

ENVIRONMENTAL IMPACTS AND EVALUATION

1. PLANNING PHASE IMPACTS:

1.1 Negative impacts

- a) Primary impact component: Natural environment
Secondary impact component: Biological environment (vegetation and fauna)

Potential impact:

The destruction of natural vegetation and temporary displacement of fauna from the area during initial investigations, due to induced vehicular traffic e.g. drilling rigs, surveyors' vehicles etc.

Significance/certainty: Probable, low.
Spatial influence: Whole site.
Duration: Short to medium term.
Mitigation / Optimisation: The site proposed for the installation of the diesel tank consists of a cleared area. There are no remaining natural vegetation on the site and this impact is therefore deemed to be of low significance.

Discussion: Avifauna (Birds) may be disturbed due to noise and activity. The immediate proximity of other available habitat means that this impact is of low significance.

- b) Potential impact:
Expectations amongst adjacent properties that the development will impact on their privacy

Significance/certainty: Low, definite.
Spatial influence: Immediate.
Duration: Long term.
Mitigation / Optimisation: The privacy of adjacent properties should be respected.

Discussion: The premises are already being used by M&M Transport. Adjacent property owners are used to all the activities associated with the surrounding industrial area.

- c) Primary impact component: Social/ natural environment:
Secondary impact component: Community resources – legal/political/heritage considerations
- Potential impact:
Limitations on development such as existing servitudes, right of ways, mineral rights, heritage sites etc.
- Significance/certainty: Moderate to high, definite.
 Spatial influence: Immediate.
 Duration: Long term.
 Mitigation / Optimisation: Investigations regarding the above limitations on development must be conducted before the construction process starts.
- Discussion: Any legal rights pertaining to the site must be taken into consideration. All necessary approvals from authorities should be obtained and servitudes must be plotted prior to finalization of the site development plan.

- d) Primary impact component: Land use and landscape character
Secondary impact component: General – aesthetic quality
- Potential impact:
Potential for the proposed development to impact on the character of the surrounding area and the visual quality of the landscape
- Significance/Certainty: Moderate, Possible.
 Spatial influence: Local.
 Duration: Medium term.
 Mitigation / Optimisation: Investigate the surrounding area in terms of adopted architectural styles and customs. The proposed development should as far as possible blend in with these styles.
- Discussion: The surrounding area consists of industrial uses. Change of land use from vacant land to a diesel storage facility will occur.

1.2 Positive impacts

- a) Primary impact component: Social environment
Secondary impact component: Community social organization - Distribution of resources

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Potential impact:

High positive expectations regarding employment opportunities

Significance/certainty:	Moderate to High, Probable.
Spatial influence:	Local and Sub-Regional.
Duration:	Medium to long term.
Mitigation / Optimisation:	Local employment and procurement should take place as far as possible
Discussion:	Contractors should be required to make use of local labour and suppliers as far as possible

- b) Primary impact component: Social-economic environment
Secondary impact component: Community social organization – availability of services

Potential impact:

High positive expectations as to the creation of an accessible re-fueling facility for M&M Transport

Significance/certainty:	Moderate to High, Probable.
Spatial influence:	Local and Sub-Regional.
Duration:	Medium to long term.
Mitigation / Optimisation:	-
Discussion:	The availability of an onsite refueling facility would mean that the tucks of M&M Transport will no longer need to go to alternative filling stations/diesel depots located further away in order to refuel.

2. CONSTRUCTION PHASE IMPACTS:

2.1 Introduction

Some of the most significant potential environmental impacts related to the proposed project will occur during the construction period of the project – this is due to the fact that elements of the natural environment will be permanently destroyed. During the construction of services, infrastructure and buildings, there will be impacts on the bio-physical environment.

With regards to birds, the mobility of these animals will ensure that they will move off on their own accord. Unnecessary removing of vegetation from areas which will not be utilised, will not take place as the property is cleared of all vegetation.

Concerns are likely to range around the impacts caused by;

- erosion of fragile and thin soils, on sloping land, if rehabilitation is not correctly implemented,

- nuisances (airborne dust, noise, traffic),
- risk of accidents and/or health risks to workers during site preparation, building construction ,
- the security of adjacent properties (e.g. children),
- soil /ground water pollution,
- poor management of construction materials and waste, and
- changes to the visual quality of the landscape and/or incompatibility with the landscape, architectural style and local architectural custom, etc.

