

**Sishen Iron Ore Company (Pty) Ltd**  
**ENVIRONMENTAL IMPACT ASSESSMENT FOR THE**  
**DEVELOPMENT OF AN AIRFIELD NEAR**  
**POSTMASBURG, NORTHERN CAPE PROVINCE**



**Part A**

**Environmental Impact Assessment Report**

**Draft For Public Comment**

**DAERDL REF: NC/EIA/12/ZFM/TSA/POS2/2022**

## SISHEN IRON ORE COMPANY (PTY) LTD

February 2023




Revision 1

### Environmental Impact Assessment Report in support of the application for Environmental Authorisation for the proposed development of the Kolomela Airfield near Postmasburg, Northern Cape Province.

**DAERDL REF: NC/EIA/12/ZFM/TSA/POS2/2022**

This document has been prepared by EXM Environmental Advisory Services (Pty) Ltd. and is intended for the use and distribution of the readers included in the distribution list.

Distribution List			
Nr	Name	Designation	Affiliation
1.	Case Officer	Competent Authority	Department of Agriculture, Environmental Affairs, Rural Development and Land Reform.
2.	Interested and Affected Parties	Various	Various
3.	Commenting Authorities	Various	Various

Name	Designation	Signature	Date
Trevor Hallatt	EXM Environmental Advisory (Pty) Ltd Professional Environmental Assessment Practitioner ("EAP") EAPASA (Reg. nr. 2019/1758) Report Author		2023/02/22
Thashnee Moodley	EXM Environmental Advisory (Pty) Ltd Candidate Environmental Assessment Practitioner ("EAP") EAPASA (Reg. nr. 2019/358) Report Writer		2023/02/22
Roelof Letter	EXM Environmental Advisory (Pty) Ltd Senior Environmental Scientist (EAP) Report Reviewer		2023/02/22

## **1. EXECUTIVE SUMMARY**

### **1.1 Project Background**

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela mine, part of Kumba Iron Ore (Kumba) proposes to develop an airfield on Portions 1 and 2 of Farm/Plaas 538 Hay RD (Gruispan), approximately 11.6 km south of the town of Postmasburg, Tsantsabane Local Municipality, in the Northern Cape Province. The airfield will be used to accommodate air traffic related to passengers travelling to and from Kolomela mine, which is currently accommodated by Tommy's Airfield, situated 10km north west of Postmasburg.

Tommy's Airfield does not have sufficient capacity to convey the current air traffic, resulting in overflow passengers flying to Kathu and being shuttled over 100 km by road. The runway at Tommy's Field also cannot accommodate larger airplanes which enhances the capacity deficiency. In order to address safety risks and accommodate more commuters, SIOC proposes to develop a new airfield in line with the requirements of the Civil Aviation Authority ("CAA").

### **1.2 Authorisations Required**

The proposed airfield triggers activities requiring an Environmental Authorisation ("EA") published in Listing Notice 1 (GN R. 327 of 2017) and Listing Notice 2 (GN R. 325 of 2017), promulgated in terms of the National Environmental Management Act (No. 107 of 1998) ("NEMA"). A full Environmental Impact Assessment ("EIA") and Scoping process in terms of the Environmental Impact Assessment ("EIA") Regulations (GN R. 326 of 2017) must therefore be undertaken to obtain EA prior to commencement. A separate Water Use Licence ("WUL") (DWS Reference: **WU27092**) is also undertaken, concurrent to the EIA process, for water uses listed in Section 21 of the National Water Act (No. 36 of 1998) ("NWA").

### **1.3 Public participation**

EXM Environmental Advisory (Pty) Ltd ("EXM") has been appointed as the independent Environmental Assessment Practitioner ("EAP") to facilitate the EIA, including the supporting Public Participation Process ("PPP"). This scoping report has been developed according to the requirements of the EIA regulations to verify, assess, and obtain the required approval of the scope of work for the EIA.

The scoping phase of the EIA has been completed and the final scoping report was accepted by the CA on the 6<sup>th</sup> of February 2023 (acceptance letter included in **Appendix A** of this report). A PPP is conducted in terms of Chapter 6 of the NEMA and the EIA regulations as part of the subject EA application. The purpose of the PPP is to inform all the identified Interested and Affected Parties ("IAPs") of the proposed development and associated application process and allow them to raise comments and concerns.

#### 1.4 Specialist studies

The following specialist studies have been undertaken in support of the EIA and EMP development and are included in Part C of this document.

**Table 1-1: Specialist Studies undertaken.**

Specialist study	Annexure
Noise Impact Assessment	Appendix A
Terrestrial Biodiversity Assessment	Appendix B
Geohydrological Impact Assessment	Appendix C
Freshwater Ecological Assessment	Appendix D
Soil Hydrology Impact Statement	Appendix E
Floodline Impact Assessment	Appendix F
Traffic Impact Assessment	Appendix G
Heritage Impact Assessment	Appendix H
Palaeontology Impact Assessment	Appendix I

#### 1.5 Summary of Key Environmental Impacts and Mitigation Measures

The outcome of the impact assessment and key mitigation included in the EMPr are summarised in Table 1-2 below. The table shows the significance rating of the impacts without the implementation of mitigation measures. The implementation of mitigation measures lowers the significance of the impacts to acceptable levels through appropriate management action. The complete impact assessment is provided in **Part A: Appendix C**.



**Table 1-2: Summary of Impact Assessment Finding and Key Mitigation Measures**

Impact Category	Impact Description	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Biodiversity - Flora	<ul style="list-style-type: none"> <li>The project will entail the removal of natural vegetation which will directly affect associated habitats and associated fauna and flora. However, the project will not affect any CBAs or Conservation Areas. The proliferation of alien vegetation due to disturbance caused by the project also has the potential to negatively impact indigenous vegetation and associated habitats.</li> <li>Several plant species that are provincially protected were recorded from the project area and the protected tree <i>Boscia albitrunca</i> were recorded within the project area. The proposed project will entail the removal of such trees.</li> </ul>	<b>Moderate</b>	<ul style="list-style-type: none"> <li>Implement mitigated layout alternative.</li> <li>Clearly demarcate construction footprint prior to commencement. Vegetation clearance only allowed in demarcated and approved footprints.</li> <li>Limit Road construction to the authorised access road.</li> <li>Obtain permits for the removal/relocation of protected species. Prevent removal of protected plant species within the fenced area (where practicable and within aviation safety limits) that will not be directly affected by project footprints.</li> <li>Rehabilitation of areas temporarily disturbed by construction activities, including the borrow pit.</li> </ul>	<b>Low</b>
Biodiversity - Flora	<ul style="list-style-type: none"> <li>Proliferation of Alien and Invasive Vegetation due to disturbance caused by the project may impact on floral habitat and diversity, including the outcompeting of natural species</li> </ul>	<b>Moderate</b>	<ul style="list-style-type: none"> <li>Implement control measures to eradicate Alien Invasive Plants during construction.</li> <li>Topsoil stockpiles to be kept clear of Alien Invasive Plants.</li> <li>Inspect fenced in area and adjacent areas during operations, during the growth season, and control Alien Invasive Plants if required.</li> </ul>	<b>Low</b>
Biodiversity - Fauna	The project will entail the removal of natural vegetation which will directly affect habitats and associated fauna species. Faunal mortalities due to vehicle collisions.	<b>Moderate</b>	<ul style="list-style-type: none"> <li>Implement strict speed limits during construction to prevent vehicles colliding with or running over animals.</li> <li>Implement measures to keep animals from entering the fenced area, i.e., low electrical fence/placement of conveyor belts for warthogs and sufficiently high fences for kudus.</li> <li>Hunting/trapping or collecting of any faunal species is strictly prohibited.</li> </ul>	<b>Low</b>

Impact Category	Impact Description	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Surface Water Resources	<p><b>Direct disturbance of wetlands</b></p> <p>Five cryptic wetlands have been identified by Freshwater Aquatic Assessment (SAS, 2022) to occur within the study area. The revised (mitigated) layout will not result in any direct disturbance and most infrastructure will be located &gt; 500m from the wetlands</p>	Moderate	<ul style="list-style-type: none"> <li>Implement mitigated layout plan to avoid wetland pans.</li> <li>Stormwater management must be focused to prevent discharge near the pans.</li> <li>Implement stormwater control measures as stipulated in stormwater management plan.</li> <li>Water courses (pans) and the 50m development buffer must be dedicated/marked no go areas.</li> <li>Restrict movement outside demarcated areas, especially close to water courses.</li> </ul>	Very low
	<p><b>Indirect impacts</b></p> <ul style="list-style-type: none"> <li>The footprint of the airfield will not directly affect any perennial or non-perennial rivers/drainage. The study area is however located upstream of two NFEPA rivers and has therefore the potential to result in indirect impacts such as erosion and sedimentation.</li> <li>The project could also result in indirect impacts such as sedimentation of the wetlands if proper stormwater control measures are not implemented.</li> </ul>	Moderate	<ul style="list-style-type: none"> <li>Install dissipating structures (such as gabions) at stormwater discharge points, where necessary, as per stormwater management plan</li> <li>Stormwater control measures to be implemented at borrow pit, i.e., establishment of diversion structures.</li> <li>Implement stormwater management plan.</li> </ul>	Low
	<p><b>Sewage and hazardous substance management</b></p> <ul style="list-style-type: none"> <li>Potential spillage may result in the pollution of downstream water courses, including NFEPA rivers</li> </ul>	Medium	<ul style="list-style-type: none"> <li>Sewerage infrastructure must only be managed by competent staff.</li> <li>Bulk fuel storage containers (during operations) must be placed in a bunded area with capacity to contain 110% of the tank volume or 25% of the volume where multiple tanks are stored.</li> <li>Spill kits must be available in areas where hazardous substances are used/stored. Spills must be cleaned timeously and appropriately.</li> </ul>	Low

Impact Category	Impact Description	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
			<ul style="list-style-type: none"> <li>Large spills that cannot be managed by the site must be reported immediately to the Kolomela environmental department and additional resources must be used for rectification.</li> <li>Refuelling of airplanes to be conducted in a dedicated area with stormwater capturing measures in place to capture spillages.</li> </ul>	
Heritage	The development of one of the identified borrow pits has the potential to impact on Heritage site 7.	<b>Medium</b>	<ul style="list-style-type: none"> <li>Implement a chance find procedure during construction.</li> <li>In the event that any of the identified archaeological sites will be impacted, a Phase 2 archaeological mitigation process must be implemented. A permit issued under s35 of the NHRA will be required to conduct such work.</li> </ul>	<b>Low</b>
Noise	The IFC General Environmental Health and Safety Guidelines states that noise levels should not exceed 55dBA for residential areas during the day. Continuous day-time noise levels are expected to remain relatively unchanged from baseline levels with no exceedances of the IFC standard expected. Increased noise levels and associated potential noise impacts are only expected during short periods of time during take-off and landings. However, it is not anticipated that the impacts will be significant as the mitigated layout will prevent flights directly over the sensitive receptors.	<b>Moderate</b>	<ul style="list-style-type: none"> <li>Limiting airfield activity and vehicle traffic to between 06:00 and 18:00 where possible. No flights should be conducted between 18:00 and 06:00, except for medical emergency evacuations.</li> <li>Flight routes, timing and altitude for aircraft flying over NSRs should be carefully planned to minimise noise impacts.</li> <li>Flight schedules should be communicated to nearby noise receptors. Implement steeper approaches per aircraft capability.</li> <li>Implement a community grievances and complaints management procedure (integrate with the Kolomela procedure).</li> <li>Conduct summer and winter environmental noise monitoring.</li> </ul>	<b>Low</b>

Impact Category	Impact Description	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Traffic	Additional traffic during operational phase on regional roads. An existing and increased safety risk due to dust and deteriorating road conditions.	<b>Medium</b>	<ul style="list-style-type: none"> <li>• Implement a community grievances and complaints management procedure (integrate with the Kolomela procedure). All complaints must be investigated and responded to.</li> <li>• Undertake dust suppression activities on impacted regional unsurfaced roads according to flight schedules at areas of concern (residences along the route) at least 100 m either side of each residence.</li> <li>• Proactively engage with the provincial road authority and other stakeholders to collaborate to ensure that the impacted unsurfaced provincial roads are kept to a reasonable condition for all road users.</li> </ul>	<b>Medium</b>

## 1.6 Concluding Statement

The following provide a summary of the pertinent outcomes of the EIA study:

- No fatal flaws or unacceptable risks were identified as part of the impact assessment.
- The existing Tommy's field airfield is currently used by Kolomela to transport passengers to the mine. However, the continued use of Tommy's field or the expansion thereof is not viable. The proposed airport will ensure the continued transportation of employees and contractors to the mine. Therefore, the proposed airport and associated air travel will provide an essential supporting function for Kolomela operations.
- The proposed airport will provide socio-economic benefits, including job creation and local procurement during the construction phase and continued employment of current people at Tommy's airfield.
- The current land uses including grazing will be able to continue in conjunction to the proposed activities.
- The mitigated layout has resulted in avoidance of several wetland pans that would have been affected and reduced impacts on noise receptors.
- The project has the potential to affect sensitive noise receptors in the surrounding area. The impacts will however only be for short periods during take-off and landings and only during day times and not over weekends. The implementation of the proposed mitigation measures including the implementation of the mitigated layout will minimise potential impacts. It is not anticipated that the impacts will be significant as the mitigated layout will prevent flights directly over the sensitive receptors.
- The project has the potential to cause moderate impacts on floral and faunal habitats. The implementation of the proposed mitigation will reduce the significance to low.
- The additional traffic due to the operations of the airport will potentially contribute to road degradation and dust that will impact on road users. The Provincial Road Authority is responsible for road maintenance hence it is proposed that they be engaged by SIOC proactively to facilitate sufficient road maintenance as a mitigatory measure. As the increase in traffic is small at the onset of operations of the proposed airfield and the resulting impact due to the increased traffic is small initially, initial intervention by SIOC is proposed to also include dust suppression to



specific sensitive and impacted areas (guesthouse, homesteads etc). It is proposed that further suitable intervention be implemented when additional traffic volumes from the proposed airfield operations increase more significantly in the medium- and long-term future.

- The identified impacts can effectively manage to acceptable levels but will require commitment from the applicant.

Based on the outcome of the EIA and specialist studies undertaken, it is the EAP's opinion that the EA for the proposed Airfield be granted based on the reasons stated above, provided that the recommendations and mitigation measures stipulated in the Environmental Management Programmes ("EMPr") (Part B of this document) are implemented to the fullest diligence and complied with.

