being in good working order.

Significance of impact

It is likely, that more pressure will be exerted on municipal infrastructure as will any new development. The mitigation efficiency is rated as "medium" as municipal confirmation of services will have to be obtained before going ahead with the development.

Activity	Operational			
Nature of the impact	• **Demand for services**		Status	-
Receiving environment	• **Existing municipal services**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Regional (3)**	
	Intensity (low; medium; high)		**Medium (3)**	
	Duration (short; short-med; medium; long; permanent)		**Long (4)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Likely (3)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**Medium (3)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**Medium (0,6)**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+3+4+3) x 3= 39* *Low-Medium*		
	With mitigation (WM)	*WOM x ME = WM* *39 x 0.6= 22* *Low-Medium*		
Significance With Mitigation (WM)	**LOW-MEDIUM**			

Mitigation Measures

- Obtain confirmation and services level agreement from EMLM before commencement of activity

F-2.7 JOB OPPERTUNITIES AND ECONOMIC STIMULATION

Description of impact

The new filling station will require labour during the construction and operational phase and will also lead to economic stimulation within Groblersdal. The total unskilled labour required during the construction phase is estimated at 30 and the total permanent jobs created during the operational phase are estimated at 34. Further spin-off such as taxis transporting workers to and from the site and the supply of building material, will create further indirect employment. The development of the new filling station will stimulate the trade industry and lead to a higher economic activity within Groblersdal. The total Gross

Geographic Product (GGP) for the construction phase is estimated at 6.6 million and for the operational phase, 6.3 million.

Significance of impact

Activity	**Construction and operation of the new filling station**			
Nature of the impact	• **Economic stimulation including job creation**		Status	+
Receiving environment	• **Trade industry** • **Skilled and unskilled labour in Groblersdal**			
Magnitude	*Extent (footprint; site; regional; national; international)*		**Regional (3)**	
	Intensity (low; medium; high)		**High (3)**	
	Duration (short; short-med; medium; long; permanent)		**Long (4)**	
	Probability (Improbable; possible; likely; highly likely; definite)		**Highly Likely (4)**	
Weighting factor (WF)	*WF (low; low-medium; medium; medium-high; high)*		**Medium-High (4)**	
Mitigation Efficiency (ME)	*ME (high; medium-high; medium; low-medium; low)*		**N/A**	
Significance	*Without mitigation (WOM)*	*(Extent + Intensity + Duration + Probability) x Weighting Factor* *(3+3+4+4) x 4= 64* *Medium-High*		
	With mitigation (WM)	*WOM x ME = WM* *N/A*		
Significance With Mitigation (WM)	**MEDIUM-HIGH**			

Mitigation Measures

- Goods and services should be bought from local suppliers; and
- Local labour must be sourced.

SECTION E ALTERNATIVES

E-1 IDENTIFICATION OF ALTERNATIVES

The IEM procedure requires that the environmental investigation needs to consider feasible alternatives for any proposed development. Therefore, a number of possible proposals or alternatives for accomplishing the same objectives should be identified and investigated. The various alternatives will be assessed in terms of both environmental acceptability as well as economical feasibility. The preferred option will be highlighted and presented to the authorities. The alternatives considered include the following:

- Demand/Supply alternatives;
- Scheduling alternatives; and
- Status quo / no-go alternatives.

E-2 FEASIBLE ALTERNATIVES

E-2.1 DEMAND AND SUPPLY ALTERNATIVES

The proposed filling station is to be located in the eastern areas of Groblersdal along an identified Movement Corridor between Groblersdal and towns and settlements to the east. There are currently no filling stations located on the eastern edge of Groblersdal. Motorists must travel into the town centre for fuel adding to the time and distance required to complete the trips between Groblersdal and destinations in the east. There is a demand for a filling station located to the east of Groblersdal to cater for current commuters and for the anticipated growth in the number of motorists and trips as development takes place according to the Elias Motsoaledi Local Municipality SDF. Feasible Alternatives that can be considered for this project includes:

- Alternative tanks sizes;
- Tank material and structure alternatives;
- Product delivery lines;
- Underground storage versus above ground storage tanks; and
- Alternative technologies.

E-2.2 SCHEDULING ALTERNATIVES

It is recommended that construction takes place during the drier winter months to avoid any complications in wet weather. No detailed information regarding the proposed time frame for the project is yet available. However, it is anticipated that construction will start as soon as all the necessary approvals are obtained.

E-2.3 STATUS QUO/NO-GO ALTERNATIVE

DEA (2001) states that, the 'no-go' alternative should be considered in cases where the proposed development will have a significant impact, which cannot be effectively or

satisfactorily mitigated. Should the no-go option be chosen, the benefits of the new filling station will not be realised i.e. economic stimulation, job creation and visual improvement of the site. It should also be acknowledged that positive impacts such as avoidance of groundwater contamination and not impacting on the viability of existing filling stations within Groblersdal will be avoided by choosing this option.

The no-go alternative is usually considered seriously in cases where there are fatal flaws associated with the proposed activity. In this instance, no fatal flaws were identified and all impacts can be mitigated, according to the opinion of the EAP and the specialist team. According to the Feasibility and Traffic Engineering Report (WSP, 2010), the new filling station will not "irreparably jeopardise the business" of any competitor site.

SECTION F CONCLUSION AND RECOMMENDATIONS

The purpose of this report is to provide information in relation to the development of a new filling station in Groblersdal X11. The main impacts associated with the new filling station include the following:

Biophysical	Socio-economic
• Contamination of groundwater	• Financial viability of competitor sites
• Soil and surface water pollution	• Traffic congestion and access issues
• Geotechnical suitability of the site	• Visual Impact (+)
• Damage to fauna and flora	• Dust nuisance
• Heritage and cultural disturbance	• Light pollution
• Risk of fires and explosions	• Noise pollution
	• Pressure on existing services
	• Job opportunities and economic stimulation (+)

From the findings in this report, the biophysical impacts associated with this project, can be mitigated to a large extent by advanced technology, safety standards and monitoring. The socio-economic issues are however, the more pivotal issue for this project. The financial viability of competitor sites in close proximity to the new filling station is of a major concern to their owners. From the specialist studies undertaken (WSP Feasibility Study and Impact on Surrounding Sites and the Socio-economic Study), it is apparent that competitor sites will experience a financial loss and will be most felt by the stations competing for the same traffic stream (Caltex and Excel in Jan van Riebeeck Street (R33)). It must also be stressed that the main reason for the anticipated financial loss is due to few amenities at these stations and the unappealing aesthetic state they are currently in. The need for a new filling station is two-fold:

- The site occurs within a precinct that has been earmarked as a Provincial Growth Point and is alongside a movement corridor (Jan van Riebeeck Street (R33)) on route to Municipal Growth Points (Tafelkop, Monsterlus etc) in terms of ELM SDF, 2007; and
- There is a large workforce within Groblersdal which travels from rural settlements on the R33/Jan van Riebeeck Street (R33) in and out from Groblersdal. The new filling station will be the last garage as they return home and the first on their way in.

It has been determined however, that the new filling station will not **irreparably endanger** the viability of any existing filling station in Groblersdal.

SECTION G REFERENCES

Integrated Resource Information Report Groblersdal. (06 May 2005). Mpumalanga Provincial Government, Department of Agriculture and Land Administration, Resource Management and Land Use Planning.

Spatial Development Framework Map for Elias Motsoaledi Municipality. September 2007. Winterbach Potgieter and Partners. Tzaneen

Department of Environmental Affairs and Tourism (DEAT).2001. ENPAT. Pretoria

Statistics SA. 2001. Census 2001 Data

Statistics SA. 2007. Census 2001 Data

Development Facilitation Act NO. 67 of 1995.Website: http://www.waternet.co.za/policy/le_dfa.html. Date accessed: 3 November 2010

SECTION H ANNEXURES

Appendix A: Site Layout

Appendix B: Correspondence with LEDET

Appendix C: Public Participation

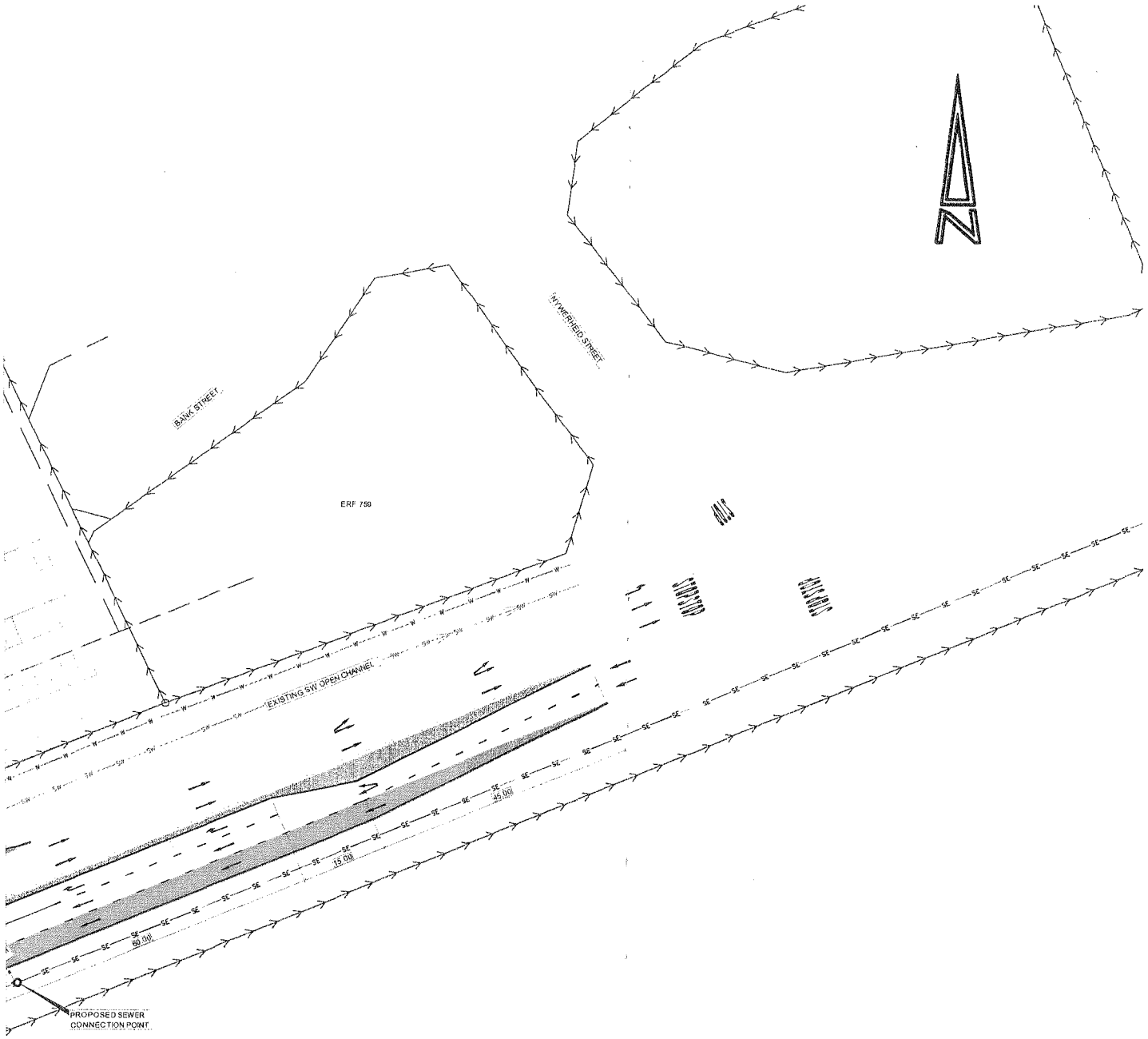
Appendix D: Specialist Studies

- WSP Feasibility Study and Impact on Competitor Sites
- Socio-economic Impact Assessment
- Services Memorandum
- Traffic Impact Assessment
- Geotechnical and Geo-hydrological Impact Study
- Traffic Impact Study

Appendix E: Environmental Management Plan

Appendix F: Township Memorandum

Appendix A: Site Layout



NB: SCHEMATIC

OJECT: GROBLERSDAL FILLING STATION	SCALE : N.T.S	CHECKED: H SCHREURS	APPROVED: H SCHREURS
	DESIGN: H SCHREURS	DRAWN: M.S MASHAMBA	DATE: 2010/02/18
TLE: PROPOSED ACCESS AND CIVIL SERVICES LAYOUT	PROJECT No: 329215	DRAWING No: C1100	REV: A

Appendix B: Correspondence with LEDET

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
ECONOMIC DEVELOPMENT, ENVIRONMENT & TOURISM

Ref: 12/1/9-7/3-GS16 Enq: NN Mahlakoana Tel: 015 295 5633 Fax: 015 295 5015 Email: mahlakoanann@ledet.gov.za

Strategic Environmental Focus (Pty) Ltd
P.O Box 74785
LYNNWOOD RIDGE
0040

Attention: E O'Rourke

Fax no: 012 349 1229

ACKNOWLEDGEMENT OF THE APPLICATION FOR THE PROPOSED CONSTRUCTION OF A FILLING STATION ON ERVEN 756 AND 757 AND RIGHT-OF-SERVITUDE OVER PORTION 10 OF THE FARM KLIPBANK 26 JS WITHIN GROBLERSDAL EXTENTION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY

The Department of Economic Development, Environment and Tourism ("the Department") acknowledges the receipt of the Application Form that was received by the Department on **09 March 2010.**

The Department wishes to inform you that you may accordingly proceed with an application by undertaking the scoping process and plan of study for Environmental Impact Assessment (EIA) that complies with regulation **28, 29 and 30** of the Government Notice no. R. 385 of the Environmental Impact Assessment regulations of 2006 in terms of National Environmental Management Act (NEMA) Act 107 of 1998 as amended. Upon the submission of the scoping report, the Department requests that one (1) additional copy of the scoping report be included.

The application has been assigned the reference number **12/1/9-7/3-GS16**. Kindly quote this reference number in any future correspondence in respect of the application.

Please draw the applicant's attention to the fact that the activity must not commence prior to an environmental authorization being granted by the Department.

If you have any queries in this regard please contact the responsible official on the above-mentioned contact details.

Sincerely,

ENVIRONMENTAL OFFICER
ENVIRONMENTAL IMPACT MANAGEMENT
DATE: 18/03/2010

CC: Gawie Labuschagne Trust **Att:** A Hermanus / G Nell **Fax:** 013 262 5618

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

Ref: 12/1/9-7/3-GS16 Enq: NN Mahlakoana Tel: (015) 295 5633 Fax: (015) 291 4107 Email: mahlakoanann@ledet.gov.za

Strategic Environmental Focus (Pty) Ltd
P.O Box 74785
LYNNWOOD RIDGE
0040

Attention: Carene Abrahamse

Fax: (012) 349 1229
Tel: (012) 349 1307

ACCEPTANCE OF THE SCOPING REPORT FOR THE PROPOSED CONSTRUCTION OF A FILLING STATION ON ERVEN 756 AND 757 AND RIGHT-OF-SERVITUDE OVER PORTION 10 OF THE FARM KLIPBANK 26 JS WITHIN GROBLERSDAL EXTENTION 11 WITHIN ELIAS MOTSOALEDI LOCAL MUNICIPALITY OF GREATER SEKHUKHUNE DISTRICT

The scoping report and plan of study for the above-mentioned development dated **02 August 2010** and received by the Department of Economic Development, Environment and Tourism "the Department" on **18 August 2010** refers,

1. The Department wishes to inform you that the scoping report and plan of study for the above mentioned development has been accepted. Therefore, you may accordingly proceed with undertaking the Environmental Impact Assessment (EIA) in accordance with tasks that are outlined in the plan of study for EIA that complies with relevant regulations of the Government Notice No. R. 385 of EIA regulations of 2006 in terms of National Environmental Management Act (Act 107 of 1998) (NEMA) as amended.

2. Department requests that the following be incorporated in the Environmental Impact Assessment Report (EIAR):

   2.1 Bulk services consent letters (Water, Sewage and electricity reticulations); and

   2.2 Comments from the Department of Water Affairs regarding the findings of the geo-hydrological study to be conducted.

3. Please draw the applicant's attention to the fact that the activity must not commence prior to an environmental authorisation being granted by the Department.

For any queries in this regard, please contact Ms NN Mahlakoana on the above-mentioned contact details.

Sincerely,

pp

DEPUTY MANAGER
ENVIRONMENTAL IMPACT MANAGEMENT
DATE: 30/09/2010

CC: Gawie Labuschagne Trust **Att:** A Hermanus / G Nell **Fax:** (013) 262 5618
Tel: (013) 262 3119

Appendix C: Public Participation

C-1 NEWSPAPER ADVERTISEMENT

LTP adds its voice to world cup promotion campaign

Story and photos:
Khathutshelo Nephalela

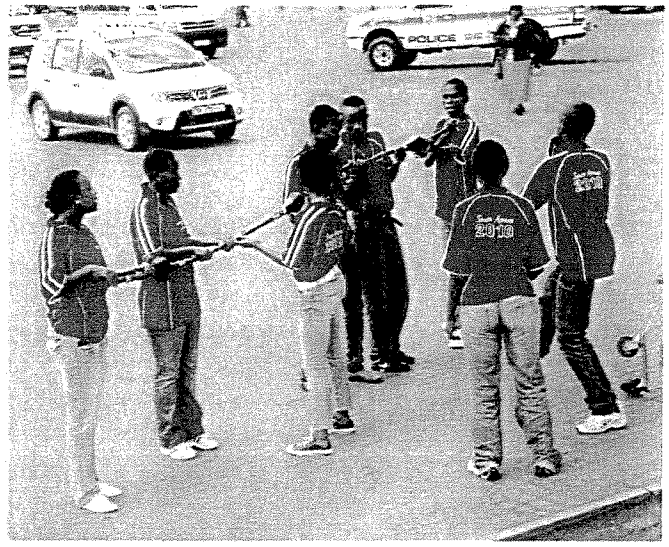
POLOKWANE - Limpopo Tourism and Parks (LTP), the provincial department of economic development and the Soccer World Cup host city Polokwane last week engaged in a five-day long mass mobilisation campaign entitled "Areyeng Polokwane", which means "Let us go to Polokwane".

The tour's first stop was in Mokopane where very few people pitched up for the event. But when the tour reached Waterberg District Municipality more people joined in the celebration and by the time it reached Petakgomo a large group of supporters had joined the tour.

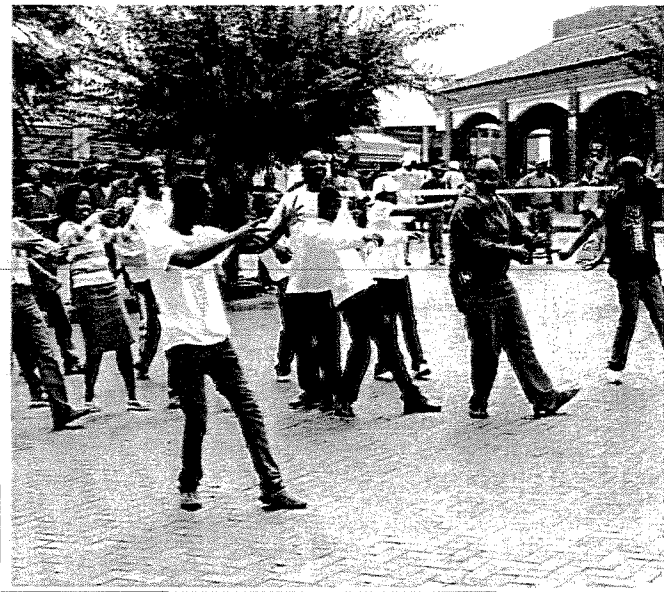
During the tour with the theme "Be a good host", fans got the chance to learn the Diski Dance. The main idea behind the mass mobilisation campaign was to create excitement and hype about the world cup but also to encourage locals to go watch the four games being played at the Peter Mokaba Sports Complex. "This initiative targeted areas remotely located from the host city Polokwane. This is also to ensure that the province's citizens receive adequate information regarding the world cup activities. Our target was to visit nine towns in the five districts of the province," said LTP's corporate communications manager Mr Mike Tauatsoala.

One resident of Sekhukhune who attended the mass mobilisation campaign Ms Mary Sithole said: "I now feel like the World Cup is here - the Diski Dance is fun and the world cup on African soil will indeed be one to remember".

Ms Tshegofatso Motsoaledi said: "Let's get behind the national team and support them, since they will need our support to excel in the world cup."



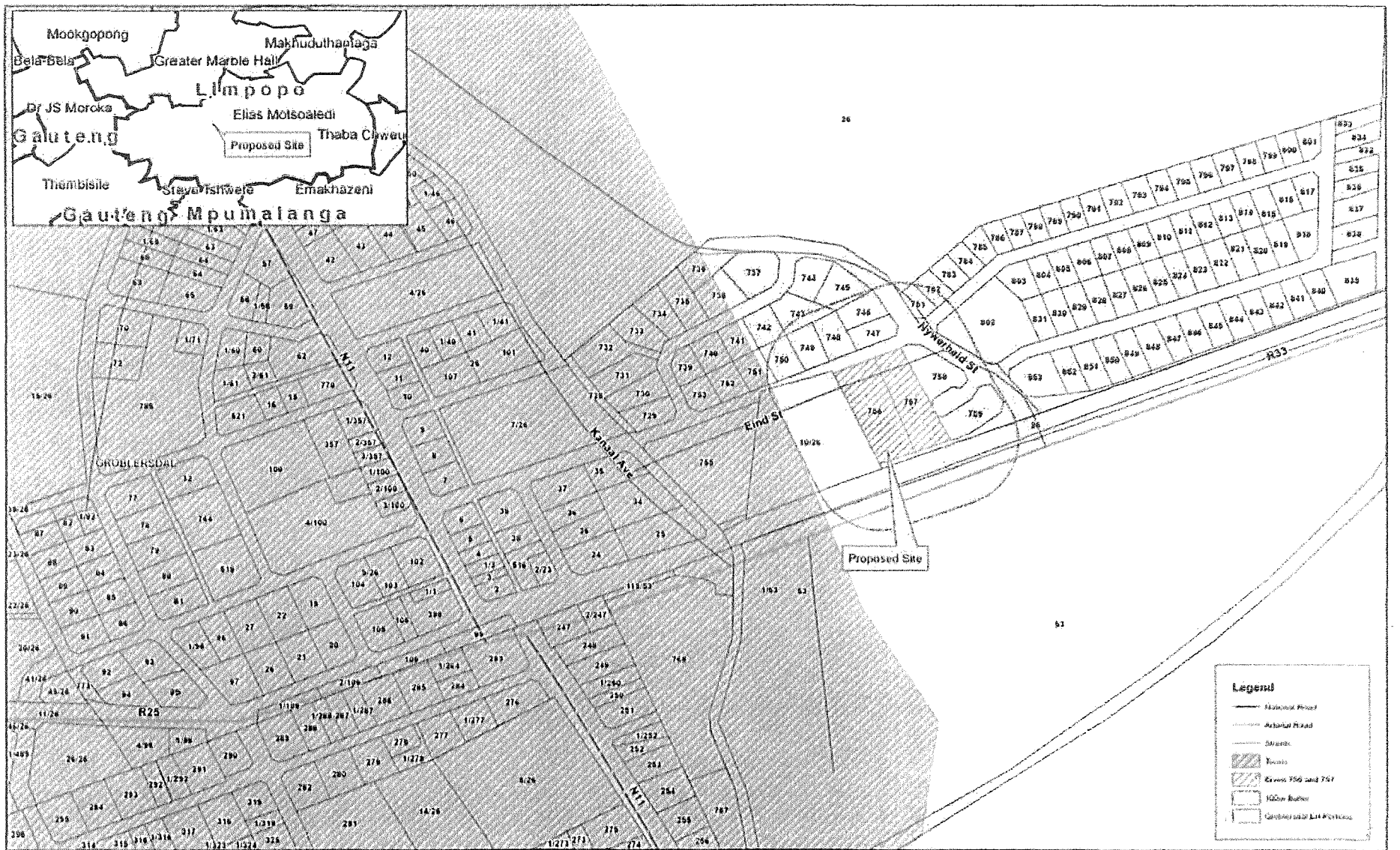
Diski dancers do tricks with vuvuzelas.



Soccer fans in Mokopane learn the Diski Dance during last week's mass mobilisation campaign.

The mass mobilisation campaign attempts to get residents more excited about the world cup

C-2 SITE NOTICE TEXT, PHOTOS AND AFFIDAVIT



NEW FILLING STATION ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11

LOCALITY MAP

Sources of Information:
Orientation: MDB 2009
Roads: CDSM 1996
Cadastre: Client 2010
Proposed Site: Client 2009

N

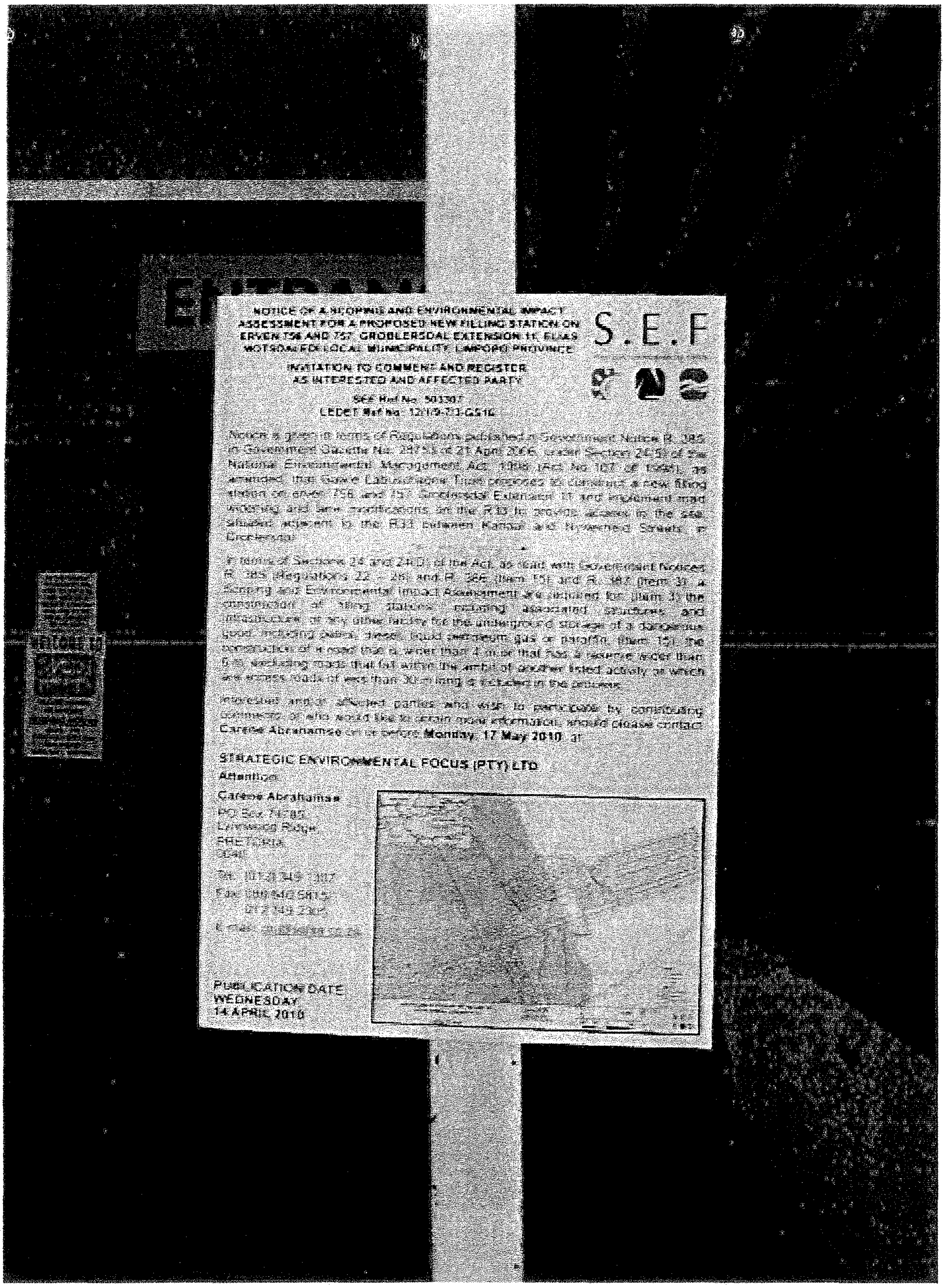
1:5,000

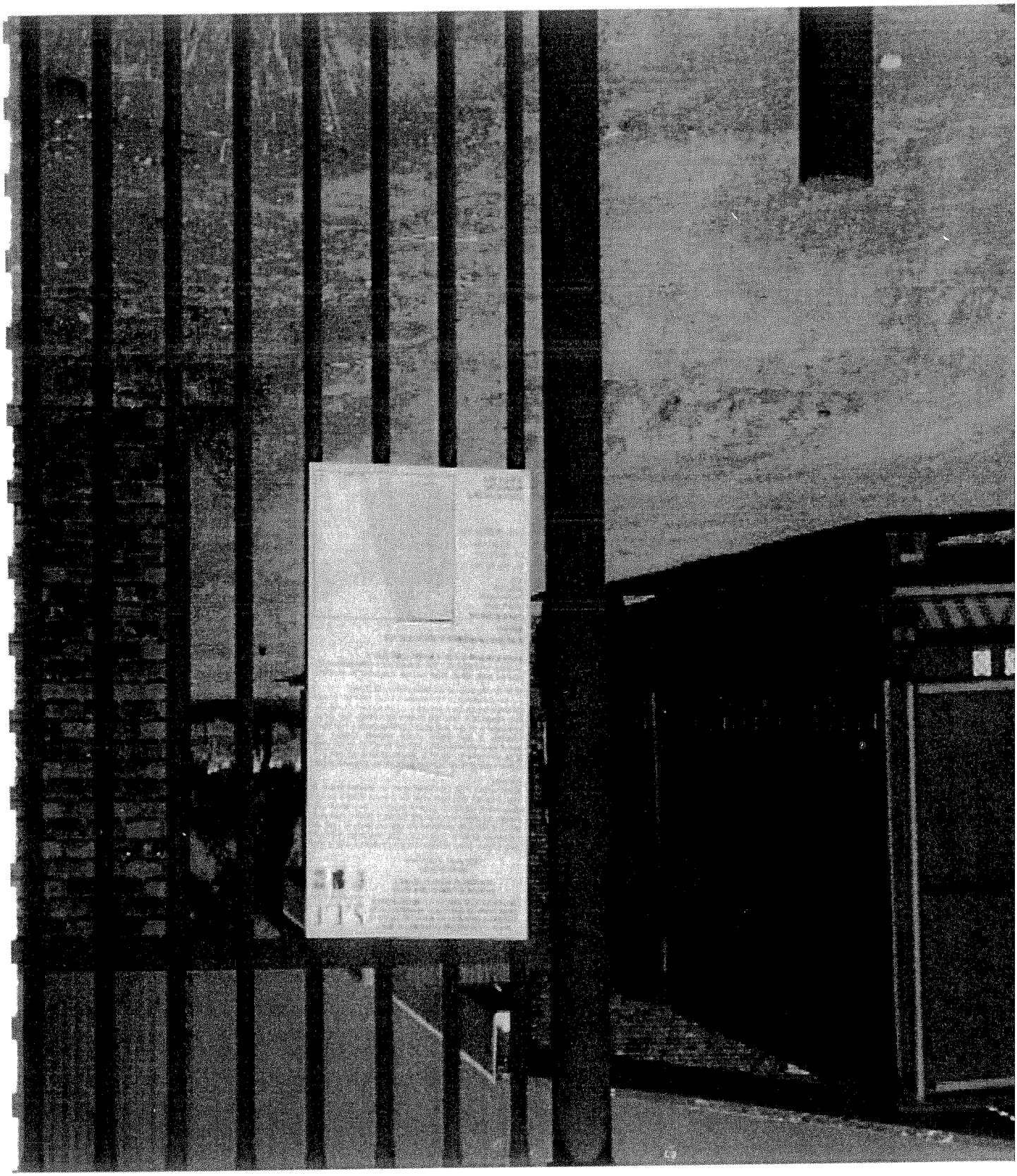
150 75 0 150 m

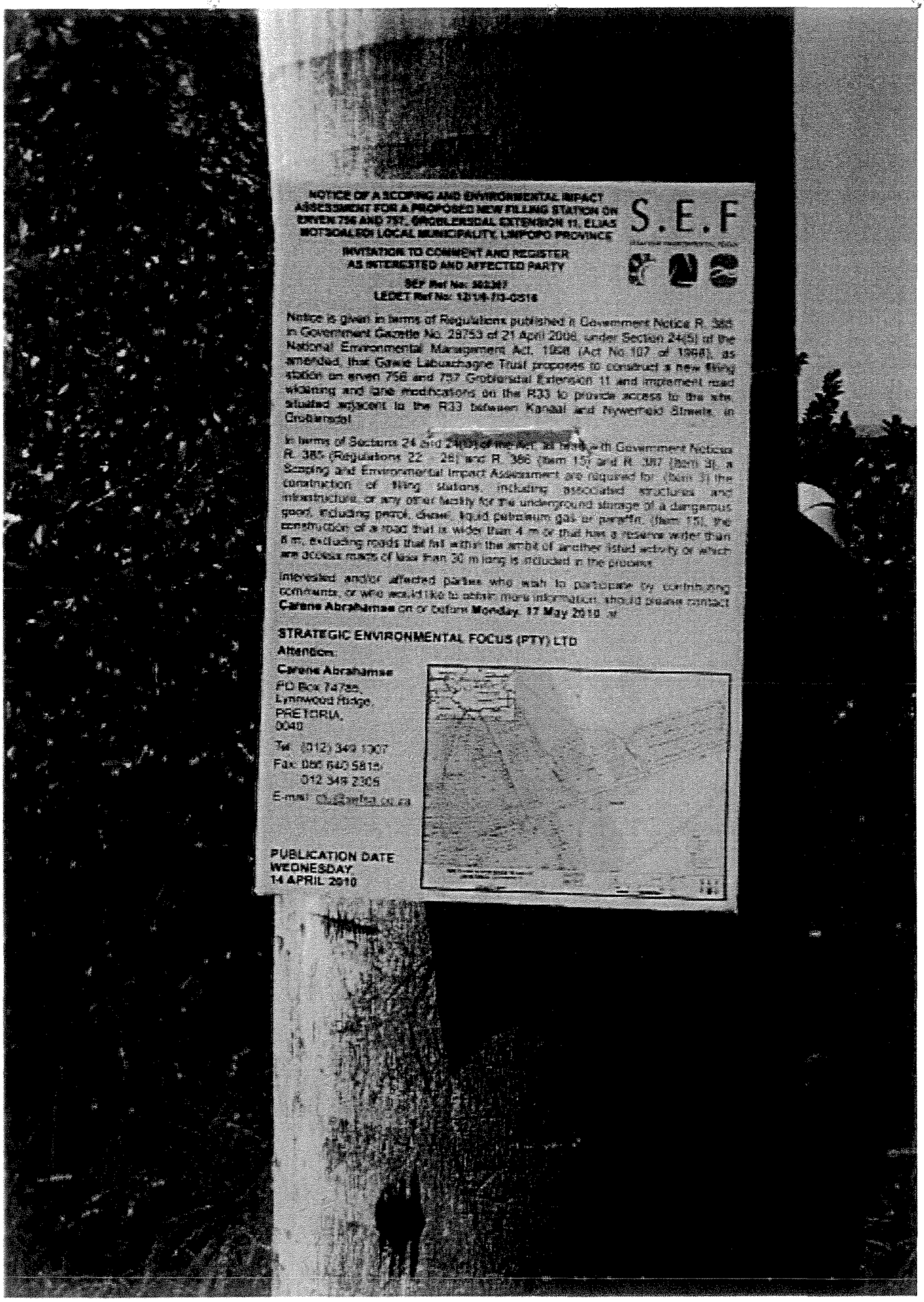
Maps Produced By:

S.E.F

Date:
March 2010


NOTICE OF A SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE
S.E.F
INVITATION TO COMMENT AND REGISTER AS INTERESTED AND AFFECTED PARTY
SEF Ref No: 501307
LEDET Ref No: 12/1/9-7/3-GS10
Monday, 17 May 2010
STRATEGIC ENVIRONMENTAL FOCUS (PTY) LTD
Attention
PUBLICATION DATE
WEDNESDAY
14 APRIL 2010




NOTICE OF A SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE
S.E.F
INVITATION TO COMMENT AND REGISTER AS INTERESTED AND AFFECTED PARTY
LEDET Ref No: 12/1/9-7/3-0516
Notice is given in terms of Regulations published in Government Notice R. 385 in Government Gazette No. 28753 of 21 April 2006, under Section 24(5) of the National Environmental Management Act, 1998 (Act No 107 of 1998), as amended, that Gawie Labuschagne Trust proposes to construct a new filling station on erven 756 and 757 Groblersdal Extension 11 and implement road widening and lane modifications on the R33 to provide access to the site, situated adjacent to the R33 between Kanaal and Nywerheid Streets, in Groblersdal.
In terms of Sections 24 and 24(5) of the Act, as read with Government Notices R. 385 (Regulations 22 – 26) and R. 386 (Item 15) and R. 387 (Item 3), a Scoping and Environmental Impact Assessment are required for: (Item 3) the construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of a dangerous good, including petrol, diesel, liquid petroleum gas or paraffin; (Item 15) the construction of a road that is wider than 4 m or that has a reserve wider than 6 m, excluding roads that fall within the ambit of another listed activity or which are access roads of less than 30 m long is included in the process.
Interested and/or affected parties who wish to participate by contributing comments, or who would like to obtain more information, should please contact Carene Abrahamse on or before Monday, 17 May 2010 at:
STRATEGIC ENVIRONMENTAL FOCUS (PTY) LTD
Attention:
Carene Abrahamse
PO Box 74785,
Lynnwood Ridge,
PRETORIA,
0040
Tel: (012) 349 1307
Fax: 086 640 5815/
012 349 2305
PUBLICATION DATE
WEDNESDAY,
14 APRIL 2010

SEF Ref No: 503307

S.E.F
STRATEGIC ENVIRONMENTAL FOCUS

SITE NOTICE LOCATIONS: PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

PROOF OF SITE NOTICE LOCATIONS: ERECTION DATE: 15 APRIL 2010

LOCATION (STREET NAME)	NAME OF THE PUBLIC PLACE	SIGNATURE
On site	Metro	
(Next to Driesan Packaging cc) Corner of End Str and Site entrance	End str	
(2 Notices) Next to site on R33 (Jan Riebeeck Str)	R33	

S.E.F

STRATEGIC ENVIRONMENTAL FOCUS

16 April 2010

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

AFFIDAVIT REQUIRED BY THE LIMPOPO DEPARTMENT OF ECONOMIC DEVELOPMENT, ENVIRONMENT AND TOURISM

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

This letter serves to confirm that Strategic Environmental Focus (SEF) (Pty) Ltd placed site notices and circulated letters informing interested and affected parties of the proposed environmental process for the abovementioned project on 15 April 2010

I certify that before the administering the oath / affirmation I asked the deponent the following questions and wrote down his / her answers in his / her presence:

1. Do you know and understand the contents of the declaration?
Answer: Yes

2. Do you have any objections to taking the prescribed oath?
Answer: NO

3 Do you consider the prescribed oath to be binding on your conscience?
Answer: Yes

I certify that the deponent has acknowledged that he/she knows and understands the contents of the declaration which was sworn to/affirmed before me on this 20th day of May 2010 and the deponents signature was placed thereon in my presence.

Commissioner of Oaths

Designation (Rank): Operations Manager .... Ex Officio Republic

Full Name: Magdalena Susanna Nieuwoudt

Business Address: PO Box 396 ...

It is hereby certified that this is a true copy of the original document

Magdalena Susanna Nieuwoudt
Commissioner of Oaths
PO Box 39646
Faerie Glen 0043
Reference Number 9/1/8/2 Pretoria

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FAX +27 31 266 6880

CAPE REGION
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DURBANVILLE
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FAX +27 21 979 3830

MPUMALANGA
PO BOX 7975
NELSPRUIT
1200
TEL +27 13 755 1722
FAX +27 13 755 3 98

WWW.SEFSA.CO.ZA
SEF@SEFSA.CO.ZA

C-3 PROOF OF WRITTEN NOTICES AND HAND DELIVERIES OF BID TO IDENTIFIED I&APS (ANNOUNCEMENT PHASE)

S.E.F

STRATEGIC ENVIRONMENTAL FOCUS

14 April 2010

Municipal Manager: Elias Motsoaledi Municipality

Attention:	**Mr JL Kabini**
Fax:	**013 262 2547**
Number of pages:	8 (including this one)

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Dear Mr Kabini

INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

- **Invitation to register as an interested and affected party**
- **Invitation to provide initial comment**

Gawie Labuschagne Trust is proposing to develop a new filling station within Groblersdal in the Elias Motsoaledi Local Municipality, Limpopo Province, in order to provide a service to the transient traffic travelling to and from the east on Road R33 to Stoffberg, Tafelkop, Motetema, Monsterlus, etc. as well as to the local traffic generated by the Elias Motsoaledi Central Business District and surrounding industrial area. It will also provide quick access to essential food stuffs at the convenience store. The proposed development is located on erven 756 and 757 Groblersdal Extension 11, situated adjacent to the R33 between Kanaal and Nywerheid Streets, in Groblersdal.

Gawie Labuschagne Trust appointed Strategic Environmental Focus (SEF) (Pty) Ltd as an independent environmental consultant to facilitate the Scoping and Environmental Impact Assessment (EIA) including the public participation process. In terms of Sections 24 and 24(D) of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended, and as read with Government Notices R 385 (Regulations 22 – 26) and R. 386 {Item 15} and R 387 {Item 3}, a Scoping and EIA are required for the construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of a dangerous good, including petrol, diesel, liquid petroleum gas or paraffin. {Item 15} of R 386, the construction of a road that is wider than 4 m or that has a reserve wider than 6 m, excluding roads that fall within the ambit of another listed activity or which are access roads of less than 30 m long is included in the process.

The Scoping and EIA will be conducted to ensure that the environmental impacts that may be associated with the proposed project are taken into consideration; interested and affected parties (I&APs) have an opportunity to comment by providing issues of concern and/or suggestions for enhanced benefits and/or alternatives; and to ensure that the Competent Authority, the Limpopo Department of Economic Development, Environment and Tourism (LEDET), has sufficient information to make a decision.

EAD OFFICE
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AX +27 31 266 6880
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1100
EL +27 13 755 1722
AX +27 13 752 3196
WW.SEFSA.CO.ZA
F@SEFSA.CO.ZA

We enclose a Background Information Document (BID) as an initial opportunity to comment which describes:

- The motivation for and components of the proposed project;
- Potential issues for investigation;
- The EIA and public participation process to be followed; and
- How stakeholders can contribute to the process.

Should you wish to participate in the Scoping and EIA process by contributing issues of concerns/comments, please register as an I&AP by completing the Registration and Comment Sheet that is enclosed with the BID or you can visit SEF's website at http://www.sefsa.co.za, click on "Stakeholder Engagement". Click on the "register" button and complete the compulsory fields to register as an I&AP. On completion of these fields, you will receive an email titled **"Stakeholder Engagement – New Registration"**. Click on client login and use the emailed details to login in and submit comments.

The comments are due on or before **Monday, 17 May 2010**.

Meanwhile, should you have any questions, or would like to obtain more information, please feel free to contact me at Tel: (012) 349 1307, Fax: 086 640 5815 or E-mail: ctu@sefsa.co.za.

We look forward to receiving your comments!

Yours sincerely

Carene Abrahamse
For Strategic Environmental Focus

- *Enclosed document(s): Background Information Document*

Carene Abrahamse

From: Carene Abrahamse

Sent: 14 April 2010 03:12 PM

Subject: INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

14 April 2010

Interested and Affected Party

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Dear Sir/Madam

INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

- **Invitation to register as an interested and affected party**
- **Invitation to provide initial comment**

Gawie Labuschagne Trust is proposing to develop a new filling station within Groblersdal in the Elias Motsoaledi Local Municipality, Limpopo Province, in order to provide a service to the transient traffic travelling to and from the east on Road R33 to Stoffberg, Tafelkop, Motetema, Monsterlus, etc. as well as to the local traffic generated by the Elias Motsoaledi Central Business District and surrounding industrial area. It will also provide quick access to essential food stuffs at the convenience store. The proposed development is located on erven 756 and 757 Groblersdal Extension 11, situated adjacent to the R33 between Kanaal and Nywerheid Streets, in Groblersdal.

Gawie Labuschagne Trust appointed Strategic Environmental Focus (SEF) (Pty) Ltd as an independent environmental consultant to facilitate the Scoping and Environmental Impact Assessment (EIA) including the public participation process. In terms of Sections 24 and 24(D) of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended, and as read with Government Notices R 385 (Regulations 22 – 26) and R. 386 {Item 15} and R 387 {Item 3}, a Scoping and EIA are required for the construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of a dangerous good, including petrol, diesel, liquid petroleum gas or paraffin. {Item 15} of R 386, the construction of a road that is wider than 4 m or that has a reserve wider than 6 m, excluding roads that fall within the ambit of another listed activity or which are access roads of less than 30 m long is included in the process.

The Scoping and EIA will be conducted to ensure that the environmental impacts that may be associated with the proposed project are taken into consideration; interested and affected parties (I&APs) have an opportunity to comment by providing issues of concern and/or suggestions for enhanced benefits and/or alternatives; and to ensure that the Competent Authority, the Limpopo Department of Economic Development, Environment and Tourism (LEDET), has sufficient information to make a decision.

We enclose a Background Information Document (BID), as an initial opportunity to comment, which describes:

- The motivation for and components of the proposed project;
- Potential issues for investigation;
- The EIA and public participation process to be followed; and
- How stakeholders can contribute to the process.

Should you wish to participate in the Scoping and EIA process by contributing issues of concerns/comments, please register as an I&AP by completing the Registration and Comment Sheet that is enclosed with the BID or you can visit SEF's website at http://www.sefsa.co.za, click on "Stakeholder Engagement". Click on the "register" button and complete the compulsory fields to register as an I&AP. On completion of these fields, you will receive an email titled **"Stakeholder Engagement – New Registration"**. Click on client login and use the emailed details to login in and submit comments

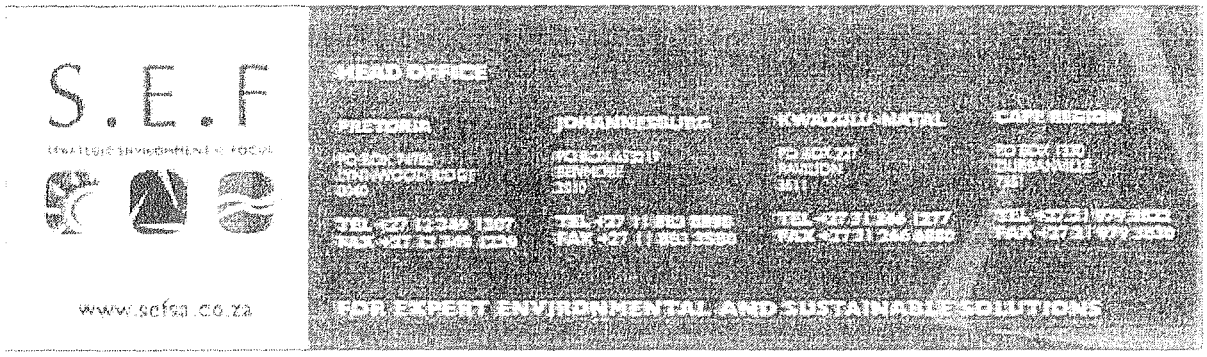
The comments are due on or before **Monday, 17 May 2010**.

Meanwhile, should you have any questions, or would like to obtain more information, please feel free to contact me at Tel: (012) 349 1307, Fax: 086 640 5815 or E-mail: ctu@sefsa.co.za.

We look forward to receiving your comments!

Yours sincerely

Carene Abrahamse B.Sc Geography (Hons) UJ
Project Manager: Pretoria Office
for Strategic Environmental Focus (Pty) Ltd



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SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

BACKGROUND INFORMATION DOCUMENT
First Document for Comment – April 2010
SEF Ref No: 503307 / LEDET Ref No: 12/1/9-7/3-GS16

S.E.F
STRATEGIC ENVIRONMENTAL FOCUS

PURPOSE OF THIS DOCUMENT

The purpose of this document is to provide all interested and affected parties (I&APs) with information about the proposed new Filling Station. In addition, the document also aims to:

- Introduce and explain the Scoping and Environmental Impact Assessment (EIA), including the public participation process that will be followed for the proposed project, in terms of applicable environmental legislation (National Environmental Management Act (NEMA), (Act No.107 of 1998), as amended; and
- Invite all I&APs to comment on the proposed project by raising issues of concern and/or suggestions for enhanced benefits/alternatives on any aspect related to the proposed development.

To register and for more information please contact:

Carene Abrahamse
Strategic Environmental Focus (Pty) Ltd
PO Box 74785, Lynnwood Ridge, 0040
Tel (012) 349 1307, Fax (012) 349 1229 or e-mail
ctu@sefsa.co.za.

Introduction and Background

Strategic Environmental Focus (SEF) (Pty) Ltd, as independent environmental consultants and environmental assessment practitioners, was appointed by Gawie Labuschagne Trust to facilitate the EIA process for the proposed construction of the new filling station, including: a public garage, convenience store of 300m², place of refreshment, take-away facility, car wash facility and automatic teller machine with its associated infrastructure, including: parking, toilet facilities, canopy, pumps, pump islands, and underground storage tanks.

The proposed development involves the erection of the underground storage tanks of dangerous goods (petrol, diesel and liquid petroleum gas or paraffin). The construction of the proposed filling station will also require road widening and access roads in excess of 30 m which is a listed activity in terms of Government Notice R. 386 of 2006. A Scoping and Environmental Impact Assessment process in terms of the EIA regulations is therefore required.

Motivation for the project

The purpose of the application is to develop a Public Garage and related/ancillary land uses on part of the application site, in addition to the existing industrial land uses and zoning, in order to provide a service to the transient traffic travelling to and from the east on Road R33 to Stoffberg, Tafelkop, Motetema, Monsterlus, etc. as well as to the local traffic generated by the Groblersdal Central Business District and surrounding industrial area. It will also provide quick access to essential food stuffs at the convenience store.

Location

The proposed site of the new filling station is located within Ward 13 of the Elias Motsoaledi Local Municipality, along Jan van Riebeeck St (R33) between Kanaal and Nywerheid Streets, approximately 600m east of the intersection of Jan van Riebeeck St and Voortreker Rd (N11), within the industrial area on the eastern side of the town Groblersdal, located in the Limpopo Province.

The site is zoned "Industrial 3" (non-noxious industries) permitting industry, warehouses, commercial, and services industry. Uses that are permitted, only with consent, include a public garage, place of refreshment for own employees only, scrap yard, dwelling unit related to, but subordinate to the main use and special use.

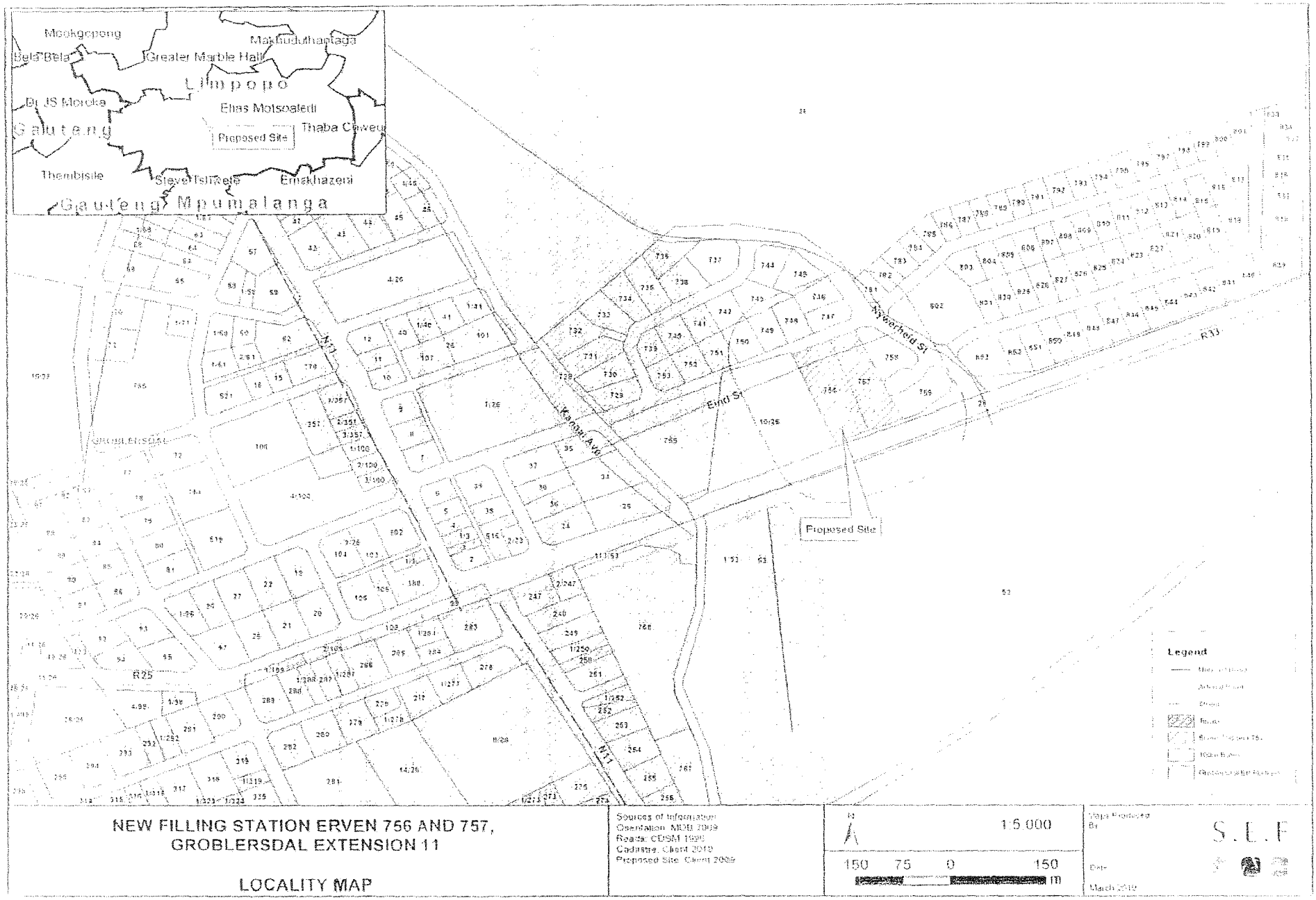


Figure 1. The map indicates the proposed site for development

DESCRIPTION OF THE PROPOSED FILLING STATION

Location cont.

To the immediate west of the site for development there is a cemetery on land zoned for municipal use. To the west, north and eastern sides of the site, there is an industrial area and to the north and south there is land used for agriculture.

Description of the proposed project

The proposed filling station will entail the construction of the following:

- Underground storage tanks for diesel, low sulphur diesel, lead replacement petrol (LRP), unleaded petrol 93 unleaded petrol 95;
- Pumps and pump islands;
- A canopy covering an area;
- Access road widening on Jan van Riebeeck Street;
- Parking bays;
- Toilet facilities;
- Car wash facility;
- Place of refreshment and take-away facility;
- Service facilities;
- Automatic teller machine; and
- Convenience Store of 300m².

Services infrastructure associated with the construction of the proposed new filling station will include, but not limited to, the following services:

Water Supply
An existing municipal water pipe with a diameter of 150mm, runs along Jan van Riebeeck Street. Water to the site will be provided through a water meter connected to the municipal pipe.

Sewage
An existing municipal sewer pipe with a diameter of 160mm, runs along Jan van Riebeeck Street. An internal sewer network will collect sewerage and discharge it through a single point into the municipal pipe.

Electricity
The proposed filling station is located in an established industrial area with an existing electrical network. The site will be serviced by the existing network.

Access road
A new access is proposed from Jan van Riebeeck Street that will include dedicated slipways on both sides of the carriageway.

Storm Water Management
An existing municipal storm water channel runs along Jan van Riebeeck Street. All storm water will be collected by an internal storm water network and be discharged into the municipal channel. To accommodate the storm water flow along Jan van Riebeeck Street, the proposed access road will include a 600mm pipe that will act as a culvert beneath the access road.

Legal requirements for this Scoping and Environmental Impact Assessment

In accordance with the requirements of the National Environmental Management Act (NEMA) (Act No 107 of 1998), the applicant requires the approval from the Competent Authority, in this case the Department of Economic Development, Environment and Tourism (LEDET) to undertake this development.

Government Notice Number Regulations (GNR) 386 and 387 of 2006 list specific activities which require approval from the LEDET. For the purpose of this application the following listed activities in GNR 386/387 are anticipated to be applicable to the proposed development:

R 387 Item 3: The construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of a dangerous good, including petrol, diesel, liquid petroleum gas or paraffin.

R 386 Item 15: The construction of a road that is wider than 4 m or that has a reserve wider than 6 m, excluding roads that fall within the ambit of another listed activity or which are access roads of less than 30 m long.

Scoping and Environmental Impact Assessment

Potential issues for investigation

A few potential issues of concern are summarised here to stimulate stakeholders to raise further issues that must be evaluated by the specialist studies.

Surface water and ground water contamination

Surface water contamination may result from siltation caused by increased erosion during the construction phase. Ground water may be contaminated as a result of the deposition of contaminants during the construction phase or as a result of storage tank leakage during the operational phase. The presence and depth of the groundwater table will be established during a specialist geohydrological study that will be undertaken during the EIA phase of the project.

Geotechnical suitability of geological and soil conditions

It is of importance that geological conditions on the site support the proposed infrastructure of the filling station. This therefore necessitates the need to consider geological and soil suitability of the location before construction is undertaken. A geotechnical investigation will been undertaken and this will be incorporated into the EIA report.

Risk of fires and explosions

Some land owners and members of the community may be concerned about fire outbreaks and explosions on site.

Atmospheric pollution

Air pollution may be caused be petroleum vapour which may escape into the atmosphere during the transfer of petroleum from the truck to the tanks.

Traffic Congestion at the access point along Jan van Riebeeck Street (R33)

The vehicles entering and exiting the site may result in local traffic congestion along Jan van Riebeeck Street, especially during peak traffic hours. This may have a negative impact on current road users in the sense that road users will spend more time on the road and the probability of the occurrence of road accidents will be higher than before the existence of the development. A Traffic Impact Study to identify and manage these impacts has however been conducted and it will be incorporated into the EIA report.

Visual impact

Due to the height of the buildings, visual impacts may result not only from the establishment of the new infrastructure, but also due to light at night.

Creation of temporary and permanent employment opportunities

During the construction phase, short term employment opportunities will be created and during the operational phase permanent employment opportunities will be created (maintenance of buildings and grounds, as well as operation of the filling station and convenience store).

Access to fuel and retail facilities

The development will lead to easy access to refuelling and a convenience store in the area and for commuters to the east of Groblersdal where there is currently no existing filling station, which means that travel distances to such facilities will be reduced.

Impact on Competitor sites

The development of a new filling station may impact on the revenue generated by existing competitor sites. A feasibility study that addresses the feasibility of the proposed new filling station and the impact on surrounding sites was undertaken and will be incorporated into the EIA report.

Potential benefits

Despite the negative impacts identified, the proposed construction of the filling station in the area east of Groblersdal will also have positive impacts. These positive impacts include the following:

- The provision of an easy access to fuel for the commuters travelling to and from the east of Groblersdal. At present, commuters have to travel into the congested town centre for fuel;
- The convenience store associated with the filling station will contribute to the accessibility of basic food which will be made available at the store;
- The proposed development will result in making the land manageable and easier to monitor since it will be operating according to the Environmental Management Plan which will be made available during the EIA phase; and
- It will contribute to maximising the value of the land by maximising the value of infrastructure in the Groblersdal Extension 11 area.

What is an Environmental Impact Assessment (EIA)?

An EIA is a good planning and decision-making tool. It is able to identify the environmental impacts of a proposed project, and helps to ensure that the project, over its life cycle, will be environmentally acceptable and integrated into the surrounding environment in a sustainable manner.

Scoping and Environmental Impact Assessment

An EIA needs to show the authorities and the proponent what the consequences of their choices will be in environmental, economic and social terms. Public issues and concerns must thus be identified in good time so that they can be evaluated by the EIA technical specialists. The specialists show what the potential impacts would be, and what mitigation measures should be put in place to avoid or reduce negative impacts, and to enhance positive impacts.

An EIA process typically has four phases as illustrated by Figure 2.

Public participation process and scheduling

The key objective of public participation during an EIA is to assist stakeholders to identify issues of concern and suggestions for enhanced benefits, and to comment on the findings of the EIA. Proposed steps in and scheduling of the process are:

April 2010:
- Announcement of project and distribution of documents
- Meeting(s) with the authorities

April and May 2010:
- Consultation with stakeholders and communities
- Compilation of Comment and Response Report

May 2010:
- Draft Scoping Report and Plan of Study (PoS) for Impact Assessment available for public review
- Compilation of Comment and Response Report

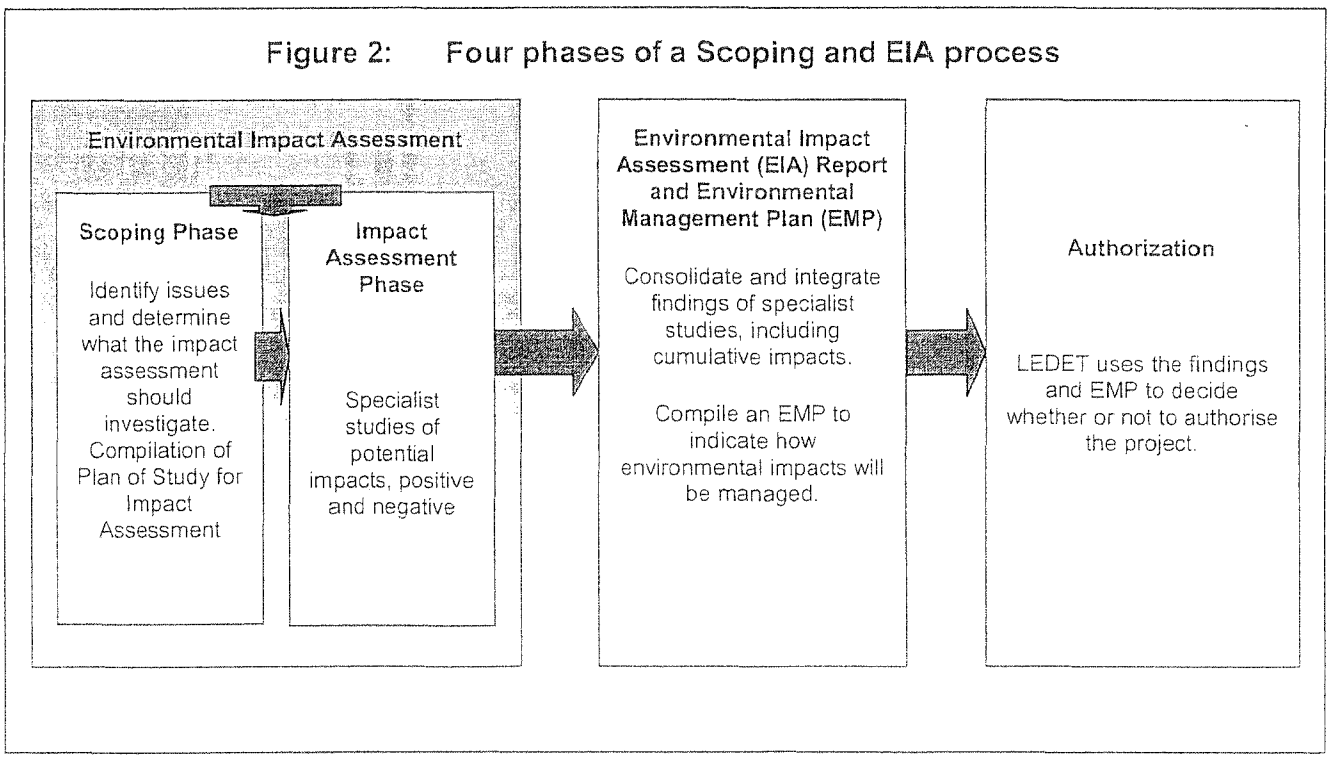
June 2010:
- Commission specialist studies when PoS approved, etc.

July 2010:
- Draft EIA Report available for public review
- Compilation of Comment and Response Report

August 2010:
- Finalise and submit to LEDET

November or December 2010:
- Notify I&APs of LEDET decision on the application

Figure 2: Four phases of a Scoping and EIA process



SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

REGISTRATION AND COMMENT SHEET

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

S.E.F
STRATEGIC ENVIRONMENTAL FOCUS

Title: Name:	
Surname:	
Company Name / Interest:	
Postal or Residential Address:	
Area:	Please provide details of any friends/colleagues whom you would like to be added to the mailing list:
Postal Code:	
Tel ( )	Name:
Mobile	Surname:
Fax ( )	Company Name / Interest:
Email address:	
Please mark with an X to indicate whether you would like to participate in the Scoping and EIA process:	Tel ( )
	Mobile
Yes, I would like to participate in this EIA YES	Fax ( )
No, I am not interested in participating NO	Email address:
COMMENTS (You are welcome to attach separate sheets)	
1. The following issues must be considered during the Impact Assessment Phase:	

Please complete and return to SEF by no later than **Monday, 17 May 2010:**

Attention: Carene Abrahamse
Fax: 086 640 5815
Email: ctu@sefsa.co.za
Post: PO Box 74785; Lynnwood Ridge, 0040

Please feel free to **phone** us on (012) 349 1307 should you not have access to a fax or e-mail facility.

Thank you for your participation.

Please rest assured that your comments will form part of the final Scoping and EIA Report that will be submitted to the decision making authority.

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

S.E.F
STRATEGIC ENVIRONMENTAL FOCUS

REGISTRATION AND COMMENT SHEET

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Title: MR Name: ANDREAS		
Surname: PAPADOPOULOS		
Company Name / Interest:		
PANORAMA SINKY & FILLINGSTATION		
Postal or Residential Address:		
BOX 1941		
GROBLERSDAL		
Area:		Please provide details of any friends/colleagues whom you would like to be added to the mailing list:
Postal Code: 0470		
Tel	(013) 262 2168	Name:
Mobile	083 342 3642	Surname:
Fax	(013) 262 2168	Company Name / Interest:
Email address:		
Please mark with an X to indicate whether you would like to participate in the Scoping and EIA process:		Tel ( )
		Mobile
Yes, I would like to participate in this EIA	YES X	Fax ( )
No, I am not interested in participating	NO	Email address:

COMMENTS (You are welcome to attach separate sheets)

1. The following issues must be considered during the Impact Assessment Phase:

Please complete and return to SEF by no later than **Monday, 17 May 2010:**

Attention: Carene Abrahamse
Fax: 086 640 5815
Email: ctu@sefsa.co.za
Post: PO Box 74785; Lynnwood Ridge, 0040

Please feel free to **phone** us on (012) 349 1307 should you not have access to a fax or e-mail facility.