2.2 Negative impacts

a) Primary impact component: Natural environment
Secondary impact component: Earth/land – compressive strength of soils

Potential impact:

Construction impacts on soils (upsetting of soil horizons through groundworks and/or compaction by vehicles)

Significance/Certainty: Low to moderate, Definite.
 Spatial influence: Construction site and immediate adjacent areas.

Duration: Long term.

Mitigation / Optimisation: Selective stripping of topsoil, subsoil and overburden should take place. Stockpiling of earth (separately) should take place and be returned for backfilling in the correct soil horizon order. On all construction areas (e.g. material laydown areas), topsoil and subsoils should be protected from contamination/pollution (e.g. by fuel etc.). Stockpiling of removed earth should not occur in drainage lines or impede surface water runoff.

Discussion: Control of all earthworks etc. is essential. Potential contaminants such as fuel stores to be carefully sited with adequate spillage containment measures i.e. bund walls.

Contractors' conditions of contract should make provision for the stripping and stockpiling of topsoil for later re-use. Topsoil is constituted by at least the top 150 mm of the natural soil strata and includes grass, roots and other organic matter. Areas to be cleared of topsoil should preferably only be those that will be covered by

paving, roads, structures and areas for material/equipment storage.

- b) Primary impact component: Natural environment
Secondary impact component: Water (surface) – quality of surface water
Potential impact:
Surface water contamination
 Significance/Certainty: Low to moderate, Possible
 Spatial influence: Site and nearby drainage/storm water outflow areas.
 Duration: Short to medium term.
 Mitigation / Optimisation: Adequate sanitary facilities and ablutions must be provided for construction workers.
 Discussion: The potential for the pollution of surface water resulting from the construction activities is low. All collected storm water should be disposed off via the municipal system.

- c) Primary impact component: Natural environment:
Secondary impact component: Water and Soil pollution
Potential impact:
Poor management of construction material and waste
 Significance/Certainty: Medium, Possible
 Spatial influence: Local.
 Duration: Medium to long term.
 Mitigation / Optimisation: Controlled use and or storage of all fuels and chemicals during construction is recommended. Adequate fuel containment facilities should be used. Adequate sanitary facilities and ablutions must be provided for construction workers. Building waste (i.e. concrete etc.) should be used as fill material at the proposed project being developed.
 Discussion: The potential degradation of groundwater and soils are of concern – however it is unlikely to result from construction activities. Effects on the groundwater quality resulting from the envisaged development will be discussed in the section on “Operational phase impacts”.

- d) Primary impact component: Natural environment:
Secondary impact component: Earth/land - erosion
Potential impact:
Soil erosion due to vegetation/site clearing.
Significance/Certainty: Low, Possible.
Spatial influence: Construction site and areas proposed for development
Duration: Medium to long term.
Mitigation / Optimisation: When soil is cleared, management techniques to prevent water and wind erosion should be employed (e.g. seeding of topsoil and subsoil and stockpiles, brush packing and contour channels/berms) to reduce water velocity and divert surface water runoff downslope.
Discussion: The area in general possesses a low to medium risk for erosion (especially if grass cover is removed for construction purposes). Congregation of storm water should be avoided. During the planning and design phases of building/construction works, provision should specifically be made for erosion control and storm water management (e.g. protection of storm water discharge points, limiting the concentration of storm water and reducing the velocity of discharge).
- e) Primary impact component: Natural environment:
Secondary impact component: Biological environment - vegetation
Potential impact:
Damage to flora due to site clearing.
Significance/Certainty: Low/Definite.
Spatial influence: Site and immediate adjacent areas.
Duration: Short term threat, but damage permanent.
Mitigation / Optimisation: The site proposed for the installation of the diesel tank is cleared of all vegetation. There are no remaining natural vegetation on the site and this impact is therefore deemed to be of low significance.
Discussion: Potential for the significant alteration of habitats is low, due to the disturbed state of the site.