## TABLE OF CONTENTS

<b>1.</b>	<b>EXECUTIVE SUMMARY .....</b>	<b>ii</b>
1.1	<b>Project Background.....</b>	<b>ii</b>
1.2	<b>Authorisations Required.....</b>	<b>ii</b>
1.3	<b>Public participation.....</b>	<b>ii</b>
1.4	<b>Specialist studies.....</b>	<b>iii</b>
1.5	<b>Summary of Key Environmental Impacts and Mitigation Measures .....</b>	<b>iii</b>
1.6	<b>Concluding Statement .....</b>	<b>viii</b>
<b>2.</b>	<b>INTRODUCTION .....</b>	<b>1</b>
2.1	<b>Project Background.....</b>	<b>1</b>
2.2	<b>Environmental Authorisations.....</b>	<b>1</b>
2.2.1	Environmental Impact Assessment Process .....	1
2.2.2	Water Use Licence Application .....	2
2.3	<b>Objectives and Purpose of the Environmental Impact Report (“EIR”) .....</b>	<b>2</b>
2.4	<b>Public participation.....</b>	<b>2</b>
<b>3.</b>	<b>ENVIRONMENTAL ASSESSMENT PRACTITIONER .....</b>	<b>5</b>
3.1	<b>Details of EAP .....</b>	<b>5</b>
3.2	<b>Qualifications and Experience.....</b>	<b>5</b>
3.3	<b>Declaration of Independence .....</b>	<b>6</b>
<b>4.</b>	<b>PROJECT LOCATION .....</b>	<b>7</b>
<b>5.</b>	<b>DESCRIPTION OF THE SCOPE OF THE PROPOSED ACTIVITY .....</b>	<b>9</b>
5.1	<b>Listed and Specified Activities .....</b>	<b>9</b>
5.2	<b>Description of Activities to be Undertaken.....</b>	<b>10</b>
5.2.1	Project Background.....	10
5.2.2	Overview of Kolomela Mine in relation to the Airfield Development .....	11
5.2.3	Project Infrastructure .....	11
5.2.4	Electricity supply .....	12
5.2.5	Water storage and supply.....	15
5.2.6	Wastewater management .....	15
5.2.7	Stormwater management .....	16
5.2.8	Borrow pit .....	17
5.3	<b>Period for which the Environmental Authorisation is Required.....</b>	<b>17</b>

<b>6.</b>	<b>POLICY AND LEGISLATIVE CONTEXT .....</b>	<b>17</b>
6.1	National Environmental Management Act (No. 107 of 1998) .....	17
6.2	National Environmental Management: Waste Act (No. 59 of 2008) .....	18
6.3	National Environmental Management Act: Air quality Act (No. 39 of 2004) .....	18
6.4	National Forests Act (No. 94 of 1998).....	19
6.5	Northern Cape Nature Conservation Act (No. 9 of 2009).....	19
6.6	National Water Act (No. 36 of 1998) .....	19
6.7	National Heritage Resources Act (No. 25 of 1999) .....	20
6.8	Civil Aviation Act (No 13 of 2009): Civil Aviation Regulations, 2011 .....	21
6.9	Noise Control Regulations – Act PN 627 of 1998 .....	21
<b>7.</b>	<b>NEED AND DESIRABILITY OF THE PROPOSED ACTIVITIES.....</b>	<b>22</b>
7.1	Supporting function for Kolomela Mine .....	22
7.2	Increased capacity to accommodate air traffic.....	22
7.3	Socio-economic contribution .....	22
<b>8.</b>	<b>ALTERNATIVE IDENTIFICATION AND ASSESSMENT.....</b>	<b>23</b>
8.1	Site selection process.....	23
8.2	Alternative sites.....	24
8.2.1	Portions 1 and 2 of Farm 538 Hay RD (Gruispan) (Alternative 1) .....	24
8.2.2	Upgrade of the existing Postmasburg airport (Alternative 2).....	24
8.2.3	Erf 1 of the Town Postmasburg (Alternative 3) .....	25
8.2.4	Upgrade of the existing Tommy's field airport (Alternative 4).....	25
8.2.5	Farm Kalkfontein 474, Postmasburg (Alternative 5) .....	25
8.3	Electricity Supply Alternatives.....	27
8.4	Layout alternatives .....	27
8.5	Road Alternatives.....	27
8.6	Option of not implementing the activity .....	30
<b>9.</b>	<b>DETAILS OF THE PUBLIC PARTICIPATION PROCESS FOLLOWED .....</b>	<b>30</b>
9.1	Identification of Interested and Affected Parties .....	30
9.2	Notification of Interested and Affected Parties .....	31
9.3	Distribution of draft Scoping report for comment.....	32
9.4	Public meeting .....	32
9.5	Response to comments received.....	32

<b>10.</b>	<b>BASELINE ENVIRONMENTAL ATTRIBUTES.....</b>	<b>44</b>
10.1	<b>Climate.....</b>	<b>44</b>
10.2	<b>Air Quality.....</b>	<b>44</b>
10.3	<b>Noise.....</b>	<b>44</b>
10.3.1	Noise Sensitive Receptors.....	45
10.4	<b>Traffic.....</b>	<b>45</b>
10.5	<b>Topography and Hydrology.....</b>	<b>48</b>
10.6	<b>Hydropedology.....</b>	<b>48</b>
10.7	<b>Soil, Land Capability and Land Use.....</b>	<b>50</b>
10.7.1	Soil forms.....	50
10.7.2	Land Use.....	50
10.7.3	Land Capability.....	50
10.8	<b>Biodiversity.....</b>	<b>54</b>
10.8.1	Conservation and Sensitive Biodiversity Areas.....	54
10.8.2	Flora.....	57
10.8.1	Fauna.....	59
10.8.2	Site Ecological Importance (SEI).....	60
10.9	<b>Surface Water Resources.....</b>	<b>63</b>
10.9.1	Desktop Findings.....	63
10.9.2	Identification and Delineation of Water Courses.....	63
10.10	<b>Geology.....</b>	<b>66</b>
10.11	<b>Groundwater.....</b>	<b>67</b>
10.11.1	Groundwater use.....	67
10.11.2	Aquifer types and yield.....	67
10.11.3	Aquifer testing.....	68
10.11.4	Groundwater Levels.....	68
10.11.5	Groundwater Quality.....	69
10.11.6	Groundwater flow direction and hydraulic gradients.....	69
10.12	<b>Land Tenure.....</b>	<b>72</b>
10.13	<b>Heritage, Archaeological and Palaeontological.....</b>	<b>74</b>
10.14	<b>Socio-Economic Environment.....</b>	<b>78</b>
10.14.1	Residence/occupiers of land to be affected.....	78
10.14.2	Regional Economic Activities.....	78
10.14.3	Public Services and Infrastructure.....	78
10.14.4	Access to basic services.....	79
10.14.5	Population and demographics.....	79

10.14.6	Unemployment .....	80
10.14.7	Education and skills.....	81
<b>10.15</b>	<b>Overall Environmental Sensitivity .....</b>	<b>81</b>
<b>11.</b>	<b>ENVIRONMENTAL IMPACT IDENTIFICATION AND ASSESSMENT.....</b>	<b>83</b>
<b>11.1</b>	<b>Methodology used in determining the significance of environmental impacts.....</b>	<b>83</b>
11.1.1	Impact Ranking Criteria .....	83
<b>11.2</b>	<b>The possible mitigation measures that could be applied and the level of I risk.....</b>	<b>85</b>
<b>11.3</b>	<b>Summary of the positive and negative impacts related to the project. ....</b>	<b>86</b>
11.3.1	Air Quality .....	86
11.3.2	Noise .....	86
11.3.3	Topography and Hydrology.....	92
11.3.4	Soil.....	92
11.3.5	Land Capability and Land Use .....	92
11.3.6	Biodiversity.....	92
11.3.7	Surface Water Resources .....	93
11.3.8	Groundwater .....	93
11.3.9	Heritage, Archaeological and Palaeontological.....	95
11.3.10	Traffic .....	95
11.3.11	Visual .....	98
11.3.12	Socio-Economic Environment .....	98
<b>11.4</b>	<b>Motivation where no alternative sites were considered. ....</b>	<b>98</b>
<b>11.5</b>	<b>Statement motivating the alternative development location within the overall site. ....</b>	<b>98</b>
<b>11.6</b>	<b>Full description of the process undertaken to identify, assess and rank the impacts and risks the activity will impose on the preferred site. ....</b>	<b>99</b>
<b>12.</b>	<b>ASSESSMENT OF EACH IDENTIFIED POTENTIALLY SIGNIFICANT IMPACT RISK.....</b>	<b>99</b>
<b>12.1</b>	<b>Summary of Impact Assessment Results .....</b>	<b>99</b>
<b>13.</b>	<b>SUMMARY OF SPECIALIST REPORTS .....</b>	<b>119</b>
<b>14.</b>	<b>ENVIRONMENTAL IMPACT STATEMENT.....</b>	<b>123</b>
<b>14.1</b>	<b>Summary of Key Findings of the Environmental Impact Assessment .....</b>	<b>123</b>



14.1.1	Opportunities for Employment, Local Procurement and Economic Development .....	123
14.1.2	Traffic .....	123
14.1.3	Noise .....	124
14.1.4	Surface Water Resources .....	125
14.1.5	Biodiversity.....	126
<b>14.2</b>	<b>Final site map .....</b>	<b>127</b>
<b>14.4</b>	<b>Proposed management objectives and the impact management outcomes for inclusion in the EMPr. ....</b>	<b>127</b>
<b>14.5</b>	<b>Final proposed alternatives.....</b>	<b>127</b>
<b>14.6</b>	<b>Aspects for inclusion as conditions in the authorisation.....</b>	<b>128</b>
<b>14.7</b>	<b>Description of any assumptions, uncertainties, and gaps in knowledge .....</b>	<b>128</b>
<b>14.8</b>	<b>Reasoned opinion as to whether the proposed activity should or should not be authorised.....</b>	<b>128</b>
<b>14.9</b>	<b>Period for which the environmental authorisation is required.....</b>	<b>129</b>
<b>14.10</b>	<b>Deviations from the methodology used in determining the significance of the potential environmental impacts and risks. ....</b>	<b>129</b>
<b>14.11</b>	<b>Other Information Required by the Competent Authority .....</b>	<b>129</b>
<b>14.12</b>	<b>Other Matters Required in Terms of Sections 24(4)(A) And (B) of NEMA ....</b>	<b>129</b>
<b>15.</b>	<b>UNDERTAKING .....</b>	<b>130</b>
<b>16.</b>	<b>REFERENCES .....</b>	<b>131</b>
<b>17.</b>	<b>APPENDICES .....</b>	<b>132</b>
<b>17.1</b>	<b>APPENDIX A: EAP CV.....</b>	<b>133</b>
<b>17.2</b>	<b>APPENDIX B: PUBLIC PARTICIPATION PROCESS .....</b>	<b>134</b>
17.2.1	APPENDIX B1: LIST OF IAP'S .....	135
17.2.2	APPENDIX B2: COPY OF BID - ENGLISH.....	137
17.2.3	APPENDIX B2: COPY OF BID - AFRIKAANS .....	138
17.2.4	APPENDIX B3: PROOF OF NEWSPAPER ADVERTS .....	139
17.2.5	APPENDIX B4: PROOF OF SITE NOTICES .....	141
	English and Afrikaans site notices placed around Postmasburg.....	141
17.2.6	APPENDIX B5: PROOF OF IAP NOTIFICATIONS - EMAILS.....	142
17.2.7	IAP COMMENTS.....	169
17.2.8	APPENDIX B5: PROOF OF IAP NOTIFICATIONS - SMS'S.....	184

17.2.9	APPENDIX B6: MINUTES OF MEETING .....	202
17.2.10	APPENDIX C: IMPACT ASSESSMENT TABLES .....	203

## **LIST OF APPENDICES**

<b>APPENDIX A: EAP CV .....</b>	<b>133</b>
<b>APPENDIX B: PUBLIC PARTICIPATION PROCESS .....</b>	<b>134</b>
<b>APPENDIX B1: LIST OF IAP'S .....</b>	<b>135</b>
<b>APPENDIX B2: COPY OF BID - ENGLISH .....</b>	<b>137</b>
<b>APPENDIX B2: COPY OF BID - AFRIKAANS .....</b>	<b>138</b>
<b>APPENDIX B3: PROOF OF NEWSPAPER ADVERTS .....</b>	<b>139</b>
<b>APPENDIX B4: PROOF OF SITE NOTICES .....</b>	<b>141</b>
<b>APPENDIX B5: PROOF OF IAP NOTIFICATIONS - EMAILS .....</b>	<b>142</b>
<b>APPENDIX B5: PROOF OF IAP NOTIFICATIONS - SMS'S .....</b>	<b>184</b>
<b>APPENDIX B6: MINUTES OF MEETING .....</b>	<b>202</b>
<b>APPENDIX C: IMPACT ASSESSMENT TABLES .....</b>	<b>203</b>
<b>APPENDIX D: ENVIRONMENTAL IMPACT REPORT CONTENT .....</b>	<b>204</b>

## **LIST OF TABLES**

<b>Table 1-1: Specialist Studies undertaken .....</b>	<b>iii</b>
<b>Table 1-2: Summary of Impact Assessment Finding and Key Mitigation Measures .....</b>	<b>iv</b>
<b>Table 3-1: Details of the Independent EAP .....</b>	<b>5</b>
<b>Table 3-2: Declaration of EAP .....</b>	<b>6</b>
<b>Table 4-1: Site Coordinates.....</b>	<b>7</b>
<b>Table 4-2: General Area Description.....</b>	<b>7</b>
<b>Table 5-1: NEMA Activities Triggered by the Proposed Airfield .....</b>	<b>9</b>
<b>Table 5-2: Project Infrastructure .....</b>	<b>11</b>
<b>Table 6-1: Section 21 Water Uses to be Included in the WUL Application.....</b>	<b>20</b>
<b>Table 8-1: Site Selection Criteria .....</b>	<b>23</b>
<b>Table 9-1: Comments raised by I&amp;AP's .....</b>	<b>33</b>
<b>Table 10-1: Monthly Temperature Summary .....</b>	<b>44</b>
<b>Table 10-2: Comparison of Noise Model related to the Unmitigated and Mitigated Runway Scenarios .....</b>	<b>47</b>
<b>Table 10-3: Vegetation Habitat Units.....</b>	<b>58</b>

Table 10-4: Fauna Identified during Field Assessment.....	59
Table 10-5: Site Ecological Importance (SEI) .....	60
Table 10-6: Summary of Aquifers in the Region .....	67
Table 10-7: Pump test summary.....	68
Table 10-8: Groundwater Quality Summary .....	69
Table 10-9: Description of the Properties .....	72
Table 10-10: Results of Heritage/Archaeological Impact Assessment.....	75
Table 11-1: Criteria for Assessing the Impact Significance .....	84
Table 11-2: Weighting of Mitigation Measures .....	85
Table 11-3: Summary of Simulated Day-Time Noise Levels Closest NSRs .....	87
Table 11-4: Results of Noise Model for the Initial Demand and Maximum with 4% growth after 20 years .....	89
Table 12-1: Planning Phase - Impact Risk Assessment .....	100
Table 12-2: Construction Phase - Impact Risk Assessment .....	101
Table 12-3: Operational Phase - Impact Risk Assessment .....	108
Table 12-4: Socio Economic – Impact Risk Assessment .....	115
Table 12-5: Decommissioning - Impact Risk Assessment .....	116
Table 13-1: Summary of specialist studies and recommendations .....	119
Table 17-1: Proof of public participation notifications .....	134

## **LIST OF FIGURES**

Figure 2-1: Regional Locality Map.....	4
Figure 4-1: General Locality Map .....	8
Figure 5-1: Conceptual Terminal Layout.....	12
Figure 5-2: Final Project Layout Map .....	14
Figure 5-3: Onsite Water Supply System .....	15
Figure 5-4: Illustration of a Typical Septic Tank System .....	16
Figure 8-1: Site Layout Alternative Map .....	28
Figure 8-2: Road Alternatives .....	29
Figure 10-1: Noise Sensitive Receptors Map .....	46
Figure 10-2: Topography Ma .....	49
Figure 10-3: Soil Classification Map.....	51
Figure 10-4: Land Use Map .....	52
Figure 10-5: Land Capability Map .....	53