Thank you for your participation.

Please rest assured that your comments will form part of the final Scoping and EIA Report that will be submitted to the decision making authority.

PANORAMA SUPERMARKET & FILLING STATION

COMMENTS:

The proposed filling station will force business out of the centre of town, which will impact negatively all business owners in centre of town;

Traffic congestion will inevitably lead to an increase of vehicle accidents and pedestrian casualties :

- this part of van Riebeeckstreet is regarded by all locals as part of the national road;
- the fact that the taxi rank is situated very near to this new proposed filling station an increase of pedestrians will naturally occur;

As the town is already under supplied by Escom with electricity this will lead to costly power failures;

There is already a long existing problem in the area of Kanaallaan with the spillage of sewerage which contaminates the drinking water of this town;

Another business will place a further demand on the water supply of the town;

The proposed new filling station will bring nothing new to the consumer, since there are garages on both sides of van Riebeeck Street;

Andreas Papadopoulos

Carene Abrahamse

From: Bongi Mhlanga
Sent: 17 May 2010 11:51 AM
To: Carene Abrahamse
Subject: FW: Groblersdal Filling Station

From: Jeff Kantor [mailto:JKantor@metcash.co.za]
Sent: 14 May 2010 01:15 PM
To: CTU
Cc: Paul Voges
Subject: Groblersdal Filling Station

Dear Carene Abrahamse,

Your Scoping & Enviromental Impact Assessment document dated 12th May 2010 sent to Metro Groblersdal (Metro is one of our trading names) refers.

Kindly note that we have a lease over erf 757 Groblersdal with the owner thereof, expiring on 31st March 2012.

Please advise when is it expected that building operations for the filling station will commence?

Could you please e-mail us a sketch plan showing the location of the filling station on the property/ies, more particular where the filling station will be located in relation to the existing buildings from where we trade.

Yours faithfully,

Jeff Kantor
General Manager : Legal
Metcash Head Office
Metcash Trading Africa (Pty) Ltd
Reg.no.2003/018184/07
Tel: 011 490-2132
Fax: 011 689-2490
Fax2 e-mail 0866758686
e-mail: jkantor@metcash.co.za

Metcash Africa

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

REGISTRATION AND COMMENT SHEET

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

S.E.F
STRATEGIC ENVIRONMENTAL FOCUS

Title: MR Name: J. C. KANTOR	
~~Surname~~: ON BEHALF OF :-	
Company Name / Interest: METCASH TRADING AFRICA (PTY) LTD	
Postal or Residential Address: P.O. Box 39080 BOOYSENS 2016	
Area: JOHANNESBURG	Please provide details of any friends/colleagues whom you would like to be added to the mailing list:
Postal Code:	
Tel (011) 490 - 2132	Name:
Mobile	Surname:
Fax (011) 689 - 2490	Company Name / Interest:
Email address: jkantor@metcash.co.za	
Please mark with an X to indicate whether you would like to participate in the Scoping and EIA process:	Tel ( )
	Mobile
Yes, I would like to participate in this EIA — YES	Fax ( )
No, I am not interested in participating — NO X	Email address:
COMMENTS (You are welcome to attach separate sheets)	
1. The following issues must be considered during the Impact Assessment Phase:	
HOW THE PROPOSED FILLING STATION IS GOING TO AFFECT ACCESS TO THE EXISTING METRO GROBLERSDAL ON ERF 757 GROBLERSDAL EXT II	

Please complete and return to SEF by no later than **Monday, 17 May 2010:**

Attention: Carene Abrahamse
Fax: 086 640 58 15
Email: ctu@sefsa.co.za
Post: PO Box 74785, Lynnwood Ridge, 0040

Please feel free to **phone** us on (012) 349 1307 should you not have access to a fax or e-mail facility.

Thank you for your participation.

Please rest assured that your comments will form part of the final Scoping and EIA Report that will be submitted to the decision making authority.

Carene Abrahamse

From: Carene Abrahamse
Sent: 28 April 2010 10:30 AM
To: 'louise@avatt.co.za'
Subject: RE: Filling station Erven 756 and 757 Groblersdal X 11: Response to comments

Dear Louise,

We would like to thank you for your comment. Please see the following responses to your client's concern:

Comment:

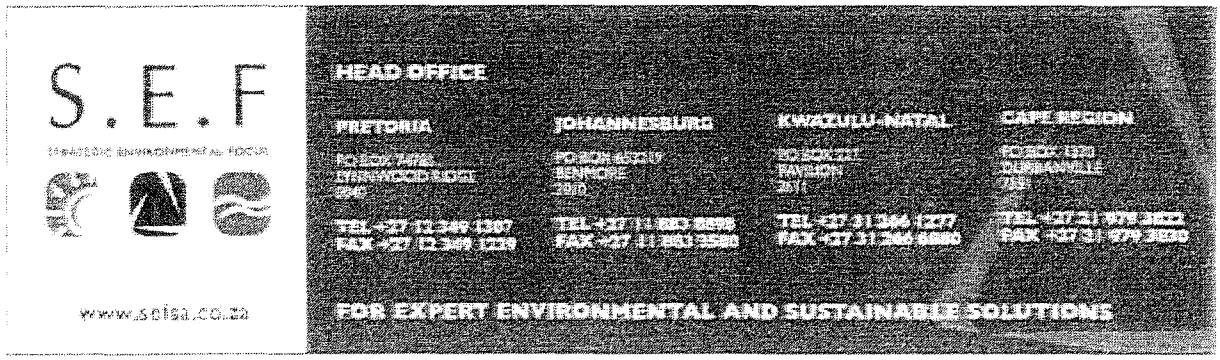
- The proposed filling station to be developed is not sustainable from an environmental and economic point of view.

Response:

- The environmental impact assessment is still to be carried out and the findings will be available as part of the draft EIA report for public review (Dates of the availability of this report will be communicated in advance)
- An socio-economic study is also being undertaken to as part of this process and will also be available as part of the draft EIA report
- A feasibility study has been undertaken by WSP SA Civil and Structural Engineers (Pty) Ltd and this will be made available as an Appendix to the draft Scoping report for public review. (Dates of the availability of this report will be communicated in advance).

Kind Regards,

Carene Abrahamse B.Sc Geography (Hons) UJ
Project Manager: Pretoria Office
for Strategic Environmental Focus (Pty) Ltd



Please consider the environment before printing this e-mail

From: Khomotjo Kwenaite **On Behalf Of** CTU
Sent: 26 April 2010 11:24 AM
To: Carene Abrahamse
Subject: FW: Filling station Erven 756 and 757 Groblersdal X 11

From: Louise [mailto:louise@avatt.co.za]
Sent: 23 April 2010 02:34 PM
To: CTU
Subject: Filling station Erven 756 and 757 Groblersdal X 11

Dear Madam,

Please acknowledge receipt.

Regards,

LOUISE DU PLOOY

ADRIAAN VENTER
ATTORNEYS & ASSOCIATES
Lady Brooks Building
12th Street 14
C/o Brooklyn & Charles Street
Menlo Park 0081
Tel: (012) 346 1845 / 346 1075
Fax: (012) 346 6665

Carene Abrahamse

From: Carene Abrahamse
Sent: 28 April 2010 08:51 AM
To: 'louise@avatt.co.za'
Subject: RE: Filling station Erven 756 and 757 Groblersdal X 11

Dear Louise,

Thank you for your email. You have been registered as an I&AP on the project.

Kind Regards,

Carene Abrahamse B.Sc Geography (Hons) UJ
Project Manager: Pretoria Office
for Strategic Environmental Focus (Pty) Ltd

Please consider the environment before printing this e-mail

From: Khomotjo Kwenaite **On Behalf Of** CTU
Sent: 26 April 2010 11:24 AM
To: Carene Abrahamse
Subject: FW: Filling station Erven 756 and 757 Groblersdal X 11

From: Louise [mailto:louise@avatt.co.za]
Sent: 23 April 2010 02:34 PM
To: CTU
Subject: Filling station Erven 756 and 757 Groblersdal X 11

Dear Madam,

Please acknowledge receipt.

Regards,

LOUISE DU PLOOY

ADRIAAN VENTER
ATTORNEYS & ASSOCIATES
Lady Brooks Building
12th Street 14
C/o Brooklyn & Charles Street
Menlo Park 0081
Tel: (012) 346 1845 / 346 1075
Fax: (012) 346 6665

ADRIAAN VENTER
PROKUREURS & ASSOSIATE
ATTORNEYS & ASSOCIATES

Lady Brooks Gebou / Lady Brooks Building
14 - 12de Straat, Menlopark, Pretoria
14 - 12th Street, Menlo Park, Pretoria
1335, Pretoria, 0001
012 346 1075
012 346 1845
012 346 6665
info@avatt.co.za

OUR REF / ONS VERW: JA VENTER/LDP/VM0058
YOUR REF / U VERW:

DATE / DATUM: 2010-04-23

STRATEGIC ENVIRONMENTAL FOCUS (PTY) LTD

ATT: CARENE ABRAHAMSE

PO BOX 74785

LYNNWOOD RIDGE

0040

FAX: (012) 349 1229

E-MAIL: ctu@sefsa.co.za

Sir/Madam

REGISTRATION AS INTERESTED AND AFFECTED PARTY: SCOPING AND EIA, FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757 GROBLERSDAL EXT 11 – ELIAS MOTSOALEDI LOCAL MUNICIPALITY LIMPOPO PROVINCE

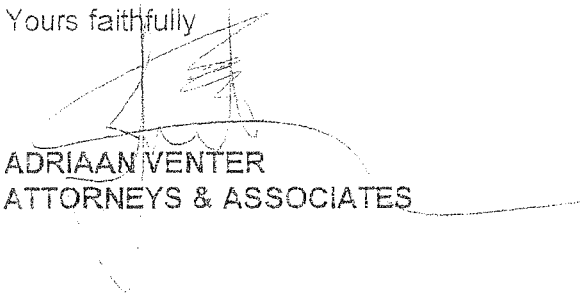
We refer to the above matter and your notice published in the above regard and confirm that we act herein on behalf of the F.C. Mulder Group of Companies, the owners of several filling stations and other businesses within the jurisdictional area of the Elias Motsoaledi Local Municipality.

In view of the aforegoing, our client has a material interest in this matter and holds the view that no filling station within this area and more specifically, to be developed on the subject properties, will be sustainable not only from an environmental but also from an economical point of view.

In these circumstances, we have been approached to register as an interested and affected party on behalf of our client and you are therefore requested to in future directly liaise with writer herein, with regard to your further public participation process.

Kindly acknowledge receipt and update your records accordingly.

Yours faithfully



ADRIAAN VENTER
ATTORNEYS & ASSOCIATES

EBB Consulting cc

Environmental and Development Law Consultants

On behalf of:

PRAF

Member & Consultant: G (Kallie) Erasmus (B Proc, M.A. *cum laude*) in Political Science (Unisa), EAP)
69 Church Street, Prince Albert, 6930 P O Box 50, Prince Albert, 6930
Telephone: 082 446 4424 Fax: 0866 855 479 E-Mail: kallie@icon.co.za

I&AP REGISTRATION FORM

INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

DATE: 21 APRIL 2010

DEPARTMENTAL REFERENCE: 12/1/9-7/3-GS16

CONSULTANT: CARENE ABRAHAMSE OF STRATEGIC ENVIRONMENTAL FOCUS
FAX: 086 640 5815
E-MAIL: ctu@sefsa.co.za

I&APs:

- **THE PETROLEUM RETAILERS ALIGNMENT FORUM (PRAF)** being a joint initiative of the Fuel Retailers Association, the South African Petroleum Retailers Association and other stakeholders in the fuel retailing sector and existing filling stations possibly affected by and interested in the proposed development.

- **EXISTING FILLING STATIONS THAT WILL BE AFFECTED BY THE PROPOSED DEVELOPMENT**

Contact Details: c/o **EBB Consulting cc**

Tel number: 082 446 4424

Fax number: 0866 855 979

E-mail address: kallie@icon.co.za

Postal Address: P O Box 50, Prince Albert, Western Cape, 6930

INTEREST:

- Organisation representing the interests of existing filling stations and the petroleum retailing industry. Interest extends to the industry's responsibility to the public and the environment.

- Filling stations that will be affected by the proposed activity.

NOTES:

- At this stage we have not yet been properly informed of the development objectives and this response is, consequently, preliminary in nature. Our rights to amend and supplement the list are reserved.

- **Kindly urgently:**

- advise what the zoning / land use rights status of the target property is; and

- confirm in writing by return that the EIA Applicant and landowner have both been informed that our clients have a direct interest in any application for rezoning/change of land use rights and have been requested to give us specific notice of any application for rezoning/altered land use rights;

- provide us with full copies of all and/or any applications for rezoning/land use rights for purposes of a filling station if such application has been made or provide us with a copy of any land use rights/zoning approval as may have been granted (if such approval has been granted we herewith formally reserve all our clients' rights; and

- confirm in writing that the EIA Applicant, landowners and any possible associates and/or successors in title have been or will be informed that our clients have a direct interest in any and all applications for licenses in terms of the Petroleum Products Act, 1977 and require specific notifi-

cation of the making of such application(s) and full copies thereof. Any attempt to make or pursue such application(s) without specific notification to our clients and/or provision of the copies as requested (care of our address) will be deemed to be a deliberate attempt to prejudice interested and affected parties and all our clients' rights are strictly reserve in such an event.

ISSUES REQUIRED TO BE INCLUDED IN THE SCOPING AND EIA PROCESS:

1. Environmental Issues:

- Water, ground, air & light pollution;
- Ecological and other biophysical impacts;
- Traffic.

2. Socio-economic Issues:

- Need for and desirability of yet another filling station;
- Impact on existing filling stations.
- How many jobs will be lost?
- How many jobs will be created.
- Sense of place.
- Alternative land uses including but not limited to the no-go option.

3. Cultural/Historical Issues:

- To be guided by contextual specificities.

4. Any other Issues or Comments:

We will require full compliance with the provisions of the NEMA EIA Regulations read together with the principles in Section 2 and the minimum criteria established by Section 24(4) of NEMA.

Annelien Pretorius - INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENTFOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDALEXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

From: Carene Abrahamse <carene@sefsa.co.za>
Date: 2010/04/14 03:14 PM
Subject: INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENTFOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDALEXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE
Attachments: 503307_BID_final_2010.04.09.pdf

14 April 2010

Interested and Affected Party

SEF Ref No: 503307
LEDET Ref No: 12/1/8-7/3-GS16

Dear Sir/Madam

INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

- **Invitation to register as an interested and affected party**
- **Invitation to provide initial comment**

Gawie Labuschagne Trust is proposing to develop a new filling station within Groblersdal in the Elias Motsoaledi Local Municipality, Limpopo Province, in order to provide a service to the transient traffic travelling to and from the east on Road R33 to Stoffberg, Tafelkop, Motetema, Monsterlus, etc. as well as to the local traffic generated by the Elias Motsoaledi Central Business District and surrounding industrial area. It will also provide quick access to essential food stuffs at the convenience store. The proposed development is located on erven 756 and 757 Groblersdal Extension 11, situated adjacent to the R33 between Kanaal and Nywerheid Streets, in Groblersdal.

Gawie Labuschagne Trust appointed Strategic Environmental Focus (SEF) (Pty) Ltd as an independent environmental consultant to facilitate the Scoping and Environmental Impact Assessment (EIA) including the public participation process. In terms of Sections 24 and 24(D) of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended, and as read with Government Notices R 385 (Regulations 22 – 26) and R. 386 (Item 15) and R 387 (Item 3), a Scoping and EIA are required for the construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of a dangerous good, including petrol, diesel, liquid petroleum gas or paraffin. (Item 15) of R 386, the construction of a road that is wider than 4 m or that has a reserve wider than 6 m, excluding roads that fall within the ambit of another listed activity or which are access roads of less than 30 m long is included in the process.

The Scoping and EIA will be conducted to ensure that the environmental impacts that may be associated with the proposed project are taken into consideration; interested and affected parties (I&APs) have an opportunity to comment by providing issues of concern and/or suggestions for enhanced benefits and/or alternatives; and to ensure that the Competent Authority, the Limpopo Department of Economic Development, Environment and Tourism (LEDET), has sufficient information to make a decision.

Elias Motsoaledi Local Municipality

P.O. Box 48
Groblersdal, 0470

Phone: (013) 262 3056/7/8/9
Fax: (013) 262 2547 / 2886

E-mail: lkabini@emlm.co.za

Our Ref:
Ons Verw:

Correspond with the Municipal Manager
Korrespondeer met die Munisipale

02 June 2010

STRATEGIC ENVIRONMENTLA FOCUA (Pty) Ltd
P O Box 74785
Lynwood
Pretoria
0040

ATTENTION: E O'ROURKE
FAX: (012) 349 1229
086 640 5815

SUBJECT: SCOPING & ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPSED NEW FILLING STATION ON ERVEN 756 & 757, GROBERSDAL EXETENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

The above refers as per your request sent to us.

The Municipality is of the opinion that fauna and flora at close proximity to the earmarked piece of land Be mentioned and the extent to which they are likely to be affected by underground storage of fuel. In addition, Fauna and flora importance or relation in terms of culture, tradition, heritage etc should Be brought forth. To compound to this, flora and flora identified should be identified on whether they Are native or alien. Plans to deal rehabilitate the soil and any micro-organism in cases of possible Leakage. Lastly, social benefits to the local communities should be quantified.

We apologize for late registration and response.

Hope you will find the above in order.

Regards

Sethojoa Boredi
(TOWN PLANNER)

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

S.E.F
STRATEGIC ENVIRONMENTAL FOCUS

REGISTRATION AND COMMENT SHEET

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Title: Mr Name: Sethoga Barani	
Surname: Sethoga	
Company Name / Interest: Elias Motsoaledi Local Municipality	
Postal or Residential Address: P O Box 48 Grobleersdal 0470	
Area: Grobleersdal	Please provide details of any friends/colleagues whom you would like to be added to the mailing list:
Postal Code: 0470	
Tel: (013) 262 3056/7/8/9	Name: Maggy Mtshweni
Mobile: 082 052 1222	Surname: Mtshweni
Fax: (013) 262 2547/2546	Company Name / Interest: Elias Motsoaledi Local Municipality
Email address: sethojra@gmail.com	Tel: (013) 262 3056/7/8/9
Please mark with an X to indicate whether you would like to participate in the Scoping and EIA process:	Mobile: 082 052 1222
Yes, I would like to participate in this EIA: YES X	Fax: (013) 262 2547/2546
No, I am not interested in participating: NO	Email address: lkabinieemm.co.za
COMMENTS (You are welcome to attach separate sheets)	
1. The following issues must be considered during the Impact Assessment Phase:	
See ATTACHED	
Sheet	

Please complete and return to SEF by no later than **Monday, 17 May 2010:**

Attention: Carene Abrahamse
Fax: 086 640 5815
Email: ctu@sefsa.co.za
Post: PO Box 74785, Lynnwood Ridge, 0040

Please feel free to phone us on (012) 349 1307 should you not have access to a fax or e-mail facility.

Thank you for your participation.

Please rest assured that your comments will form part of the final Scoping and EIA Report that will be submitted to the decision making authority.

Carene Abrahamse

From: Carene Abrahamse
Sent: 13 May 2010 09:17 AM
To: gr012@metcash.co.za
Subject: Groblersdal Filling Station: Requested documentation

Hi Clara,

Please find attached the information that was faxed.

Regards,

Carene Abrahamse B.Sc Geography (Hons) UJ
Project Manager: Pretoria Office
for Strategic Environmental Focus (Pty) Ltd

Please consider the environment before printing this e-mail

Carene Abrahamse

From: Carene Abrahamse
Sent: 17 June 2010 03:01 PM
To: JKantor@metcash.co.za
Subject: RE: Groblersdal Filling Station

Dear Jeff,

As per your query below, please find information below and attachments.

How will the proposed filling station effect access to the existing Metro Groblersdal on Erf 757 Groblersdal Ext 2	Mr J.C Kantor (on behalf of Metcash Trading Africa (Pty) Ltd)	17 May 2010 E-mail	The existing Metro on Erf 757 will still obtain access via the existing two access points (i.e. from Eind and Bank Streets). Please refer to the attached, proposed Site Layout Plan.
Could you please e-mail us a sketch plan showing the location of the filling station on the property/ies, more particular where the filling station will be located in relation to the existing buildings from where we trade.	Mr J.C Kantor (One behalf of Metcash Trading Africa Pty Ltd	17 May 2010 E-mail	Site Layout Plan attached

Please let me know if you require any further information on this.

Regards,

Carene Abrahamse B.Sc Geography (Hons) UJ
Project Manager: Pretoria Office
for Strategic Environmental Focus (Pty) Ltd

S.E.F
STRATEGIC ENVIRONMENTAL FOCUS
www.sefsa.co.za

HEAD OFFICE

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FAX +27 31 266 1274

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7551
TEL +27 21 979 3622
FAX +27 21 979 3630

FOR EXPERT ENVIRONMENTAL AND SUSTAINABLE SOLUTIONS

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From: Bongi Mhlanga
Sent: 17 May 2010 11:46 AM
To: Carene Abrahamse
Subject: FW: Groblersdal Filling Station

From: Jeff Kantor [mailto:JKantor@metcash.co.za]
Sent: 17 May 2010 11:47 AM
To: CTU
Cc: Tyrone Whitaker
Subject: Fw: Groblersdal Filling Station

Dear Carene Abrahamse,

Further to my e-mail of Friday i attach Completed Registration & Comment sheet.*(See attached file: MetroGroblersdalSEF.pdf)*

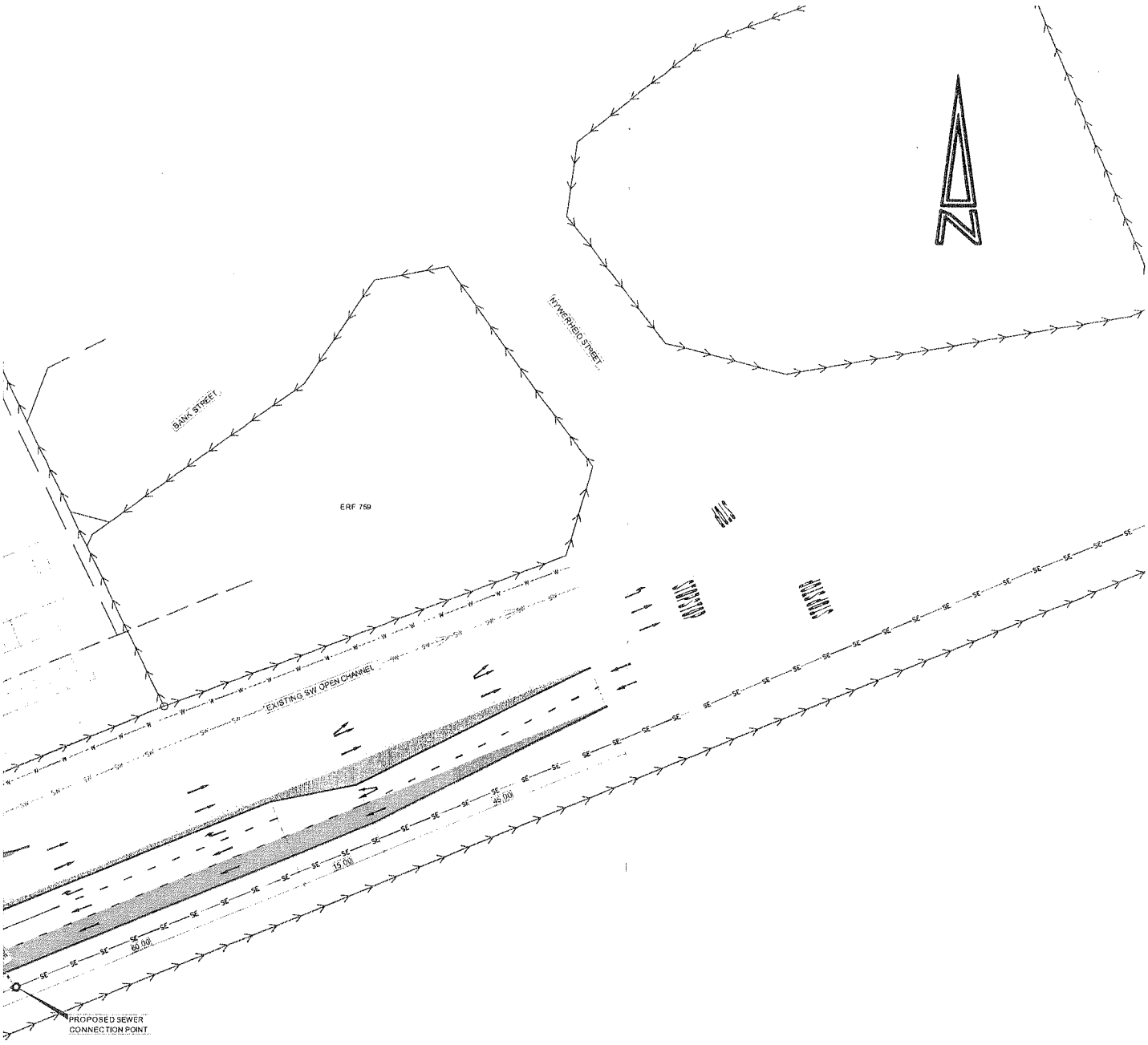
Yours faithfully,

Jeff Kantor
General Manager : Legal
Metcash Head Office
Metcash Trading Africa (Pty) Ltd
Reg.no.2003/018184/07
Tel: 011 490-2132
Fax: 011 689-2490
Fax2 e-mail 0866758686
e-mail: jkantor@metcash.co.za

Metcash Africa

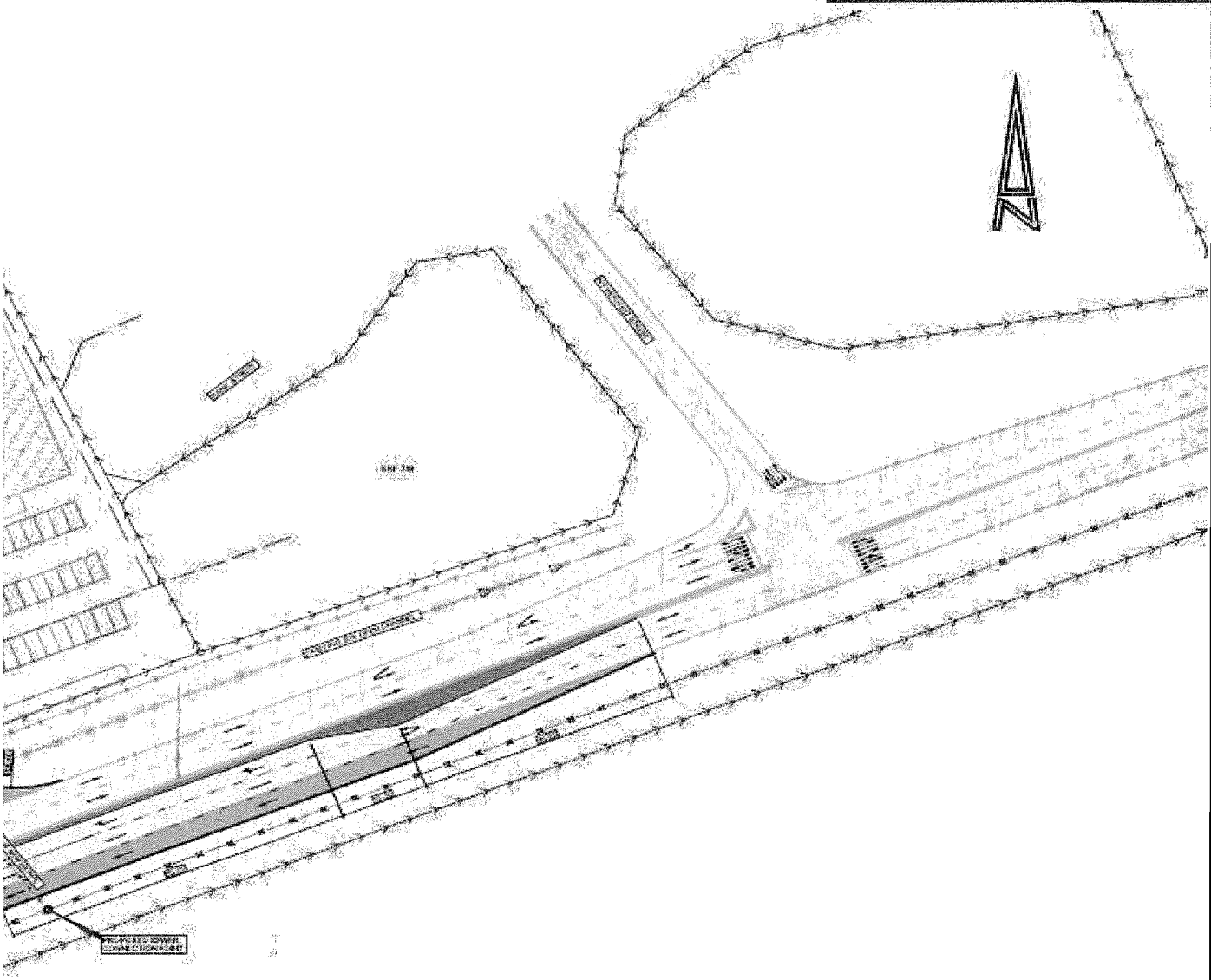
----- Forwarded by Jeff Kantor/HeadOffice/Metcash on 17/05/2010 11:44 AM -----

Jeff Kantor/HeadOffice/Metcash	Toctu@sefsa.co.za
	cc Paul Voges/HeadOffice/Metcash@METCASH
14/05/2010 01:14 PM	Subject Groblersdal Filling Station



NB: SCHEMATIC

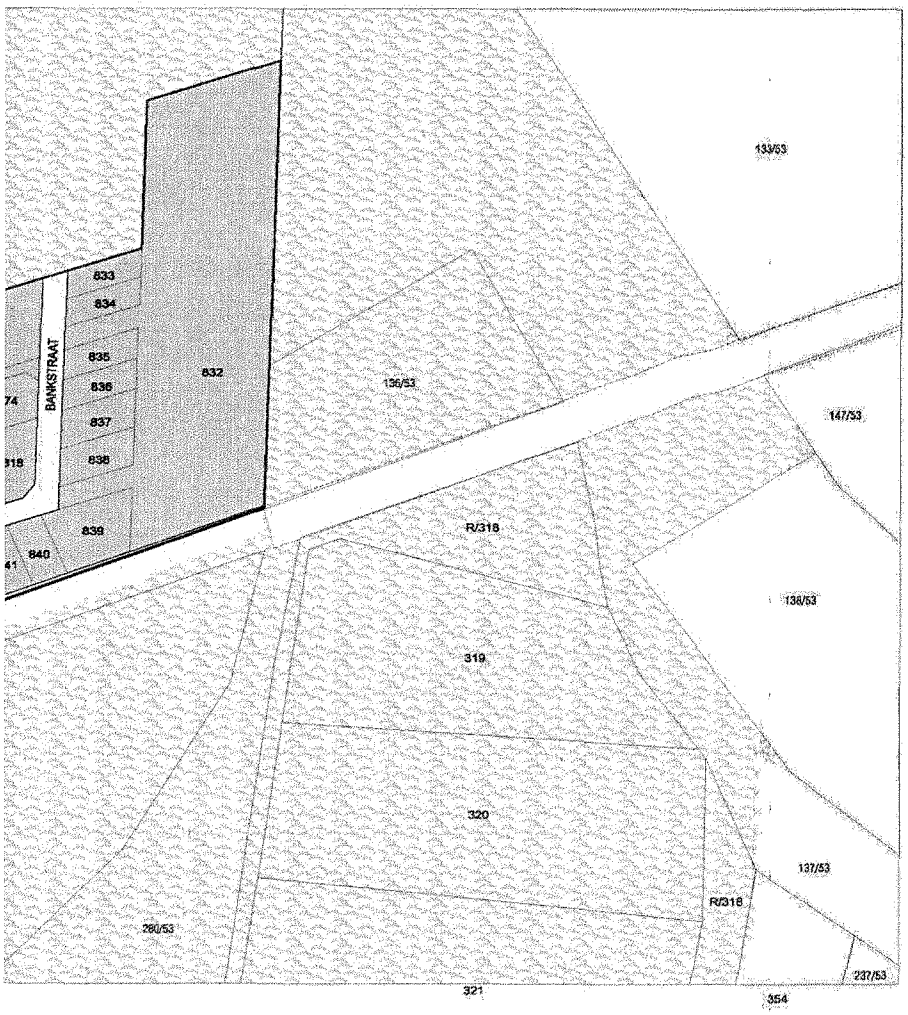
PROJECT: GROBLERSDAL FILLING STATION	SCALE: N.T.S	CHECKED: H SCHREURS	APPROVED: H SCHREURS
	DESIGN: H SCHREURS	DRAWN: M.S MASHAMBA	DATE: 2010/02/18
TITLE: PROPOSED ACCESS AND CIVIL SERVICES LAYOUT	PROJECT No: 329215	DRAWING No: C1100	REV: A



NB: SCHEMATIC

PROJECT: GROBLERSDAL FILLING STATION	SCALE: N.T.S	CHECKED: H.SCHREURS	APPROVED: H.SCHREURS
	DESIGN: H SCHREURS	DRAWN: M.S MASHAMBA	DATE: 2010/02/18
TITLE: PROPOSED ACCESS AND CIVIL SERVICES LAYOUT	PROJECT No: 329215	DRAWING No: C1100	REV: A

)6 KAART MAP 3 A REEKS SERIES WYSIGINGSKEMA AMENDMENT SCHEME 120 VEL SHEET 11-C-07



VERWYSING - REFERENCE

SKEMAGRENS
SCHEME BOUNDARY

DORPSGRENS
TOWNSHIP BOUNDARY

BYLAENOMMER
ANNEXURE NUMBER

PRIVATE PAAIE EN REG VAN WEG
PRIVATE ROADS AND RIGHT OF WAY

INLAS (notasie sisteal vir die aanduiding van inlasings op die A reeks)
INSET (notation system to indicate insets on the A series)

GEBRUIKSONE/USE ZONE

RESIDENSIEEL RESIDENTIAL	1	
RESIDENSIEEL RESIDENTIAL	2	
RESIDENSIEEL RESIDENTIAL	3	
RESIDENSIEEL RESIDENTIAL	4	
BESIGHEID BUSINESS	1	
BESIGHEID BUSINESS	2	
BESIGHEID BUSINESS	3	
BESIGHEID BUSINESS	4	
SPESIAAL SPECIAL		
NYWERHEID INDUSTRIAL	1	
NYWERHEID INDUSTRIAL	2	
NYWERHEID INDUSTRIAL	3	
KOMMERSIEEL COMMERCIAL		
INRIGTING INSTITUTIONAL		
OPVOEDING EDUCATIONAL		
VERMAAKLIKHEID AMUSEMENT		
MUNISIPAAL MUNICIPAL		
ONBEPAALD UNDETERMINED		
LANDBOU AGRICULTURAL		
LANDELIKE BEWONING RURAL OCCUPATION		
OPENBARE GARAGE PUBLIC GARAGE		
PARKERING PARKING		
OPENBARE OOPRUIMTE PUBLIC OPEN SPACE		
PRIVAAT OOPRUIMTE PRIVATE OPEN SPACE		
BEGRAAFPLAAS CEMETARY		
RIOOLPLAAS SEWAGE FARM		
VLIEGVELD AERODROME		
REGERING GOVERNMENT		R.S.A.
RESERVOIR RESERVOIR		Reservoir
SPOORVERVOERDIENSTE RAIL TRANSPORT SERVICES		
BESTAANDE OPENBARE PAAIE EXISTING PUBLIC ROADS		

VOORGESTELDE NUWE PAAIE EN VERBREDINGS PROPOSED NEW ROADS AND WIDENINGS

VIR GOEDKEURING AANBEVEEL
RECOMMENDED FOR APPROVAL

Munisipale Bestuurder
Municipal Manager

2006

GROTER/GREATER GROBLERSDAL

GOEDGEKEUR
APPROVED

ZONE

Dear Carene Abrahamse,

Your Scoping & Enviromental Impact Assessment document dated 12th May 2010 sent to Metro Groblersdal (Metro is one of our trading names) refers.