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- f) Primary impact component: Natural environment
Secondary impact component: Biological environment - vegetation
Potential impact:
Plant collection, utilising of trees for firewood, etc. by construction workers from surrounding areas
Significance/Certainty: Low, Possible.
Spatial influence: Construction site and immediate surrounding areas
Duration: Short to medium term.
Mitigation / Optimisation: Effective site control and monitoring by site engineer should take place to insure that workers don't cut down any trees from the surrounding areas.
Discussion: No fires should be allowed on site except in designated areas. Access to site should be controlled.
- g) Primary impact component: Natural environment:
Secondary impact component: Biological environment – natural communities
Potential impact:
Loss of habitat where the development will be located
Significance/Certainty: Low, definite.
Spatial influence: Local.
Duration: Medium term (permanent loss of habitat).
Mitigation/Optimisation: -
Discussion: The site is already disturbed and it located in a build-up area (Laboria industrial area).
- h) Primary impact component: Natural environment:
Secondary impact component: Biological environment - animals
Potential impact:
Hunting and capture of birds and other fauna by construction workers (from surrounding areas)
Significance/Certainty: Low, Possible.
Spatial influence: Site and local.
Duration: Short term.
Mitigation / Optimisation: Capture or snaring of birds or other fauna must be strictly prohibited on site (and surrounding areas) - especially w.r.t. contractors employees.
Discussion: Birds might be snared - this must be prevented. Fauna (especially

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avifauna) may be temporarily displaced from the area during construction due to the noise and activity. The immediate proximity of other available habitat means that this impact is of low significance.

- i) Primary impact component: Land use and landscape character
Secondary impact component: General – aesthetic quality
Potential impact:
Visual impact of construction activities and infrastructure installation
Significance/Certainty: Moderate to High, Definite.
Spatial influence: Local.
Duration: Medium term.
Mitigation / Optimisation: The property is surrounded by a brick wall which will assist the lessen the visual impact of construction activities. It should be attempted to let all visible infrastructure blend in with the surrounding landscape, either through building shape, painting and/or staining.
Discussion: Change of land use from a vacant stand to a construction site will occur.
- j) Primary impact component: Existing pollution, risks and/or hazards and health & safety
Secondary impact component: Existing pollution/environmental degradation – noise, vibration & lighting
Potential impact:
Impact of construction noise on adjacent properties.
Significance/Certainty: Moderate, Possible.
Spatial influence: Construction site and immediate adjacent areas.
Duration: Medium term.
Mitigation / Optimisation: Keep residents of surrounding properties informed if any unusually noisy activities are planned. Noise impacts are reduced over distance at a rate of 1db (decibel) per 13 metres. Working hours should be limited to 07h00 and 18h00 (Mondays to Saturdays only).

k) Primary impact component: Existing pollution, risks and/or hazards and health & safety

Secondary impact component: Existing pollution/environmental degradation – dust

Potential impact:

Impact of air pollution – mainly dust

Significance/Certainty: Moderate/Possible.

Spatial influence: Construction site and immediate adjacent areas

Duration: Short to medium term.

Mitigation / Optimisation: Damping down of cleared areas should take place.

Control measures such as wet-suppression (watering) should be implemented to reduce dust arising from construction activities. Such requirements should be included into the contracts of the individual contractors that will be performing construction activities.

The legal requirements of the Atmospheric Pollution Provision Act (Act 45 of 1965) and limitations set by the National Air Pollution Advisory Committee must be adhered to.

Activities that are to be conducted on the site of application, must ensure effective management so as to minimise air pollution, both during the construction and operational phases.

l) Primary impact component: Existing pollution, risks and/or hazards and health & safety

Secondary impact component: Risks & hazards – Effects in the workplace

Potential impact:

Potential injury to construction workers

Significance/Certainty: Moderate, Possible

Spatial influence: Local

Duration: Short and medium term

Mitigation/Optimisation: Implementation of safety measures and work procedures and first aid facilities. Medical screening of employees should take place.

m) Primary impact component: Social Environment

Secondary impact component: Cultural resources

Potential impact:

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Damage to heritage resources due to construction.