<b>Figure 10-6: Sensitive Biodiversity Area .....</b>	<b>55</b>
<b>Figure 10-7: Conservation Areas Map .....</b>	<b>56</b>
<b>Figure 10-8: Vegetation Map .....</b>	<b>61</b>
<b>Figure 10-9: Map indicating habitat units .....</b>	<b>62</b>
<b>Figure 10-10: Water Course Delineation .....</b>	<b>64</b>
<b>Figure 10-11: Regional Surface Water Resources .....</b>	<b>65</b>
<b>Figure 10-12: Regional Geology and Stratigraphy .....</b>	<b>66</b>
<b>Figure 10-13: Regional Groundwater Flow Direction and Depth to Groundwater .....</b>	<b>70</b>
<b>Figure 10-14: Local Geology Map .....</b>	<b>71</b>
<b>Figure 10-15: Land Tenure Map.....</b>	<b>73</b>
<b>Figure 10-16: Identified Archaeological Sites .....</b>	<b>77</b>
<b>Figure 10-17: Piped water in houses and Electricity for lighting per area .....</b>	<b>79</b>
<b>Figure 10-18: Tsantsabane Population Growth (Source: Social Impact Assessment) (Naude, 2020).....</b>	<b>80</b>
<b>Figure 10-19: comparison of unemployment over time for adults and youth in Tsantsabane .....</b>	<b>80</b>
<b>Figure 10-20: Overall Environmental Sensitivity Map .....</b>	<b>82</b>
<b>Figure 11-1: Groundwater Abstraction Zone of Influence .....</b>	<b>94</b>
<b>Figure 11-2: Access Routes.....</b>	<b>97</b>

## ACRONYMS AND ABBREVIATIONS

Abbreviations	Definition
BID	Background Information Document
CA	Competent Authority
CAA	Civil Aviation Authority
CBA	Critical Biodiversity Area
C-Plan	Conservation Plan
DAERDLR	Department of Agriculture, Environmental Affairs, Rural Development and Land Reform (Northern Cape)
DENC	Northern Cape Department of
DFFE	Department of Forestry, Fisheries and Environment
DWS	Department of Water and Sanitation (Northern Cape)
EAP	Environmental Assessment Practitioner
EIA	Environmental Impact Assessment
EIS	Ecological Importance and Sensitivity
EMPr	Environmental Management Programme
ESA	Ecological Support Area
ET	Evapotranspiration System/Bed
EXM	EXM Environmental Advisory (Pty) Ltd
FEPA	Freshwater Ecosystem Priority Areas
GNR	Government Notice Regulation
HIA	Heritage Impact Assessment
IAP	Interested and Affected Party
IWWMP	Integrated Water and Waste Management Plan
LoM	Life Of Mine
mamsl	Metres above mean sea level
NDCR	National Dust Control Regulations
NEMA	National Environmental Management Act
NEM: BA	National Environmental Management Biodiversity Act
NEM: WA	National Environmental Management Waste Act
NFEPA	National Freshwater Ecosystem Priority Areas
NHRA	National Heritage Resources Act
NIA	Noise Impact Assessment
NSRs	Noise Sensitive Receptors
NWA	National Water Act
PPP	Public Participation Process
SACNASP	South African Council for Natural & Scientific Professionals
SAHRA	South African Heritage Resource Agency
SANS	South African National Standards
SIOC	Sishen Iron Ore Company (Pty) Ltd
SLP	Social Labour Plan
SWSA	Strategic Water Source Areas
TOPS	Threatened or Protected Species
TIA	Traffic Impact Assessment
TLM	Tsantsabane Local Municipality
WUL	Water Use Licence



## **2. INTRODUCTION**

### **2.1 Project Background**

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela mine, part of Kumba Iron Ore (Kumba) proposes to develop an airfield on Portions 1 and 2 of the Farm 538 Hay RD (Gruispan), approximately 11.6 km south of the town of Postmasburg, Tsantsabane Local Municipality, in the Northern Cape Province (as indicated in the Regional Locality Map, Figure 2-1). The airfield will be used to accommodate air traffic related to passengers travelling to and from Kolomela mine.

The footprint of the project will cover approximately eighty (80) hectares and will entail the development of the following structures/infrastructure:

- A runway (2.5 km in length and 30 m wide).
- Aircraft refuelling system including fuel storage tanks.
- Water storage tanks.
- Access road with a reserve.
- Parking area.
- Septic tanks and evapotranspiration ("ET") beds.
- Stormwater Management Infrastructure.
- Terminal building and supporting facilities; and
- Small scale solar farm.

Water supply to the facility will be sourced from two (2) on-site boreholes. A borrow pit will also be developed on site for the sourcing of fill material used in construction.

### **2.2 Environmental Authorisations**

#### **2.2.1 Environmental Impact Assessment Process**

The proposed airfield triggers activities published in Listing Notice 1 (GN R. 327 of 2017) and Listing Notice 2 (GN R. 325 of 2017) (detailed in Section 3 of this report), promulgated in terms of the National Environmental Management Act (No. 107 of 1998) ("NEMA") which requires Environmental Authorisation ("EA"). A full Environmental Impact Assessment ("EIA") and Scoping process in terms of the EIA Regulations (GN R. 326 of 2017) must therefore be undertaken to obtain EA prior to commencement.

The Northern Cape Department of Agriculture, Environmental Affairs, Rural Development and Land Reform ("DAERDLR") is the Competent Authority ("CA") responsible for administering the EIA process.

## **2.2.2 Water Use Licence Application**

The undertaking of activities listed in Section 21 of the National Water Act (No. 36 of 1998) ("NWA") requires a Water Use Licence ("WUL") prior to commencement. The proposed development of the airfield triggers the following water use activities in terms of section 21:

- Section 21 (a): Groundwater abstraction.
- Section 21 (c) & (i): Infrastructure within water courses regulated zones; and
- Section (g): Septic tanks and ET beds.

A separate WUL (DWS Reference: WU27092) application is therefore undertaken in parallel to the EIA process.

## **2.3 Objectives and Purpose of the Environmental Impact Report ("EIR")**

This Environmental Impact Report ("EIR") has been developed according to the requirements of the EIA regulations (GN R. 326 of 2017). The content of this report, as required by the aforementioned regulations, and where each requirement is addressed within this report is provided in **Appendix D**. The purpose of the EIR phase of the EIA and the supporting report is as following:

- Identify the relevant policies and legislation relevant to the proposed activity.
- Motivate the need and desirability of the proposed activity.
- Identify, confirm, and assess preliminary project alternatives.
- Identify and confirm the preferred site location, based on the preliminary identification of impacts in terms of the baseline environmental description.
- Identify the key issues to be addressed in the EMP together with mitigation measures for each potential impact.
- Identify preliminary suitable mitigation measures to avoid, manage or mitigate identified impacts and to determine the extent of the residual risks
- Summarise comments and responses from IAP's
- Summarise specialist study findings.
- Includes an environmental impact assessment.

## **2.4 Public participation**

A public participation process ("PPP") is being conducted in terms of Chapter 6 of NEMA and the EIA regulations. A consolidated PPP is undertaken in support of the EIA and WUL applications. The purpose of the public participation process is to inform all the identified Interested and Affected Parties ("IAPs") of the proposed development and associated application processes and allow them to raise comments/concerns. The scoping phase of the EIA has been completed and the final scoping report was accepted by the CA on

the 6th of February 2023 (acceptance letter included in Appendix A of this report). A PPP is conducted in terms of Chapter 6 of the NEMA and the EIA regulations as part of the subject EA application. The purpose of the PPP is to inform all the identified Interested and Affected Parties ("IAPs") of the proposed development and associated application process and allow them to raise comments and concerns. The draft EIR is circulated to all IAPs for a period of 30 day for comment.

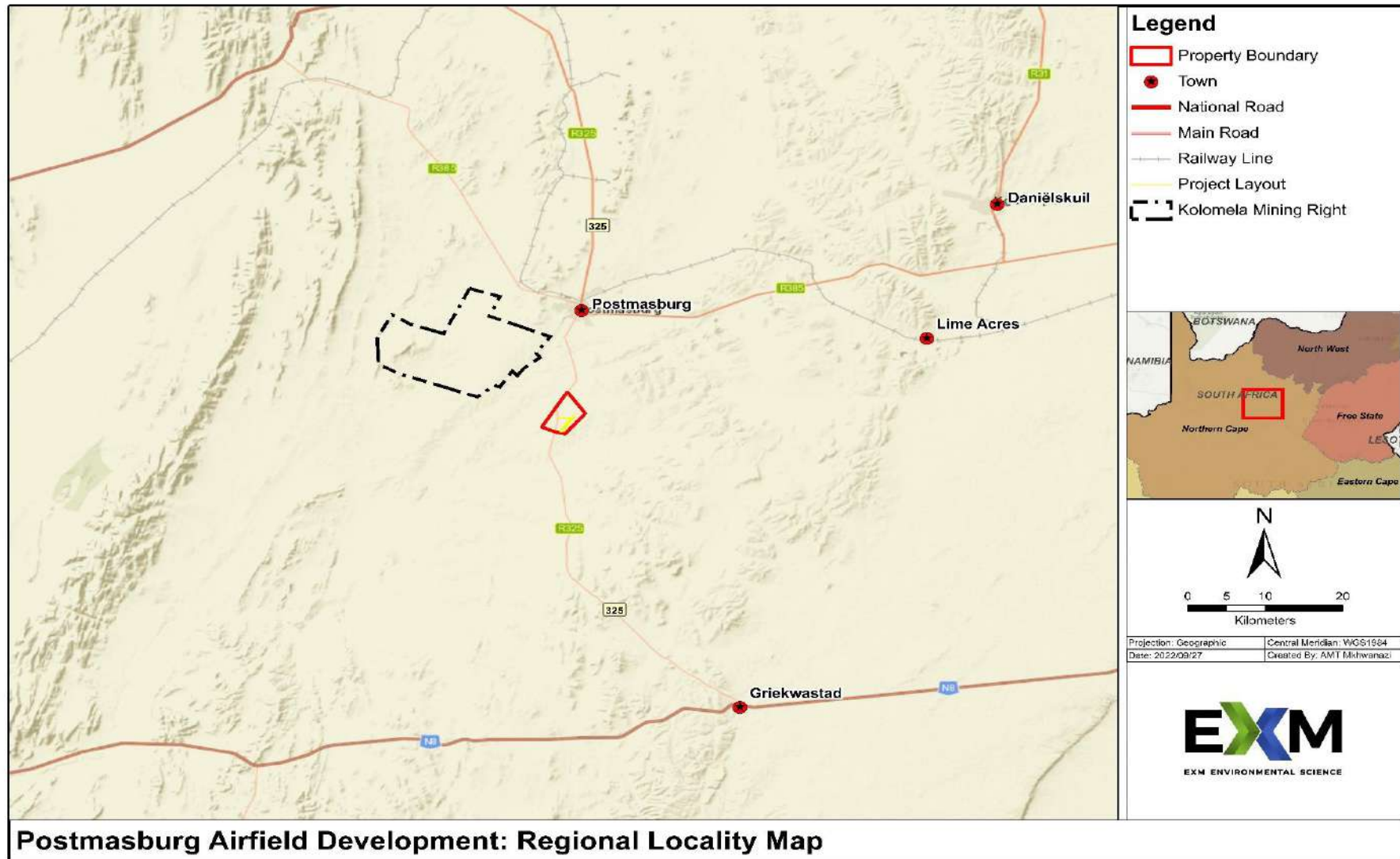


Figure 2-1: Regional Locality Map

### 3. ENVIRONMENTAL ASSESSMENT PRACTITIONER

This section provides details of the Independent Environmental Assessment Practitioner ("EAP") that is responsible to facilitate the EIA and public consultation processes in line with NEMA and the EIA Regulations (GN R. 326 of 2017).

#### 3.1 Details of EAP

Table 3-1 below contain details of the EAP responsible to facilitate the EIA and public consultation process.

**Table 3-1: Details of the Independent EAP**

<b>Name of The Practitioner</b>	Trevor Hallatt
<b>Affiliation</b>	EAP/Senior Environmental Scientist at EXM Environmental Advisory Services (Pty) Ltd
<b>Professional registration</b>	EAPASA (Reg. nr. 2019/1758) SACNASP (Reg. nr. 300123/15)
<b>Tel No</b>	071 689 2229
<b>E-mail address</b>	<a href="mailto:trevor@exm.co.za">trevor@exm.co.za</a>

#### 3.2 Qualifications and Experience

Trevor obtained a B.Sc. degree from the North-West University (Potchefstroom campus) in Geography, Zoology and Tourism in 2010. This degree provided him with a sound base and understanding of the environment and human impacts on the environment. He also obtained honours and master's degrees (both cum laude) in Environmental Management at the NWU in 2011. Furthermore, Trevor obtained a master's degree in environmental management (cum laude) in 2014.

Trevor Hallatt has more than 12 years of environmental management experience in mining, power generating, industrial and local government sectors. His duties entail the planning and execution of projects related to environmental management, including ISO 14001: 2004 and legal compliance audits, EIA, Compilation of Environmental Management Programmes, Environmental Risk Assessments and Environmental Management Systems. Furthermore, he performed different functions in the planning and delivery of environmental short courses, including the development of modules and presenting on different topics. Trevor is registered with the South African Council for Natural




Scientific Professions (Reg nr: 300123/15) as well as the Environmental Assessment Practitioners Association of South Africa (EAPASA Reg nr. 2019/1758).

### 3.3 Declaration of Independence

I, Trevor Hallatt, as the independent EAP compiled this report and declare that it correctly reflects the findings made. I further declare that I,

- Have the necessary expertise in conducting environmental impact assessments, including knowledge of the act, regulations and any other guidelines that have relevance to the activity.
- Will comply with the Act, regulations, and all other applicable legislation.
- Will take into account the requirements of the EIA regulations as published in Government Notice R326 as well as other legislation.
- Have no, and will not engage in, conflicting interests in the undertaking of the activity.
- Will ensure that the comments of all interested and affected parties have been considered and are recorded in this report that is submitted to the competent authority in respect of the application.
- Have provided the competent authority with access to all information at my disposal regarding the application, whether such information is favourable to the applicant or not.
- Declare that no information provided to the Department was at no stage influenced by the applicant and that we as the appointed Environmental Assessment Practitioners have explained the potential consequences of submitting this application.
- Will perform all other obligations as expected from an EAP in terms of the Regulations; and
- Realise that a false declaration is an offence in terms of Regulation 71 and is punishable in terms of Section 24F of the Act.

**Table 3-2: Declaration of EAP**

Name	Affiliation	Designation	Signature	Date
Trevor Hallatt	EXM Environmental Advisory (Pty) Ltd	Senior Environmental Scientist EAP		2023/02/22

#### 4. PROJECT LOCATION

The proposed airfield will be located on Portions 1 and 2 of Farm 538 Hay RD (Gruispan), approximately 11.6 km south of the town of Postmasburg, Tsantsabane Local Municipality, in the Northern Cape Province. Table 4-1 contains the coordinates of the project area and Table 4-2 provides the general location of the facility in relation to the affected and surrounding properties.