Kindly note that we have a lease over erf 757 Groblersdal with the owner thereof, expiring on 31st March 2012.

Please advise when is it expected that building operations for the filling station will commence?

Could you please e-mail us a sketch plan showing the location of the filling station on the property/ies, more particular where the filling station will be located in relation to the existing buildings from where we trade.

Yours faithfully,

Jeff Kantor
General Manager : Legal
Metcash Head Office
Metcash Trading Africa (Pty) Ltd
Reg.no.2003/018184/07
Tel: 011 490-2132
Fax: 011 689-2490
Fax2 e-mail 0866758686
e-mail: jkantor@metcash.co.za

Metcash Africa

Carene Abrahamse

From: Carene Abrahamse
Sent: 25 May 2010 12:23 PM
To: Kallie Erasmus
Cc: G Gaddin; Deon Feinbloom; Henriette Coetzee; Caroline Blyth
Subject: RE: Proposed Groblersdal Filling Station

Dear Kallie,

Please find below responses to your comments. Also attached is the response letter you requested.

Comments/ Concern			Response
Please advise what the zoning/land use rights status of the target property is.	Mr G (Kallie) Erasmus EBB Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	E-mail 22 April 2010	The property is currently zoned as Industrial 3 which allows for permitting industry (non-noxious industries), warehouses, commercial, and services industry. Uses permitted only with consent include: public garage, place of refreshment for own employees only, scrap yard, dwelling unit related to, but subordinate to the main use and special use. Please refer any other question pertaining to land use application etc to the appointed town planner (see details below).
Please confirm in writing by return that the EIA Applicant and landowner have both been informed that our clients have a direct interest in any application for rezoning/change of land use rights and have been requested to give us specific notice of any application for rezoning/altered land use rights.	Mr G (Kallie) Erasmus EBB Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	E-mail 22 April 2010	SEF has prepared a draft response letter which has been forwarded to the appointed town planner (Landmark Planning). Please contact them directly, for further enquiries (012 667 4773).
Please provide PRAF with full copies of all and/or any applications for rezoning/land use rights for purposes of a filling station if such application has been made or provide PRAF	Mr G (Kallie) Erasmus EBB Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	E-mail 22 April 2010	A Development Facilitation Act (DFA) application has been submitted by the appointed town planner and the hearing date is still to be determined. SEF encourages PRAF to contact the town planner directly for the full set

with a copy of any land use rights/zoning approval as may have been granted (if such approval has been granted PRAF herewith formally reserve all our clients' rights).			of the application documents (see details above).
Please confirm in writing that the EIA Applicant, landowners and any possible associates and/or successors in title have been or will be informed that PRAF's clients have a direct interest in any and all applications for licenses in terms of the Petroleum Products Act, 1977 and require specific notification of the making of such application(s) and full copies thereof. Any attempt to make or pursue such application(s) without specific notification to PRAF's clients and/or provision of the copies as requested (care of our address) will be deemed to be a deliberate attempt to prejudice interested and affected parties and all PRAF's clients' rights are strictly reserve in such an event.	Mr G (Kallie) Erasmus EBB Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	E-mail 22 April 2010	A copy of this correspondence has been forwarded to the appointed town planner on 14 May 2010. Any further issues or concerns relating to this matter should be forwarded to them directly (see details above).
Please include the following issues in the scoping and EIA process: • Environmental issues, including water, ground, air and light pollution. • Ecological and other biophysical impacts; • Traffic issues; • Socio-economic issues, including the need and desirability of another filling station, impact on existing filling stations, jobs lost and	Mr G (Kallie) Erasmus EBB Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	E-mail 22 April 2010	All environmental, both bio-physical and social, will be taken into account and assessed during the EIA phase. The following specialist studies have also been employed: • Traffic Impact Study; and • Socio-Economic Impact Study

created, sense of place, alternative land uses considered; and • Cultural impacts.			
PRAF will require full compliance with the provisions of the NEMA EIA Regulations read together with the principles in Section 2 and the minimum criteria established by Section 24 (4) of NEMA.	Mr G (Kallie) Erasmus EBB Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	E-mail 22 April 2010	Comment noted. This process is undertaken in terms of the Environmental Impact Assessment Regulations (Government Notice No's R 385, 386 and 387 of 2006) under the National Environmental Management Act, 1998 (Act No. 107 of 1998) [NEMA].

Carene Abrahamse B.Sc Geography (Hons) UJ
Project Manager: Pretoria Office
for Strategic Environmental Focus (Pty) Ltd

Please consider the environment before printing this e-mail

From: Kallie Erasmus [mailto:kallieerasmus@gmail.com]
Sent: 22 April 2010 08:47 AM
To: Carene Abrahamse
Cc: G Gaddin; Deon Feinbloom; Henriette Coetzee; Caroline Blyth
Subject: Proposed Groblersdal Filling Station

Hi!

Herewith a PRAF Registration Form.

Kindly register our clients as I&APs and keep us posted on developments.

Please acknowledge receipt.
Regards
--

G (Kallie) Erasmus
EBB Consulting cc
Environmental and Development Law Consultants
Tel: 082 446 4424
Fax: 0866 855 979
E-Mail: kallie@icon.co.za or KallieErasmus@gmail.com

Carene Abrahamse

From: Carene Abrahamse

Sent: 24 May 2010 04:45 PM

To: molefeb@sekhukhune.co.za

Subject: FW: INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

Dear Bongani,

Please see email below which might be of interest to you.

Regards,

14 April 2010

Interested and Affected Party

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Dear Sir/Madam

INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

- **Invitation to register as an interested and affected party**
- **Invitation to provide initial comment**

Gawie Labuschagne Trust is proposing to develop a new filling station within Groblersdal in the Elias Motsoaledi Local Municipality, Limpopo Province, in order to provide a service to the transient traffic travelling to and from the east on Road R33 to Stoffberg, Tafelkop, Motetema, Monsterlus, etc. as well as to the local traffic generated by the Elias Motsoaledi Central Business District and surrounding industrial area. It will also provide quick access to essential food stuffs at the convenience store. The proposed development is located on erven 756 and 757 Groblersdal Extension 11, situated adjacent to the R33 between Kanaal and Nywerheid Streets, in Groblersdal.

Gawie Labuschagne Trust appointed Strategic Environmental Focus (SEF) (Pty) Ltd as an independent environmental consultant to facilitate the Scoping and Environmental Impact Assessment (EIA) including the public participation process. In terms of Sections 24 and 24(D) of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended, and as read with Government Notices R 385 (Regulations 22 – 26) and R. 386 {Item 15} and R 387 {Item 3}, a Scoping and EIA are required for the construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of a dangerous good, including petrol, diesel, liquid petroleum gas or paraffin. {Item 15} of R 386, the construction of a road that is wider than 4 m or that has a reserve wider than 6 m, excluding roads that fall within the ambit of another listed activity or which are access roads of less than 30 m long is included in the process.

The Scoping and EIA will be conducted to ensure that the environmental impacts that may be associated with the proposed project are taken into consideration; interested and affected parties (I&APs) have an opportunity to comment by providing issues of concern and/or suggestions for enhanced benefits and/or alternatives; and to ensure that the Competent Authority, the Limpopo Department of Economic Development, Environment and Tourism (LEDET), has sufficient information to make a decision.

We enclose a Background Information Document (BID), as an initial opportunity to comment, which describes:

- The motivation for and components of the proposed project;
- Potential issues for investigation;
- The EIA and public participation process to be followed; and
- How stakeholders can contribute to the process.

Should you wish to participate in the Scoping and EIA process by contributing issues of concerns/comments, please register as an I&AP by completing the Registration and Comment Sheet that is enclosed with the BID or you can visit SEF's website at http://www.sefsa.co.za, click on "Stakeholder Engagement". Click on the "register" button and complete the compulsory fields to register as an I&AP. On completion of these fields, you will receive an email titled **"Stakeholder Engagement – New Registration".** Click on client login and use the emailed details to login in and submit comments

The comments are due on or before **Monday, 17 May 2010**.

Meanwhile, should you have any questions, or would like to obtain more information, please feel free to contact me at Tel: (012) 349 1307, Fax: 086 640 5815 or E-mail: ctu@sefsa.co.za.

We look forward to receiving your comments!

Yours sincerely

Carene Abrahamse B.Sc Geography (Hons) UJ
Project Manager: Pretoria Office
for Strategic Environmental Focus (Pty) Ltd

Please consider the environment before printing this e-mail

Carene Abrahamse

From: Carene Abrahamse

Sent: 24 May 2010 04:36 PM

To: iharmse@emlm.co.za

Subject: FW: INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

Dear Paul Louw,

Please see information below which might be of interest to you. A copy of the draft scoping report will be delivered to your offices tomorrow.

Regards,

14 April 2010

Interested and Affected Party

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Dear Sir/Madam

INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

- **Invitation to register as an interested and affected party**
- **Invitation to provide initial comment**

Gawie Labuschagne Trust is proposing to develop a new filling station within Groblersdal in the Elias Motsoaledi Local Municipality, Limpopo Province, in order to provide a service to the transient traffic travelling to and from the east on Road R33 to Stoffberg, Tafelkop, Motetema, Monsterlus, etc. as well as to the local traffic generated by the Elias Motsoaledi Central Business District and surrounding industrial area. It will also provide quick access to essential food stuffs at the convenience store. The proposed development is located on erven 756 and 757 Groblersdal Extension 11, situated adjacent to the R33 between Kanaal and Nywerheid Streets, in Groblersdal.

Gawie Labuschagne Trust appointed Strategic Environmental Focus (SEF) (Pty) Ltd as an independent environmental consultant to facilitate the Scoping and Environmental Impact Assessment (EIA) including the public participation process. In terms of Sections 24 and 24(D) of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended, and as read with Government Notices R 385 (Regulations 22 – 26) and R. 386 {Item 15} and R 387 {Item 3}, a Scoping and EIA are required for the construction of filling stations, including associated structures and infrastructure, or any other facility for the underground storage of a dangerous good, including petrol, diesel, liquid petroleum gas or paraffin. {Item 15} of R 386, the construction of a road that is wider than 4 m or that has a reserve wider than 6 m, excluding roads that fall within the ambit of another listed activity or which are access roads of less than 30 m long is included in the process.

The Scoping and EIA will be conducted to ensure that the environmental impacts that may be associated with the proposed project are taken into consideration; interested and affected parties (I&APs) have an opportunity to comment by providing issues of concern and/or suggestions for enhanced benefits and/or alternatives; and to ensure that the Competent Authority, the Limpopo Department of Economic Development, Environment and Tourism (LEDET), has sufficient information to make a decision.

We enclose a Background Information Document (BID), as an initial opportunity to comment, which describes:

- The motivation for and components of the proposed project;
- Potential issues for investigation;
- The EIA and public participation process to be followed; and
- How stakeholders can contribute to the process.

Should you wish to participate in the Scoping and EIA process by contributing issues of concerns/comments, please register as an I&AP by completing the Registration and Comment Sheet that is enclosed with the BID or you can visit SEF's website at http://www.sefsa.co.za, click on "Stakeholder Engagement". Click on the "register" button and complete the compulsory fields to register as an I&AP. On completion of these fields, you will receive an email titled **"Stakeholder Engagement – New Registration".** Click on client login and use the emailed details to login in and submit comments

The comments are due on or before **Monday, 17 May 2010**.

Meanwhile, should you have any questions, or would like to obtain more information, please feel free to contact me at Tel: (012) 349 1307, Fax: 086 640 5815 or E-mail: ctu@sefsa.co.za.

We look forward to receiving your comments!

Yours sincerely

Carene Abrahamse B.Sc Geography (Hons) UJ
Project Manager: Pretoria Office
for Strategic Environmental Focus (Pty) Ltd

Please consider the environment before printing this e-mail

SEF is a Qualifying Small Enterprise and a Level 4 contributor in terms of the Broad Based Black Economic Empowerment Act 53 of 2003 and has a procurement recognition level of 100%

Carene Abrahamse

From: Carene Abrahamse

Sent: 24 May 2010 04:31 PM

To: shivambumt@ral.co.za

Subject: FW: INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

Dear MT Shivambu,

Please be informed of the process below which we though might be of interest to you. A copy of the draft Scoping Report has been sent to your offices.

14 April 2010

Interested and Affected Party

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Dear Sir/Madam

INVITATION TO COMMENT: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

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- How stakeholders can contribute to the process.

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We look forward to receiving your comments!

Yours sincerely

Carene Abrahamse B.Sc Geography (Hons) UJ
Project Manager: Pretoria Office
for Strategic Environmental Focus (Pty) Ltd

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SOUTH AFRICAN HERITAGE
RESOURCES AGENCY

111 HARRINGTON STREET, CAPE TOWN, 8000
PO BOX 4637, CAPE TOWN, 8000
TEL: (021) 462 4502 FAX: (021) 462 4509

DATE: 27 October 2010
ENQUIRIES: Mr. Phillip Hine
Archaeology, Palaeontology and Meteorite Unit
E-mail: phine@sahra.org.za
Web site: www.sahra.org.za

YOUR REF:
OUR REF: 9/2/225/0001

Ms. Carene Abrahamse
Strategic Environmental Focus
P.O. Box 74785
Lynwood Ridge
0040

Dear Madam

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT (EIA) FOR THE PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE.

Thank you for your indication that development is to take place in this area.

In terms of the National Heritage Resources Act, no 25 of 1999, heritage resources, including archaeological or palaeontological sites over 100 years old, graves older than 60 years, structures older than 60 years are protected. They may not be disturbed without a permit from the relevant heritage resources authority. This means that before such sites are disturbed by development it is incumbent on the developer (or mine) to ensure that a **Heritage Impact Assessment** is done. This must include the archaeological component (Phase 1) and any other applicable heritage components. Appropriate (Phase 2) mitigation, which involves recording, sampling and dating sites that are to be destroyed, must be done as required.

In your application received by SAHRA there was no indication of an assessment of the archaeological resources. The quickest process to follow

for the archaeological component is to contract a specialist (see link to CRM archaeologists) to provide a Phase 1 Archaeological Impact Assessment Report. This must be done before any large development takes place.

The Phase 1 Impact Assessment Report will identify the archaeological sites and assess their significance. It should also make recommendations (as indicated in section 38) about the process to be followed. For example, there may need to be a mitigation phase (Phase 2) where the specialist will collect or excavate material and date the site. At the end of the process the heritage authority may give permission for destruction of the sites.

Where bedrock is to be affected, or where there are coastal sediments, or marine or river terraces and in potentially fossiliferous superficial deposits, a Palaeontological Desk Top study must be undertaken to assess whether or not the development will impact upon palaeontological resources - or at least a letter of exemption from a Palaeontologist is needed to indicate that this is unnecessary. If the area is deemed sensitive, a full Phase 1 Palaeontological Impact Assessment will be required and if necessary a Phase 2 rescue operation might be necessary. (See attached list of accredited Palaeontologists).

If the property is very small or disturbed and there is no significant site the specialist may choose to send a letter to the heritage authority to indicate that there is no necessity for any further assessment.

Any other heritage resources that may be impacted such as built structures over 60 years old, sites of cultural significance associated with oral histories, burial grounds and graves, graves of victims of conflict, and cultural landscapes or viewscapes must also be assessed.

Attached please find a list of palaeontological specialists who may be contacted to undertake the necessary palaeontological impact assessments. See link below for CRM archaeologists.

Yours sincerely

PP Nonofho Ndobochani
SAHRA: Archaeology, Palaeontology and Meteorite Unit
For: CHIEF EXECUTIVE OFFICER

Copy: SAHRA **Limpopo** Office
PHRA Limpopo Office

Appendices: List of accredited Palaeontologists.
See www.asapa.org.za for list of CRM archaeologist

SEF Ref No: 503307

NOTICE OF A SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

15 APRIL 2010

NAME	SURNAME	CONTACT DETAILS			SIGNATURE
Groblersdal Plant Machine Hire	Eugene du Plessis.	Tel		Postal address	
		Fax			
		Cel	083 283 1913		
		E-mail			
Driesen Packaging		Tel	013 262 4305/6	Postal address	
		Fax	262 4307	P O Box 78	
		Cel		Groblersdal	
		E-mail		0470	013
B3 Minerals Louisa	Malherbe	Tel	013 262 2464	Postal address	
		Fax	013 262 4465	1259 Glen	
		Cel		0470	
		E-mail			
SYNCRO SERVICES GEARBOX & DIFF NYWERHEID STREET 7 BOX 1943 GROBLERSDAL 0470 TEL: 082 653 8363 / 013 262 2525		Tel		Postal address	
		Fax			
		Cel			
		E-mail			
		Tel		Postal address	
		Fax			
		Cel			
		E-mail			

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15 APRIL 2010

NAME	SURNAME	CONTACT DETAILS			SIGNATURE
[illegible] Viljoen	Power Auto + Motorfields	Tel	013-262 6067	Postal address 46	[signature]
		Fax	013-2622107	Groblersdal	
		Cel	082-5537886	0470	
		E-mail			
Moshere	Ramosale	Tel	013 262 4045	Postal address	[signature]
		Fax			
		Cel	0823894873		
		E-mail	mosheresRamosale@dha.gov.za		
Josefa	Mokwamoloko CTM Manager	Tel	013262 5416	Postal address	[signature]
		Fax	013 262 3976	No. 9 van Riebeeck	
		Cel	072364 5717		
		E-mail	finbm88@cim.co.za frobm88		
Malan SAB	Wangla	Tel		Postal address	[signature]
		Fax			
		Cel	~~07~~ 0132623560		
		E-mail			
Van Staden		Tel	0132623860	Postal address	[signature]
		Fax		549 G/dal	
		Cel			
		E-mail			

SEF Ref No: 503307

NOTICE OF A SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

15 APRIL 2010

NAME	SURNAME	CONTACT DETAILS			SIGNATURE
Roecale	Serijdom	Tel	0762952393	Postal address	
		Fax	0132624703	gemsbok str	
		Cel	~~078~~ 0132624703		
		E-mail			
[illegible]	[illegible]	Tel	0132625583	Postal address	
		Fax	0132625992	P/Sak X58689	
		Cel	[illegible]	[illegible]	
		E-mail	[illegible].co.za		
Celina	Mayamen t	Tel		Postal address	Luxemburg Plaas Edms BPK
		Fax		PO Box 6	
		Cel		Groblersdal	
		E-mail		0470	
Stellios (Panorama FS - Sasol)	Papadopoulos	Tel	0132622165	Postal address	
		Fax	"		
		Cel	0832913054		
		E-mail	stellios_p@hotmail.com		
(Yvette) Lina Energy	(Render) Levy	Tel	(013)261 2017	Postal address	
		Fax	(013)261 1288		
		Cel			
		E-mail			

C-4 COMMENTS AND RESPONSE REPORT

APPENDIX TO THE DRAFT EIA REPORT

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

Proponent: Gawie Labuschagne Trust

COMMENT AND RESPONSE REPORT

APPENDIX TO THE DRAFT ENVIRONMENTAL IMPACT REPORT

S.E.F
STRATEGIC ENVIRONMENTAL FOCUS

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Scoping and Environmental Impact Assessment (EIA) for A Proposed New Filling Station on Erven 756 and 757, Groblersdal Extension 11, Elias Motsoaledi Local Municipality, Limpopo Province

Comment and Response Report as an Appendix to the draft Environmental Impact Report (EIR)

November 2010

This Comment and Response Report lists all issues raised by stakeholders, potentially directly affected landowners and Interested and Affected Parties (I&APs) during the Scoping and Environmental Impact Assessment (EIA). The issues are categorised as follows:

ISSUE/COMMENT RAISED	COMMENTATOR/S	REFERENCE	RESPONSE
1. ISSUES RELATED TO THE BIOPHYSICAL ENVIRONMENT			
The project is not sustainable from an environmental point of view.	AV Attorneys & Associated (on behalf of F.C Mulder Group of Companies)	Fax and E-mail 23 April 2010	The purpose of the Scoping and Environmental Impact Assessment (EIA) process is to assess whether the proposed project will be suitable from an environmental point of view. The draft EIR will be made available for public review once it has been finalised, and will include the findings of the study (5 November to 6 December 2010). Please be assured that as you were notified once the draft Scoping Report was available for review so you will be notified when the draft EIR will be available for your review.
The Municipality is of the opinion that fauna and flora at close proximity to the earmarked piece of land. be mentioned and the extent to which they are likely to be affected by underground storage of fuel. In addition, fauna and floral importance or relation in terms of culture, tradition, heritage etc should be brought forth. To compound this, flora and flora identified should be identified on either whether they are native or alien. Plans to [dea]l rehabilitate the soil and any micro-organism in cases of possible leakage. Lastly, social benefits to the local communities should be quantified ***(sic)***	Sethojoa Boredi (Townplanner- Elias Motsoaledi Local Municipality)	Fax 2 June 2010	Thank you for your comment. The impact of the proposed filling station on the bio-physical and social environment has been assessed in the draft EIR. The significance of the anticipated biophysical impacts are considered to be low based on the degraded state of site which falls within an "Industrial 3" type area. It has been found that the project will lead to job creation (30 during the construction phase and 34 during the operational phase) as well as economic stimulation within the region. It will however lead to a loss in sales for existing filling stations in Groblersdal in the short term.
2. ISSUES RELATED TO SOCIO-ECONOMIC IMPACTS			
The proposed filling station is not sustainable from an economic point of view.	AV Attorneys & Associated (on behalf of F.C Mulder Group of Companies)	Fax and E-mail 23 April 2010	Thank you for your comment. Please be informed that a feasibility study has already been compiled by WSP. This report was made available as part of the draft Scoping Report and is also attached to the draft EIR. A Socio-economic study was also undertaken during the EIA phase and a findings report is attached to the draft EIR. The main findings of both reports are as follows (please also refer to section F of the draft EIR): • The new filling station will lead to job creation (direct and indirect) as well economic growth within the region;

ISSUE/COMMENT RAISED	COMMENTATOR/S	REFERENCE	RESPONSE
			• Although the new filling station has been identified as being the "lower feasibility bracket," it is expected to supplement this income by amenities on site i.e. car wash facility, fast food restaurant and convenience store; • The new filling station is also motivated by the anticipated future growth in Groblersdal anticipated by the: o Groblersdal Local Municipality Integrated Development Plan, 2009/2010; and o Elias Motsoaledi Local Municipality Spatial Development Plan, 2007.
The proposed filling station will force business out of the centre of town, which will impact negatively on all business owners in the town centre.	Mr Andreas Papadopoulos (Panorama Supermarket & Filling Station)	Fax 13 May 2010	The proposed filling station has been found to have a negative impact on the loss of sales for existing filling stations in Groblersdal in the short term, it will however not jeopardise the viability of any filling station in the long term. The Elias Motsoaledi Local Municipality Spatial Development Plan, 2007 identifies a mobility corridor connecting Groblersdal to settlements to the east along which economic development is desired.
The new filling station will bring nothing new to the consumer since there are garages (filling stations) on both sides of Jan van Riebeeck Street.	Mr Andreas Papadopoulos (Panorama Supermarket & Filling Station)	Fax 13 May 2010	The new filling station will provide more amenities than existing filling stations including a car wash facility, ATM, fast food restaurant and a convenience store. The filling station will cater mostly for transient traffic moving in and out of Groblersdal from the east.
There are too many filling stations in Groblersdal already.	Mr Emanuel De Lemos (New Africa Filling Station)	By hand 28 June 2010	Comment noted. Please refer to the Feasibility and Impact on Competitor Sites study undertaken by WSP and the Socio-economic study both of which are attached to the draft EIR. The main findings of both reports are addressed in section F of the draft EIR.
3. ISSUES RELATED TO ZONING			
Please advise what the zoning/land use rights status	Mr G (Kallie) Erasmus EBB	E-mail	The property is currently zoned as Industrial 3

ISSUE/COMMENT RAISED	COMMENTATOR/S	REFERENCE	RESPONSE
of the target property is.	Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	22 April 2010	which allows for permitting industry (non-noxious industries), warehouses, commercial, and services industry. Uses permitted only with consent include: public garage, place of refreshment for own employees only, scrap yard, dwelling unit related to, but subordinate to the main use and special use. Please refer any other question pertaining to land use application etc to the appointed town planner (see details below).
Please confirm in writing by return that the EIA Applicant and landowner have both been informed that our clients have a direct interest in any application for rezoning/change of land use rights and have been requested to give us specific notice of any application for rezoning/altered land use rights.	Mr G (Kallie) Erasmus EBB Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	E-mail 22 April 2010	SEF has prepared a draft response letter which has been forwarded to the appointed town planner (Landmark Planning). Please contact them directly, for further enquiries (012 667 4773) in this regard.
Please provide PRAF with full copies of all and/or any applications for rezoning/land use rights for purposes of a filling station if such application has been made or provide PRAF with a copy of any land use rights/zoning approval as may have been granted (if such approval has been granted PRAF herewith formally reserve all our clients' rights).	Mr G (Kallie) Erasmus EBB Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	E-mail 22 April 2010	A Development Facilitation Act (DFA) application has been submitted by the appointed town planner. SEF encourages PRAF to contact the town planner directly for the full set of the application documents (see details above).
Please confirm in writing that the EIA Applicant, landowners and any possible associates and/or successors in title have been or will be informed that PRAF's clients have a direct interest in any and all applications for licenses in terms of the Petroleum Products Act, 1977 and require specific notification of the making of such application(s) and full copies thereof. Any attempt to make or pursue such application(s) without specific notification to PRAF's clients and/or provision of the copies as requested (care of our address) will be deemed to be a deliberate attempt to prejudice interested and affected parties and all PRAF's clients' rights are strictly reserve in such an event.	Mr G (Kallie) Erasmus EBB Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	E-mail 22 April 2010	A copy of this correspondence has been forwarded to the appointed town planner on 14 May 2010. Any further issues or concerns relating to this matter should be forwarded to them directly (see details above).

ISSUE/COMMENT RAISED	COMMENTATOR/S	REFERENCE	RESPONSE
4. ISSUES RELATED TO THE SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT PROCESS			
Please include the following issues in the scoping and EIA process: • Environmental issues, including water, ground, air and light pollution; • Ecological and other biophysical impacts; • Traffic issues; • Socio-economic issues, including the need and desirability of another filling station, impact on existing filling stations, jobs lost and created, sense of place, alternative land uses considered; and • Cultural impacts.	Mr G (Kallie) Erasmus EBB Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	E-mail 22 April 2010	Please refer to the draft EIR for the assessment of the issues mentioned.
PRAF will require full compliance with the provisions of the NEMA EIA Regulations read together with the principles in Section 2 and the minimum criteria established by Section 24(4) of NEMA.	Mr G (Kallie) Erasmus EBB Consulting (on behalf of the Petroleum Retailers Alignment Forum [PRAF])	E-mail 22 April 2010	Comment noted. The process was undertaken in terms of the Environmental Impact Assessment Regulations (Government Notice No's R 385, 386 and 387 of 2006) under the National Environmental Management Act, 1998 (Act No. 107 of 1998) [NEMA]. It should however be noted that new Environmental Impact Assessment Regulations (Government Notice Regulation No's 543, 544, 545 and 546 of 2010) under the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended [NEMA], came into effect on the 2nd of August 2010. Under the new regulations, the construction of a filling station is no longer a listed activity and does not require an Environmental Authorisation from the relevant authority. Instead activity No. 13 of listing 1 of the EIA regulations, 2010, Government Notice Regulation No R544, is applicable to this application. Activity 13 states "*The construction of facilities or infrastructure for the storage, or for the storage and handling, of a dangerous good, where such*

ISSUE/COMMENT RAISED	COMMENTATOR/S	REFERENCE	RESPONSE
			storage occurs in containers with a combined capacity of 80 but not exceeding 500 cubic metres." As per the transitional agreements, in situations where an environmental process was initiated under the previous NEMA regulations and an Environmental Authorisation is still pending the Competent Authority will considered such an application. In addition the purpose of the draft EIR, is to give effect to Section 31 of the Development Facilitation Act, 1995 (Act 67 of 1995) as well as to Regulation 21 of the Development Facilitation Regulations, 2000.
Concerned about the number of filling stations in Groblersdal already. A feasibility study assessing the impact on competitor sites needs to be undertaken. Fuel sales at OBARO could drop by as much as 50% which makes up a great deal of the business turnover.	Ms Lynette Douglas (OBARO)	Fax 21 May 2010	Comment noted. It has been determined by the Feasibility Study and Impact on Competitor Sites undertaken by WSP that the new filling station will lead to a loss in sales for existing filling stations in the short term. It will however, not irreparably jeopardise the business of competitor sites. In addition a Socio-economic study was undertaken both reports are attached to this Draft EIR.
5. ISSUES RELATED TO THE PUBLIC PARTICIPATION PROCESS			
Please advise when it is expected that building operations for the filling station will commence.	Mr J.C Kantor (on behalf of Metcash Trading Africa (Pty) Ltd))	E-mail 17 May 2010	Only when the necessary permits and authorisations have been obtained, may the filling station commence with construction. This date is as yet unknown.
6. TRAFFIC & ACCESS			
Traffic congestions will inevitably lead to an increase of vehicle accidents and pedestrian casualties: • This part of Jan van Riebeeck Street is regarded by all locals as part of the national road; and • The fact that the taxi rank is situated very near to this new proposed filling station, an	Mr Andreas Papadopoulos (Panorama Supermarket & Filling Station)	Fax 13 May 2010	The Traffic Impact Study assessed the impact of the proposed filling station on the existing traffic patterns. The main findings are as follows: • Very little additional traffic will be generated by the new filling station on the surrounding road network; and • Jan Van Riebeeck Road will have dedicated

ISSUE/COMMENT RAISED	COMMENTATOR/S	REFERENCE	RESPONSE
increase of pedestrians will naturally occur.			slipways on both sides of the carriageway to allow for entrance and exit to the filling station.
How will the proposed filling station effect access to the existing Metro Groblersdal on Erf 757 Groblersdal Ext 2	Mr J.C Kantor (on behalf of Metcash Trading Africa (Pty) Ltd)	E-mail 17 May 2010	The existing Metro on Erf 757 will still obtain access via the existing two access points (i.e. from Eind and Bank Streets). Please refer to the attached, proposed Site Layout Plan (Appendix A of the draft EIR). *Note: A copy of the site layout plan was sent to Mr J.C Kantor via email on 17 June 2010*
7. ELECTRICITY			
As the town is already undersupplied by Eskom with electricity, this will lead to costly power failures.	Mr Andreas Papadopoulos (Panorama Supermarket & Filling Station)	Fax 13 May 2010	Comment noted. The proposed filling station is located in an established industrial area with a connection to the the existing electrical network. The site will be serviced by the existing network.
8. SEWERAGE			
There is already a long existing problem in the area of Kanaal Lane with the spillage of sewerage which contaminates the drinking water of this town.	Mr Andreas Papadopoulos (Panorama Supermarket & Filling Station)	Fax 13 May 2010	Comment noted. An existing municipal sewer pipe with a diameter of 160mm runs along Jan Van Riebeeck Street. An internal sewer network will collect sewerage and discharge it through a single point into the municipal pipe.
9. WATER SUPPLY			
Another business will place further demand on the water supply of the town.	Mr Andreas Papadopoulos (Panorama Supermarket & Filling Station)	Fax 13 May 2010	Comment noted. An existing municipal water pipe with a diameter of 150mm runs along Jan van Riebeeck Street. Water to the site will be provided through a water meter connected to the municipal pipe.
10. GENERAL			
Could you please e-mail us a sketch plan showing the location of the filling station on the property/ies, more particular where the filling station will be located in relation to the existing buildings from where we trade.	Mr J.C Kantor (One behalf of Metcash Trading Africa Pty Ltd	E-mail 17 May 2010	A site layout plan was sent to Mr. J.C Kantor via email on 17 June 2010

C-5 LETTERS ANNOUNCING AVAILABILITY OF DRAFT SCOPING REPORT FOR COMMENT TO REGISTERED I&APS

C-5 LETTERS ANNOUNCING AVAILABILITY OF DRAFT SCOPING REPORT FOR COMMENT TO REGISTERED I&APS

18 May 2010

Spring Green Trading 272 CC: Owner of Erf 742/0 Groblersdal Ext 11

PO Box 35465
Menlo Park
Pretoria
0102

SEF CODE: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Dear Me Steenkamp

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

- **Draft Scoping Report available for comment from Tuesday, 25 May 2010 to Tuesday, 27 July 2010**

Strategic Environmental Focus (Pty) Ltd (SEF) would like to thank all the Interested and Affected Parties (I&APs) who have submitted comments during the announcement phase of the Environmental Impact Assessment (EIA) process and for their time and effort to participate in the project. Rest assured that all the comments raised were passed on to the technical specialists for investigation and captured in an Issues and Response Report.