Significance/Certainty: Low to Moderate/Probable.
Spatial influence: Immediate adjacent areas.
Duration: Short to medium term.
Mitigation / Optimisation: If any heritage resource are discovered during construction (e.g. during excavations), construction should stop and the relevant authority should be notified.
Discussion: -

- n) Primary impact component: Social environment
Secondary impact component: Direct project inputs – Public safety
Potential impact:
Unsocial activities at the construction site (e.g. crime)
Significance/Certainty: Moderate, Possible
Spatial influence: Site and immediate surrounding areas
Duration: Short term
Mitigation/Optimisation: The implementation of security at the construction camp/material laydown area is necessary. Only labourers and authorised persons should have access to construction camps/material laydown areas.
Discussion: Unfenced construction camps/material laydown areas may present a greater security risk – such sites should be fenced/secured. Prostitution, drinking, crime, vandalism etc. generally only arise where labourers are away from home. If the majority of the labour force is recruited locally, the incidence of prostitution and other un-social activities could be reduced. Temporary housing of construction workers on the site should be limited.

- o) Primary impact component: Infrastructure and community services
Secondary impact component: Infrastructure services – transport (local roads)
Potential impact:
Construction traffic and access.
Significance/Certainty: Moderate, Probable.
Spatial influence: Local.
Duration: Medium term.

Mitigation / Optimisation: Construction trucks/vehicles should avoid traveling unnecessarily through any residential areas or over private land.

Discussion: Construction vehicles will be moving into and out of the site, onto public roads, thereby potentially causing congestion, poor traffic flow and poor access. Adverse impacts from construction traffic can be minimised through good planning by the contractor and controlled site activities. Construction routes should be clearly defined and sign posted. Working hours to be controlled by site engineer.

2.3 Positive Impacts

- a) Primary impact component: Socio Economic environment
Secondary impact component: Direct project inputs - employment
Potential impact:
Temporary employment creation
Significance/Certainty: High, Definite.
Spatial influence: Local and sub-region.
Duration: Short to medium term.
Mitigation / Optimisation: Where appropriate, the use of labour intensive construction methods should take place. Where possible, training of labour should take place to improve benefits to individuals beyond this project. Use of emerging contractors should take place where possible.
- b) Primary impact component: Socio Economic environment
Secondary impact component: Indicators of well being – access to resources
Potential impact:
Supplies and materials (local procurement)
Significance/Certainty: High, Definite.
Spatial influence: Local, regional and national.
Duration: Short to medium term.
Mitigation / Optimisation: Sourcing and purchase of supplies and materials locally or within the region (whenever possible) should take place.

3 OPERATIONAL PHASE IMPACTS

3.1 Introduction

The following aspects related to the proposed diesel storage facility have been identified as being potentially significant during the operational phase;

- Potential for soil /ground water pollution from the installation of the proposed diesel tank and associated infrastructure?
- Will there be additional pressure on the existing infrastructure/services (i.e. roads/transport)?
- Is a contingency plan/methodology in place for when emergencies occur regarding services/infrastructure (e.g. sanitation infrastructure failure, solid waste collection, health emergencies, fire services etc.)?
- Impact of the propose development on adjacent properties and other businesses (local economy).

3.2 Negative impacts

- a) Primary impact component: Natural Environment
Secondary impact component: Pollution to land and water
Potential impact:
Generated resulting in pollution of land(soil) and water (quality decrease)
- | | |
|--------------------------|--|
| Significance/Certainty: | High, Possible. |
| Spatial influence: | Site and local. |
| Duration: | Long term. |
| Mitigation/Optimisation: | Waste prevention, waste minimisation and impact minimisation. |
| Discussion: | Management and intervention must focus on the physical, social and institutional factors which contribute to the water quality effects.
Management should focus on the processes that result in the production and delivery of waste at the diesel re-fueling facility (and associated activities i.e. wash bay drivers ablutions etc.) and on the relevant waste streams (sewage, grey water, stormwater and solid waste). |

Care should be taken to maintain and operate services effectively.