**Table 4-1: Site Coordinates**

Project element	Corners	Longitude (E)	Latitude (S)
Project area	A	23.022973	-28.81448
	B	23.051753	-28.434774
	C	23.072801	-28.463756
	D	23.049295	-28.490326

**Table 4-2: General Area Description**

<b>Application area (Ha):</b>	Development footprint size: <b>80 Hectares</b> Access road: <b>150 m</b>
<b>Magisterial district:</b>	The Hay Magisterial District (Tsantsabane Local Municipality) ZF Mgcawu District Municipality.
<b>Distance and direction from nearest town</b>	11.6 km south of Postmasburg.
<b>Locality map</b>	Refer to Figure 4-1

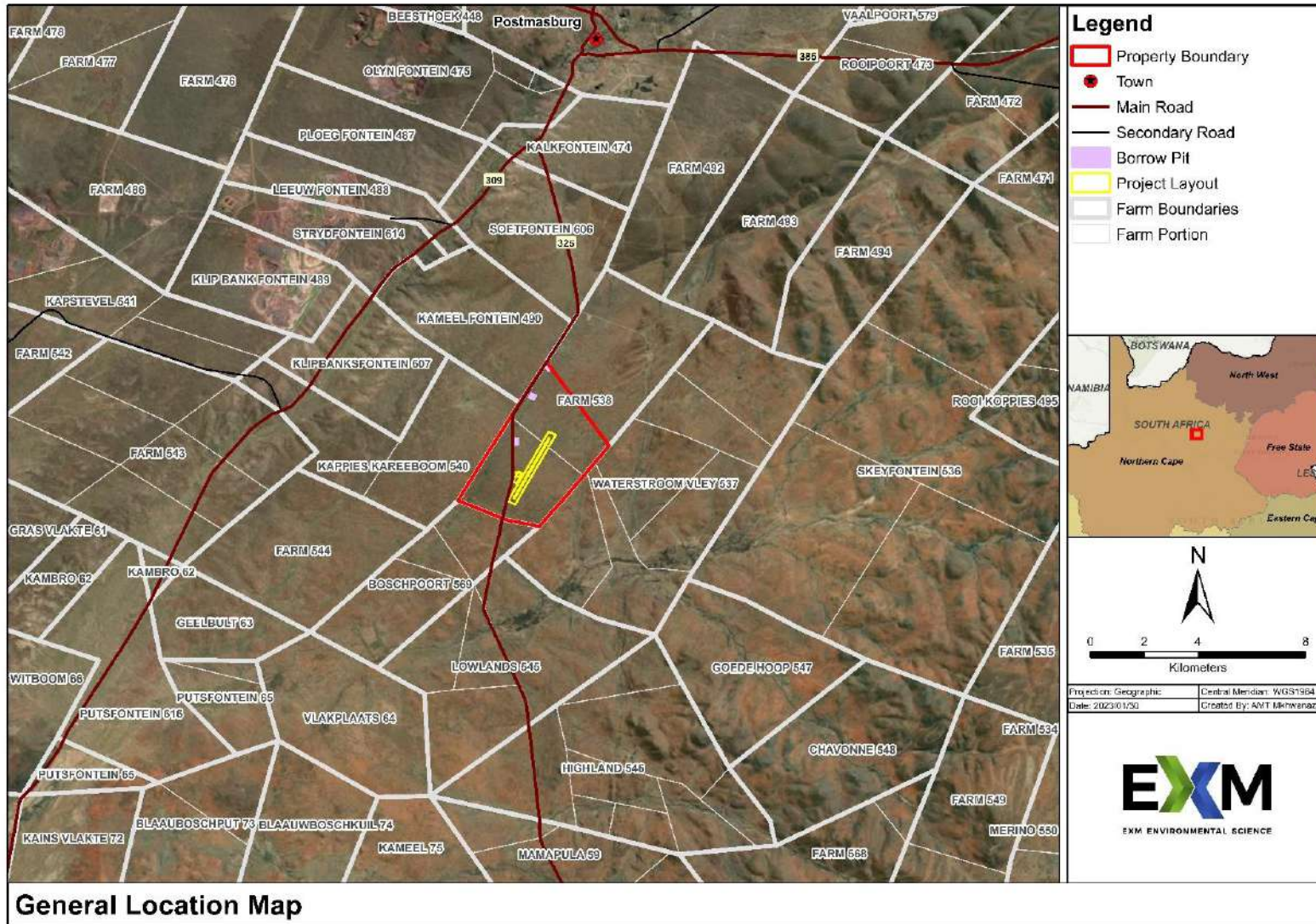


Figure 4-1: General Locality Map

## 5. DESCRIPTION OF THE SCOPE OF THE PROPOSED ACTIVITY

This section provides a description of the proposed project, NEMA Listed Activities triggered, and a description of the activities and infrastructure associated with the airfield development.

### 5.1 Listed and Specified Activities

Table 5-1 contains the listed activities in terms of Listing Notice 1 (GN. 327) and Listing Notice 2 (GN. 325) that are triggered by the proposed project. A full EIA and Scoping process in terms of the EIA Regulations (GN R. 326 of 2017) is undertaken to obtain an EA prior to commencement of the project.

**Table 5-1: NEMA Activities Triggered by the Proposed Airfield**

Applicable Regulation	Infrastructure triggering the Listed Activity	
<b><u>Listing Notice 1 (GN R. 327 as amended in 2017)</u></b>		
<b>Activity 12</b>	The development of— (ii) infrastructure or structures with a physical footprint of 100 square metres or more. where such development occurs— a. within a watercourse. b. in front of a development setback; or c. (c) if no development setback exists, within 32 metres of a watercourse, measured from the edge of a watercourse	Development of infrastructure within the regulated zones of water courses (Cryptic Wetlands).
<b>Activity 14</b>	The development and related operation of facilities or infrastructure, for the storage, or for the storage and handling, of a dangerous good, where such storage occurs in containers with a combined capacity of 80 cubic metres or more but not exceeding 500 cubic metres.	The development will entail the storage of fuel that will be used in the re-fuelling of airplanes.
<b>Activity 19</b>	The infilling or depositing of any material of more than [5] 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles, or rock of more than [5] 10 cubic metres from a watercourse;	Development of infrastructure within the regulated zones of water courses (Cryptic Wetlands).
<b>Activity 24</b>	The development of a road— (i) [a road] for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010; or	The length of the access road that will be constructed as part of the project will be approximately 150 m and will be wider than 8 meters.

Applicable Regulation		Infrastructure triggering the Listed Activity
	(ii) [a road] with a reserve wider than 13,5 meters, or where no reserve exists where the road is wider than 8 metres.	
<b>Activity 28</b>	Residential, mixed, retail, commercial, industrial, or institutional developments where such land was used for agriculture, game farming, equestrian purposes, or afforestation on or after 01 April 1998 and where such development: (i) will occur inside an urban area, where the total land to be developed is bigger than 5 hectares; or (ii) will occur outside an urban area, where the total land to be developed is bigger than 1 hectare.	The property on which the proposed airfield will be developed is currently used for the purpose of cattle farming.
<b><u>Listing Notice 2 (GN R. 325 as amended in 2017)</u></b>		
<b>Activity 6</b>	The development of facilities or infrastructure for any purpose or activity which a permit or licence or an amended permit or licence in terms of national or provincial legislation governing the generation of release of emissions, pollution, or effluent.	Effluent will be released from the on-site wastewater treatment works into ET beds. The release of effluent requires a licence in terms of activities listed under Section 21 of the National Water Act (No. 36 of 1998) governing the generation of release of effluent.
<b>Activity 8</b>	The development of— (i) airports; or (ii) runways or aircraft landing strips longer than 1,4 kilometres.	The project entails the development of an airfield with a runway exceeding 1,4km.
<b>Activity 15</b>	The clearance of an area of 20 hectares or more of indigenous vegetation, excluding where such clearance of indigenous vegetation is required for— (i) the undertaking of a linear activity; or (ii) maintenance purposes undertaken in accordance with a maintenance management plan.	The project footprint will cover approximately 80 hectares and will entail the clearance of indigenous vegetation exceeding 20 hectares.

## **5.2 Description of Activities to be Undertaken**

### **5.2.1 Project Background**

SIOC proposes to develop an airfield on Portions 1 and 2 of Farm 538 Hay RD (Gruispan), approximately 11.6 km south of the town of Postmasburg, Tsantsabane Local Municipality, in the Northern Cape Province. The project area will cover approximately 80 hectares of undeveloped (greenfield) land. The purpose of the airfield will be to accommodate air traffic related to passengers travelling to and from Kolomela mine.

Currently, flights carrying passengers to and from Kolomela are serviced by Assmang's Tommy's Airfield. However, there is a shortage of capacity on the Kolomela flights, and many passengers are forced to fly to Kathu and are subjected to a long (over 100 km) and potentially dangerous road transfer from Kathu to Postmasburg. The existing runway at Tommy's Field is too short to accommodate larger planes. The short runway also does not allow for safe departures of fully loaded aircraft under 'hot and high' conditions and safety incidents have been reported. Furthermore, it is probable that SA Airlink will retire the fleet of J41 aircraft currently servicing Kolomela in the future. Therefore, a need has been identified for a longer, safer runway to accommodate air traffic to Kolomela mine.

### **5.2.2 Overview of Kolomela Mine in relation to the Airfield Development**

Kolomela mine is an opencast iron ore mine that is owned and operated by SIOC, part of Kumba Iron Ore Limited (hereafter Kumba). Ore at Kolomela is currently extracted from three opencast pits via a conventional drill and blast technique from where it is trucked to a direct shipping ore (DSO) plant which involves the crushing and screening of recovered ore material into stockpiles of 'lump' and 'fines'. The mining right for Kolomela is valid until 17 September 2038 and the current Life of Mine ("LoM") is 2034 with potential for expansion. Kolomela mine is an essential contributor to the local economy in terms of job creation and local procurement. The mine is located approximately 10km north west of the proposed airfield site as indicated in Figure 2-1.

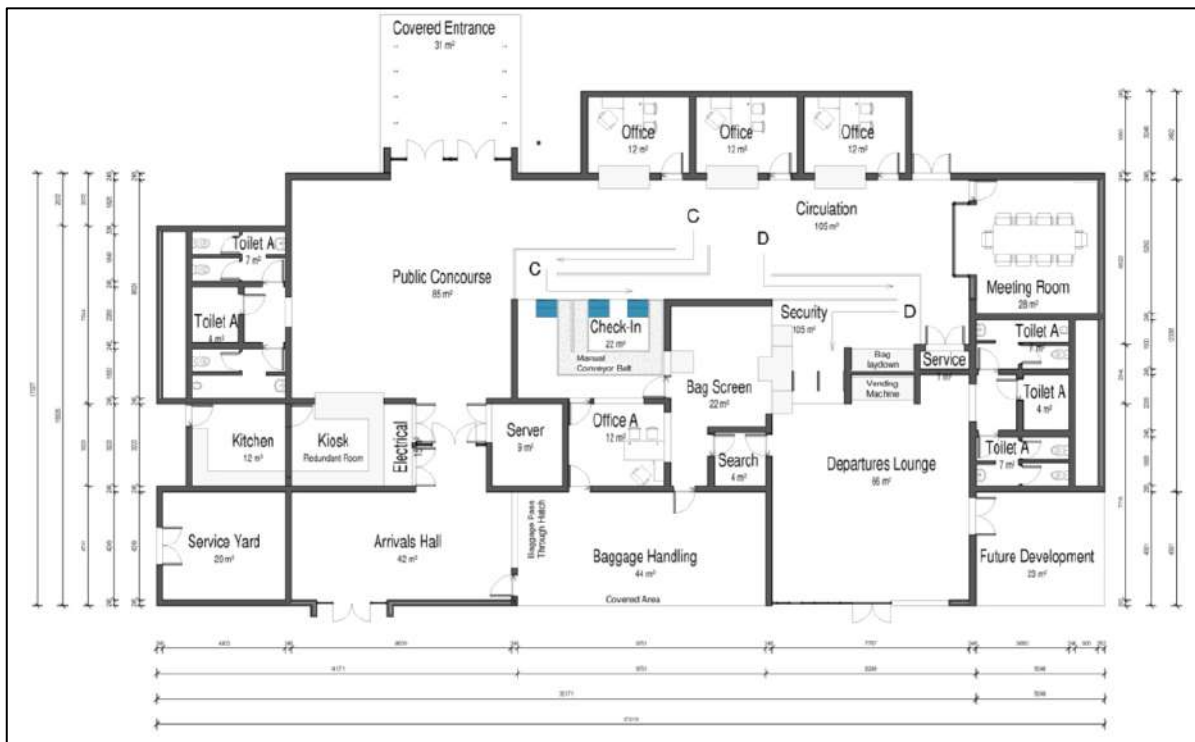
### **5.2.3 Project Infrastructure**

A summary of infrastructure associated with the airfield is provided in the preliminary project layout is provided in Figure 5-1.

**Table 5-2: Project Infrastructure**

<b>Infrastructure</b>	<b>Description</b>
Runway and helipad(s)	The runway will be approximately 2.5 km in length and 30 meters wide, assuming a level runway. The dimensions of the runway have been calculated in terms of the type of aircraft that will be accommodated by the airfield. Factors such as take-off and landing velocity of the aircrafts were considered. A helipad(s) will also be developed to accommodate helicopters at the facility.
Access road	An access road will be developed which will connect the proposed airfield with the R325 regional road. The road will be approximately 150 m in length and more than 8 meters wide.

Fuel storage and supply	A jet fuel storage tank will be used for the refuelling of aircraft. An estimated total volume of +/- 40 000 litres will be stored on site. A re-fuelling depot with pumps and delivery systems will also be developed. Appropriate bunding will be installed to ensure potential spillages are contained.
Parking area	A parking area will be developed for airfield staff and travellers. The parking area will also accommodate car hire vehicles.
Fire and rescue building	A fire station building structure will be developed. Dedicated water tanks will be established for firefighting purposes.
Terminal building	The terminal will entail a departures lounge with 40 seat capacity plus standing room. The terminal will also include a baggage reclamation area, offices, kitchen, and ablution facilities. Two x-ray machines will be installed to scan hand luggage for security purposes. The layout of the terminal is given in Figure 5-1.
Small Photovoltaic ("PV") Farm	It is proposed to establish a small PV farm to supply the airfield with electricity. The PV farm will cover approximately 3 ha.



**Figure 5-1: Conceptual Terminal Layout**

#### **5.2.4 Electricity supply**

Two options are considered with regards to energy supply to the facility. The first option entails the development of a relatively small Solar Photovoltaic (PV) Facility to provide

electricity to the site. The second option will be to establish a new electricity supply line of 11 Kilovolt (kV) to connect the facility to the grid. There is a current transmission line that runs along the R325 regional road which can potentially provide a connection to the grid. The development of a PV facility will provide reliable electricity from a renewable resource and is therefore the preferred option. Current indications show that the development of a PV facility will be a feasible option.