The Issues and Response Report forms part of the draft Scoping Report, which will be available for public review from **Tuesday, 25 May 2010 to Tuesday, 27 July 2010** at the Groblersdal Public Library (see Table 1 below) and on the SEF web site (see below for more information).

Table 1. **Public venue where the draft Scoping Report can be viewed**

Name of public venue	Name of Contact Person	Contact Number(s)	Address	Business hours
Groblersdal Public Library	Ms Christa Steyn	013 262 3056	Groblersdal Public Library (behind Shoprite)	Mondays to Fridays: 07:30-16:00

The draft Scoping Report will be available on request from the Public Participation Office or, alternatively, you can visit SEF's website at http://www.sefsa.co.za. To register as an I&AP or comment on the project, click on "Stakeholder Engagement". Click on the "register" button and complete the compulsory fields to register as an I&AP. On completion of these fields, you will receive an email titled "Stakeholder Engagement – New Registration".

Carene Abrahamse

From: Carene Abrahamse
Sent: 18 May 2010 02:04 PM
To: 'Kallie Erasmus'
Cc: 'henriette.coetzee@sapra.co.za'; 'caroline.blyth@fra.org.za'
Subject: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Dear Mr Erasmus

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR THE PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

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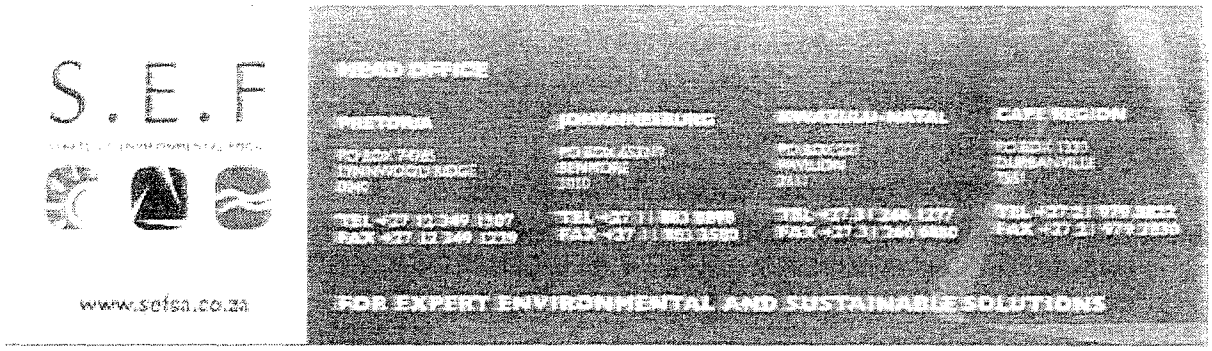
If you have any comments on the draft Scoping Report, please complete the Comment Sheet that is enclosed with the report and leave it in the report or return it to the Public Participation Office (contact details appear on the Comment Sheet).

Meanwhile, should you have any questions, or would like to obtain more information, please do not hesitate to contact **Carene Abrahamse** at Tel.: (012) 349 1307, Fax: 086 640 5815 or E-mail: ctu@sefsa.co.za.

We look forward to receiving your comments.

Sincerely

Carene Abrahamse B.Sc Geography (Hons) UJ
Project Manager: Pretoria Office
for Strategic Environmental Focus (Pty) Ltd



Please consider the environment before printing this e-mail

SEF is a Qualifying Small Enterprise and a Level 4 contributor in terms of the Broad Based Black Economic Empowerment Act 53 of 2003 and has a procurement recognition level of 100%

C-6 COMMENTS RECEIVED ON DRAFT SCOPING REPORT

NO COMMENTS WERE RECEIVED ON THE DRAFT SCOPING REPORT

C-7 LETTERS ANNOUNCING AVAILABILITY OF DRAFT EIR FOR COMMENT TO REGISTERED I&APS

Carene Abrahamse

From: Carene Abrahamse

Sent: 22 October 2010 02:57 PM

Subject: SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT (EIA) FOR THE PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11 (Draft Environmental Impact Report available)

22 October 2010

Interested and Affected Party

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Dear Sir/Madam,

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT (EIA) FOR THE PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

- **Draft Environmental Impact Report (EIR) available for comment from Friday, 5 November 2010 to Monday, 6 December 2010**

Strategic Environmental Focus (Pty) Ltd (SEF) would like to thank all the Interested and Affected Parties (I&APs) who have submitted comments during the announcement and scoping phase of the Environmental Impact Assessment (EIA) process and for their time and effort to participate in the project. Rest assured that all the comments raised were passed on to the technical specialists for investigation and captured in a Comment and Response Report (CRR).

The CRR forms part of the draft EIR, which will be available for public review as per the above dates at the Groblersdal Public Library (see Table 1 below) and on the SEF web site (see below for more information).

Table 1. Public venue where the draft EIR can be viewed

Name of public venue	Name of Contact Person	Contact Number(s)	Address	Business hours
Groblersdal Public Library	Ms Christa Steyn	013 262 3056	Groblersdal Public Library (behind Shoprite)	Mondays to Fridays: 07:30-16:00

The draft EIR will be available on request from the Public Participation Office or, alternatively, you can visit SEF's website at http://www.sefsa.co.za. To register as an I&AP or comment on the project, click on "Stakeholder Engagement". Click on the "register" button and complete the compulsory fields to register as an I&AP. On completion of these fields, you will receive an email titled **"Stakeholder Engagement – New Registration".** Click on client login and use the emailed details to log in and view the Groblersdal Filling Station draft EIR and associated appendices. Should you have any problems in obtaining the information from the website, please feel free to contact SEF for assistance.

If you have any comments on the draft EIR, please complete the Comment Sheet that is enclosed with the report and leave it in the report or return it to the Public Participation Office (contact details appear on the Comment Sheet).

Meanwhile, should you have any questions, or would like to obtain more information, please do not hesitate to contact **Carene Abrahamse** at Tel.: (012) 349 1307, Fax: 086 640 5815 or E-mail: carene@sefsa.co.za.

We look forward to receiving your comments.

Sincerely,

Carene Abrahamse B.Sc Geography (Hons) UJ
Environmental Manager: Pretoria Office
for Strategic Environmental Focus (Pty) Ltd

S.E.F
STRATEGIC ENVIRONMENTAL FOCUS

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FOR EXPERT ENVIRONMENTAL AND SUSTAINABLE SOLUTIONS

S.E.F

STRATEGIC ENVIRONMENTAL FOCUS

22 October 2010

Limpopo Provincial Government - Information Officer: Health and Social Development

Attention: Dr Nancy Nyathikazi
Fax: 015 293 6211 / 6060
Number of pages: 3 (including this one)

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Dear Dr Nyathikazi

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT (EIA) FOR THE PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

- **Draft Environmental Impact Report (EIR) available for comment from Friday, 5 November 2010 to Monday, 6 December 2010**

Strategic Environmental Focus (Pty) Ltd (SEF) would like to thank all the Interested and Affected Parties (I&APs) who have submitted comments during the announcement and scoping phase of the Environmental Impact Assessment (EIA) process and for their time and effort to participate in the project. Rest assured that all the comments raised were passed on to the technical specialists for investigation and captured in a Comment and Response Report (CRR).

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FAX +27 13 752 3196

WWW.SEFSA.CO.ZA
SEF@SEFSA.CO.ZA

If you have any comments on the draft EIR, please complete the Comment Sheet that is enclosed with the report and leave it in the report or return it to the Public Participation Office (contact details appear on the Comment Sheet).

Meanwhile, should you have any questions, or would like to obtain more information, please do not hesitate to contact **Carene Abrahamse** at Tel.: (012) 349 1307, Fax: 086 640 5815 or E-mail: carene@sefsa.co.za.

We look forward to receiving your comments.

Sincerely

*Electronically signed**

Carene Abrahamse
For Strategic Environmental Focus

*Please contact SEF for an original signed copy.

SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT FOR A PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

S.E.F
STRATEGIC ENVIRONMENTAL FOCUS

REGISTRATION AND COMMENT SHEET

SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Title: **Name:**	
Surname:	
Company Name / Interest:	
Postal or Residential Address:	
Area:	**Please provide details of any friends/colleagues whom you would like to be added to the mailing list:**
Postal Code:	
Tel ( )	**Name:**
Mobile	**Surname:**
Fax ( )	**Company Name / Interest:**
Email address:	

Please mark with an **X** to indicate whether you would like to participate in the EIA process:	
Yes, I would like to participate in this EIA	**YES**
No, I am not interested in participating	**NO**

Tel	( )
Mobile	
Fax	( )
Email address:	

COMMENTS (You are welcome to attach separate sheets)

1. **The following issues must still be incorporated into the final Environmental Impact Report**

Please complete and return to SEF by no later than **Monday, 6 December 2010:**

Attention: Carene Abrahamse
Fax: 086 640 5815
Email: ctu@sefsa.co.za
Post: PO Box 74785; Lynnwood Ridge, 0040

Please feel free to **phone** us on (012) 349 1307 should you not have access to a fax or e-mail facility.

Thank you for your participation.

Please rest assured that your comments will form part of the final EIR

TRANSACTION REPORT

25-OCT-2010 MON 16:16

TX (MEMORY)

#	DATE	START TM	RECEIVER	COM TIME	PGS	TYPE/NOTE	DEPT	FILE
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TRANSACTION REPORT

25-OCT-2010 MON 11:42

TX (MEMORY)

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TRANSACTION REPORT

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TX (MEMORY)

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TRANSACTION REPORT

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TRANSACTION REPORT

22-OCT-2010 FRI 15:46

TX (MEMORY)

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TRANSACTION REPORT

22-OCT-2010 FRI 15:48

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TRANSACTION REPORT

22-OCT-2010 FRI 15:50

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TOTAL				0:01:20	3			

PROOF OF NOTIFICATION LETTERS SENT VIA MAIL

PROJECT NAME: Groblersdal Filling Station

PROJECT CODE: 503307

I, Carene Abrahamse hereby acknowledge that the following list of letters was mailed at Lynnwood Ridge on today, the 25th day of October 2010.

Name	Reference	Address
MeCorneliaSteenkamp	Spring Green Trading 272 CC: Owner of Erf 742/0 Groblersdal Ext 11	PO Box 35465 Menlo Park Pretoria 0102
MrNormanMagampa	Try-Best-Men Transport Services Pty Ltd: Owner of Erf 743/0 Groblersdal Ext 11	PO Box 1051 Groblersdal 0470
MrWillem NicolaasOosthuizen	Equistock Prop 8 Pty Ltd: Owner of Erf 745/0 Groblersdal Ext 11	PO Box 3411 Modimolle 0510
MrAbdool RehmanGani	Winter Night Inv 286 CC: Owner of Erf 758/0 Groblersdal Ext 11	PO Box 1754 Polokwane 0700
MrJacquesStrijdom	Quickstep 617 Pty Ltd: Owner of Erf 749/0 Groblersdal Ext 11	11 Gemsbok Street Groblersdal 0470
MrSamuel JakobusVan Der Westhuizen	Lusernkraal Boerdery CC: Owner of Erf 751/0 Groblersdal Ext 11	P O Box 1925 Groblersdal 0470
The Directors	South African Breweries Ltd: Owner of Erf 759/0 Groblersdal Ext 11	P O Box 782178 Sandton 2146
Mr/Ms M.M.Mtsweni	Elias Motsoaledi Municipality: Director Infrastructure	PO Box 48 Groblersdal 0470
Mr/Ms JMathebe	Elias Motsoaledi Municipality: Local Economic Development (LED) Officer	PO Box 48 Groblersdal 0470
Mr/Ms BMkhonto	Elias Motsoaledi Municipality: Townplanning Section	PO Box 48 Groblersdal 0470

Signed

Signed

C-8 COPY OF I&AP DATABASE

Mr P Morgan	Fuel Retailers Association	Non Governmental Organisation
Ms Karin Marx	Wildlife and Environment Society of South Africa (WESSA) - Regional manager - Northern Areas Region	Non Governmental Organisation
	Adjacent Land Owners	
Mr Norman Magampa	Try-Best-Men Transport Services Pty Ltd: Owner of Erf 743/0 Groblersdal Ext 11	Adjacent Landowner
Mr Willem Nicolaas Oosthuizen	Equistock Prop 8 Pty Ltd: Owner of Erf 745/0 Groblersdal Ext 11	Adjacent Landowner
Mr Gawie Labuschagne	Gawie Labuschagne Trust: Owner of Erf 746/0; 747/0; 748/0 756/0; and 757/0 Groblersdal Ext 11	Adjacent Landowner
Mr Abdool Rehman Gani	Winter Night Inv 286 CC: Owner of Erf 758/0 Groblersdal Ext 11	Adjacent Landowner
Mr Jacques Strijdom	Quickstep 617 Pty Ltd: Owner of Erf 749/0 Groblersdal Ext 11	Adjacent Landowner
Mr Samuel Jakobus Van Der Westhuizen	Lusernkraal Boerdery CC: Owner of Erf 751/0 Groblersdal Ext 11	Adjacent Landowner
The Directors	South African Breweries Ltd: Owner of Erf 759/0 Groblersdal Ext 11	Adjacent Landowner
Mr Norman Magampa	Try-Best-Men Transport Services Pty Ltd: Owner of Erf 743/0 Groblersdal Ext 11	Adjacent Landowner
	Other	
	Driesan Packaging	Interested and Affected Party
Mrs Louisa Mahlangu	B3 Funerals	Interested and Affected Party
	Syncro Services Gearbox and Diff	Interested and Affected Party
Mr Adriaan Venter	Adrian Venter Attorneys and Associates (on behalf on their client F.C Mulder Group of Companies	Interested and Affected Party
Mr Jeff Kantor	Metro Cash and Carry	Interested and Affected Party
Mr Lou Viljoen	Power Auto & Motorfiets	Interested and Affected Party
Mr Moshere Ramosale	Department of Home Affairs	Interested and Affected Party
Mr Joseph Moremeholo	CTM	Interested and Affected Party

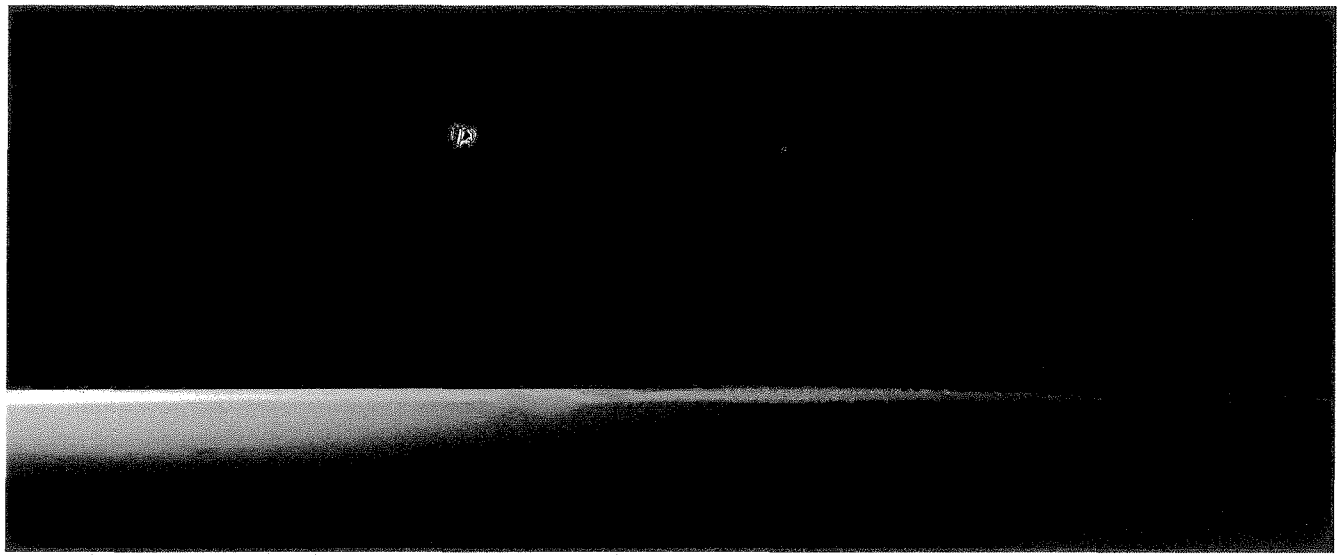
Identified and contacted I&APs

Contact Person	Company	Type
National Provincial Government		
Mr Sam Thabokgale	Limpopo Provincial Government: Acting HOD and Information Officer	Provincial Authority
Mr Victor Mongwe	Department of Water Affairs: Water Quality Management	Provincial Authority
Mr R Mtileni	Department of Water Affairs: Water Sector support and development	Provincial Authority
Mr Ntau Letebele	Head of Department: Roads and Public Transport (Limpopo)	Provincial Authority
Cllr Joe Motene	Greater Sekhukhune District Municipality: Planning and Economic Development	District Municipality
Dr Nancy Nyathikazi	Limpopo Provincial Government - Information Officer: Health and Social Development	Provincial Authority
Mr Ntau Letebele	Limpopo Provincial Government - Information Officer: Roads and Transport	Provincial Authority
Parastatal /Service Provider		
Provincial Manager	South African Heritage Resource Agenncy (SAHRA)	Parastatal/Service Provider
Mr/Ms Boingotlo Maroane	Eskom Northern Region: Land and Rights Officer	Parastatal/Service Provider
Mrs Ria Barkhuizen	The Regional Manager, SANRAL	Parastatal/Service Provider
Provincial Manager	South African Heritage Resource Agenncy (SAHRA)	Parastatal/Service Provider
Mr/Ms Boingotlo Maroane	Eskom Northern Region: Land and Rights Officer	Parastatal/Service Provider
Local Authority & Ward Councilor		
Mr/Ms J Mathebe	Elias Motsoaledi Municipality: Local Economic Development (LED) Officer	Local Authority (Municipality)
Mr/Ms M.M. Mtsweni	Elias Motsoaledi Municipality: Director Infrastructure	Local Authority (Municipality)
Mr JL Kabini	Municipal Manager: Elias Motsoaledi Municipality	Local Authority (Municipality)
Sethojoa Boredi	Town Planning: Elias Motsoaldi Municipality	Local Authority (Municipality)
Cllr J.P Kotse	Elias Motsoaledi Municipality: Ward Councillor - Ward 13	Ward Councillor
Non-Government Organizations		
Mr P Noke	Director: South African Petrol Retailers' Association	Non Governmental Organisation

Mr Cobus Erasmus	Loskop Vallei Vulstasie	Interested and Affected Party
Mrs Karin van Dyk	TM Auto	Interested and Affected Party
Mr Eugene du Plessis	Groblersdal Plant Machine Hire	Interested and Affected Party
EBB Consulting cc (Mr Kallie Erasmus)	Petroleum Retailers Alignment Forum (PRAF)	Interested and Affected Party
Mr John Petariose	Groblersdal Chamber of Commerce and owner of SPAR	Business
Mr Emanuel	De Lemos Sentravaal Truck Inn	Business
Mr Andreas Papadopoulous	Panorama Supermarket and Filling Station	Business
Ms Lynette Douglas	OBARO	Business

Appendix D: Specialist Studies

- WSP Feasibility Study and Impact on Competitor Sites
- Socio-economic Impact Assessment
- Services Memorandum
- Traffic Impact Assessment
- Geotechnical and Geo-hydrological Impact Study



GROBLERSDAL FILLING STATION

PROPOSED FILLING STATION ON ERVEN 756 AND 757

JAN VAN RIEBEECK STREET, GROBLERSDAL, LIMPOPO PROVINCE

FEASIBILITY STUDY

& IMPACT ON SURROUNDING SITES

FEBRUARY 2010

Revision 1

WSP SA Civil and Structural Engineers (Pty) Ltd.

UNITED BY OUR DIFFERENCE

WSP

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A member of the WSP Group plc
Offices Worldwide

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Registered No. 1973/009683/07

Issue/Revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks				
Date	October 2009	February 2010		
Prepared by	Eduard Horak	Eduard Horak		
Signature				
Checked by				
Signature				
Authorised by	H Schreurs Pr Eng	H Schreurs Pr Eng		
Signature				
Project number	329215	329215		
File reference				

CONTENTS

Tables

Figures

Photos

Annexure

1. BACKGROUND

1.1. INTRODUCTION

The Gawie Labuschagne Trust approached WSP SA Civil and Structural Engineers (Pty) Ltd. (WSP) expressing their intent on developing a site as a filling station. An investigation is launched into the possibility of opening a new filling station on the north-western corner of the intersection of Jan van Riebeeck- and Nywerheid Street (Erf 756). The site is located in Groblersdal, Limpopo Province. It is estimated that the property size is 9'042m² which will be used for the fuel station's development.

The purpose of the study is to determine if the proposed site is feasible for operating a filling station.

1.2. STUDY AREA

The proposed development is located within Groblersdal Extension 11. The actual site of development is a few dozen meters to the west of the intersection of Jan van Riebeeck- and Nywerheid Street. The site envisages erecting a filling station on the northern side of Jan van Riebeeck Street that will serve westbound traffic leaving Groblersdal.

The proposed site is located within 2km of Groblersdal Central Business District (CBD) which is located to the west. Groblersdal is an important hub of activity for all the rural settlements of northern Mpumalanga- and southern Limpopo Province. As a result, a number of important arterials run through Groblersdal that connects it to other towns and cities. The following arterials are located within the study area:

- Pretoria Road (R25) creates a link between Groblersdal and Bronkhorstspruit from the west. Pretoria Road becomes Jan van Riebeeck Road as it enters Groblersdal. The R25 splits approximately 3km outside Groblersdal to create a link to Marble Hall;

- Jan van Riebeeck (R33) is an activity corridor that runs through Groblersdal to link with the rural settlements of Stoffberg to the east;
- The N11 from Middelburg in the south links with Groblersdal, crosses Jan van Riebeeck and continues north to Marble Hall.

The proposed study area is located in a locality map in **Figure 1**. The proposed site is depicted in **Photo 1**.

1.3. TRAFFIC GROWTH WITHIN STUDY AREA

Precise traffic growth patterns were not analysed and calculated for this report. Traffic growth rates are expected to have slowed down due to the current economic downturn, but obtaining accurate growth rates as a result of this global phenomenon will result in a study on its own. For the purposes of this study a growth rate of **2.0% per annum** was assumed for the a 10 year horizon period.

2. ESTIMATED SALES OF PROPOSED SITE

The following empiric formula is used by the fuel industry to calculate the expected average litres of fuel to be sold in a month:

Litres per month = (Vehicles per day passing the site) x
(Average fill per vehicle) x
(Percentage vehicles of passer-by traffic turning into the site) x
(Average full normal trading days in a month)

It has further been established that there is a relationship between the fuel sales and the sales of the convenience store. The fuel and convenience store sales are used as the basis to determine whether a site is feasible or not.

2.1. TRAFFIC DEMAND

2.1.1 Existing Traffic Demand and Traffic Growth

Traffic counts were used to estimate the traffic demand and traffic volume for the study area. A traffic count was conducted by WSP on Monday 21 September 2009 at the proposed site (Intersection of Jan van Riebeeck- and Nywerheid Street). Detail of the traffic count is provided in **Annexure A**.

The Average Daily Traffic (ADT) exposed to the site is approximately 11'100 vehicles per day. This is broken down as ± 5'500 vehicles per day travelling in an eastbound direction on Jan van Riebeeck Road and ± 5'600 travelling in a westbound direction on Jan van Riebeeck Road.

It is important to note at this stage that Jan van Riebeeck Road is a median separated dual carriageway at the location of the site and consequently all westbound traffic can not gain access to the site. The subsequent volume forecast will be calculated on the assumption that access for westbound traffic will be possible.

2.1.2 Future Road Changes

No significant road changes to the road network are planned for the immediate future that would cause a significant diversion of traffic flow past the proposed site. No other significant road changes are expected that would make a significant impact on the feasibility of the proposed filling station when considering its estimated operational life cycle.

2.2. AVERAGE FILL

The average fill per vehicle, facilities provided at the various sites, and estimated current monthly sales were surveyed at all sites within the study area. The average fill expected from the subject site was consequently estimated, given the location and expected increase in amount and quality of facilities.

The average fill at a site also varies depending on the type of traffic that the proposed site is exposed to. Higher average fill rates are generally encountered for sites exposed mainly to transient traffic, while lower average fill rates are generally encountered for sites exposed to local traffic.

Nine competitor sites that are located within the boundary of the study area were surveyed to determine an average fill per vehicle at a station. These nine stations represent the average fill for vehicles within the 3km study area. The average fill was calculated as 20.3 litres per vehicle.

Ten competitor sites were surveyed in total for a 3 up to 5km radius from the site, depending on possible impact of the site. The average fill for these ten sites was calculated as 20.4 litres per vehicle.

The average fill is estimated as **25 litres** per vehicle for the proposed development site.

2.3. INTERCEPTION RATES

The turn-in percentage (interception rate) is determined by the following factors:

- Convenience (clean new facility and easily accessible);
- Visibility (good-long time to decide whether to use the facility or not);
- The amount of passer-by traffic (fixed, as per traffic count);
- Type of traffic (Transient, Commuter and residential);
- Other nearby filling stations (competitor sites);
- Service provided to public (car wash, convenience shop, A.T.M. etc);
- Good accesses (proper deceleration and acceleration lanes);
- Location (homebound and work bound);
- Site layout (large enough to have proper site circulation)

The expected interception rates for the proposed development are indicated in **Table 1**.

Table 1: Expected Interception Rates

ADT = ±11'100 veh/day passing site	
Road and Direction	**Interception Rate**
Jan van Riebeeck Str. Eastbound	5.0%
Jan van Riebeeck Str. Westbound	1.0%
Local Traffic	6.5%

The interception rates of **Table 1** are achieved by matching historical analyses of similar traffic flows with expected traffic patterns and facilities once the service station opens for traffic.

An interception rate of 5.0% is assumed for eastbound traffic on Jan van Riebeeck Road due to ease of access to the potential site (i.e. a vehicle travelling in an eastern direction can perform a left-turn into the proposed site). It is assumed that westbound traffic will be able to access the proposed site via constructed turn slots on the median on Jan van Riebeeck Road.

An interception rate of 6.5% is assumed for local traffic. This rate is chosen due to the relatively high competitor density in the study area.

2.4. FULL TRADING DAYS IN A MONTH

The definition of full normal trading days in a month is the number of typical weekday sales in a month. A typical weekday is a Tuesday, Wednesday or a Thursday during a week with no holidays or public holidays. If there was no variation in the traffic there would have been 30.5 (365/12) full normal trading days in a month. If, for example, the weekend traffic demand is lower than during the week, the full normal trading days in a month become less. It is thus wrong to assume that a default value of 30.5 days should be used due to the fact that a 24 hour facility will be operated for each day of the month. Traffic patterns have an impact on the number of trading days per month.

It is suggested that **27.5 trading days** be used for this study.

2.5. EXPECTED MONTHLY SALES

2.5.1 Estimated Fuel Sales

The estimated fuel sales are calculated in **Table 2**. A general rule of thumb is used when estimating fuel sales for future years. Upon the first two years of operation a filling station's fuel sales reach a high percentage of their full potential, but only during the third year the full (100%) potential is usually reached.

Table 2: Estimated Fuel Sales per Month

MONTHLY SALES POTENTIAL	FUEL				
MOVEMENT	Jan Van Riebeeck Street				
	EB	WB	NB	SB	LOCAL TRAFFIC
Traffic Flow (Veh/day)	5,500	5,600			1,000
Average Fill (Litres/Veh)	25.0	25.0			25.0
Trading Days (Days/Month)	27.5	27.5			27.5
Interception Rate (%)	5.00%	1.00%			6.50%
SUB-TOTAL	**189,063**	**38,500**	**0**	**0**	**44,688**
SALES POTENTIAL	272,250				
TOTAL ESTIMATED CURRENT MONTHLY SALES POTENTIAL					272,250

ANNUAL FORECAST - MONTHLY SALES POTENTIAL

PERIOD		POTENTIAL GROWTH		ESTIMATED LITRES		TOTAL
YEAR		Percentage of Potential	Growth Rate	FUEL	DIESEL	LITRES PER MONTH
1	2011	80%	2.00%	222,156	0	**222,156**
2	2012	95%	2.00%	269,086	0	**269,086**
3	2013	100%	2.00%	288,914	0	**288,914**
4	2014	100%	2.00%	294,692	0	**294,692**
5	2015	100%	2.00%	300,586	0	**300,586**
6	2016	100%	2.00%	306,598	0	**306,598**
7	2017	100%	2.00%	312,730	0	**312,730**
8	2018	100%	2.00%	318,984	0	**318,984**
9	2019	100%	2.00%	325,364	0	**325,364**
10	2020	100%	2.00%	331,871	0	**331,871**

2.5.2 Shop Sales

A relationship between the sales of the convenience store and the fuel sales has been established. This relationship is founded on the logic that a customer purchasing fuel will also make purchases from the convenience store (40-60% of the time). Another factor that also influences sales considerably is loyal/dedicated customers who frequent only a specific filling station.

The ratio of fuel sold to Rands generated in the convenience store is a function of the type of traffic which the site attracts and the area which it is located within. The proposed site will have a combination of local/retail traffic and transient traffic (from Jan Van Riebeeck Road). It is assumed that the site will have a branded convenience store with a minimum of an in store food offer. There is limited competition for new image convenience store shopping among the competitor sites. It is therefore proposed that the convenience store would generate about **R1.25** for every litre of fuel sold.

The estimated shop sales (revenue) are the following:

Year 3: 288'900 x R1.25 = ± R360'000 per month

3. IMPACT ON EXISTING SITES

3.1. COMPETITOR SITES

To determine the impact on surrounding sites in an urban environment it is typical to look at all local sites within a **3km radius**. This rule of thumb is used by various departments and agencies. Ten sites within 3- up to 5km from the site were deemed relevant and were surveyed for this study. Refer to **Figure 3** for detail.