- b) Primary impact component: Natural Environment
Secondary impact component: Pollution to land and water
Potential impact:
Leakage from underground diesel tank resulting in pollution of land(soil) and underground water

Significance/Certainty: High, Possible.
Spatial influence: Site and local.
Duration: Long term.
Mitigation/Optimisation: All containment structures for polluted water should be lined to prevent seepage and pollution of groundwater.
Daily reconciliation of the volumes of diesel should be done to ensure early detection of a possible leak.
Water samples from an appropriately located on-site borehole should be monitored periodically during the construction and operational phases of the proposed development, in order to establish whether the quality of subterranean water is being affected at all. It is advised that a monitor borehole be drilled on site downstream of the diesel storage tank. A borehole monitoring schedule should be implemented as indicated in Section 9 of the Hydrogeological Evaluation Report (Appendix D). Monitored must include water levels and sampling to test the water chemistry, microbiology (if used as drinking water), BTEX and TPH. Appropriate measures should be implemented to establish the sources of pollution and the necessary remedial actions should be taken to eliminate such sources.
Leakage detectors and odour detectors should be installed. Checking for product losses should take place regularly. Any losses should be reported to the relevant authorities within 14 days and the necessary remedial action taken.

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Discussion:

Water is undrinkable when petroleum hydrocarbons exceed 10ppm/mg/l. To prevent contamination of soils and groundwater, all tank and pipework installations should be done in accordance with the SABS 10089-3 code (The installation of underground storage tanks, pumps/dispensers and pipework at service stations and consumer installations).

- c) Primary impact component: Natural Environment
Secondary impact component: Pollution to land and water

Potential impact:

Contaminated run-off from the concrete re-fuelling area can cause pollution of soils and surface water

Significance/Certainty: High, Possible.

Spatial influence: Site and local.

Duration: Long term.

Mitigation/Optimisation: Occasional small spillages onto the concrete re-fuelling area will occur from time to time. This may lead to contamination of the surrounding subsoils along the periphery of the paved areas. Groundwater can also potentially be contaminated by spillages at the pump island. If washings from the re-fuelling area containing VOC's and hydrocarbons reach natural drainage courses, it could cause pollution, this should be avoided through the installation of suitable interceptors. The following precautionary measures are therefore recommended:

- Sealing of the re-fuelling area and other areas where fuel products are handled to prevent infiltration of petroleum products into the soil underlying the site.
- Storm water draining from the surfaced areas should be collected in a sealed sump to be treated or removed.
- Preventative measures should be installed to prevent the storm

water or other liquids draining into the natural soil.

- Surface runoff and runoff volumes must be calculated and proper separation facilities installed.
- The free product and polluted water must be removed from site by a licensed contractor.

Discussion: -

d) Primary impact component: Existing pollution, risks and/or hazards and health & safety

Secondary impact component: Existing pollution/environmental degradation – noise

Potential impact:

Impact of noise on adjacent properties.

Significance/Certainty: Moderate, Possible.
Spatial influence: Site and immediate adjacent areas.
Duration: Long term.

Mitigation / Optimisation: Excessive noise from the labour force (fuel attendants) and truck drivers should be avoided.

Discussion: The surrounding area is currently exposed to ambient traffic noise and noise from other activities due to the fact that the site is located in the Laboria industrial area.

e) Primary impact component: Socio-economic environment

Secondary impact component: infrastructure – roads, sanitation treatment plant etc.

Potential impact:

Added pressure on engineering infrastructure and local services

Significance/Certainty: Low to moderate, Possible
Spatial influence: Immediate.
Duration: Long term.

Mitigation / Optimisation: -

Discussion: The site is located on an existing industrial stand (and premises of M&M Transport) in the Laboria industrial area and is already connected to the existing services (water, electricity & sewerage).

- f) Primary impact component: Social Environment
Secondary impact component: Risks and/or hazards and health & safety

Potential impact:

Increase of atmospheric emissions (i.e. carbon monoxide concentrations).

Significance/Certainty: Moderate, Possible.
 Spatial influence: Site and local.
 Duration: Long term.
 Mitigation/Optimisation: Leakage detectors and odour detectors should be installed. Checking for product losses should take place regularly. Any losses should be reported to the relevant authorities within 14 days and the necessary remedial action taken.

Discussion: Carbon monoxide prevents blood from circulating oxygen through the body and can cause numerous health disorders. This impact is deemed potentially significant. Increased VOC levels can also induce negative health effects on humans.