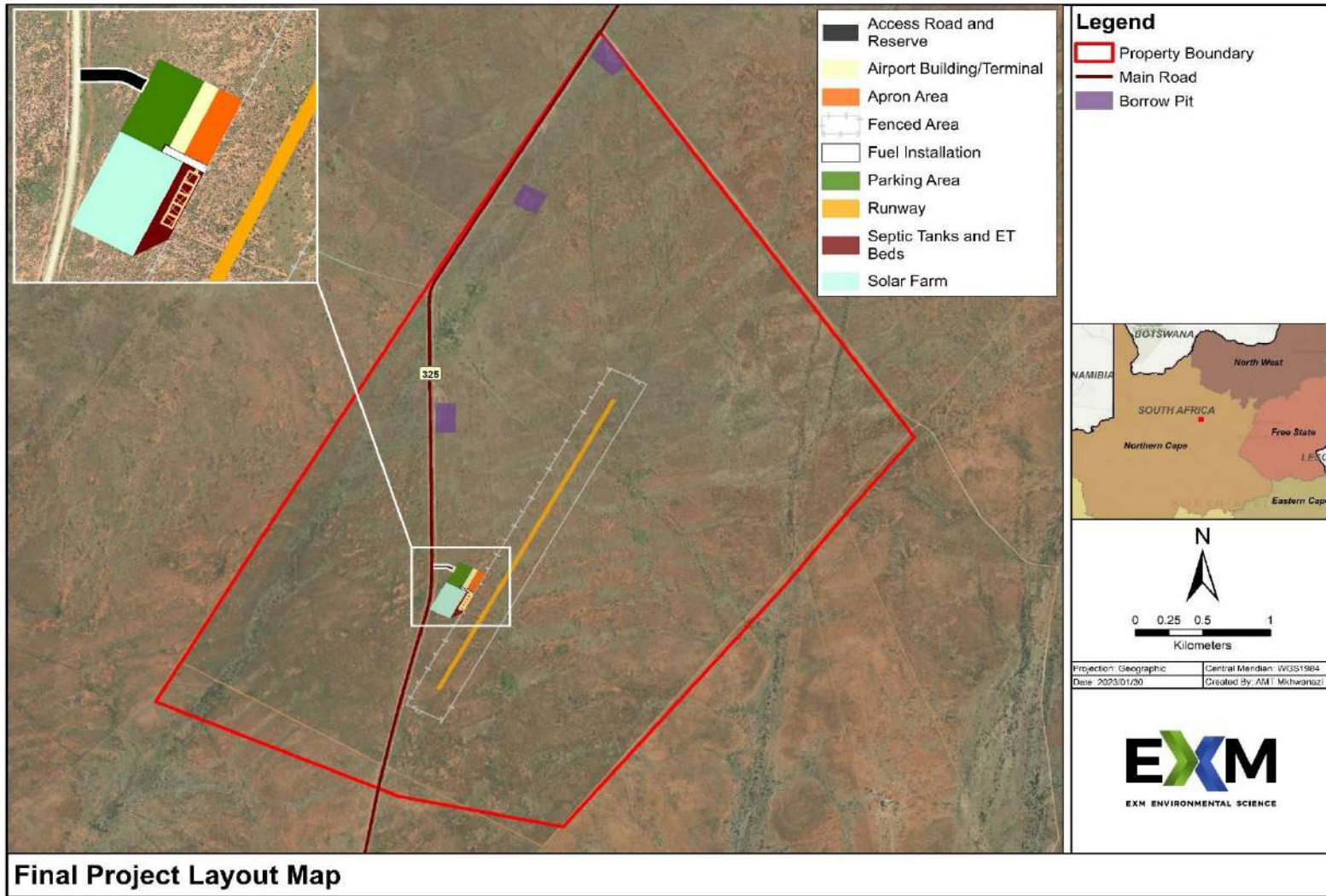
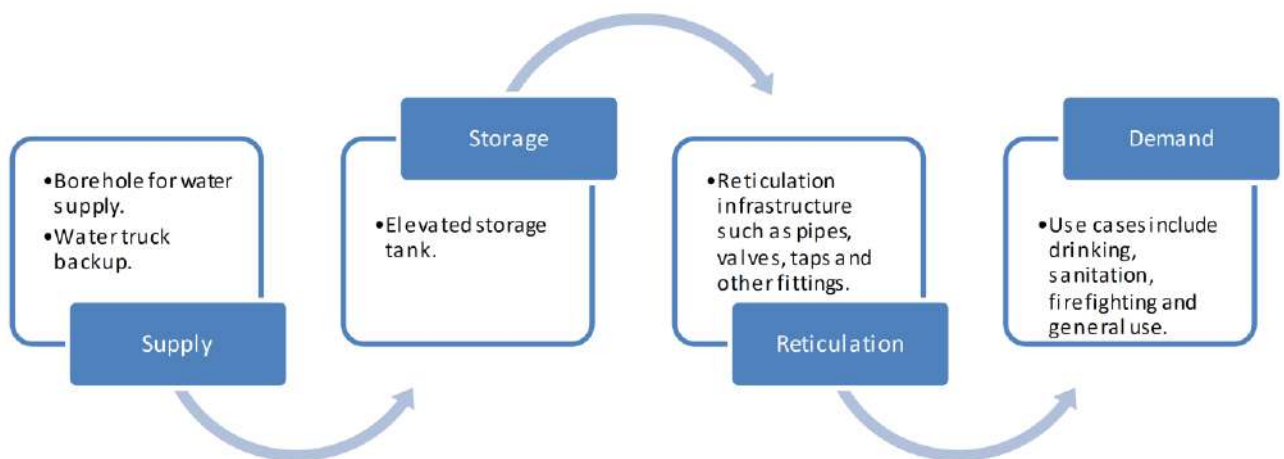


Figure 5-2: Final Project Layout Map

### 5.2.5 Water storage and supply

Water use required at the new facility during construction will be for dust suppression and to wet construction fill material to its optimum moisture content for compaction as well as for potable purposes, landscaping, sanitation, firefighting, maintenance, and general use. Water use during operations will entail potable use, firefighting, landscaping, sanitary purposes, and maintenance. The water demand for the facility will be approximately 40m<sup>3</sup>/day during the construction phase and 21m<sup>3</sup>/day during the operational phase. SIOC proposes to abstract groundwater from an on-site borehole(s) to supply the water requirements at the airfield. Water will be stored in elevated tanks with a storage capacity of 200m<sup>3</sup> for distribution to the respective areas of demand. The boreholes were subjected to pump tests and the proposed abstraction volume is well within the sustainable safe yields of the boreholes.

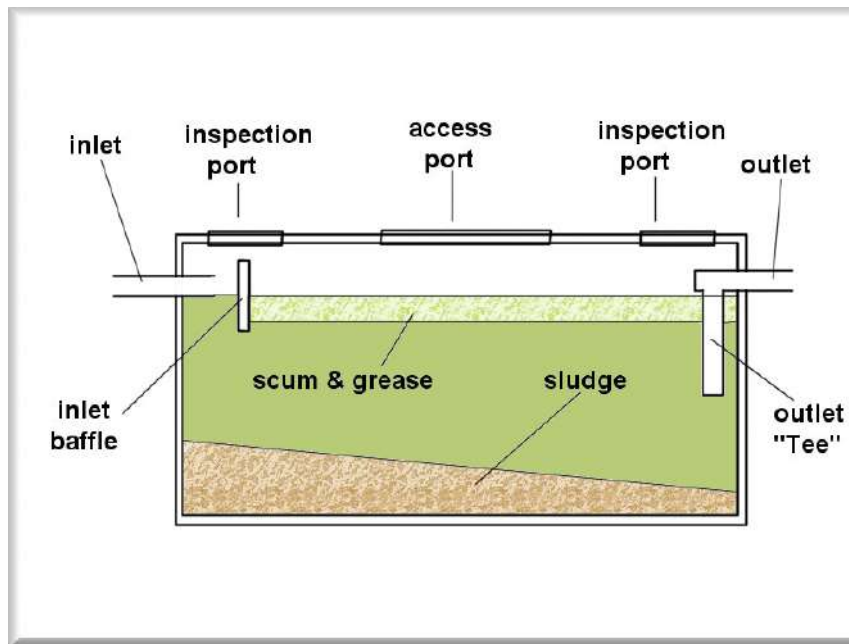


**Figure 5-3: Onsite Water Supply System**

### 5.2.6 Wastewater management

A septic tank system, conceptually illustrated in Figure 5-4, will be utilised at the facility for the management of grey water and sewage emanating from the airfield operations. A septic tank system utilises settling and anaerobic digestion to provide primary treatment to wastewater. The septic tank(s) will be located underground to facilitate gravity flow into the tank. Sludge emanating from the system requires secondary treatment and will be removed via a vacuum truck when required and transported to the Postmasburg Wastewater Treatment Works ("WWTW") for secondary treatment.

An evapotranspiration ("ET") system is proposed to manage the "non-sludge" effluent emanating from the septic tanks. An ET system utilises the evaporation effect for the management of effluent. Effluent seeping into the ground will be prevented by means of two layers of Geosynthetic Clay Liner ("GCL") below a 1.5 mm HDPE liner.



**Figure 5-4: Illustration of a Typical Septic Tank System**

### **5.2.7 Stormwater management**

There is no existing stormwater infrastructure in the area on which the proposed airfield will be developed. A stormwater management plan ("SWMP") is being developed as part of the technical information that will be submitted in support of the WUL application.

The following provides a basic description of the stormwater system and philosophy:

- The runway will be designed to allow stormwater to be removed from the surface as swiftly as possible to maintain skid resistance and enhance safety of aircraft movements. Minor systems such as culverts and open channels will be utilised to convey upstream and on-site runoff, designed not to concentrate run-off unnecessarily.
- Upstream runoff from the runway will be diverted around the terminal and apron area by means of channels or berms and released further downstream. It will be ensured that the velocities involved will be managed in such a way as to not cause erosion either within the diversion infrastructure or beyond the downstream release point.
- In the case of the access roads, taxiways and the runway, direct runoff will be channelled off of these surfaces by means of a chamber into the natural drainage systems if pooling is not a problem. Where pooling may be an issue, diversion channels will be used to convey stormwater to acceptable release points. Where natural drainage lines are found to cross these structures, culverts will be provided. Runoff velocities will be managed to ensure that erosion does not occur.

- Velocity management may be in the form of linings for stormwater management channels. Energy dissipation at release points may include riprap lined areas that would provide protection of in situ material, dissipate energy and spread flow over large areas to encourage sheet flow.
- Contaminated areas, such as fuelling installations, will be bunded to capture potentially contaminated runoff from these areas that will then be disposed-of appropriately.

### **5.2.8 Borrow pit**

Bulk earthworks related to runway construction is often the dominant cost component for a small airfield facility. Fill materials for construction purposes will therefore be sourced from an on-site borrow pit which will reduce costs significantly, compared to the sourcing of such material from external sources. The in-situ material on site are expected to be easily excavated using conventional excavators and/or dozers, however, the hardpan calcrete layers may require the use of pneumatic action and/or blasting before excavation can take place. Three borrow pit locations have been identified as per Figure 5-2 with a total surface area of approximately 9 hectares.

### **5.3 Period for which the Environmental Authorisation is Required**

The operational life of the airfield is expected to exceed the life of Kolomela mine which currently estimated at 2034. It is possible that the airfield may become public infrastructure and available for public air travel during the life of mine or at mine closure.

## **6. POLICY AND LEGISLATIVE CONTEXT**

This document has been prepared strictly in accordance with the requirements of the National Environmental Management Act (No. 107 of 1998) ("NEMA") and the EIA Regulations (GN R. 326 as amended in 2017). This section outlines the key legislative requirements applicable to the project.

### **6.1 National Environmental Management Act (No. 107 of 1998)**

The purpose of the act is to provide for co-operative environmental governance by establishing principles for decision-making on matters affecting the environment. Section 24 of NEMA provides for the Minister of Environmental Affairs to publish activities that require Environmental Authorisation ("EA") prior to commencement. This has resulted in the promulgation of Listing Notices 1 (GN. 327), 2 (GN. 325) and 3 (GN. 324) with the EIA Regulations (GN. 326) of December of 2014 as amended by GN. 324-327 of 7 April 2017. Activities included in Listing Notices 1 and 3 require a Basic Impact Assessment to be

undertaken and activities included in Listing Notices 2 require a scoping and full EIA process to be undertaken in order to obtain EA prior to commencement.

The project triggers activities listed in Listing Notice 1 (GN. 327) and Listing Notice 2 (GN. 325) and thus the application for EA requires the completion of a Scoping and full EIA process. The complete description of all activities triggered are provided in Section 4.1 of this report.

Authorisation is required for activities applicable to the development of the airfield in terms of the EIA Listing Notices 1 & 2 of GNR. 327-325, as amended.

## **6.2 National Environmental Management: Waste Act (No. 59 of 2008)**

The purpose of the act is to provide basis to implement measures for the prevention of pollution and ecological degradation and for securing ecologically sustainable development. In terms of the National Environmental Management: Waste Act (No. 59 of 2008) ("NEM: WA"), waste management activities that are listed in regulations published under NEM: WA may not be undertaken without a Waste Management License ("WML"). The listed activities for which a WML is required are contained in GN R. 921. The proposed project will not trigger any of the listed activities and no WML is therefore required. The relevant Norms and Standards for the Storage of Waste will also be taken into consideration as part of the mitigation that will be included in the EMPr. The storage capacity will not exceed the threshold to register under the Norms and Standards.

The project will not require a Waste Management Licence in term of NEM: WA

## **6.3 National Environmental Management Act: Air quality Act (No. 39 of 2004)**

The National Environmental Management: Air Quality Act (No. 39 of 2004) ("NEMA: AQA") controls and regulates atmospheric emissions and provides for Listed Activities (GN. 893, November 2010) which have or may have a significant effect on the environment, including health, social conditions, economic conditions, ecological conditions, or cultural heritage. Any activity captured under this list require the person undertaking the activity to apply for an Atmospheric Emission Licence ("AEL"). The proposed Airfield will not trigger any of the listed activities and therefore an AEL is not required for the project.

SIOC is required to comply with the National Dust Control Regulations (NDCR, GN. 827 of 1 November 2013) (as amended in 2019). Dust fall monitoring may be required in terms of the NDCR to assess the facility's contribution to dust fall. Additional measures must be implemented to control dust if the monitoring results show excessive dust generation.

The project will not trigger activities listed in GN 893 and therefore an AEL is not required, however air quality monitoring would be required.

#### **6.4 National Forests Act (No. 94 of 1998)**

Sections 12 and 15 of the National Forests Act (No. 94 of 1998) requires any person who damages, cuts, destroys, prunes, or relocates a nationally protected tree (as listed in Regulation GN. 690, September 2017) to apply for a permit from the Department of Forestry, Fisheries, and the Environment ("DFFE") to do so. The occurrence of potential protected plants will be assessed during the EIA whereby the biodiversity specialist will identify and assess such plants after which a permit will be applied for, if required.

An application will be submitted for the removal of protected tree species identified as part of the biodiversity study within the project footprint, if necessary.

#### **6.5 Northern Cape Nature Conservation Act (No. 9 of 2009)**

Section 49 and 50 of the Northern Cape Nature Conservation Act (No. 9 of 2009) requires any person that intends to undertake a restricted activity in respect of protected plants and animals as set out in Schedule I and Schedule II of the Act to apply for a permit from the Northern Cape Department of Agriculture, Environmental Affairs, Rural Development and Land Reform. Application will need to be made for the necessary permits prior to the commencement of site clearance in areas (if any) where protected plants are present. The permit applications will be supported by an Ecological Impact Assessment specialist study undertaken as part of the EIA process.

An application will be submitted for the removal of protected vegetation species identified as part of the biodiversity study within the project footprint, if necessary.