3.1.1 New Africa Filling Station

A private filling station that is located on the western side of the R25 approximately 4km outside of Groblersdal. It is positioned to intercept transient traffic travelling from Bronkhorstspruit and Pretoria on the R25. Prominent BP signage is displayed at the access from the R25 even though the site is not a branded filling station. The site has a small café-like store and a liquor store. Refer to **Photo 2.**

3.1.2 Total Jan van Riebeeck Road

A medium, yet spacious site located on Jan van Riebeeck Road. It is positioned as the first filling station that is encountered when entering Groblersdal from Pretoria/Bronkhorstspruit. It is modern site with a small convenience store. Refer to **Photo 3.**

3.1.3 Caltex Jan van Riebeeck Road

A relatively small filling station located on the corner of Tautes- and Jan van Riebeeck Road. The site does not have any modern amenities, but is located within a small retail centre. Similar to the previous Total station, it is positioned to intercept westbound traffic on Jan van Riebeeck Road. Refer **Photo 4.**

3.1.4 Ener-Gi Jan van Riebeeck Road

A medium site that is located on the northern side of Jan van Riebeeck Road. It is relatively modern site with a branded convenience store, ATM, adjacent Nando's fast food take away restaurant and a second-hand car garage. On-site circulation is cramped to a lesser degree and there is little parking available. Refer to **Photo 5.**

3.1.5 Exel Jan van Riebeeck Road

A small, dirty and untidy site located on the north-eastern corner of the Jan van Riebeeck- and North Road intersection. Virtually all Exel branding has been removed from the site and the site is less noticeable than other sites on the Jan van Riebeeck corridor. Several retail outlets catering for lower income groups are located adjacent and on the site. Refer to **Photo 6.**

3.1.6 BP Jan van Riebeeck Road

A relatively new and modern facility located on Jan van Riebeeck Road. In contrast to other filling stations positioned on the Jan van Riebeeck corridor, this site is positioned on the southern side to intercept eastbound traffic. The site's circulation is somewhat constrained, but has clear visibility for traffic travelling on the two major transient routes through Groblersdal. The site has a small convenience store and a Steers take away restaurant on site. Refer to **Photo 7.**

3.1.7 Total Voortrekker Street

A relatively small site positioned on the western side of Voortrekker Street (N11). It is the first filling station encountered for traffic travelling from Middelburg to Groblersdal. It is an old site with no modern amenities and several low-income oriented retail businesses are located adjacent to the site. Refer to **Photo 8.**

3.1.8 Caltex Hereford Street

A relatively small site located on the corner of Syringa- and Hereford Street. A liquor store, café-like convenience store and Nissan garage also operate from the site. It is a relatively quiet site in terms of fuel sales. It is positioned to intercept southbound traffic from the N11. Refer to **Photo 9.**

3.1.9 Exel Hereford Street

A large and spacious site located on the south-eastern corner of Hereford- and Tautes Street. It is a modern site with a branded convenience store, an ATM and a General Motors garage operating from the site. It is a busy site in terms of fuel sales and is positioned to intercept north- and south-bound traffic on the N11 between Groblersdal and Marble Hall. Refer to **Photo 10.**

3.1.10 Total Grobler Street

An old site located within the suburbs of Groblersdal. The site has a small forecourt with four pumps. There are no modern amenities, but it is located adjacent to an Agri retail shop. The site is not visible or positioned towards any main arterials and as a result is very quiet in terms of fuel sales. Refer to **Photo 11**.

3.2. CATCHMENT MARKETS

Physical man-made barriers (such as freeways, railway lines, airports) or natural barriers (such as mountains, rivers and dams) create different markets (catchment areas for a site). For this study, types of commuters (local vs. transient) were used to divide the study area into the following **five existing markets:**

A. The north-western suburbs quadrant area of Groblersdal which is bordered by Hereford Street (N11) to the east and Jan van Riebeeck Street to the south (Sites 2, 3, 4, 5 and 10);

B. The north-eastern light industrial quadrant area of Groblersdal which is bordered by Hereford Street (N11) to the west and Jan van Riebeeck to the south (Sites 8, 9 and the proposed site);

C. The southern section of Groblersdal which borders with Jan van Riebeeck Street to the north (Sites 6 & 7);

D. The N11 transient route which enters Groblersdal as Voortrekker Street from the south and continues as Hereford Street to the north (Sites 7, 8 & 9);

E. The Jan van Riebeeck transient route which enters Groblersdal as the R25 from the west and continues as the R33 to the east (Sites 1, 2, 3, 4, 5, 6 and the proposed site);

The catchment areas are also illustrated in **Figure 2**.

3.3. SHARED TRAFFIC VOLUMES

To assess the impact of the proposed filling station on adjacent filling stations, the shared traffic streams were determined. The shared volumes were determined from various sources and impact studies. The volumes are summarised in **Table 3**. The proposed site will only share with a portion of the transient traffic past the new site.

Table 3: Shared Traffic for Erf 756: Groblersdal

Site	Filling Station	Potential Pass-By Traffic [veh/day]	Traffic shared with new filling station [veh/day]	Percentage of total traffic shared [%]	General comment
1	New Africa Filling Station	15'000	600	10%	On same transient route
2	Total Jan van Riebeeck Str.	20'000	800	45%	On same transient route, close proximity and caters for same eastbound traffic
3	Caltex Jan van Riebeeck Str.	30'000	2'400	45%	On same transient route, close proximity and caters for same eastbound traffic
4	Ener-Gi Jan van Riebeeck Str.	40'000	2'000	45%	On same transient route, close proximity and caters for same eastbound traffic
5	Exel Jan van Riebeeck Str.	10'000	100	45%	On same transient route, close proximity and caters for same eastbound traffic
6	BP Jan van Riebeeck Str.	25'000	1'000	5%	On same transient route, but caters for westbound traffic
7	Total Voortrekker Str.	30'000	3'000	4%	On N11 transient route, different markets
8	Caltex Hereford Str.	10'000	100	4%	On N11 transient route, different markets
9	Exel Hereford Str.	15'000	450	3%	On N11 transient route, different markets
10	Total Grobler Str.	4'000	400	2%	Serves own local market

3.4. MOVING MARKET FACTOR BETWEEN FILLING STATIONS

A new filling station has an impact on adjacent or nearby filling stations that serve the same traffic stream. Most filling stations attract between 1% and 8% of the passing traffic stream. The remaining traffic (between 92% and 99%) must fill up somewhere else along their route, outside the critical area of influence. This area of influence, sometimes defined by a 3km radius, can be made more specific by investigating the traffic streams that are served.

Little knowledge is available on how drivers make their decision at which filling station to fill up, but it is influenced by the same factors determining the turn-in percentage (interception rate) mentioned previously. The number of filling stations in an area determines the percentage impact of a new filling station on the remaining filling stations. If, for example, there is only one filling station in an area, an extra filling station close to the existing one will take away a large percentage of its customers. If however there are 18 filling stations in the area, a new filling station will take away a much smaller percentage of the market of each of the existing filling stations.

These factors will determine the moving market factor. If an existing filling station captures 3% of the passing traffic, and a new filling station upstream or downstream opens, also capturing 3% of the passing traffic, it will not capture the same 3% of the passing traffic stream. There will be an overlapping or moving market that will use the new filling station due to one of the factors outlined above.

Limited figures are available on what percentage of traffic will move, but the following guideline is proposed and summarised in **Table 4**.

Table 4: Moving Market Factor

Description	Moving Market Factor
New Filling Station is much better located with good accesses and many more facilities.	20-40 %
Similar location, access and services than those in area.	10-20 %
New site has poor access, no additional facilities, located far away from existing filling stations. Typically for sites not located in the same local market or transient route as the proposed site.	0-10 %

In combining the different aspects described throughout this Chapter, an assessment can be made of the impact of the proposed new filling station on the adjacent filling stations. A summary of this assessment is presented in **Table 5**.

An analogy can be made of the fuel using population in the study area by comparing it to baking and sharing a cake. Assuming a cake is being baked in an oven, it will rise and expand almost uniformly per time unit (i.e. per minute). Currently, 9 competitor sites have a proportional slice of the 3km cake (or 10 sites have a slice of the 3- up to 5km cake). By allowing another person to have a slice of the cake does not result in a larger cake, but shifts each person's proportional cake slice to allow everyone now to have their slice of the cake. The only manner in which the cake can expand is in baking it longer (i.e. growing over time).

Determining each person's slice of the cake is summarised in **Table 5. Table 5** consists of 4 columns of calculated values. These values are defined as the following:

1. *Present Estimated Fuel Sale Volume*: This value represents how many litres of fuel per month the site in question currently sells, without considering the effect of the proposed filling station. This value is calculated by considering the following:
    - Potential Pass-By Traffic per day (ADT) as stated in **Table 3**;
    - Trading days per month (Assume a value of 27.5 days);
    - Average Fill for sites in the area (Assume a value of 20.4 litres/vehicle as calculated);

- Average Interception rate for traffic passing the site (ranging from 2-8%);

2. *Moving Market Factor*: Refer to **Table 4**;
3. *Lost Fuel sales if development is built*: This value represents how many litres of fuel per month the site in question will sell less of if the proposed filling station is built. It is calculated by multiplying the moving market factor with the present sale volumes;
4. *(Present Fuel Sales) – (Lost Fuel)*: This value is the estimated fuel sales volume of the site in question when the moving market factor is taken into account;
5. *3 Year Future Sales from Lost Fuel sales*: The fuel sales of the previous column are grown at the 1.5% growth rate per annum for 3 years to determine what the impact is on a competitor site once the proposed development reaches its assumed potential. For the future scenario it can be assumed that the fuel sales for the area can increase by 2-5% per annum depending on the new developments affecting specific sites. This growth will be driven by the completed new developments as well as various planned developments in the area. Due to the current economic downturn, the minimum growth rate (2.0% p.a.) is assumed for the following 3 years at all sites.

Table 5: Impact on Surrounding Existing Sites

Site	Filling Station	Present Estimated Fuel Sale Volume [lpm]	Moving Market Factor [%]	Lost Fuel Sales if development is built [lpm]	(Present Fuel Sales) – (Lost Fuel) [lpm]	3 year Future Sales from Lost Fuel sales [lpm]
1	New Africa Filling Station	200'000	9%	± 18'000	182'000	± 193'000
2	Total Jan van Riebeeck Str.	400'000	11%	± 44'000	356'000	± 377'000
3	Caltex Jan van Riebeeck Str.	250'000	15%	± 37'500	212'500	± 225'000
4	Ener-Gi Jan van Riebeeck Str.	160'000	10%	±16'000	144'000	± 152'000
5	Exel Jan van Riebeeck Str.	120'000	15%	± 18'000	102'000	± 108'000
6	BP Jan van Riebeeck Str.	270'000	5%	±13'500	256'500	± 272'000
7	Total Voortrekker Str.	150'000	4%	± 6'000	144'000	± 152'000
8	Caltex Hereford Str.	100'000	4%	± 4'000	96'000	± 101'000
9	Exel Hereford Str.	300'000	3%	±9'000	291'000	± 308'000
10	Total Grobler Str.	20'000	1%	± 200	19'800	± 20'000
Total Lost Sales				**± 165'000**		

The development and operation of the proposed filling station will have an initial detrimental impact on all filling stations in the study area. Due to the small growth rate, some filling stations do not recover (after three years) to the point at which they were before the proposed development opened for business. Existing stations that do not recover fully within a three year horizon period (compared to the litres of fuel they are currently expected to pump per month) are highlighted in light grey in **Table 5**.

The following filling stations will have a significant loss in fuel sales if the proposed site is developed as a filling station:

- Caltex Jan van Riebeeck; and
- Exel Jan van Riebeeck.

The primary reason for large loss of fuel sales is the current state of these filling stations. Both stations are either aesthetically unappealing to the motorised road users, have almost no amenities such as ATM facilities, fast food restaurants, car washes or branded convenience stores. If these two sites revamp and upgrade their facilities to modern filling station standards a significant reduction in lost fuel sales volumes will occur pertaining to the development of the proposed site.

Considering the previously mentioned discussion, it is estimated that the operation of the proposed filling station **will not irreparably jeopardise the business** of any competitor filling stations in the study area.

4. FEASIBILITY OF SITE CONSTRUCTION

The potential income and financial feasibility were analysed in Chapter 2. This Chapter is concerned with the feasibility of construction and related civil engineering work. Such works are large capital expenditures and impact on the overall feasibility of the development. The cost of the filling station, canopy and forecourt is very similar from site to site. The costs which differ are the value of the land and the cost of the civil engineering work (access, bulk earthworks, etc.). These variable capital costs are important when considering the site development feasibility.

4.1. COST OF BULK EARTHWORKS AND ACCESSES

A cost element that has a large influence on the feasibility of a filling station is the cost of the road and bulk earthworks. A cost estimate was done of the external road network and the internal roads and parking areas. The detail is provided in **Table 6**.

Table 6: Cost of civil engineering works for Erf 542 Filling Station

SECTION	DESCRIPTION	ACCESS	INTERNAL ROADS & PARKING	TOTAL
A	Preliminary & General	R 100'000.00	R 160'000.00	R 260'000.00
B	Site clearance	R 100'000.00	R 50'000.00	R 150'000.00
C	Roadworks	R 350'000.00	R 320'000.00	R 670'000.00
D	Ancillary roadworks	R 100'000.00	R 250'000.00	R 350'000.00
E	Protection and provision of services	R 50'000.00	R 30'000.00	R 80'000.00
	Sub Total	**R 700'000.00**	**R 810'000.00**	**R1'510'000.00**
	5% Contingencies			R 150'000.00
	Professional fees			R 150'000.00
	TOTAL			**R1'810'000.00**

4.2. FEASIBILITY

A full feasibility study for construction and site feasibility was not conducted for this study report. An assessment can however be made based on the following:

- The land cost, building and other fixed costs will be similar to that of an average filling station;
- The cost of the road and civil engineering works will be average to below average compared to other new sites (refer to **Table 6**);
- Based on the expected fuel and convenience store sales of 288'900 litres and R360'000 per month respectively (year 3 of operation) a monthly income can be obtained to realise a minimum attractive rate of return for the development. The estimated sales volumes place the site in a lower bracket of feasibility for filling station development and will be discussed coherently in **Chapter 6**. The other potential incomes of other amenities such as carwash and/or fast food restaurants have not been taken into account.

A qualitative statement can therefore be made that the site can **be feasible from a traffic engineering and filling station development point of view**.

5. OTHER TRAFFIC ENGINEERING CONSIDERATIONS

5.1. IMPACT ON TRAFFIC FLOW PAST THE SITE (ROAD SAFETY)

Jan van Riebeeck Road is a provincial road maintained and managed by the Limpopo Roads Agency. The road authorities have identified the possible negative impact a filling station can have on the traffic flow past a site. Therefore, a design manual (BB2)[1] was compiled after proper research and input from various experienced traffic engineers to ensure that road safety is not negatively affected when establishing a site.

The proposed site can comply with the minimum standards of the relevant design document. The necessary preceding deceleration lanes and turning lanes at the accesses ensure vehicle ingress and egress to the sites will occur safely.

The site is large enough to accommodate the required minimum distances as recommended in the documents. Sight distance, which is a key factor in determining traffic safety at any intersection, is good at the proposed sites due to the geometry of the existing roads.

It is concluded that the impact of the site on the existing traffic past it will not be negatively affected by the proposed filling station traffic. In fact, the Limpopo Roads Agency will not allow access to the sites if road safety was negatively affected by the proposed filling station.

5.2. DELIVERY VEHICLE PATH

Similar to road safety, the paths of the delivery vehicle are evaluated by the road authority as well. The geometric standards adopted in the design manuals allow for the delivery vehicle entering and exiting the sites safely. E.g., the entrance lane width is 5m

[1] **GAUTRANS**, 2002. BB2: *Guidelines for Filling Stations Accesses*. May 2002 Revised Draft Edition

to accommodate especially heavy vehicles. For light vehicles only, the width would need to be 3.5m.

It is concluded the proposed filling station will be able to accommodate the delivery vehicle.

6. CONCLUSIONS

It is expected that the proposed site will sell ± 288'900 litres per month in 2013 (3 years of operation), which places it in a lower bracket of feasibility for filing station development. The convenience store should sell goods to the value of about R 360'000 per month at the same stage.

The site is considered in a lower feasibility bracket due to its fuel sale volumes. Fuel/Petrol companies generally deem a site feasible if at least 300'000 litres of fuel can be sold at a potential site in an average month. To realise an acceptable rate of return the owner must supplement the relatively low fuel sale volumes with income generated from other amenities, such as convenience stores, car wash facilities and/or fast food restaurants.

In conjunction with the previously mentioned discussion on feasibility, the site can **only** be deemed feasible from a financial viewpoint if the cost of land acquisition is inexpensive. If the combined costs of land-, building and related fixed capital costs are above average then the proposed site will ***not*** be feasible for filling station development.

Should the Limpopo Roads Agency allow for a Partial Access[2] at the entrance of the proposed filling station, the westbound traffic on Jan Van Riebeeck Road will be able to gain access to the proposed site. The evaluations of this report assumed that such an access is possible and that westbound traffic can be intercepted. **If such a Partial Access can not be constructed then the site is deemed infeasible**.

The proposed site will take approximately ± 165'000 litres per month from the existing sites within a 3- up to 5km (Refer to **Table 5**). The impact on any of the existing sites will not be enough to impact on the feasibility of any of the individual sites. General traffic growth in the area will ensure short term loss will be regained within 3 or more years. The two sites that are most significantly impacted by the proposed filling station (refer to

[2] **SANRAL**. 2008. *SANRAL G2: Geometric Design Guidelines*. Chapter 6: Intersection Design, pp. 6-10

Table 5) can increase their chances on sustained competition by revamping and upgrading their sites with modern amenities.

The proposed **Groblersdal Filling Station Site** located on Erf 756 has the support from a traffic engineer viewpoint.

Yours faithfully,

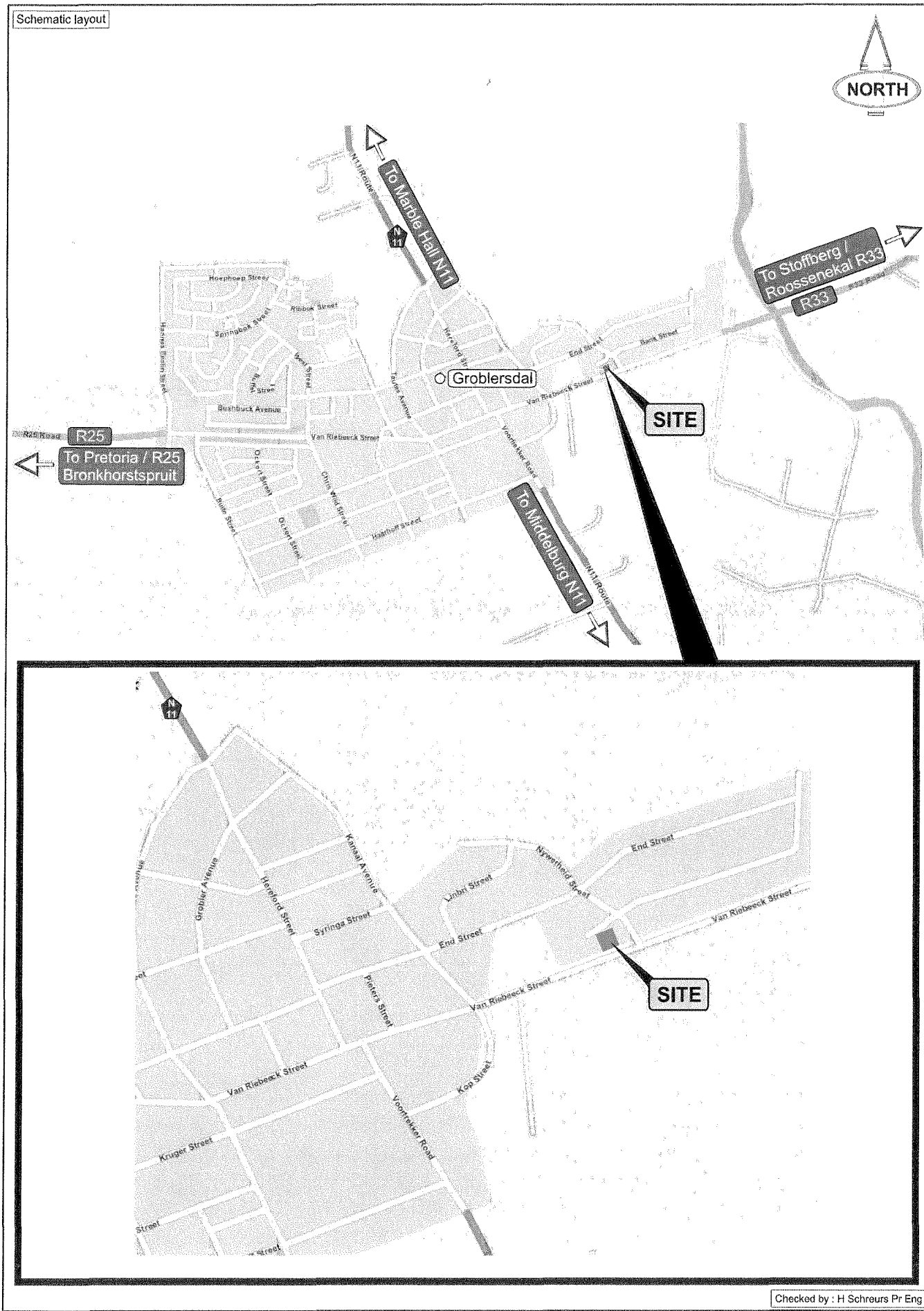
HARM SCHREURS
DIRECTOR: Pr Eng
WSP SA CIVIL & STRUCTURAL ENGINEERS (PTY) LTD

Figures

Figure 1: Locality Plan

Figure 2: Competitor Sites and Catchment Markets

Schematic layout



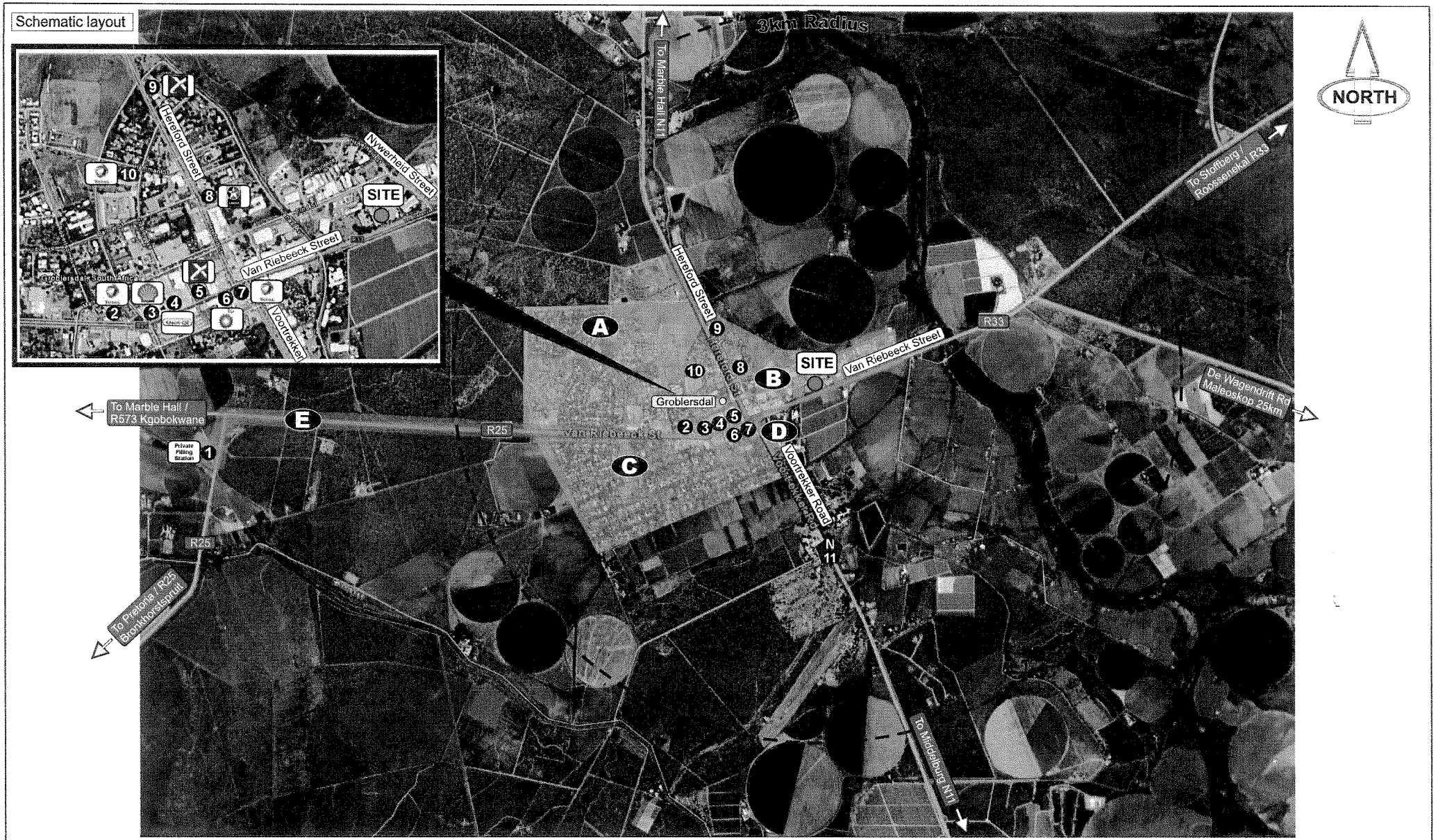
Checked by : H Schreurs Pr Eng

329215_Groblersdal Filling Station_Locality Plan_1.cdr

WSP

Project:	Figure:	No.
GROBLERSDAL FILLING STATION	LOCALITY PLAN	1

Schematic layout



Checked by : H. Schreurs Pr Eng

329215_Groblersdal Filling Station_Competitor Site_Figure 2.cdr

WSP

Project:	Figure Description:	No.
GROBLERSDAL FILLING STATION	COMPETITOR SITE	2

Photos

Photo 1: Proposed Site for Development

Competitor Sites

Photo 2: New Africa Filling Station

Photo 3: Total Jan van Riebeeck Street

Photo 4: Caltex Jan van Riebeeck Street

Photo 5: Ener-Gi Jan van Riebeeck Street

Photo 6: Exel Jan van Riebeeck Street

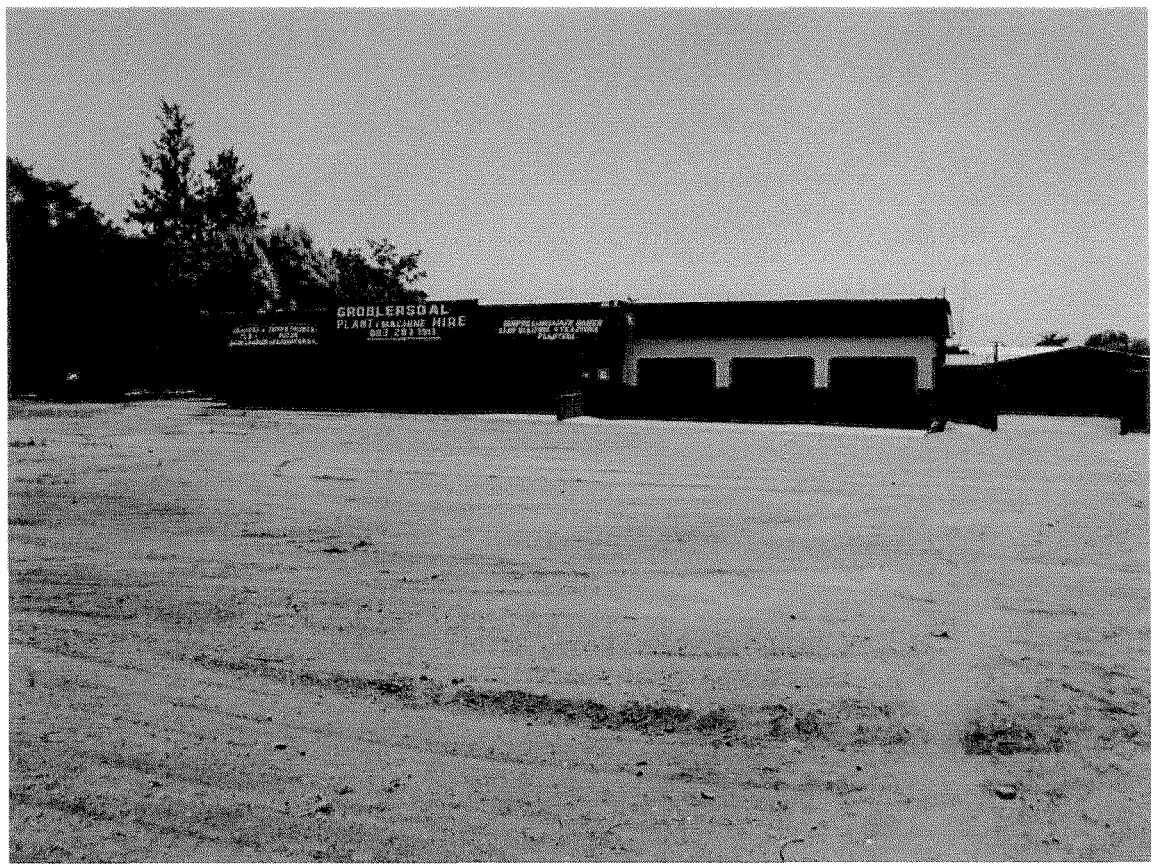
Photo 7: BP Jan van Riebeeck Street

Photo 8: Total Voortrekker Street

Photo 9: Caltex Hereford Street

Photo 10: Exel Hereford Street

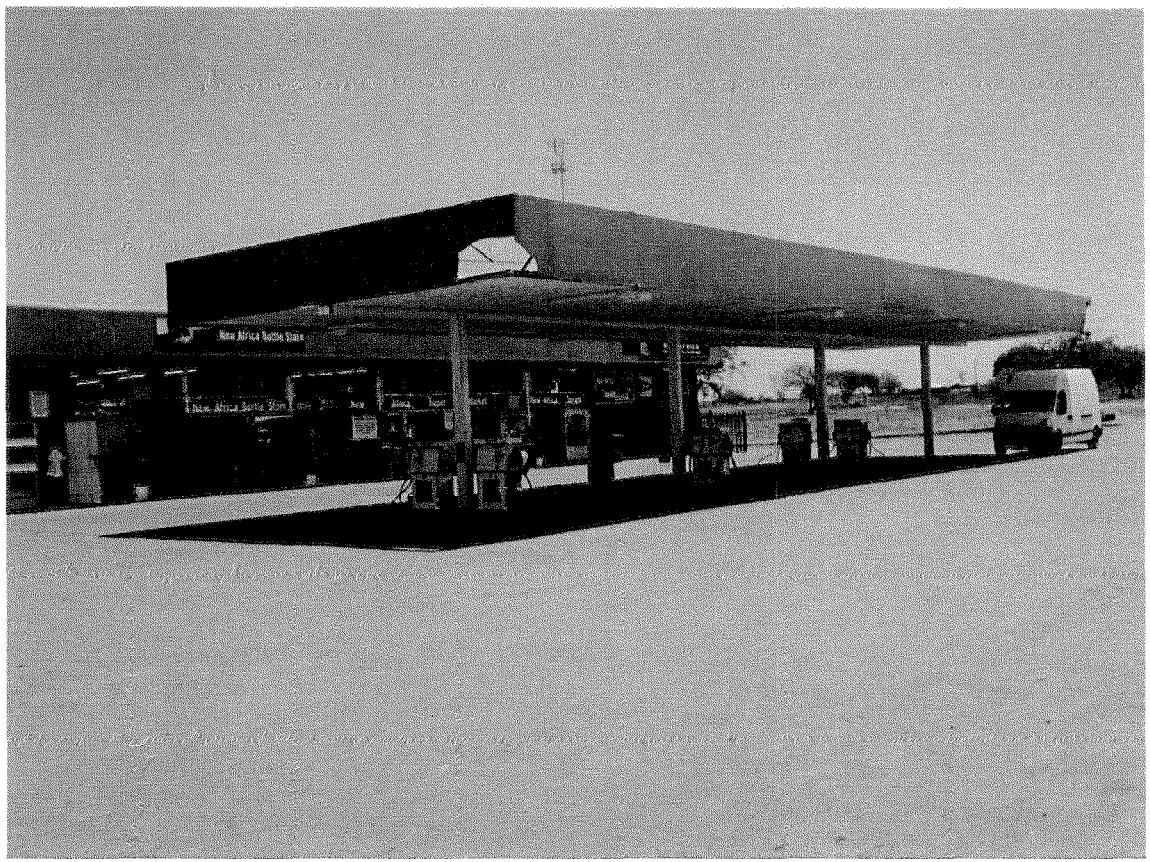
Photo 11: Total Grobler Street



Proposed Site for Development
Located on the intersection of Jan van Riebeeck and Nywerheid Street

329215/13_Groblersdal Filling Station_Surrounding Filling Stations_Photo1.cdr

Project:	Figure Description:	No.
GROBLERSDAL FILLING STATION	**SURROUNDING FILLING STATIONS**	**1**