- g) Primary impact component: Socio Economic environment
Secondary impact component: Property values

Potential impact:

Impact on adjacent property values that might result from the presence of the proposed development

Significance/Certainty: Moderate, Possible.
 Spatial influence: Local.
 Duration: Long term.
 Mitigation / Optimisation: -

Discussion: The impact on adjacent property values is not foreseen to be significant as the site is located in an industrial area with other existing diesel depots occurring in the area.

- h) Primary impact component: Infrastructure and community services
Secondary impact component: Infrastructure services – transport (local roads)

Potential impact:

Induced traffic could affect existing pedestrian and vehicle traffic patterns (i.e. cause congestion).

Significance/Certainty: Low-Moderate, Probable.
 Spatial influence: Local.

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Duration: Medium term.

Mitigation / Optimisation: Entrances to the site should be designed according to traffic engineering specifications and be approved by the relevant authorities.

Discussion: Human safety should be a high priority for the developer. The significance of this potential impact is deemed to be relatively small due to the fact that the site is already being used by the trucks of M&M Transport and is located in Antimoon Street, Laboria (there is already heavy vehicle movement adjacent to the site during most hours of the day). The entrances to and exits from the site should be designed to facilitate effective traffic flow.

- i) Primary impact component: Land use and landscape character
Secondary impact component: General – aesthetic quality

Potential impact:

Changes to the visual quality of the landscape

Significance/Certainty: Low-Moderate, Possible.

Spatial influence: Local.

Duration: Medium term.

Mitigation / Optimisation:

Colour choices and patterns of buildings (i.e. Drivers Ablution) should be timeless in that they should not become outdated. Preferably colours associated with the natural surroundings e.g. brown, grey green, buff or olive should be used where possible.

Colours should be matt, not glossy so as to reduce reflection and glare from surfaces.

Building/structure form:

Building form should be broken by roof overhangs and steps in facades. This will create shadow lines which, in turn, assist in the mottling or breaking up of the visible building form.

The visual quality of the diesel storage and associated infrastructure is typically low and is characterized large open and paved areas.

Lighting:

Selective and sensitive location and design of the lighting requirements for the facility is a necessity. A possible alternative is to reduce the height at which floodlights are fixed and to identify zones of high and low lighting requirements. Lights should be focussed inward rather than outward.

Landscaping;

Denuded areas must be rehabilitated as soon as possible after the completion of construction.

3.3 Positive Impacts

- a) Primary impact component: Socio Economic environment
Secondary impact component: Demographic aspect
Potential impact:
Investment of knowledge and profits into the community and increase in skills level of the population
Significance/Certainty: High, Possible.
Spatial influence: Local.
Duration: Long term.
Mitigation / Optimisation: -
Discussion: Local people will be appointed to work at the diesel pump (operating of the pump for re-fuelling and general cleaning of the site) which leads to job creation. Secondary uses employment will also be created e.g. for the maintenance of infrastructure/services.
- b) Primary impact component: Socio Economic environment
Secondary impact component: Financial implications
Potential impact:
Job creation and new economic opportunities (long term) (e.g. artisans for maintenance of diesel storage infrastructure and associated buildings)
Significance/Certainty: High, Definite.
Spatial influence: Local.
Duration: Long term.
Mitigation / Optimisation: -

- c) Primary impact component: Socio Economic environment
Secondary impact component: Financial implications
Potential impact:
The proposed diesel re-fuelling facility will provide a convenient and accessible service to the trucks of M&M Transport
Significance/Certainty: High, Definite.
Spatial influence: Local.
Duration: Long term.
Mitigation / Optimisation: -
Discussion: The proposed diesel re-fuelling facility will provide a convenient and accessible re-fuelling facility for the trucks of M&M Transport and they will no longer need to go to alternative filling stations/diesel depots located further away in order to re-fuel.

4. DECOMMISSIONING PHASE IMPACTS

There is at present no intention or indication of future intentions, to decommission the facility. Should decommissioning occur then impacts resulting from such may include:

- Noise pollution from machinery decommissioning existing infrastructure,
- Dust and surface disturbance due to the digging of trenches to remove the infrastructure,
- Removal and disposal of decommissioned equipment and waste (e.g. Concrete),
- Loss of employment opportunities,
- M&M Transport will be inconvenienced as their trucks will need to go to alternative filling stations/diesel depots to re-fuel.