#### **6.6 National Water Act (No. 36 of 1998)**

The purpose of the National Water Act (No. 36 of 1998) ("NWA") is to ensure that the nation's water resources are protected, used, developed, conserved, managed, and controlled. Section 21 of the NWA contains a list of activities that require a Water Use Licence ("WUL") prior to commencement thereof. The following Section 21 water uses will be triggered by the project and therefore a WUL will be required prior to commencement. Table 6-1 below indicates the Section 21 Water Uses to be Included in the WUL application.

**Table 6-1: Section 21 Water Uses to be Included in the WUL Application**

Water Use	Activity Description	Infrastructure/activity
<b>Section 21 (a)</b>	Abstraction of groundwater from a borehole.	Abstraction of water from an onsite borehole. The water demand for the facility will be approximately 40m <sup>3</sup> /day during the construction phase and 21m <sup>3</sup> /day during the operational phase.
<b>Section 21 (c&amp;i)</b>	Infrastructure that will impact directly on water courses	Establishment of infrastructure footprint within 500m of wetland pans.
	New infrastructure within 500 m regulated zone of a wetland/watercourse (specific infrastructure to include in the IWUL application will be confirmed after review of specialist findings)	
<b>Section 21 (g)</b>	Discharging water containing waste into a water resource and disposing of waste in a manner which may detrimentally impact on a water resource.	Septic tanks and Evapotranspiration Beds.

A WUL application process is being undertaken concurrently to the EA application process in terms of the Regulations Regarding the Procedural Requirements for Water Use Licence Applications and Appeals (GN R. 267 of 2017). The WUL application (submitted on the 8<sup>th</sup> of February 2023) will be supported by an Integrated Water and Waste Management Plan ("IWWMP") compiled in accordance with the requirements of GNR. 267.

The project will require a Water Use Licence from the Northern Cape Department of Water and Sanitation ("DWS")

### **6.7 National Heritage Resources Act (No. 25 of 1999)**

The National Heritage Resources Act 25 of 1999 (NHRA) controls and regulates the interaction with heritage, archaeological and paleontological artefacts, and structures. Sections 34, 35 and 36 of the Act state that no person may demolish or alter any structure which is older than 60 years without a permit issued by the relevant provincial heritage resources agency. A Heritage Impact Assessment ("HIA"), Archaeological and Desktop Palaeontological Impact Assessment (PIA) has been undertaken as part of the EIA to identify any heritage/archaeological resources that will be affected and identify any permitting requirements. Consultation will be undertaken with the South African Heritage Resources Agency to obtain input during the EIA process.

The project will not require a permit for the disturbance of heritage resources in terms of the NHRA.

## **6.8 Civil Aviation Act (No 13 of 2009): Civil Aviation Regulations, 2011**

According to Regulation 36 of the Civil Aviation Regulations, an application for the aerodrome in term of regulation 21 must be supported by proof that the facility will comply with the appropriate noise standards as prescribed in Document SA-CATS 36.

Regulation 139.02.11 requires that an airfield must establish an aerodrome environment management programme which relates to foreign object debris ("FOD"), oil and fuel spillages, bird and wildlife that presents or are likely to present a hazard to aircraft operating to or from the aerodrome. The Environmental Management Programme ("EMPr") must contain measures to minimise the effects of such hazard or potential hazard. The aerodrome operator shall ensure that an environmental management meeting is conducted with interval not exceeding three months and that the minutes of the meetings must be kept and must clearly indicate all identified environmental issues that may affect the operations and the rectification thereof.

In terms of Regulation 139.02.13, an application for the issuing of an aerodrome licence, or an amendment thereof, shall include an environmental impact report and written approval from all interested Government institutions.

The Civil Aviation Authority ("CAA") must be furnished with a copy of the Environmental Impact Report and the EA once it has been approved in support of the application in terms of the Civil Aviation Act. A license to operate the airfield will be required from the CAA.

## **6.9 Noise Control Regulations – Act PN 627 of 1998**

The purpose of the Noise Control Regulations (GN. 627 of 1998) is to create a set of strategies to reduce noise pollution or to reduce the impact of that noise, whether outdoors or indoors. The Regulations define and "*disturbing noise*" as "*a noise level that exceeds the ambient sound level measured continuously at the same measuring point by 7 decibels or more.*"

A noise impact assessment has been undertaken to determine current noise levels on the site and determine the degree that noise levels will increase due to the operations at the airfield.



## **7. NEED AND DESIRABILITY OF THE PROPOSED ACTIVITIES**

### **7.1 Supporting function for Kolomela Mine**

Kolomela mine is situated in a remote section of South Africa and the mine is dependent on-air transportation to allow contractors and employees to travel in an effective and safe manner from other parts of the country, including SIOC Corporate office located in Gauteng. Air transportation prevents long overland travelling that would result in increase road traffic volumes, a loss of productivity and undue safety risks for the employees and contractors. An airfield and associated air travel provides an essential supporting function for the mine's operations. Therefore, a clear need exists for a facility that can accommodate passengers travelling to and from Kolomela mine. The proposed airfield will ensure the continued transportation of employees and contractors to the mine.

### **7.2 Increased capacity to accommodate air traffic**

The purpose of the airfield will be to accommodate air traffic related to passengers travelling to and from Kolomela mine from Johannesburg. While the Sishen mine is currently serviced by 19 flights per week of 37 seat regional jet aircraft, Kolomela is serviced by Assmang's Tommy's Field involving 7 flights in 29-seater Jetstream41 turbo-prop aeroplanes. However passenger numbers per flight are limited to less than the full seating capacity due to the runway limitations at Tommy's Field. Given the shortage of capacity on the Kolomela flights, many passengers are forced to fly to Sishen and are subjected to a long and a potentially dangerous road transfer over 100 km from Sishen airfield in Kathu to Postmasburg.

The runway at Tommy's Field is too short to allow for safe departures of fully loaded aircraft under 'hot and high' conditions and various safety incidents have been reported. Furthermore, it is likely that Airlink will retire the fleet of Jetstream41 aircraft currently servicing Kolomela in the future.

The existing runways at Tommy's Field and Postmasburg Airfield were investigated as possible solutions, but these facilities cannot be expanded for various technical reasons, including air space restrictions, proximity to mining activities and residential areas, thus necessitating the need for a new runway and airfield to be developed in Postmasburg to support air traffic to Kolomela mine. A clear need exists to develop a new facility to provide sufficient capacity for air transportation to Kolomela.

### **7.3 Socio-economic contribution**

The project will contribute to economic development in terms of the following:

- Temporary jobs (skilled and unskilled) will be created during the construction phase

of which a portion will be sourced from local labour. The project will result the creation of a number of temporary jobs during construction.

- During the operational phase, Kolomela is likely to move the labour operating Tommy's Airfield to the new airfield. Operational phase employment impacts are considered low.
- The purchasing of local goods and services during construction and operations (fuel, food, cleaning services, maintenance, building material, etc.).

## **8. ALTERNATIVE IDENTIFICATION AND ASSESSMENT**

This section includes information regarding the site selection process, alternative sites that were excluded and alternatives for the layout and electricity supply together with the option of not implementing the activity.

### **8.1 Site selection process**

An extensive site selection process was undertaken by SMEC South Africa to identify a suitable location for the proposed airfield. The factors that were considered were based on the requirements of the Civil Aviation Authority ("CAA") and/or practical requirements and are considered as either significant or fatal flaws for the development of an airfield. These factors are discussed in Table 8-1 and illustrated in Figure 8-1 as well as the potential sites that were identified. The properties where the proposed airfield will be developed are also owned by SIOC, and no land needs to be acquired.

Five (5) site alternatives were identified as a result of the site selection process as indicated in Figure 8-1. The sites included the proposed site (Gruispan), Farm Kalkfontein, Erf 1 of the Town Postmasburg, upgrade of the existing Postmasburg airport and the upgrade of the existing Tommy's field airport.

**Table 8-1: Site Selection Criteria**

<b>Criteria</b>	<b>Description</b>
1. Radius	The site selection was conducted in a 20km radius from the town centre of Postmasburg which is optimal in terms of travelling distance and accessibility. All properties outside this radius have been excluded. Traveling further distances will also increase travelling time and safety concerns on roads.
2. Mining considerations	The DMRE D1 database was used to exclude properties on which existing Prospecting Rights or Mining Rights have been issued. The effect of mining activity on both the footprint of the airfield and aeronautical approach paths were considered.

Criteria	Description
3. Military artillery range at Lohatla military base	The Lohatla military base is situated 32km north of Postmasburg. A 15km buffer zone from the restricted airspace associated with the Lohatla bombing range has also been used as a factor for site selection. The buffer has been included to prevent any risk of entering the restricted air space due to previous safety incidents of this nature.
4. Accessibility and travelling distance	Potential sites situated on secondary unpaved roads that are located considerable distances away from Kolomela and Postmasburg have also been excluded due to the viability of road upgrades and accessibility.
5. Proximity to residential areas	Proximity to residential areas was also taken into account during the site selection process due to potential noise impacts and associated nuisance conditions.
6. Site Topography	The runway requires a relatively flat area with a maximum longitudinal slope on the runway centreline of 1.5% or less. A slope map of the 20km radius was generated with areas exceeding 1.5% being highlighted. Localised slope variations could be tolerated, but sites with overall slopes steeper than 1.5% were excluded from consideration.
7. Surrounding Topography	According to the requirements of the International Civil Aviation Organisation and, subsequently, the South African Civil Aviation Authority, the end of the runway must not be situated within 4000 meters from a topographical feature with a vertical height higher than 45 meters of the runway. The criteria were applied to sites that were deemed acceptable in terms of the above requirements (1. to 6.) and yielded exclusion zones within individual sites in terms of areas that would not meet this requirement.

## 8.2 Alternative sites

### 8.2.1 Portions 1 and 2 of Farm 538 Hay RD (Gruispan) (Alternative 1)

The proposed and preferred site location alternative entails the development of an airfield on Portions 1 and 2 of the Farm Plaas 538 Hay RD. The site is easily accessible from the R325 regional road. No Ecological Support Areas ("ESAs") or Critical Biodiversity Areas ("CBAs") are located on the properties. No prominent drainage lines transverse the study area and the optimisation of the layout will enable SIOC to limit potential impacts on wetlands.

### 8.2.2 Upgrade of the existing Postmasburg airport (Alternative 2)

The site is optimally located in terms of access and will only entail the extension of an existing facility not a new development. However, the site has been excluded for further assessment due to the very close proximity (<250m) to a residential area and the associated noise impacts. The footprint of the proposed expansion is partially located

within a CBA 1 which is regarded as highly sensitive. This alternative is also not preferred due to the existence and location of nearby overhead power line structures which present potential hazardous aviation obstacles. An existing water tower presents a potential obstacle and bird activity from the nearby WWTW.

### **8.2.3 Erf 1 of the Town Postmasburg (Alternative 3)**

This site is not preferred as it is characterised by significant environmental features. Two prominent drainage features are located on Erf 1 that drain into the Groenwaterspruit river which is classified as an NFEPA river. The drainage features would be directly impacted. Large NFEPA wetlands are situated at the northern end where the runway would be situated and poses significant risk for bird strikes. Numerous other potential large wetland pans are also situated on the property and the topography of the area does not allow for any layout alterations to prevent impacts on wetlands. The land is currently leased by local farmers for grazing purposes and the proposed facility would impact the land use capability and livelihoods of these people.

### **8.2.4 Upgrade of the existing Tommy's field airport (Alternative 4)**

The site is not a preferred option due to the very close proximity (800 m) to Beeshoek mine and associated blasting activities, especially with the use of larger airplanes. Future expansion of activities at Beeshoek may also pose a risk to the project. The site is located close to the Lohatla Military Bombing Range airspace buffer zone and existing safety incidents have been recorded.

### **8.2.5 Farm Kalkfontein 474, Postmasburg (Alternative 5)**

The Farm Kalkfontein (situated north of the Farm Gruispan) was previously considered as the preferred alternative to develop the airfield mainly due to the property's closer proximity to Postmasburg and Kolomela mine. However, the property is owned by a private entity and after due consideration of various factors (including processes to acquire the property) it was decided to pursue a property owned by SIOC for the development of the project. The Farm Kalkfontein was therefore excluded for further assessment as part of this EIA process.

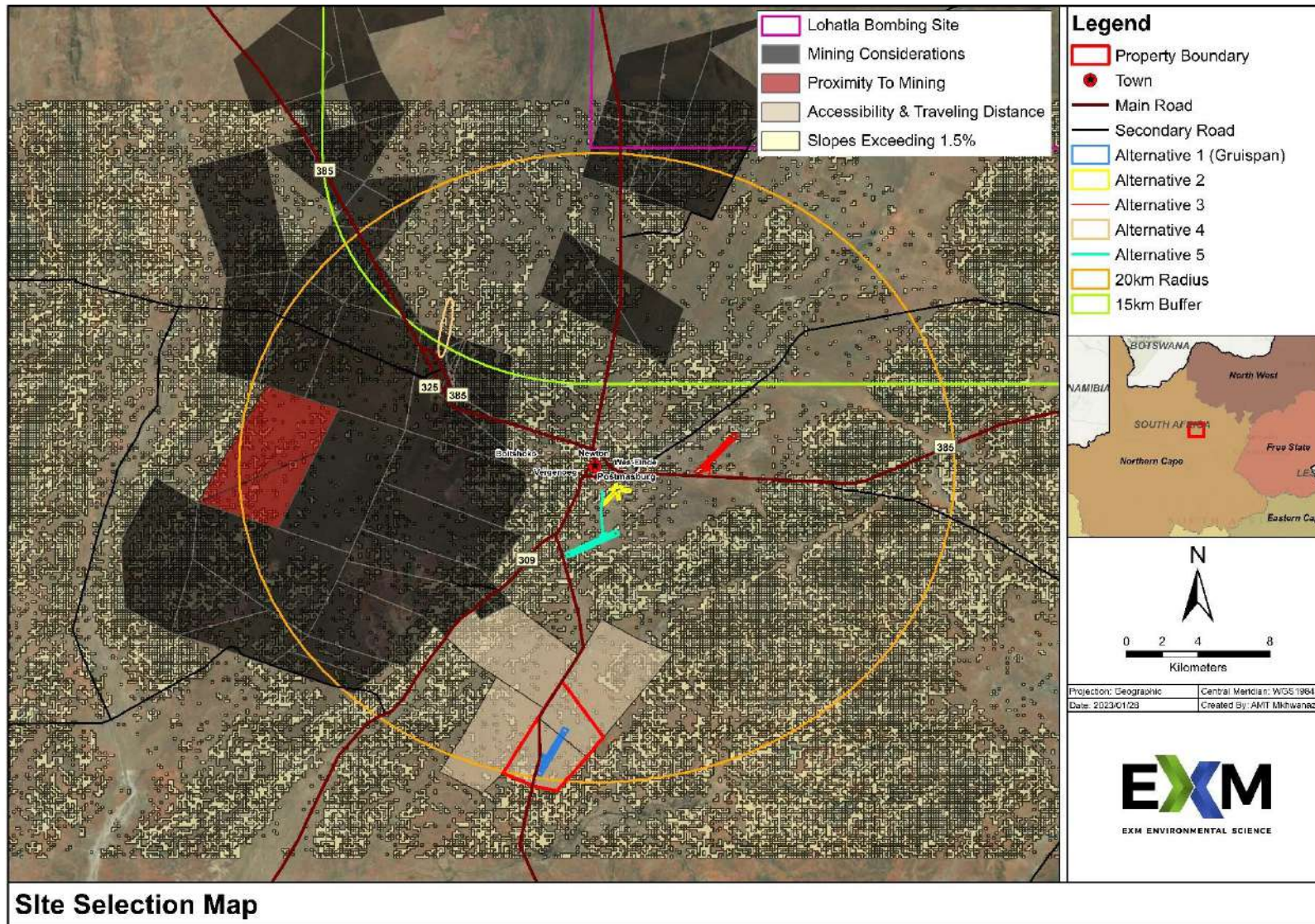


Figure 8-1: Site Selection Map



### **8.3 Electricity Supply Alternatives**

Two options are considered with regards to energy supply to the facility. The first option entails the development of a relatively small Solar Photovoltaic (PV) Facility to provide electricity to the site. The second option will be to establish a new electricity supply line of 11 Kilovolt (kV) to connect the facility to the Eskom grid. There is a current transmission line that runs along the R325 regional road which can potentially provide a connection to the grid. The development of a PV facility will provide reliable electricity from a renewable resource and is therefore the preferred option. Current indications show that the development of a PV facility will be a feasible option.