New Africa Filling Station
Located on the R25

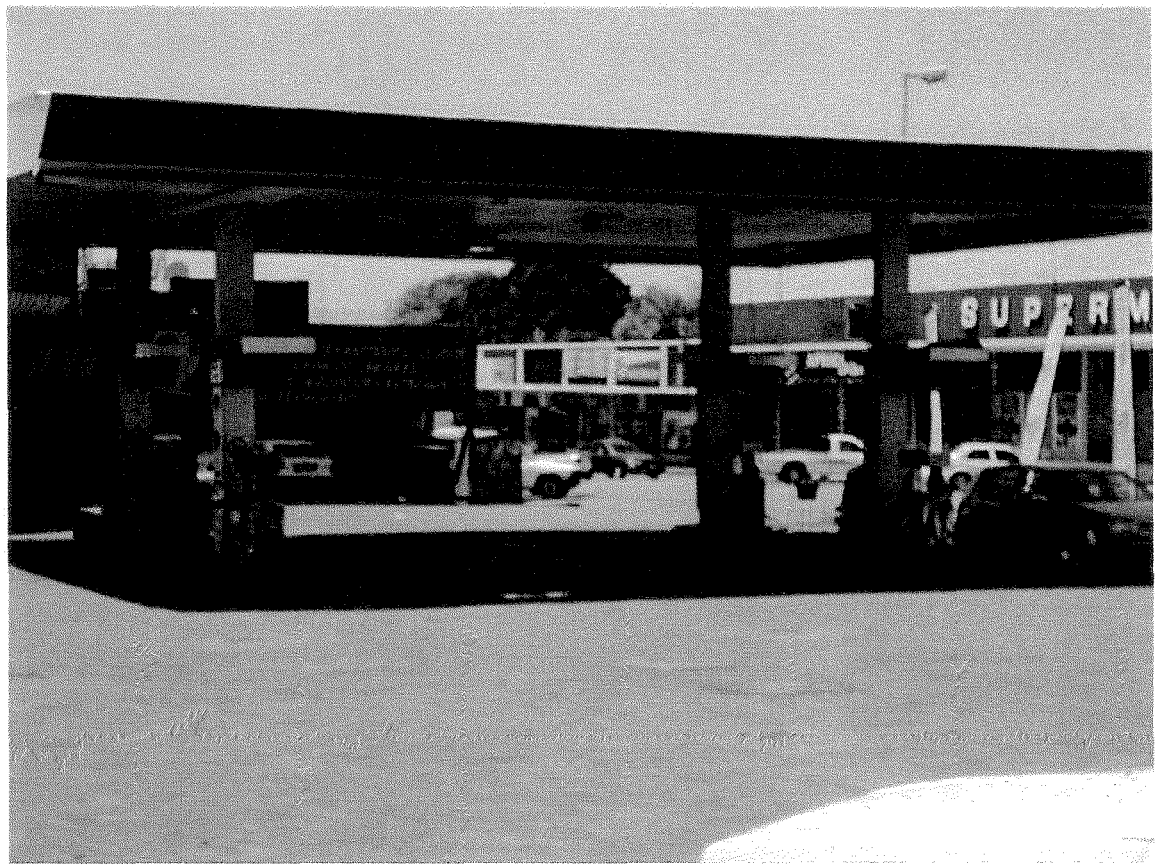
329215/13_Groblersdal Filling Station_Surrounding Filling Stations_Photo2.cdr

WSP	Project: GROBLERSDAL FILLING STATION	Figure Description: SURROUNDING FILLING STATIONS	No. 2

Total
Located on Jan van Riebeeck Road

329215/13_Groblersdal Filling Station_Surrounding Filling Stations_Photo3.cdr

Project:	Figure Description:	No.
GROBLERSDAL FILLING STATION	**SURROUNDING FILLING STATIONS**	**3**



Caltex
Located on the corner of Tautes and Jan van Riebeeck Road

329215/13_Groblersdal Filling Station_Surrounding Filling Stations_Photo4.cdr

Project:	Figure Description:	No.
GROBLERSDAL FILLING STATION	**SURROUNDING FILLING STATIONS**	**4**

Ener-Gi
Located on Jan van Riebeeck Road

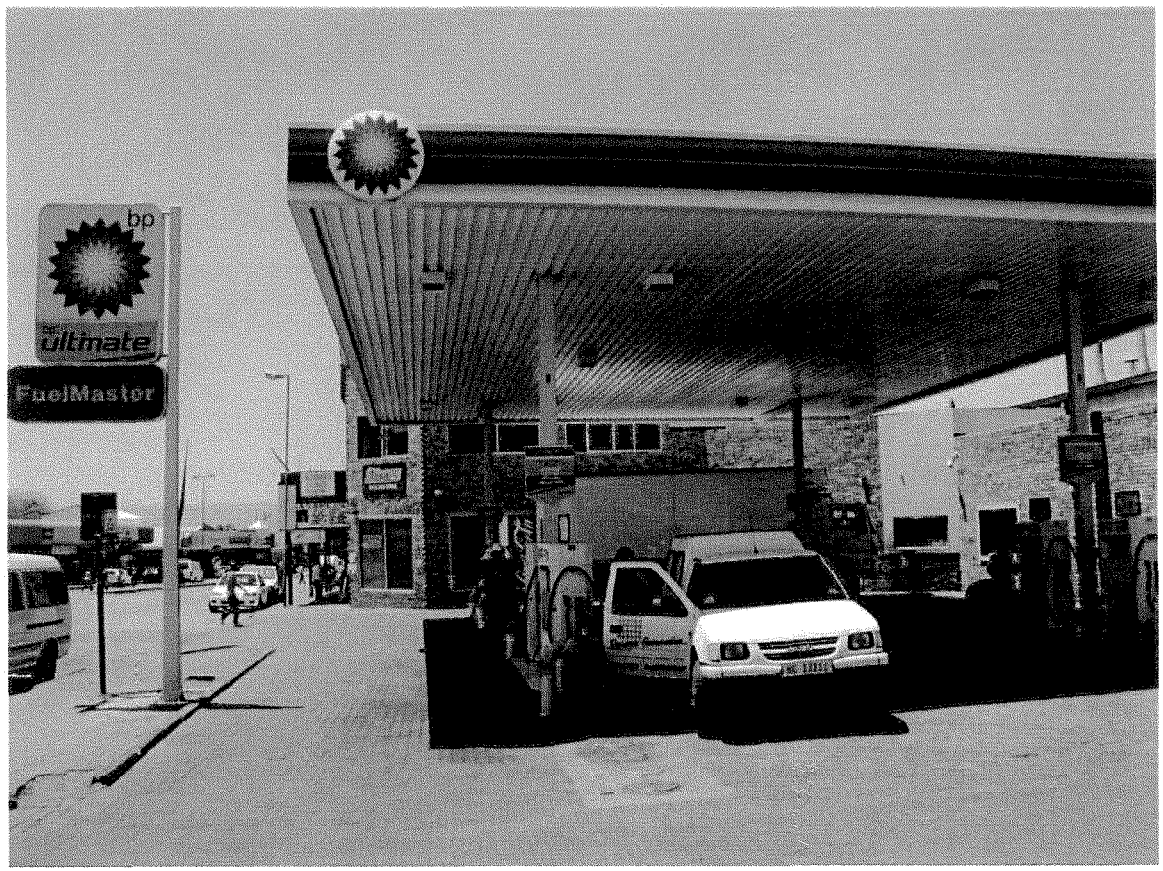
329215/13_Groblersdal Filling Station_Surrounding Filling Stations_Photo5.cdr

Project:	Figure Description:	No.
GROBLERSDAL FILLING STATION	**SURROUNDING FILLING STATIONS**	**5**

Exel
Located on Jan van Riebeeck and North Road intersection

329215/13_Groblersdal Filling Station_Surrounding Filling Stations_Photo6.cdr

WSP	Project: GROBLERSDAL FILLING STATION	Figure Description: SURROUNDING FILLING STATIONS	No. 6

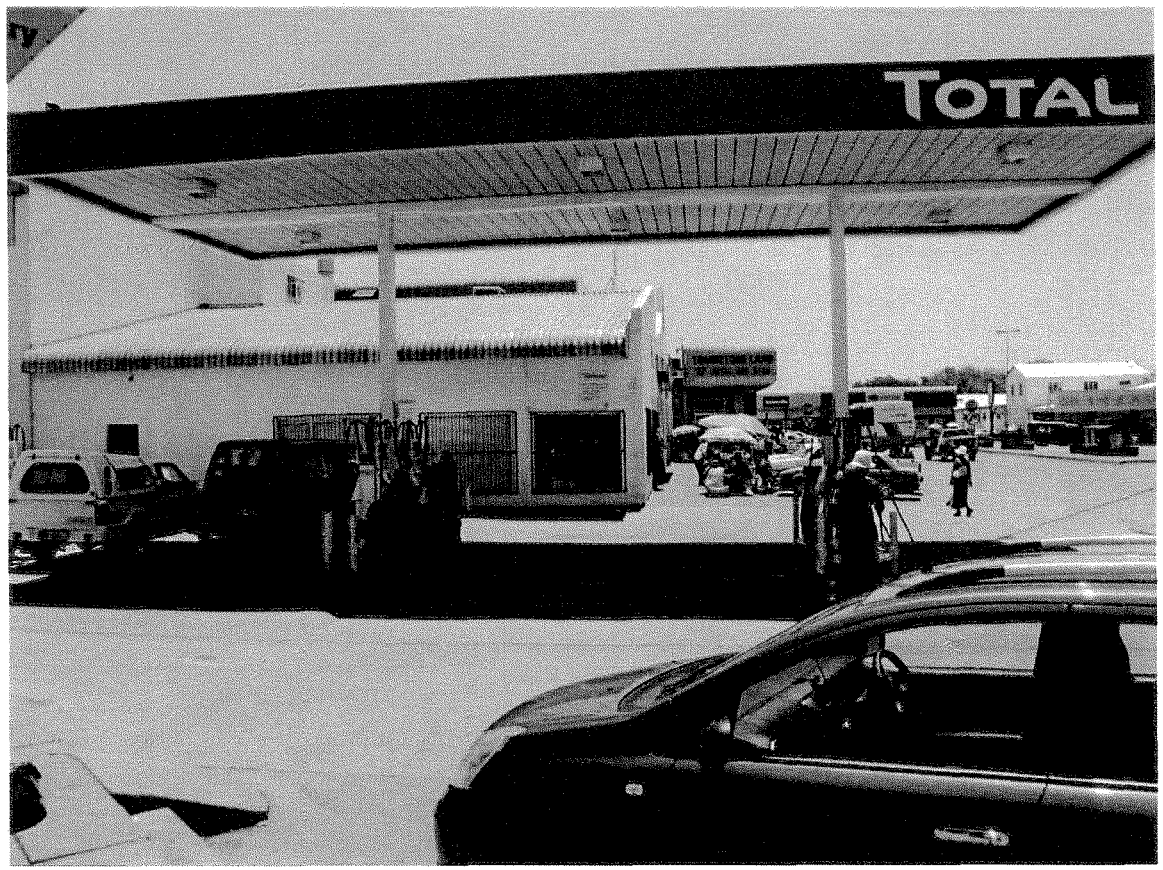


BP
Located on Jan van Riebeeck Road

329215/13_Groblersdal Filling Station_Surrounding Filling Stations_Photo7.cdr

WSP

Project:	Figure Description:	No.
GROBLERSDAL FILLING STATION	**SURROUNDING FILLING STATIONS**	**7**



Total
Located on the western side of Voortrekker Street (N11)

329215/13_Groblersdal Filling Station_Surrounding Filling Stations_Photo8.cdr

Project:	Figure Description:	No.
GROBLERSDAL FILLING STATION	**SURROUNDING FILLING STATIONS**	**8**

Caltex
Located on the corner of Syringa and Hereford Street

329215/13_Groblersdal Filling Station_Surrounding Filling Stations_Photo9.cdr

WSP

Project:	Figure Description:	No.
GROBLERSDAL FILLING STATION	**SURROUNDING FILLING STATIONS**	**9**

Exel
Located on the corner of Hereford and Tautes Street

329215/13_Groblersdal Filling Station_Surrounding Filling Stations_Photo10.cdr

WSP

Project:	Figure Description:	No.
GROBLERSDAL FILLING STATION	**SURROUNDING FILLING STATIONS**	**10**

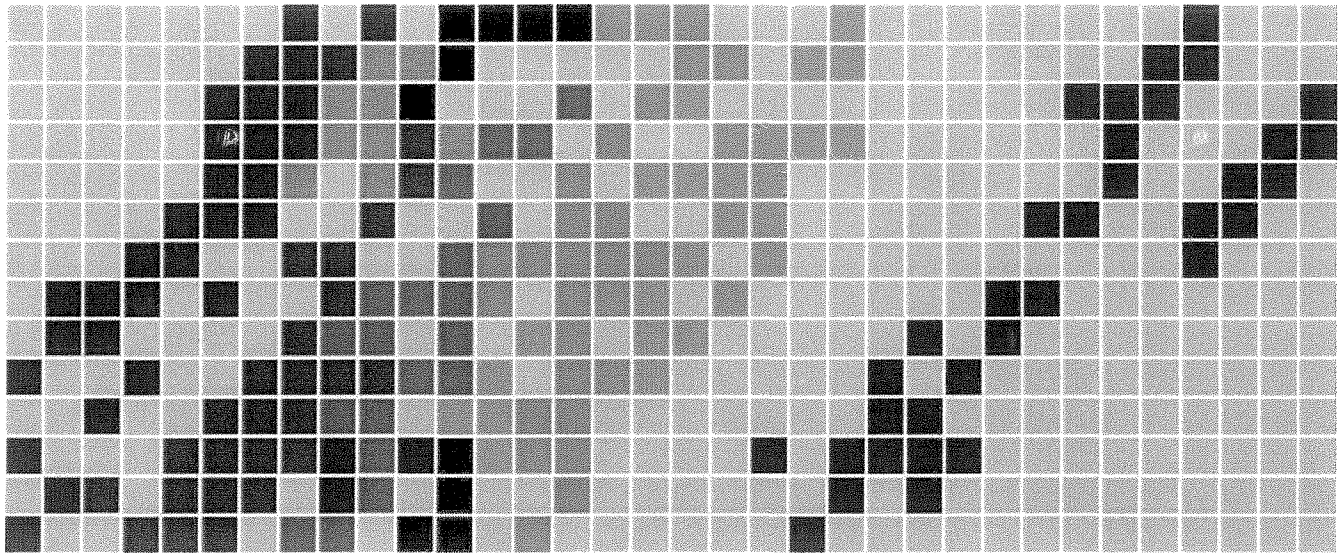
Total
Located within the suburbs of Groblersdal, Grobler Street

329215/13_Groblersdal Filling Station_Surrounding Filling Stations_Photo11.cdr

Project:	Figure Description:	No.
GROBLERSDAL FILLING STATION	**SURROUNDING FILLING STATIONS**	**11**

Annexure

Annexure A: Detail of **Traffic Count**



GROBLERSDAL FILLING STATION

TRAFFIC COUNT

SEPTEMBER 2009

PREPARED BY:

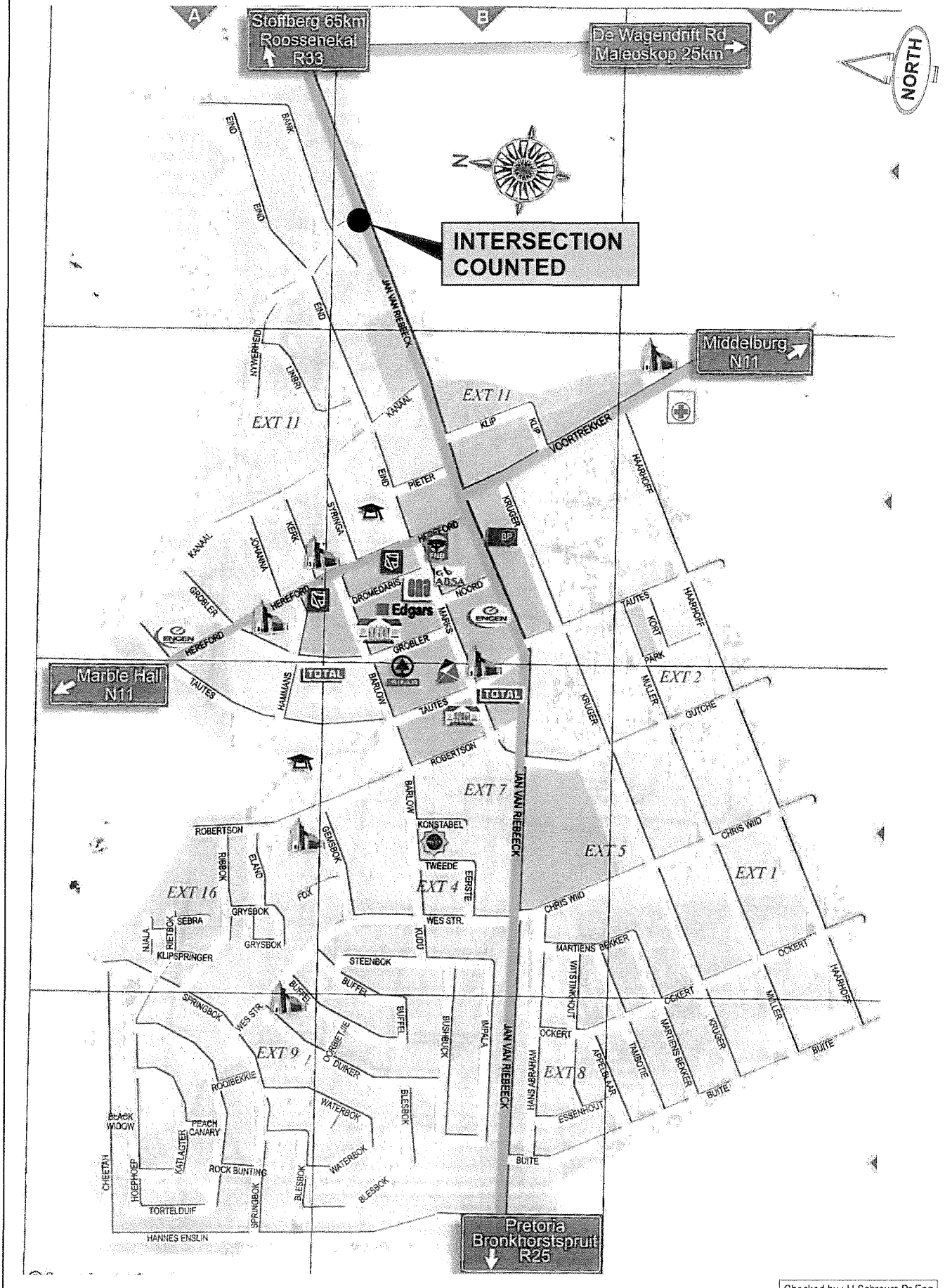
WSP

WSP SA CIVIL AND STRUCTURAL
ENGINEERS (PTY) LTD
POSTNET SUITE 13
PRIVATE BAG X844
SILVERTON
0127

TEL. No. : +27 12 361 4141
FAX No. : +27 12 361 4142

Title:	Groblersdal Filling Station Traffic Count: Traffic Count at the intersection of: Jan van Riebeeck / Nywerheid
Project Team:	H Schreurs Pr Eng Marika Bodde
Project no.:	329215
Date:	September 2009

Schematic layout

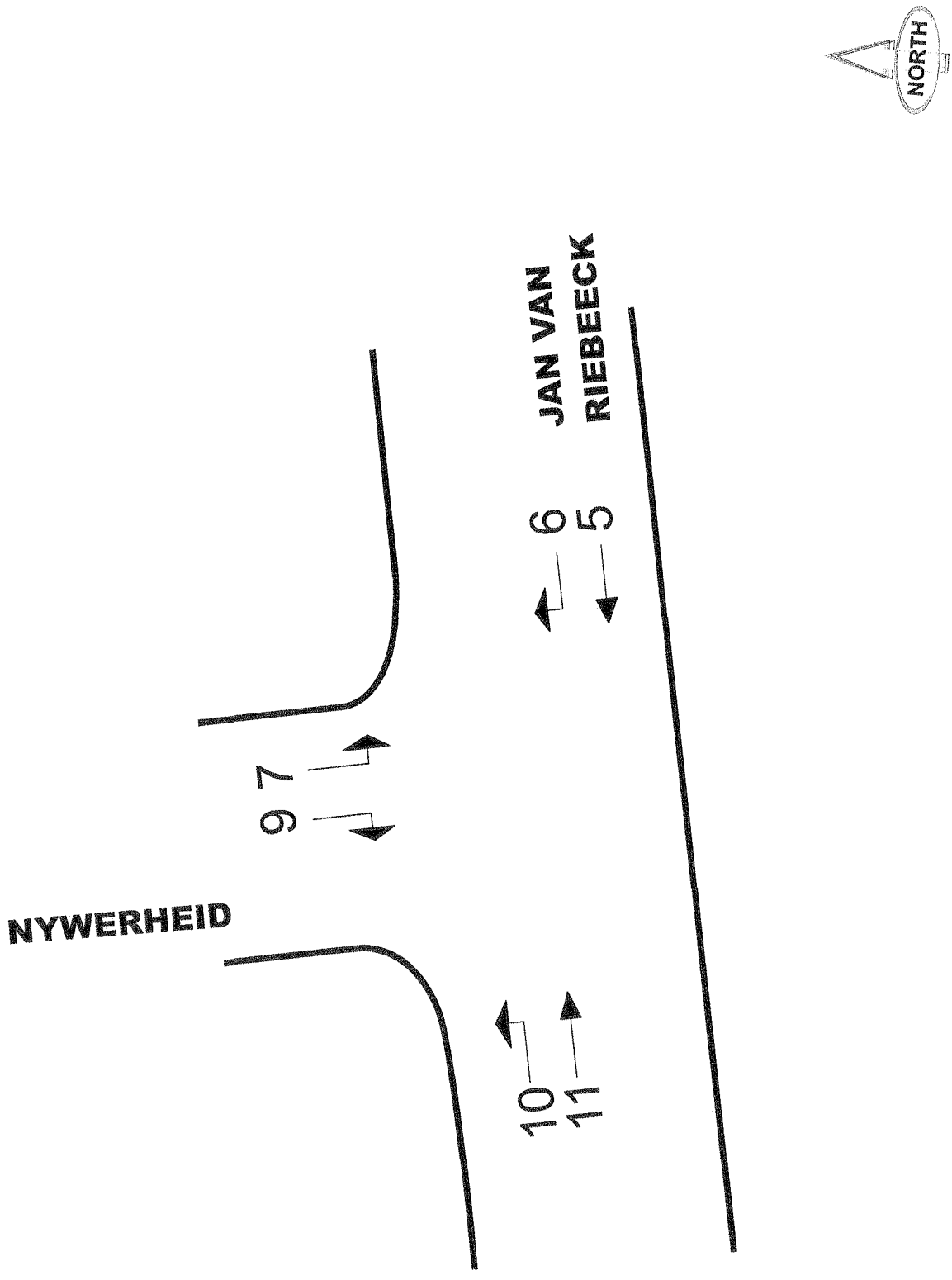


Checked by : H Schreurs Pr Eng

329215_Groblersdal Filling Station_Locality Plan_1.cdr

	Project:	Figure:	No.
WSP	GROBLERSDAL FILLING STATION	LOCALITY PLAN	1

Schematic layout



Checked by : H Schreurs Pr Eng

329215_Groblersdal Filling Station_Traffic movement_2.cdr

Project: GROBLERSDAL FILLING STATION	Figure: TRAFFIC MOVEMENT	No. 2

TRAFFIC COUNT: GROBLERSDAL FILLING STATION
INTERSECTION: JAN VAN RIEBEECK / NYWERHEID
PEAK HOUR PERIOD: 13 HOUR
DATE: MONDAY 21 SEPTEMBER 2009 All VEHICLES

TIME		MOVEMENT NUMBER												
BEGIN		1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00	06:15	0	0	0	0	68	3	3	0	1	1	40	0	**116**
06:15	06:30	0	0	0	0	70	4	2	0	1	0	32	0	**109**
06:30	06:45	0	0	0	0	89	4	3	0	0	1	53	0	**150**
06:45	07:00	0	0	0	0	118	9	6	0	1	4	66	0	**204**
07:00	07:15	0	0	0	0	179	15	3	0	0	16	95	0	**308**
07:15	07:30	0	0	0	0	104	10	5	0	7	13	95	0	**234**
07:30	07:45	0	0	0	0	139	14	7	0	6	16	103	0	**285**
07:45	08:00	0	0	0	0	140	11	4	0	6	13	75	0	**249**
08:00	08:15	0	0	0	0	133	16	9	0	10	17	74	0	**259**
08:15	08:30	0	0	0	0	90	9	12	0	5	8	85	0	**209**
08:30	08:45	0	0	0	0	79	8	6	0	6	9	65	0	**173**
08:45	09:00	0	0	0	0	75	7	10	0	7	6	53	0	**158**
09:00	09:15	0	0	0	0	81	8	10	0	16	7	58	0	**180**
09:15	09:30	0	0	0	0	76	9	14	0	12	9	56	0	**176**
09:30	09:45	0	0	0	0	69	6	12	0	4	10	67	0	**168**
09:45	10:00	0	0	0	0	80	7	11	0	6	14	58	0	**176**
10:00	10:15	0	0	0	0	80	8	10	0	5	8	54	0	**165**
10:15	10:30	0	0	0	0	82	9	7	0	3	9	50	0	**160**
10:30	10:45	0	0	0	0	77	11	9	0	7	6	49	0	**159**
10:45	11:00	0	0	0	0	77	12	9	0	4	7	53	0	**162**
11:00	11:15	0	0	0	0	80	18	12	0	5	9	56	0	**180**
11:15	11:30	0	0	0	0	76	7	7	0	7	14	69	0	**180**
11:30	11:45	0	0	0	0	54	14	10	0	10	2	68	0	**158**
11:45	12:00	0	0	0	0	78	3	8	0	8	10	62	0	**169**
12:00	12:15	0	0	0	0	75	13	11	0	9	9	71	0	**188**
12:15	12:30	0	0	0	0	76	19	12	0	11	6	75	0	**199**
12:30	12:45	0	0	0	0	87	10	8	0	5	7	86	0	**203**
12:45	13:00	0	0	0	0	90	10	10	0	6	5	79	0	**200**
13:00	13:15	0	0	0	0	102	7	8	0	9	13	98	0	**237**
13:15	13:30	0	0	0	0	65	11	13	0	6	7	80	0	**182**
13:30	13:45	0	0	0	0	72	14	20	0	10	14	80	0	**210**
13:45	14:00	0	0	0	0	65	7	21	0	6	12	76	0	**187**
14:00	14:15	0	0	0	0	71	8	11	0	8	10	71	0	**179**
14:15	14:30	0	0	0	0	76	9	13	0	8	9	72	0	**187**
14:30	14:45	0	0	0	0	96	17	18	0	10	11	93	0	**245**
14:45	15:00	0	0	0	0	59	6	9	0	2	11	85	0	**172**
15:00	15:15	0	0	0	0	87	6	6	0	10	13	78	0	**200**
15:15	15:30	0	0	0	0	85	12	17	0	12	10	84	0	**220**
15:30	15:45	0	0	0	0	85	12	18	0	4	6	87	0	**212**
15:45	16:00	0	0	0	0	83	10	11	0	4	16	97	0	**221**
16:00	16:15	0	0	0	0	83	7	19	0	8	8	101	0	**226**
16:15	16:30	0	0	0	0	87	5	16	0	13	13	105	0	**239**
16:30	16:45	0	0	0	0	90	4	12	0	11	13	128	0	**258**
16:45	17:00	0	0	0	0	87	9	20	0	13	9	133	0	**271**
17:00	17:15	0	0	0	0	71	3	20	0	9	8	153	0	**264**
17:15	17:30	0	0	0	0	76	6	18	0	9	3	165	0	**277**
17:30	17:45	0	0	0	0	72	4	18	0	9	4	139	0	**246**
17:45	18:00	0	0	0	0	73	3	12	0	9	2	121	0	**220**
18:00	18:15	0	0	0	0	61	3	17	0	5	2	99	0	**187**
18:15	18:30	0	0	0	0	63	4	11	0	2	4	96	0	**180**
18:30	18:45	0	0	0	0	57	3	7	0	2	2	63	0	**134**
18:45	19:00	0	0	0	0	47	1	2	0	0	1	45	0	**96**
		0	0	0	0	4335	445	567	0	347	437	4196	0	10327
EST. 24 HR		**0**	**0**	**0**	**0**	**5202**	**534**	**680**	**0**	**416**	**524**	**5035**	**0**	**12392**

TRAFFIC COUNT: GROBLERSDAL FILLING STATION
INTERSECTION: JAN VAN RIEBEECK / NYWERHEID
PEAK HOUR PERIOD: 13 HOUR
DATE: MONDAY 21 SEPTEMBER 2009 LIGHT

TRAFFIC MOVEMENTS														
TIME														
Start	End	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00	06:15	0	0	0	0	41	2	0	0	1	1	29	0	74
06:15	06:30	0	0	0	0	42	2	0	0	0	0	24	0	68
06:30	06:45	0	0	0	0	59	4	2	0	0	0	34	0	99
06:45	07:00	0	0	0	0	78	9	5	0	0	4	44	0	140
07:00	07:15	0	0	0	0	114	13	3	0	0	15	74	0	219
07:15	07:30	0	0	0	0	74	8	3	0	5	12	65	0	167
07:30	07:45	0	0	0	0	97	13	3	0	4	15	62	0	194
07:45	08:00	0	0	0	0	91	9	4	0	4	9	52	0	169
08:00	08:15	0	0	0	0	93	11	8	0	6	13	43	0	174
08:15	08:30	0	0	0	0	57	9	6	0	5	8	42	0	127
08:30	08:45	0	0	0	0	55	7	4	0	5	8	41	0	120
08:45	09:00	0	0	0	0	53	7	6	0	6	6	40	0	118
09:00	09:15	0	0	0	0	51	8	9	0	15	7	40	0	130
09:15	09:30	0	0	0	0	49	7	13	0	11	7	43	0	130
09:30	09:45	0	0	0	0	37	5	9	0	3	8	45	0	107
09:45	10:00	0	0	0	0	48	5	7	0	5	13	41	0	119
10:00	10:15	0	0	0	0	51	7	8	0	4	8	40	0	118
10:15	10:30	0	0	0	0	55	8	7	0	3	7	39	0	119
10:30	10:45	0	0	0	0	52	10	7	0	5	6	38	0	118
10:45	11:00	0	0	0	0	50	11	8	0	4	7	40	0	120
11:00	11:15	0	0	0	0	51	15	9	0	5	8	41	0	129
11:15	11:30	0	0	0	0	52	5	6	0	5	12	47	0	127
11:30	11:45	0	0	0	0	37	13	7	0	9	1	46	0	113
11:45	12:00	0	0	0	0	50	2	7	0	6	8	48	0	121
12:00	12:15	0	0	0	0	57	12	9	0	8	6	49	0	141
12:15	12:30	0	0	0	0	61	17	11	0	11	6	59	0	165
12:30	12:45	0	0	0	0	56	10	8	0	3	4	62	0	143
12:45	13:00	0	0	0	0	56	8	7	0	4	4	66	0	145
13:00	13:15	0	0	0	0	71	5	6	0	7	11	68	0	168
13:15	13:30	0	0	0	0	40	10	10	0	4	7	55	0	126
13:30	13:45	0	0	0	0	41	13	14	0	10	11	54	0	143
13:45	14:00	0	0	0	0	43	7	9	0	5	11	53	0	128
14:00	14:15	0	0	0	0	51	8	10	0	7	10	55	0	141
14:15	14:30	0	0	0	0	52	9	13	0	8	9	53	0	144
14:30	14:45	0	0	0	0	55	13	15	0	9	11	59	0	162
14:45	15:00	0	0	0	0	47	6	8	0	2	9	56	0	128
15:00	15:15	0	0	0	0	61	6	6	0	10	11	57	0	151
15:15	15:30	0	0	0	0	53	8	16	0	11	9	58	0	155
15:30	15:45	0	0	0	0	59	9	14	0	4	5	65	0	156
15:45	16:00	0	0	0	0	58	10	7	0	3	15	68	0	161
16:00	16:15	0	0	0	0	55	7	18	0	7	8	72	0	167
16:15	16:30	0	0	0	0	64	3	16	0	11	11	73	0	178
16:30	16:45	0	0	0	0	67	3	11	0	10	12	91	0	194
16:45	17:00	0	0	0	0	60	7	19	0	12	9	101	0	208
17:00	17:15	0	0	0	0	44	3	19	0	8	8	123	0	205
17:15	17:30	0	0	0	0	53	4	18	0	9	3	108	0	195
17:30	17:45	0	0	0	0	54	2	15	0	7	2	79	0	159
17:45	18:00	0	0	0	0	45	1	12	0	8	1	68	0	135
18:00	18:15	0	0	0	0	41	2	15	0	5	0	48	0	111
18:15	18:30	0	0	0	0	42	2	11	0	2	2	39	0	98
18:30	18:45	0	0	0	0	40	1	7	0	1	1	29	0	79
18:45	19:00	0	0	0	0	37	1	2	0	0	0	24	0	64
TOTAL		0	0	0	0	2900	377	467	0	297	379	2850	0	7270
EST. 24 HR		0	0	0	0	3480	452	560	0	356	455	3420	0	8724

TRAFFIC COUNT: GROBLERSDAL FILLING STATION
INTERSECTION: JAN VAN RIEBEECK / NYWERHEID
PEAK HOUR PERIOD: 13 HOUR
DATE: MONDAY 21 SEPTEMBER 2009 **TAXIS**

TRAFFIC MOVEMENTS														
TIME														
Start	End	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00	06:15	0	0	0	0	14	1	0	0	0	0	6	0	21
06:15	06:30	0	0	0	0	21	1	0	0	0	0	7	0	29
06:30	06:45	0	0	0	0	23	0	0	0	0	0	16	0	39
06:45	07:00	0	0	0	0	30	0	1	0	0	0	18	0	49
07:00	07:15	0	0	0	0	52	1	0	0	0	0	18	0	71
07:15	07:30	0	0	0	0	28	1	1	0	1	1	28	0	60
07:30	07:45	0	0	0	0	36	1	4	0	2	1	31	0	75
07:45	08:00	0	0	0	0	45	2	0	0	2	1	22	0	72
08:00	08:15	0	0	0	0	36	2	1	0	2	3	23	0	67
08:15	08:30	0	0	0	0	31	0	3	0	0	0	34	0	68
08:30	08:45	0	0	0	0	21	1	0	0	0	0	18	0	40
08:45	09:00	0	0	0	0	21	0	1	0	1	0	9	0	32
09:00	09:15	0	0	0	0	23	0	1	0	0	0	13	0	37
09:15	09:30	0	0	0	0	20	1	1	0	0	1	9	0	32
09:30	09:45	0	0	0	0	31	0	1	0	0	0	16	0	48
09:45	10:00	0	0	0	0	28	1	1	0	0	1	11	0	42
10:00	10:15	0	0	0	0	27	1	0	0	1	0	10	0	39
10:15	10:30	0	0	0	0	26	0	0	0	0	1	9	0	36
10:30	10:45	0	0	0	0	24	1	1	0	1	0	10	0	37
10:45	11:00	0	0	0	0	25	0	1	0	0	0	11	0	37
11:00	11:15	0	0	0	0	24	1	2	0	0	1	12	0	40
11:15	11:30	0	0	0	0	21	1	0	0	0	1	13	0	36
11:30	11:45	0	0	0	0	13	0	2	0	0	1	17	0	33
11:45	12:00	0	0	0	0	24	0	0	0	0	0	12	0	36
12:00	12:15	0	0	0	0	14	0	1	0	0	2	16	0	33
12:15	12:30	0	0	0	0	12	0	0	0	0	0	12	0	24
12:30	12:45	0	0	0	0	24	0	0	0	1	2	16	0	43
12:45	13:00	0	0	0	0	28	1	1	0	1	1	8	0	40
13:00	13:15	0	0	0	0	20	0	2	0	1	2	22	0	47
13:15	13:30	0	0	0	0	15	0	2	0	1	0	18	0	36
13:30	13:45	0	0	0	0	24	0	2	0	0	1	21	0	48
13:45	14:00	0	0	0	0	19	0	3	0	0	1	14	0	37
14:00	14:15	0	0	0	0	20	0	1	0	1	0	16	0	38
14:15	14:30	0	0	0	0	24	0	0	0	0	0	19	0	43
14:30	14:45	0	0	0	0	33	0	1	0	1	0	25	0	60
14:45	15:00	0	0	0	0	11	0	0	0	0	1	23	0	35
15:00	15:15	0	0	0	0	20	0	0	0	0	0	17	0	37
15:15	15:30	0	0	0	0	26	2	0	0	0	0	18	0	46
15:30	15:45	0	0	0	0	17	1	2	0	0	0	19	0	39
15:45	16:00	0	0	0	0	21	0	4	0	0	0	23	0	48
16:00	16:15	0	0	0	0	24	0	1	0	1	0	25	0	51
16:15	16:30	0	0	0	0	19	0	0	0	2	2	28	0	51
16:30	16:45	0	0	0	0	20	0	0	0	0	0	32	0	52
16:45	17:00	0	0	0	0	15	0	1	0	0	0	27	0	43
17:00	17:15	0	0	0	0	18	0	0	0	1	0	28	0	47
17:15	17:30	0	0	0	0	17	0	0	0	0	0	49	0	66
17:30	17:45	0	0	0	0	14	0	2	0	1	0	52	0	69
17:45	18:00	0	0	0	0	23	2	0	0	0	0	48	0	73
18:00	18:15	0	0	0	0	17	0	1	0	0	1	45	0	64
18:15	18:30	0	0	0	0	17	0	0	0	0	2	50	0	69
18:30	18:45	0	0	0	0	14	1	0	0	0	1	31	0	47
18:45	19:00	0	0	0	0	9	0	0	0	0	1	19	0	29
TOTAL		0	0	0	0	1179	23	45	0	21	29	1094	0	2391
EST. 24 HR		0	0	0	0	1415	28	54	0	25	35	1313	0	2869

TRAFFIC COUNT: GROBLERSDAL FILLING STATION
INTERSECTION: JAN VAN RIEBEECK / NYWERHEID
PEAK HOUR PERIOD: 13 HOUR

DATE: MONDAY 21 SEPTEMBER 2009 HEAVY VEHICLES

TRAFFIC MOVEMENTS														
TIME														
Start	End	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
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06:15	06:30	0	0	0	0	7	1	2	0	1	0	1	0	12
06:30	06:45	0	0	0	0	7	0	1	0	0	1	3	0	12
06:45	07:00	0	0	0	0	10	0	0	0	1	0	4	0	15
07:00	07:15	0	0	0	0	13	1	0	0	0	1	3	0	18
07:15	07:30	0	0	0	0	2	1	1	0	1	0	2	0	7
07:30	07:45	0	0	0	0	6	0	0	0	0	0	10	0	16
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08:30	08:45	0	0	0	0	3	0	2	0	1	1	6	0	13
08:45	09:00	0	0	0	0	1	0	3	0	0	0	4	0	8
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10:00	10:15	0	0	0	0	2	0	2	0	0	0	4	0	8
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15:45	16:00	0	0	0	0	4	0	0	0	1	1	6	0	12
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16:45	17:00	0	0	0	0	12	2	0	0	1	0	5	0	20
17:00	17:15	0	0	0	0	9	0	1	0	0	0	2	0	12
17:15	17:30	0	0	0	0	6	2	0	0	0	0	8	0	16
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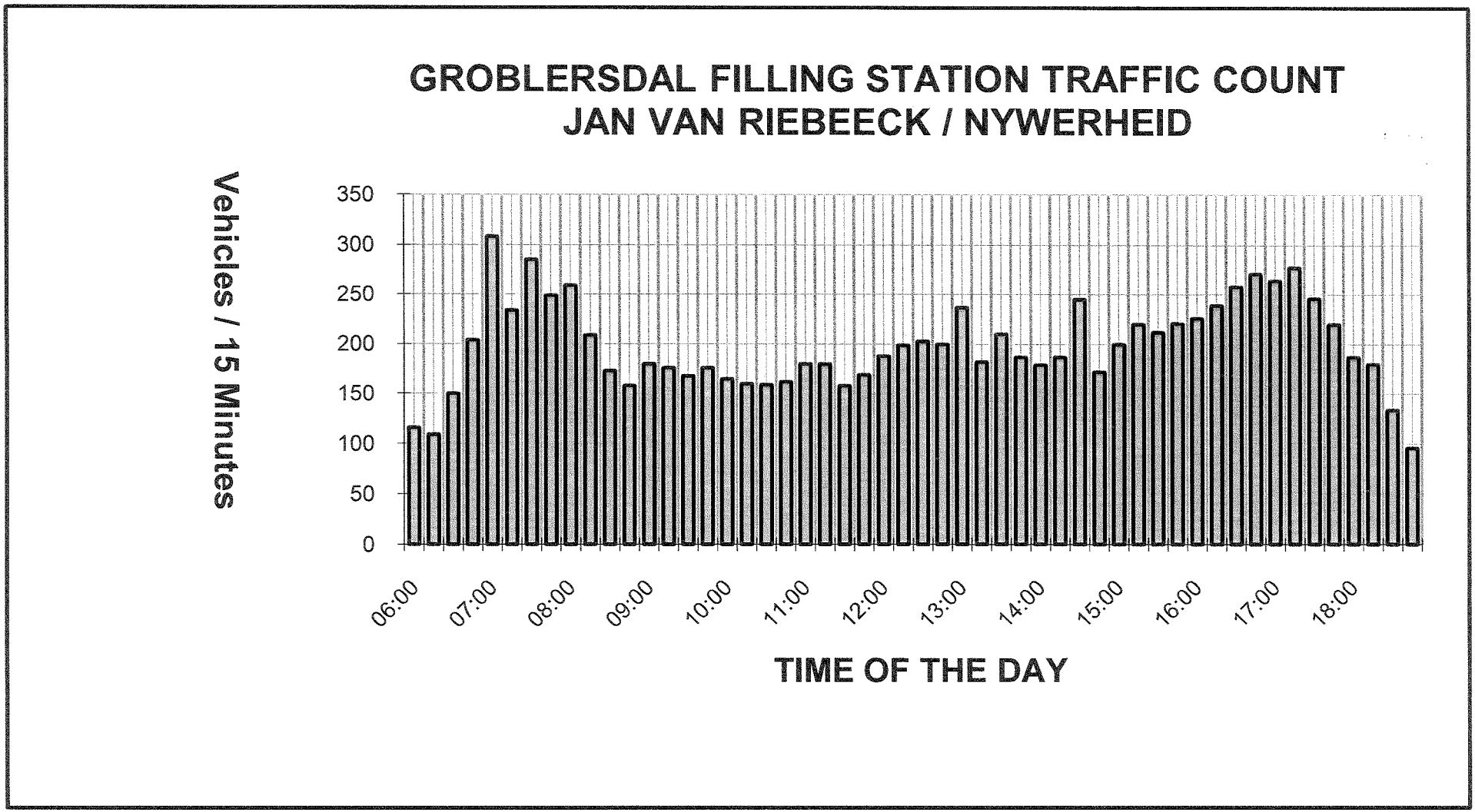
GROBLERSDAL FILLING STATION TRAFFIC COUNT
JAN VAN RIEBEECK / NYWERHEID
Vehicles / 15 Minutes
350
300
250
200
150
100
50
0
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
TIME OF THE DAY

GROBLERSDAL FILLING STATION

PROPOSED NEW FILLING STATION LOCATED ON ERVEN 756 AND 757
JAN VAN RIEBEECK STREET, GROBLERSDAL - LIMPOPO PROVINCE

SERVICES MEMORANDUM

March 2010

Issue 1

WSP SA Civil and Structural Engineers (Pty) Ltd.

UNITED BY OUR DIFFERENCE

WSP

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Registered No. 1973/009683/07

Issue/Revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks				
Date	March 2010			
Prepared by	Nico Jonker			
Signature				
Checked by				
Signature				
Authorised by	H Schreurs Pr Eng			
Signature				
Project number	329215			
File reference				

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1. INTRODUCTION

The Gawie Labuschagne Trust approached *WSP SA Civil and Structural Engineers (Pty) Ltd.* (WSP) expressing their intent on building a Filling Station near the intersection of Jan van Riebeeck- and Nywerheid Street. This proposed site is located in Groblersdal Extension 11 stand 756 and 757, Limpopo Province (See **Figure 1** for Locality Plan).

Willem Groenewald from Landmark Planning will submit DFA application. The purpose of this short services memorandum is to confirm the proposed site can be serviced as required by the DFA.

2. CIVIL ENGINEERING SERVICES

2.1 WATER

An existing municipal water pipe (150mm) is running adjacent to Van Riebeeck Street. Water will be attained from this municipal water pipe through a water meter which will be installed by the local municipality.

2.2 SEWER

An existing municipal sewer pipe (160mm) is running adjacent to Van Riebeeck Street. An internal sewer system will collect al the sewerage and connect to the municipal sewer pipe at a single location.

2.3 STORMWATER

The internal strormwater system will collect all the stormwater from the site and discharge into the municipal stormwater channel running adjacent Van Riebeeck Street. A 600mm pipe will be installed under the access to accommodate the stormwater channel as shown on **Figure 2**

2.4 ACCESS

The existing access will be upgraded as shown on **Figure 2** and satisfaction of the local authority.

2.5 ELECTRICITY

The proposed filling station will be located within the urban industrial area of Groblersdal. There is an existing electrical network and the filling station will be serviced by it.

2.6 SOLID WASTE

The proposed filling station will be located within the urban industrial area of Groblersdal. The Waste Management Division of Groblersdal will dispose of the solid waste produced by the filling station.

3. CONCLUSIONS

Therefore concluded the proposed filling station can adequately be serviced as discussed above.

Yours faithfully,

HARM SCHREURS
DIRECTOR: Pr Eng

Figures

SOCIO-ECONOMIC IMPACT ASSESSMENT

FOR THE PROPOSED NEW FILLING STATION ON ERVEN 756 AND 757, GROBLERSDAL EXTENSION 11, ELIAS MOTSOALEDI LOCAL MUNICIPALITY, LIMPOPO PROVINCE

COMPILED FOR:

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S.E.F
STRATEGIC ENVIRONMENTAL FOCUS

Kayamandi
Development Services (Pty) Ltd
Reg No: 1999/12439/07

September 2010
SEF Ref No: 503307
LEDET Ref No: 12/1/9-7/3-GS16

Executive Summary

Introduction

Strategic Environmental Focus (SEF) (Pty) Ltd, in association with Kayamandi Development Services (Pty) Ltd have been appointed by Gawie Labuschagne Trust to undertake a Socio-Economic Impact Assessment (SEIA) for the proposed establishment of a filling station on erven 756 and 757, Groblersdal Extension 11, Elias Motsoaledi Local Municipality (EMLM) in the Limpopo Province..

The proposed filling station is located within ward 13 of the EMLM, along Jan van Riebeeck Street (R33) approximately 600m east of the intersection of Jan van Riebeeck Street and Voortrekker Road (N11), within the industrial area on the eastern side of the town Groblersdal in the Limpopo Province.

The purpose of the application is to develop a public garage and related / ancillary land uses on part of the application site, in addition to the existing industrial land uses and zoning, in order to provide a service to the transient traffic travelling to and from the east on the R33 to Stoffberg, Tafelkop, Motetema, Monsterlus, etc. as well as to the local traffic generated by the Groblersdal Central Business District (CBD) and surrounding industrial area. It will also provide quick access to essential food stuffs at the convenience store.

The construction of a filling station, including associated structures and infrastructure as well as any facility for the underground storage of a dangerous good is a listed activity as noted under Government Notice No. 387 of 2006 in terms of the National Environmental Management Act (NEMA), 1998 (Act No. 107 of 1998), as amended and the Environmental Impact Assessment Regulations, 2006 (Version 1).

Project description

The proposed development includes a public garage, convenience store, place of refreshment, take-away facility, car wash facility and automatic teller machine with its associated infrastructure, including: parking, toilet facilities, canopies, pumps, pump islands, and underground storage tanks.

The site will be accessed from Jan van Riebeeck Street (R33) and will require access lanes from the street. The development may require road widening within the R33 adjacent to the site. Access to the site will traverse a right-of-way servitude over Portion 10 of the farm Klipbank 26-JS which functions as an extension of Eind Street's 20 m road reserve.

Socio-Economic Impact Assessment

"Social Impact Assessment (SIA) is concerned with analysing, monitoring and managing the social consequences of development". Social Impact Assessment is a methodology used by SIA practitioners to assess the social impacts of planned interventions or events, and to develop strategies for the ongoing monitoring and management of those impacts (IAIA, 2003).

Economic impacts are those impacts that affect the level of economic activity in a region either positively or negatively. For instance, they directly affect the economic well-being of area residents and businesses by changing employment levels and retail expenditures. An economic impact assessment traces spending through an economy and measures the

cumulative effects of that spending. The impact region is determined by the nature of the proposal and can be the entire country, province, an individual municipality or a combination of municipalities. In this case, the impact will mostly be felt in the Limpopo Province.

Estimating the economic impact of a project or development is very helpful in understanding the potential benefits of various forms of growth. It should be noted, however, that the means of estimating these benefits are more useful in understanding the likely order of magnitude of impacts rather than specific amounts.

Methodology and Processes

The methodology followed for the SEIA entailed the following four steps:

- Step 1: Inception and delineation of the study area;
- Step 2: Baseline study - Economic development overview;
- Step 3: Filling station supply and demand analysis; and
- Step 4: Data analysis - economic impact assessment.

One of the objectives of the SEIA is to consider and assess the probable socio-economic impacts of the proposed new filling station, followed by the identification of appropriate management measures to mitigate adverse impacts and optimise potential benefits and, or opportunities.

The economic impact assessment in general revealed that the development would have a positive impact on the economic growth of the region, but a negative impact on the existing filling stations

Baseline conditions

In order to determine the socio-economic impacts of the proposed new filling station; the report aims to provide a brief status quo, pertaining to the demographic and economic variables of the study area and also wishes to outline the status quo for service delivery in each area. A brief introduction to the status quo situation in the local municipality, as well as the relevant municipal ward and town will be provided.

When conceptualising the social environment being impacted upon, the anticipated social and environmental impacts are generally broad and not limited to one specific area or town. The baseline study will therefore include an analysis of the socio-economic factors in the EMLM, as well as Ward 13 and Groblersdal, Limpopo Province.

Anticipated Impacts

Socio-Economic Impact Assessment and specifically, SIA focus on two different impact categories, namely social change processes and social impact assessment categories. Each category identifies various anticipated impacts and can be summarised as follows:

Social change processes	
Demographic processes	In-migration of job seekers and presence of temporary workers in the affected area
Economic processes	Waged labour
	Conversion and diversification of economic activities
	Replacement cost of environmental functions
Geographic processes	Conversion and diversification of land use
	Enhanced transport and accessibility
Institutional and legal processes	
Emancipatory and empowerment processes	Capacity building
Socio-cultural processes	Abnormal social behaviour

Social Impact Assessment Categories	
Health and Social Well-being	Actual health and fertility
	Perceived health
	Aspirations for the future
	Feelings in relation to the project
Quality of the living environment	Quality of the physical environment
	Aesthetic quality
	Personal safety and risk exposure
	Crime and violence
Economic impacts and material well-being	Property values
	Employment
Cultural Impacts	Violation of culture
Family and community impacts	Social networks
	Community relationships / networks
Institutional, legal, political and equity impacts	Impact equity
Gender relations	Gendered division of labour
Sense of place	

Conclusion and Recommendations

The following suggestions are made on the basis of the outcome of the SEIA study; please refer to Section 9 of the report for the detailed recommendations:

- It is recommended that an existing community based organisation and non-government organisation in the surrounding area be used to serve as a communication channel between the directly affected community and the proposed filling station management.
- Labour should, as far as possible, be sourced locally during the construction and operation of the filling station.

- Employment criteria should be communicated to the community in advance (e.g. via the community based organisation, flyers, newspapers).
- It is recommended that local businesses should as far as possible be supported in sourcing materials for the construction of the filling station.
- The local municipality must be made aware of the needs of the community and engaged in discussions about possible solutions in an effort to ensure that the impacted community will share in the benefits of the project.

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ABBREVIATIONS

AIDS	Acquired Immunodeficiency Syndrome
ATM	Automatic Transfer Machines
CAPEX	Capital Expenditure
CBD	Central Business District
COID	Compensation for Occupational Injuries and Diseases
CS	Community Survey
DEAT	Department of Environmental Affairs and Tourism
DMR	Department of Mineral Resources
DWA	Department of Water Affairs
EA	Environmental Authorisation
EAP	Economically Active Population
ECA	Environment Conservation Act
ECO	Environmental Control Officer
EIA	Environmental Impact Assessment
EMLM	Elias Motsoaledi Local Municipality
EMP	Environmental Management Program
GDACE	Gauteng Department of Agriculture Conservation and Environment
GDARD	Gauteng Department of Agriculture and Rural Development
GGP	Gross Geographic Product
GSDM	Greater Sekhukhune District Municipality
GVA	Gross Value Added
HIV	Human Immunodeficiency Virus
IAIA	International Association for Impact Assessment
IDP	Integrated Development Plan
I/O	Input-Output
LEDET	Limpopo Department of Economic Development, Environment and Tourism
LRP	Lead Replacement Petrol
LUMS	Land Use Management System
MDG	Millennium Development Goals
NEMA	National Environmental Management Act
NWA	National Water Act
OHS	Occupational Health and Safety
PAYE	Pay as you earn
PEAP	Potential Economically Active Population
PPP	Public Participation Process
PRAF	Petroleum Retailers Alignment Forum
SABS	South African Bureau of Standards
SANS	South African National Standard
SDF	Spatial Development Framework
SEF	Strategic Environmental Focus
SEIA	Socio-Economic Impact Assessment
SIA	Social Impact Assessment
SMME	Small Medium and Micro Enterprises
TIA	Traffic Impact Assessment
UIF	Unemployment Insurance Fund
UN	United Nations
VOC	Volatile Organic Compound

GLOSSARY OF TERMS

Applicant	Any person who applies for an authorisation to undertake an activity or to cause such activity to be undertaken as contemplated in Section 22(1) of NEMA.
Aquifer	Geological strata capable of storing and allowing migration and abstraction of groundwater.
Bio-venting	A soil cleanup method that involves blowing air into the soil to stimulate the natural breakdown of the contaminants by microbes in the soil.
Bunded area	An area bounded by ground contours that confine spillage, or an area surrounded by bund walls.
Bunding	Material used to contain the movement of fluid.
Cumulative impact	In relation to an activity, means the impact of an activity that in itself may not be significant, but may become significant when added to the existing and potential impacts eventuating from similar or diverse activities or undertakings in the area.
Economically Active Population / Labour-force	Includes all the people of the working age (15-65 years) who are employed or unemployed.
Environment	All physical, chemical and biological factors and conditions that influence an object and / or organism.
Environmental Impact Assessment	The assessment of the effects of a development on the environment.
Environmental Management Programme	A legally binding working document, which stipulates environmental and socio-economic mitigation measures that must be implemented by several responsible parties throughout the duration of the proposed project.
Gross Geographic Product	The value of all final goods and products produced during a one-year period within the boundaries of a specific area.
Gross Value Added (GVA)	GVA of a particular area amounts to the total income or payment received by the production factors – (land, labour, capital, and entrepreneurship) – for their participation in the production within that area.
Groundwater	All water below the subsurface of the ground in the saturation zone and in direct contact with ground or subsoil.
Integrated development plan (IDP)	A municipal development plan which integrates planning across different government sectors and identifies and sets priorities for development for the short-, medium- and long-term. IDPs are required by all local municipalities in terms of the Municipal Structures Act, 1998 (Act No. 117 of 1998) and the Municipal Systems Act, 2000 (Act No. 32 of 2000).
Listed Activity	An activity identified – (a) in Government Notice No. R. 386 and No. R. 387 of 2006 as a listed activity; or (b) in any other notice published by the Minister or MEC in terms of section 24D of the NEMA as a listed activity or specified activity.
New business sales	The value of all inter and intra-sectoral business sales generated in the economy as a consequence of the introduction of the proposed new development. This accounts for all direct, indirect and induced sales benefits. Business sales equates to turnover.
Noise	Any acoustic phenomenon producing any aural sensation perceived as

	disagreeable or disturbing by an individual or group; any unwanted sound or sound that is loud, unpleasant or unexpected.
Potential Economically Active Population (PEAP)	The component of the local population that has the potential to perform labour. This definition excludes individuals under the age of 15 and over the age of 65.
Study area	Refers to the entire study area encompassing the total area as indicated on the study area map.
Social capital	Social capital can be defined as a public good comprised of trust among a diverse group of citizens within the same community that facilitates cooperative networks among those citizens.
Social impact	Something that is experienced or felt by humans. It can be positive or negative. Social impacts can be experienced in a physical or perceptual sense.
Social change process	A discreet, observable and describable process which changes the characteristics of a society, taking place regardless of the societal context (that is, independent of specific groups, religions etc.) These processes may, in certain circumstances and depending on the context, lead to the experience of social impacts.
Social Impact Assessment	The processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by these interventions. Its primary purpose is to bring about a more sustainable and equitable biophysical and human environment.
Stakeholders	People who are affected by or have an interest in the establishment of the proposed development.
Urban	Pertaining to developed or built up areas.

1 INTRODUCTION

1.1 Study objective

The purpose of this assessment is to analyse all factors in order to provide an unbiased assessment of the potential socio-economic impacts of the proposed development of a filling station in Groblersdal. The report presents the potential gains and losses (benefits and disadvantages) that would arise as a result of the implementation of this project.

1.2 Project background

Strategic Environmental Focus (SEF) (Pty) Ltd, in association with Kayamandi Development Services (Pty) Ltd has been appointed by Gawie Labuschagne Trust to undertake a Socio-Economic Impact Assessment (SEIA) for the proposed establishment of a filling station on erven 756 and 757, Groblersdal Extension 11, Elias Motsoaledi Local Municipality (EMLM).

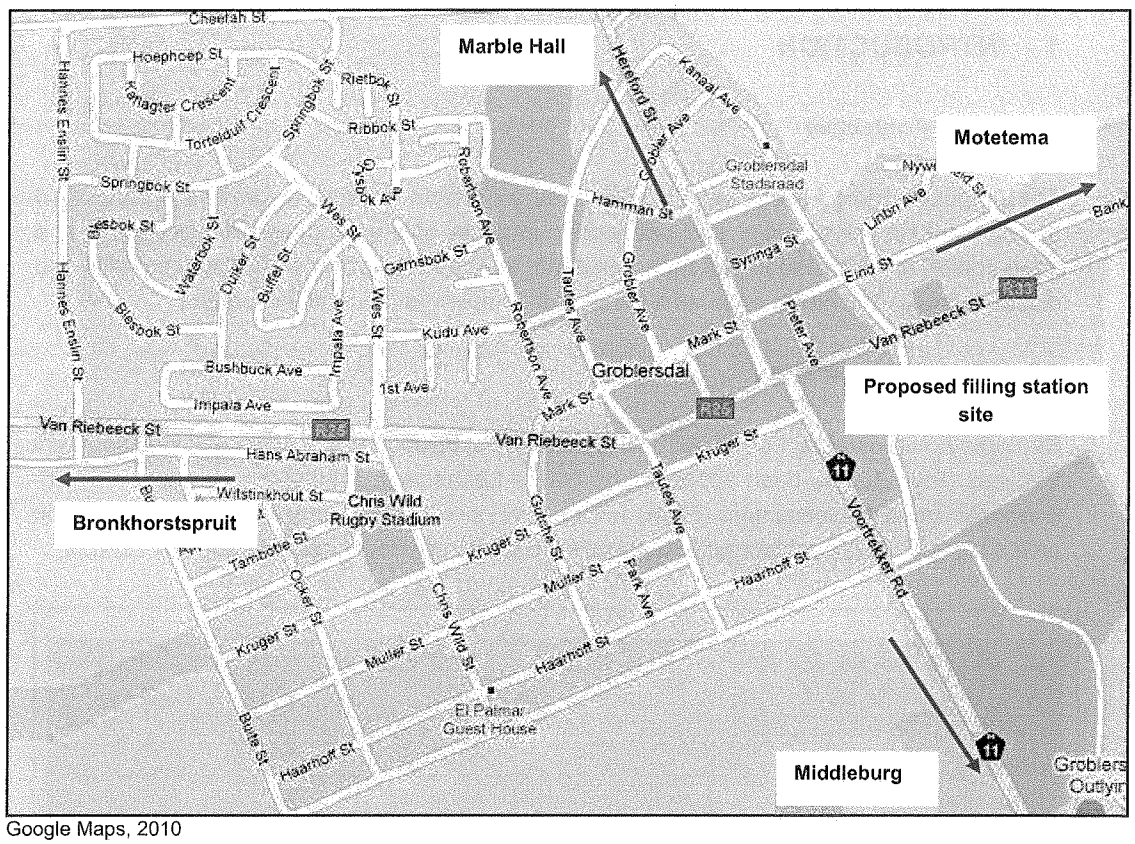
Source: Google Earth, 2010

Photo plate 1: Jan van Riebeeck Street, Groblersdal

The proposed filling station is located within ward 13 of the EMLM, along Jan van Riebeeck Street (R33) approximately 600 m east of the intersection of Jan van Riebeeck Street and Voortrekker Road (N11), within the industrial area on the eastern side of the town Groblersdal in the Limpopo Province.

The town is connected to other towns by arterials that run through the town, namely (Figure 1):

- **Jan van Riebeeck / R33** which creates a link between the rural settlements of Motetema and Tafelkop, Stoffberg and areas to the east. From the west, Jan **van Riebeeck / R25** links Groblersdal to Bronkhorstspruit and Pretoria; and
- **N11 / Voortrekker Street** connects Groblersdal to Middelburg; Voortrekker Street intersects with Jan van Riebeeck Street from the south. More westerly from this intersection, the N11 / Hereford Street links Groblersdal to Marble Hall.



Google Maps, 2010

Figure 1: Locality map

Constitutional Provision

The Constitution deals with the environment in section 24 and proclaims the right of everyone to —

(a) An environment that is not harmful to their health or well-being; and

(b) Have the environment protected, for the benefit of present and future generations, through reasonable legislative and other measures that—

  (i) Prevent pollution and ecological degradation;

  (ii) Promote conservation; and

  (iii) Secure ecologically sustainable development and use of natural resources while promoting justifiable economic and social development.

Sustainable development

Section 24 explicitly states that justifiable *"economic and social development"* must be recognised and promoted. Economic and social development is essential to the well-being of human beings. In the June 2007 judgement, the Constitutional Court has recognised that socio-economic rights that are set out in the Constitution are indeed vital to the enjoyment of other human rights guaranteed in the Constitution[1]. But development cannot subsist upon a deteriorating environmental base. Unlimited development is detrimental to the environment and the destruction of the environment is detrimental to development. Promotion of development requires the protection of the environment. Yet the environment cannot be protected if development does not pay attention to the costs of environmental destruction.

[1] Government of the Republic of South Africa and Others v Grootboom and Others, 2001 (1) SA 46 (CC); 2000 (11) BCLR 1169 (CC).

The environment and development are thus inexorably linked[2]. And as has been observed—

"[E]nvironmental stresses and patterns of economic development are linked one to another. Thus agricultural policies may lie at the root of land, water, and forest degradation. Energy policies are associated with the global greenhouse effect, with acidification, and with deforestation for fuelwood in many developing nations. These stresses all threaten economic development. Thus economics and ecology must be completely integrated in decision making and lawmaking processes not just to protect the environment, but also to protect and promote development. Economy is not just about the production of wealth, and ecology is not just about the protection of nature; they are both equally relevant for improving the lot of humankind" (Brundtland Report, 2007).

The Constitution recognises the interrelationship between the environment and development; indeed it recognises the need for the protection of the environment while at the same time it recognises the need for social and economic development. It contemplates the integration of environmental protection and socio-economic development. It envisages that environmental considerations will be balanced with socio-economic considerations through the ideal of sustainable development. This is apparent from section 24(b)(iii) which provides that the environment will be protected by securing *"ecologically sustainable development and use of natural resources while promoting justifiable economic and social development".* Sustainable development and sustainable use and exploitation of natural resources are at the core of the protection of the environment[3].

The concept of sustainable development

It was the report of the World Commission on Environment and Development (the Brundtland Report) which *"coined"* the term *"sustainable development"* (Sands, 2003). The Brundtland Report defined sustainable development as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". It described sustainable development as—

"[i]n essence...a process of change in which the exploitation of resources, the direction of investments, the orientation of technological development; and institutional change are all in harmony and enhance both current and future potential to meet human needs and aspirations".

This report argued for a merger of environmental and economic considerations in decision-making and urged the proposition that *"the goals of economic and social development must be defined in terms of sustainability".* It called for a new approach to development - *"a type of development that integrates production with resource conservation and enhancement, and that links both to the provision for all of an adequate livelihood base and equitable access to resources."* The concept of sustainable development, according to the report, *"provides a framework for the integration of environment[al] policies and development strategies".*

---

[2] Fuel Retailers Association of Southern Africa v Director-General Environmental Management, Department Of Agriculture, Conservation And Environment, Mpumalanga Province and Others 2007 ZA (CC); 2007 CCT 67/06

[3] Fuel Retailers Association of Southern Africa v Director-General Environmental Management, Department Of Agriculture, Conservation And Environment, Mpumalanga Province and Others 2007 ZA (CC); 2007 CCT 67/06

The 1992 Rio Conference made the concept of sustainable development a central feature of its Declaration.[4] The Rio Declaration developed general principles on sustainable development and provided a framework for the development of the law of sustainable development. In this sense, the Rio Declaration provides a benchmark for measuring future developments and a basis for defining sustainable development.

At the heart of the Rio Declaration are Principles 3 and 4. Principle 3 provides that *"[t]he right to development must be fulfilled so as to equitably meet developmental and environmental needs of present and future generations."* Principle 4 provides that *"[i]n order to achieve sustainable development, environmental protection shall constitute an integral part of the development process and cannot be considered in isolation from it"*. The idea that development and environmental protection must be reconciled is central to the concept of sustainable development. At the core of this Principle is the principle of integration of environmental protection and socio-economic development[5].

Sustainable development does not require the cessation of socio-economic development but seeks to regulate the manner in which it takes place. It recognises that socio-economic development invariably brings risk of environmental damage as it puts pressure on environmental resources. It envisages that decision-makers, guided by the concept of sustainable development, will ensure that socio-economic developments remain firmly attached to their ecological roots and that these roots are protected and nurtured so that they may support future socio-economic developments.

The National Environmental Management Act (NEMA), 1998 (Act No. 107 of 1998), embraces the concept of sustainable development. Sustainable development is defined to mean *"the integration of social, economic and environmental factors into planning, implementation and decision-making for the benefit of present and future generations"*. This broad definition of sustainable development incorporates two of the internationally recognised elements of the concept of sustainable development, namely, the principle of integration of environmental protection and socio-economic development, and the principle of inter-generational and intra-generational equity[6].

One of the key principles of NEMA requires people and their needs to be placed at the forefront of environmental management – *batho pele*. It requires all developments to be socially, economically and environmentally sustainable. It requires that the social, economic and environmental impact of a proposed development be "considered, assessed and evaluated" and that any decision made *"must be appropriate in the light of such consideration and assessment"*. This is underscored by the requirement that decisions must take into account the interests, needs and values of all interested and affected persons. NEMA therefore requires the integration of environmental protection and economic and social development. It requires that the interests of the environment be balanced with socio-economic interests[7].

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[4] The United Nations Conference on Environment and Development was held in Rio de Janeiro, Brazil on 3-14 June 1992. This Conference adopted among other instruments, the Rio Declaration on Environment and Development (the Rio Declaration).

[5, 6 and 7] Fuel Retailers Association of Southern Africa v Director-General Environmental Management, Department Of Agriculture, Conservation And Environment, Mpumalanga Province and Others 2007 ZA (CC); 2007 CCT 67/06