### **8.4 Layout alternatives**

The initial site layout and orientation of the runway are based on several factors, including the dominant wind direction, topography constraints, location of mining activities, etc. The layout and orientation have been refined based on the outcome of the specialist studies and site sensitivities as well as detailed topographical surveys. The initial layout and runway orientation would have resulted in direct and indirect impacts on cryptic wetlands. The orientation of the runway was also not optimal in relation to noise sensitive receptors to the north east and south west. As indicated in Figure 8-1, the entire layout and orientation have been amended to prevent impacts on cryptic wetlands. The mitigated runway orientation will also significantly reduce noise impacts at receptors to the north-east and south west of the site. Table 10-2 provides a comparison of the noise related impacts associated with the unmitigated and mitigated runway alignments. The model was derived from the Noise Impact Assessment (Airshed, 2022) and it is clearly shows that the amended orientation will significantly reduce potential noise impacts.

### **8.5 Road Alternatives**

Two alternative road options, as indicated in Figure 8-2, will be utilised to drive to and from Kolomela and Postmasburg towards or from the site. The first alternative (marked in yellow) will entail a route which will run from the proposed airfield on the Griekwastad road north (link 02), then on the Witsand road and through the town of Postmasburg. From here vehicles will travel towards Beeshoek mine on the R385 (link 05 and 06) and turn south on the main Kolomela access road. The second alternative (marked in blue) will entail a route which will run from the proposed airfield on the Griekwastad road north and from the intersection south on the Witsand road (link 09) and access to Kolomela will be gained from the east of the mine at an existing gate (link 10). Both of these alternatives will be utilised to travel to and from the airfield, i.e., some people will travel towards the airfield from Postmasburg and use alternative 1 and others will travel directly from the airfield towards Kolomela and utilise alternative 2.

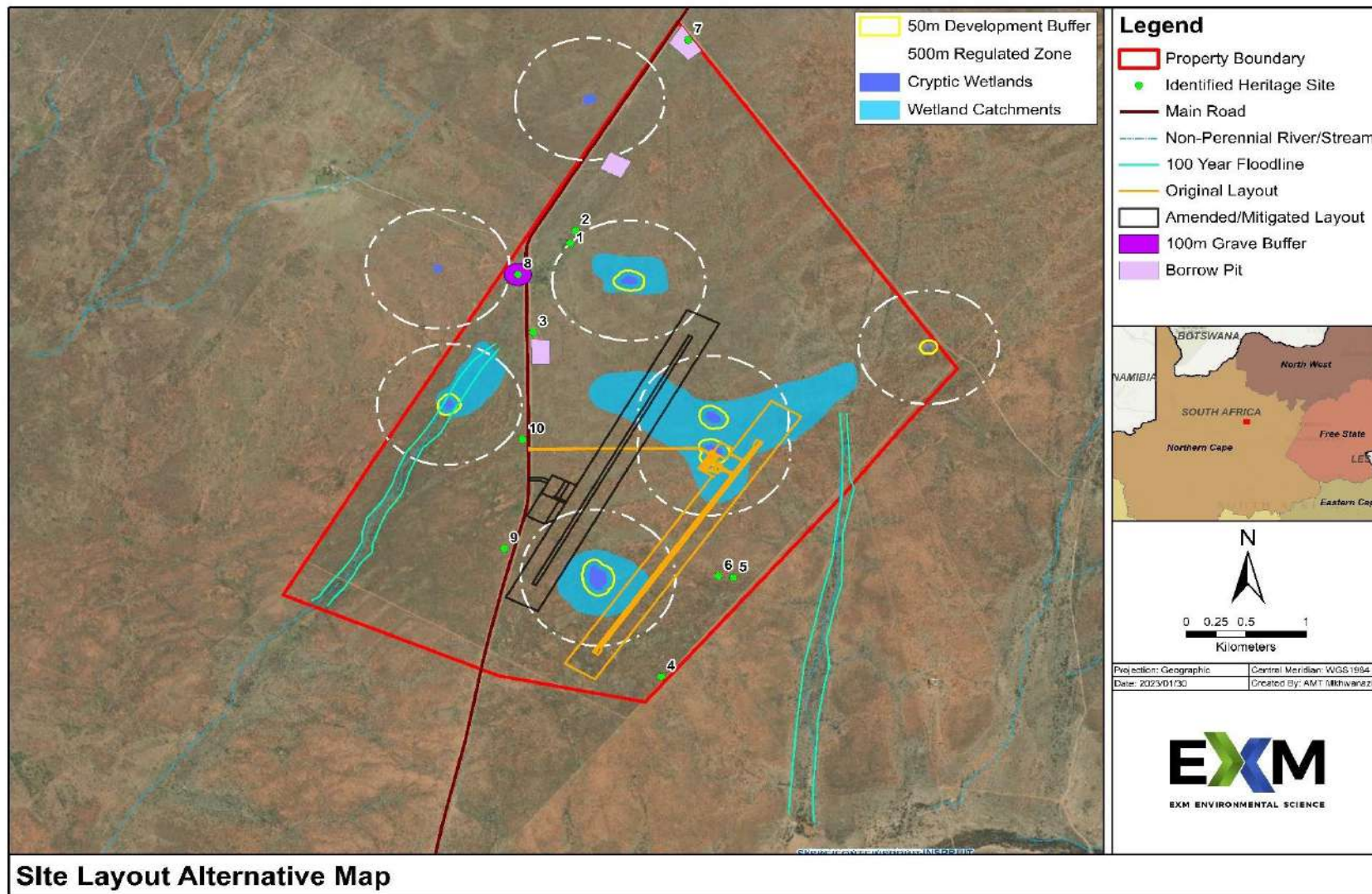


Figure 8-1: Site Layout Alternative Map

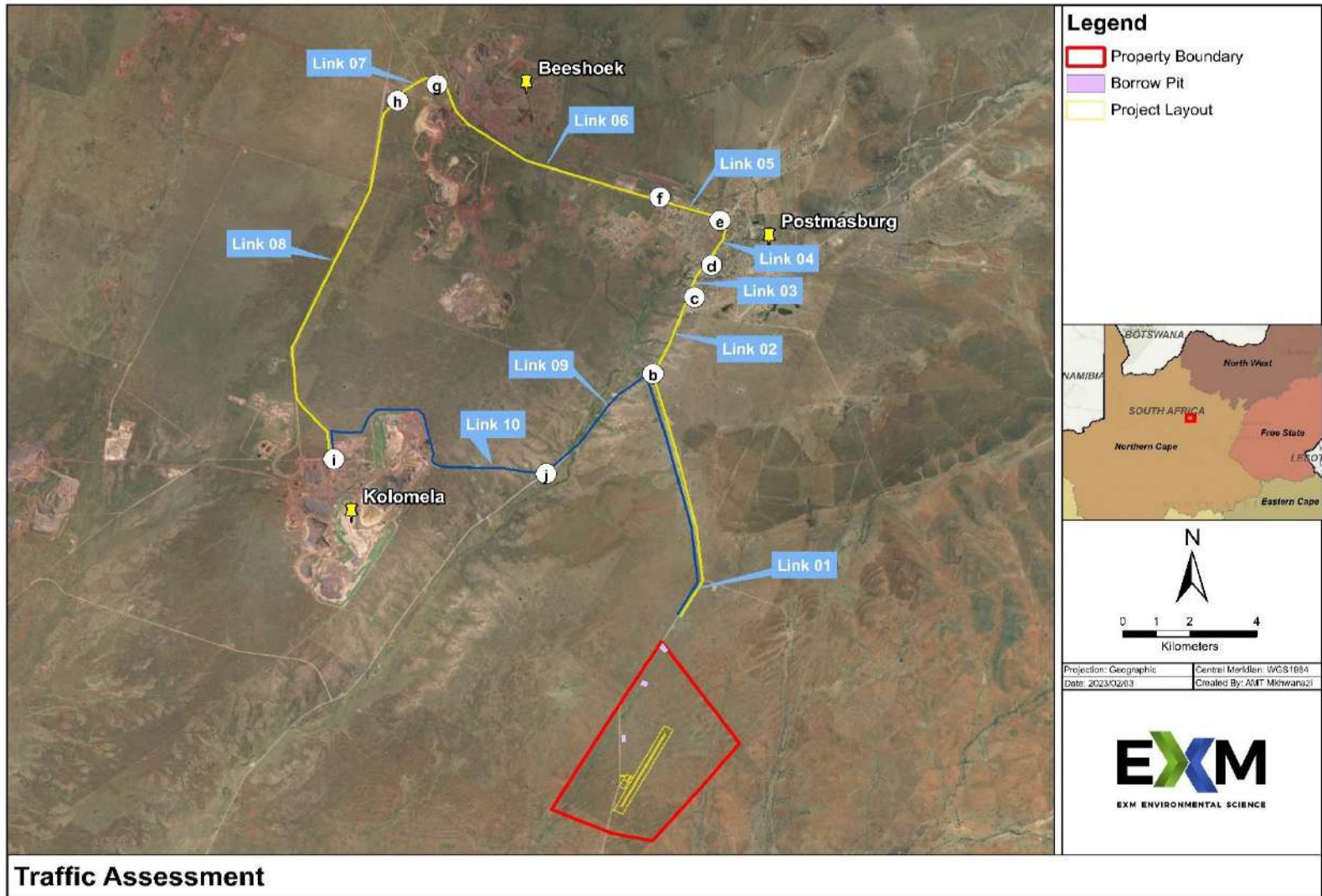


Figure 8-2: Road Alternatives



## **8.6 Option of not implementing the activity**

The no-go alternative would entail the non-continuation of the airfield development. This would mean that Kolomela will continue to use Assmang's Tommy's Airfield. There is currently a shortage of capacity on the Kolomela flights at the airfield and many passengers are forced to fly to Sishen mine near Kathu and are subjected to a long and potentially dangerous road transfer from Kathu to Postmasburg. The existing runway is too short to accommodate larger planes. The short runway also does not allow for safe departures of fully loaded aircraft under 'hot and high' conditions and various safety incidents have been reported. As previously discussed, the upgrade of the Tommy's Airfield is not a feasible option. The non-continuation of the proposed airfield is therefore not a preferred option.

The non-continuation of the airfield development will also negate the socio-economic benefits associated with the facility, including job creation (especially during construction) and the purchasing of local goods and services. The project also has the potential to have socio-economic spin offs. The airfield could in future be used by local residents and other aircraft not related to Kolomela mine operations. The current status of infrastructure development in Postmasburg is not favourable and this project will contribute significantly to infrastructure development in the area. These benefits will be prevented if the project does not proceed.

The status quo will remain, and the no-go alternative would prevent any potential negative environmental impacts associated with the proposed airfield.

## **9. DETAILS OF THE PUBLIC PARTICIPATION PROCESS FOLLOWED**

A public participation process is conducted in terms of the Chapter 6 of NEMA and the EIA regulations. The purpose of the public participation process is to inform all the identified Interested and Affected Parties ("IAPs") of the proposed development and associated EA application process and allow them to raise comments/concerns.

### **9.1 Identification of Interested and Affected Parties**

An IAP database (**Appendix B1**) has been created for the purposes of this project. Potential IAPs were identified based on the definition of IAPs in the EIA regulations:

- Landowners or tenants adjacent to or within 100 m from the proposed study area. For the purposes of this study all neighbouring landowners have been identified and notified.

- Any ratepayers association that represents the community in the area (if applicable).
- Ward councillor with jurisdiction in the area.
- Officials from the Tsantsabane Local Municipality and the ZF Mgcawu District Municipality
- Authority or organs of state having jurisdiction in respect of any aspect of the activity, including. The following organs of state have been notified:
  - Northern Cape Department of Water and Sanitation ("DWS")
  - Northern Cape Department of Fisheries and Forestry
  - Northern Cape Department of Mineral Resources
  - Northern Cape Department: Co-operative Governance, Human Settlements and Traditional Affairs.
  - Northern Cape Department of Agriculture, Environmental Affairs, Rural Development and Land Reform.
  - Northern Cape: Department of Economic Development and Tourism
  - Department Of Roads and Public Works
  - South African Heritage Resources Council (Northern Cape).
  - Department Of Social Development
  - South African Heritage Resources Council
  - Civil Aviation Authority
  - Northern Cape Department of Agriculture; and
  - Tsantsabane Local Municipality Municipal Manager
  - ZF Mgcawu District Municipality
- Persons who respond to the Background Information Document ("BID"), press advertisements and site posters.

## **9.2 Notification of Interested and Affected Parties**

In accordance with Section 41(2)(b) of Chapter 6 of the EIA Regulations (GN. 326 of 2017, as amended), written notification (including Background Information ("BID") document by email and SMS) was provided to all persons on the IAP database. Other methods of notification included the following:

- Site notices (Afrikaans and English) have been placed at the access roads to the site as well as at public areas in Postmasburg such as Shoprite and Spar stores, and Griekwasstad farm gates (**Appendix B 4**)
- Email notifications have been sent to the identified I&APs (**Appendix B5**).
- SMS notification have been sent to the identified I&APs (**Appendix B5**).
- Advertisements have been placed in two newspapers (local and regional), one in English and one in Afrikaans which are distributed in the Postmasburg area (Kalahari Bulletin and Volksblad) (**Appendix B3**).

A copy of the BID is provided in **Appendix B2**. Proof of distribution of the BID is contained in **Appendix B5**.

### **9.3 Distribution of draft Scoping report for comment**

The draft scoping report was distributed for a period of 30 days to the identified IAPs by means of the following methods:

- An electronic link was provided to the identified IAPs with access to email.
- IAPs for whom only cell number are available have been notified of the availability of the report and provided the opportunity to request access to the document.
- A hard copy of the draft scoping report was provided to the Case Officer.

Proof of distribution is included in **Appendix B5**. The IAPs were also provided access to the final scoping report for review.

### **9.4 Public meeting**

A public meeting will be held with key surrounding landowners and a separate open meeting will be held to introduce the project and communicate the results of the EIA.

### **9.5 Response to comments received**

The comments received thus far have been incorporated in the final Scoping Report that has been submitted to the CA. Summary of Comments/issues raised by IAPs.

The comments received together with the EAP's responses have been included in Table 9-1 below.

**Table 9-1: Comments raised by I&AP's**

Refer to **Annexure B6** for proof of comments and responses.

Date received	Name	Correspondence received	Date responded to	Response to comments
<b>Municipality (district and local)</b>				
24/10/2022	H G Mathobela Municipal Manager	Good morning  We take note of the Public Notice on SIOC EIA process.  We request a meeting to understand the scope and its implications to TLM and its environment.  Regards  H G Mathobela Municipal Manager	14/11/2022	Good day Mathobela, I hope you are well. As per the below email, can we please arrange a meeting to discuss the project on Thursday the 17 <sup>th</sup> of November 2022 at 14:00?  Kind regards Trevor No response to date  A follow up email was sent on the 7 <sup>th</sup> of February 2023 to arrange a meeting with the stakeholders.
24/10/2022	Jacoline Mans Chief Forester: NFA Regulations Department of Forestry, Fisheries, and the Environment	Dear Thashnee  May you please send me an electronic copy of the above-mentioned Scoping Report and the .kml / .kmz showing the proposed airfield. Thank you in advance.  Kind Regards  Jacoline Mans Chief Forester: NFA Regulations Department of Forestry, Fisheries, and the Environment	2022/11/10	Good morning Jacoline,  I hope you are well.  Please see attached an electronic copy of the above-mentioned Scoping Report and the .kml / .kmz showing the proposed airfield as requested.  Kind regards Thashnee  No further comments received
<b>Interested Parties</b>				
03/10/2022	Johan vd Merwe	Goeie dag.  Aangesien ek grens aan Gruispan sal ek graag ingelig wil word met alle ontwikkeling van voorgenome lughawe.		Goeie dag Johan,  Baie dankie, ons het jou epos ontvang.

Date received	Name	Correspondence received	Date responded to	Response to comments
		<p>Dankie, Johan vd Merwe</p> <p><b>Translation:</b> Good day.</p> <p>Since I border Gruispan I would love to be informed with all development of proposed airport.</p> <p>Thank you Johan vd Merwe</p>	2022/10/06	<p>Alle dokumente sal beskikbaar gemaak word vir kommentaar, gedurende die proses van die projek.</p> <p>Baie dankie.</p> <p>Vriendelike groete Trevor Hallatt and Thashnee Moodley</p> <p><b>Translation:</b> Good day, Johan.</p> <p>Thank you for the email received. All documents will be communicated for comment as the projects process precedes.</p> <p>Thank you Kind regards Trevor Hallatt and Thashnee Moodley</p>
03/10/2022	Izak Gous	<p>The main concerns are the impact that the increased traffic will have on the road condition and possible dust generation should adequate measures not be put in place.</p>	2022/10/14	<p>Good day Izak,</p> <p>Thank you for the attached correspondence received regarding the Airfield developed south of Postmasburg. You have been included in the list of registered Interested and Affected Parties (IAPs) and you will be included in all further correspondence. Please note that the EIA process, including the specialist studies, is ongoing. As indicated, the condition of the regional roads towards the proposed project site and the effect of additional traffic will be considered as part of the EIA/specialist studies. This will also be a consideration as part of project development.</p> <p>The Environmental Impact Report and specialist studies will be communicated to all IAPs in due course for review and comment. Please inform me if you have any additional comments.</p>

Date received	Name	Correspondence received	Date responded to	Response to comments
				Kind Regards Trevor
07/10/2022	Lourens Pretorius	<p>Good day</p> <p>Can you please forward me all the info on the airfield project. I farm on the farm Pretoriusvlei and its going to impact my business.</p> <p>Regards Lourens Pretorius</p>	2022/10/06	Information regarding the airfield project were sent to Lourens Pretorius on the 06/10/2022
10/10/2022	Johan Kotze	<ol style="list-style-type: none"> <li>1. Why waste more of our scarce farm land on an airfield if there is an existing airfield bordering our town that can only be upgraded if needed?</li> <li>2. The additional amount of underground water which will be needed to be withdrawn, will have an enormous influence on the availability of underground water for neighbouring farmers.</li> <li>3. What will happen to the endangered bird species breeding in the area?</li> <li>4. If Kumba desperately wants to build and own their own airfield, why not build it on a piece of their current mining property?</li> <li>5. The storage of large quantity of fuel poses a fire hazard to the farming community, especially in our area. I do not see that any precaution is planned for prevention of veld fires e.g., provision of fire belts.</li> </ol>	2022/10/06	<p>Goeiedag Johan,</p> <p>Dankie vir die kommentaar rakende die voorgestelde vliegveld naby Postmasburg. Die aangehegte kommentaar het verwysing.</p> <p>Please refer to the below responses to your comments:</p> <p><b>1. Why waste more of our scarce farm land on an airfield if there is an existing airfield bordering our town that can only be upgraded if needed?</b></p> <p>A comprehensive site selection analysis was undertaken to identify alternative locations. The upgrade of the current Postmasburg Airfield and the Tommy's field airport was considered as options. However, the current Postmasburg Airfield was excluded due to the close proximity to residents and would result in significant noise impacts. This alternative is also not preferred due to the existence and location of nearby overhead power line structures which present potential hazardous aviation obstacles. The upgrade of the Tommy's field airport is not a preferred option due to the very close proximity (800 m) to Beeshoek mine and associated blasting activities, especially with the use of larger airplanes. Future</p>

Date received	Name	Correspondence received	Date responded to	Response to comments
				<p>expansion of activities at Beeshoek may also pose a risk to the project.</p> <p><b>2.The additional amount of underground water which will be needed to be withdrawn, will have an enormous influence on the availability of underground water for neighbouring farmers.</b></p> <p>The proposed facility will require approximately 40m<sup>3</sup> of water per day during construction and 21m<sup>3</sup> per day during operations which will be obtained from 2 on site boreholes. A geohydrological investigation is being undertaken to determine the availability of water in the aquifer which will be linked to the sustainable safe yields, the amount of water that can be abstracted without affecting the aquifer yield. The abstraction volumes and authorised volumes will be linked to the sustainable safe yields. The results of the geohydrological investigation will be communicated to all IAPs for review and comment.</p> <p><b>3.What will happen to the endangered bird species breeding in the area?</b></p> <p>A biodiversity (fauna and flora) study is being undertaken to identify potential (endangered) faunal/animals (including birds) that is associated with the project areas. The study will also include potential mitigation measures to minimise potential impacts. The results of the study will be incorporated in the EIA and communicated to all IAPs for comment.</p> <p><b>4.If Kumba desperately wants to build and own their own airfield, why not build it on a piece of their current mining property?</b></p> <p>All properties that have mining related activities have been excluded from the site selection due to potential future expansion or safety considerations. Take-off and landing paths cannot be located over or in close proximity to blasting activities or high structure such as waste rock dumps.</p> <p><b>5.The storage of large quantity of fuel poses a fire hazard to the farming community, especially in our</b></p>

Date received	Name	Correspondence received	Date responded to	Response to comments
				<p><b>area. I do not see that any precaution is planned for prevention of veld fires e.g., provision of fire belts.</b></p> <p>The risk that fire pose to the surrounding properties will be considered as part of the EIA and Environmental Management Programme. The Civil Aviation Authority also has strict rules regarding the management of potential fires at airports. Mitigation will include, i.e., there will be a dedicated fire fighting vehicle on site with back up water supply tanks, fire breaks, emergency procedures, maintenance of grass/vegetation, open communication with adjacent farmers.</p> <p>Please do not hesitate to contact me should you have any further queries. All reports in support of the EIA and WUL will be communicated to you for comment.</p> <p>Kind Regards Trevor</p>
17/10/2022	Natasha Higgitt-SAHRA	<p>Good morning,</p> <p>Thank you for the notification. Please upload the EA documents to the relevant SAHRIS Case and change the status of the case to SUBMITTED. Please inform me when this is completed and provide the case ID number.</p> <p>Kind regards,</p>	2022/10/24	All EA documents were uploaded on SAHRIS
19/10/2022	Este Jonker	<p>Goeie More</p> <p>Aangeheg is 'n voltooide kommentaarblad vanaf Jacques Jonker om as IAP te registreer. Laat weet asb indien enige ander informasie nodig is.</p> <ul style="list-style-type: none"> <li>• My grond is geleë ongeveer 15-18km vanaf die beplande ontwikkeling. My</li> </ul>		<p>Goeiedag Jacques,</p> <p>Dankie vir die kommentaar rakende die voorgestelde lughawe ontwikkeling naby Postmasburg. Neem asb kennis dat ons tans in die omvangbepalingsfase van die projek is en die impakverslag en spesialisstudies sal nog aan U gekommunikeer word vir hersiening en kommentaar. Aanvanklike antwoorde op U kommentaar is as volg:</p>



Date received	Name	Correspondence received	Date responded to	Response to comments
		<p>bekommernis is rakende die impak, op die watertafel o.g.v daaglikse pomp aktiwiteite. Is daar hulp vir boere indien watervlakke baie sou sak?</p> <ul style="list-style-type: none"> <li>Aangesien die verkeer gaan toeneem tussen Postmasburg en Griekwastad – Watter verbeterings of beplande instandhouding is daar vir die hoofpad?</li> <li>Vestiging van infrastruktuur in waterlope of binne 500m vanaf vleilandpanne – Wat gaan die impak van natuurlike watervloei tydens reën seisoen wees? Gaan water herlei word?</li> </ul> <p>Groete Este Jonker</p>	2022/10/24	<p>1. My grond is geleë ongeveer 15-18km vanaf die beplande ontwikkeling. My bekommernis is rakende die impak, op die watertafel o.g.v daaglikse pomp aktiwiteite. Is daar hulp vir boere indien watervlakke baie sou sak?</p> <p>Die voorgestelde fasiliteit sal ongeveer 40m<sup>3</sup> water per dag benodig tydens konstruksie en 21m<sup>3</sup> per dag tydens bedrywighede wat verkry sal word vanaf 2 boorgate op die terrein. 'n Geohidrologiese ondersoek word onderneem om die beskikbaarheid van water in die akwifereer te bepaal wat gekoppel sal word aan die volhoubare veilige opbrengste, die hoeveelheid water wat onttrek kan word sonder om die akwifereeropbrengs te beïnvloed. Die abstraksievolumes en gemagtigde volumes sal aan die volhoubare veilige opbrengste gekoppel word. Die resultate van die geohidrologiese ondersoek sal aan alle partye gekommunikeer word vir hersiening en kommentaar.</p> <p>2. Aangesien die verkeer gaan toeneem tussen Postmasburg en Griekwastad – Watter verbeterings of beplande instandhouding is daar vir die hoofpad? Die potensiele impak rakende addisionele verkeer op die Griekwastadpad sal ondersoek word as deel van impakbepalingverslag en verkeer spesialisstudie en sal nog aan U gekommunikeer word vir hersiening en kommentaar.</p> <p>3. Vestiging van infrastruktuur in waterlope of binne 500m vanaf vleilandpanne – Wat gaan die impak van natuurlike watervloei tydens reën seisoen wees? Gaan water herlei word?</p> <p>Sommige van die infrastruktuur word beplan binne die geregleerde (500m) sones van vleilandpanne en sal nog bevestig word. Dit word nie voorsien dat die fasiliteite beduidende (of enigsins) 'n impak op hierdie panne gaan uitoefen nie. 'n Varswaterhulpbron studie</p>

Date received	Name	Correspondence received	Date responded to	Response to comments
				<p>word onderneem om die presiese omvang van die panne te bepaal asook die potensiele impakte te analiseer. Die studie sal ook bestuursmaatreels voorstel insluitend buffer sones. 'n Watergebruiklisensie aansoek word onderneem vir die vestiging van hierdie spesifieke infrastruktuur. 'n Stormwater plan sal geïmplementeer word by die fasiliteit. Laat weet gerus indien U verdere kommentaar het of enige aspek van die projek wil bespreek.</p> <p>Groete Trevor Translation: Good day Jacques,</p> <p>Thanks for the comments regarding the proposed airport development near Postmasburg. Please note that we are currently in the scope assessment phase of the project and the impact report and specialist studies will still be communicated to you for review and comment. Initial responses to Your comments are as follows:</p> <p>1. My land is located about 15-18km from the planned development. My concern is regarding the impact, on the water table due to daily pump activities. Is there help for farmers if water levels drop a lot?</p> <p>The proposed facility will require approximately 40m<sup>3</sup> of water per day during construction and 21m<sup>3</sup> per day during operations to be accessed from 2 boreholes on site. A geohydrological investigation is undertaken to determine the availability of water in the aquifer which will be linked to the sustainable safe yields, the amount of water that can be extracted without affecting the aquifer yield. The abstraction volumes and authorized volumes will be linked to the sustainable safe yields. The results of the geohydrological investigation will be communicated</p>

Date received	Name	Correspondence received	Date responded to	Response to comments
				<p>to all parties for review and comment.</p> <p>2. As traffic will increase between Postmasburg and Griquastad – What improvements or planned maintenance are there for the main road? The potential impact regarding additional traffic on the Griquastad Road will be investigated as part of impact assessment report and traffic specialist study and will still be communicated to you for review and comment.</p> <p>3. Establishment of infrastructure in watercourses or within 500m from wetland pans – What will be the impact of natural water flow during rainy season? Is water going to be diverted? Some of the infrastructure is planned within the regulated (500m) zones of wetland pans and is yet to be confirmed. It is not foreseen that the facilities will exert significant (or at all) an impact on these pans. A freshwater resource study is being undertaken to determine the exact extent of the pans as well as analyse the potential impacts. The study will also suggest management measures including buffer zones. A water use licence application is being undertaken for the establishment of this specific infrastructure. A stormwater plan will be implemented at the facility. Feel free to let us know if you have further comments or would like to discuss any aspect of the project.</p> <p>Greetings Trevor</p>
24/10/2022	Natasha Higgitt-SAHRA	<p>Good morning,</p> <p>Please note that all development applications are processed via our online portal, the South African Heritage Resources Information System (SAHRIS) found at the following link: <a href="http://sahra.org.za/sahris/">http://sahra.org.za/sahris/</a>. We do not accept emailed, posted, hardcopy, faxed, website links</p>		<p>All documents were uploaded on SAHRIS and an application was created.</p>

Date received	Name	Correspondence received	Date responded to	Response to comments
		<p>or DropBox links as official submissions.</p> <p>Please create <b>an application on SAHRIS</b> and upload all documents pertaining to the Environmental Authorisation Application Process. As per section 24(4)b(iii) of NEMA and section 38(8) of the National Heritage Resources Act, Act 25 of 1999 (NHRA), an assessment of heritage resources must form part of the process and the assessment must comply with section 38(3) of the NHRA. If a case already exists on SAHRIS regarding the development, please upload the documents to that case.</p> <p>Once all documents including all appendices are uploaded to the case applications, please ensure that the status of the case is changed from DRAFT to SUBMITTED. Please ensure that all documents produced as part of the EA process are submitted as part of the application.</p>	2022/10/24	
24/10/2022	Tanja Jooste	<p>Thank you Ms. Moodley,</p> <p>Please could you register M and S Consulting (Pty) Ltd in the process?</p> <p>We shall provide our comments on the draft Scoping Report soonest.</p> <p>Kind regards Tanja Jooste</p>	2022/11/14	<p>Good afternoon, Tanja</p> <p>I hope you are well.</p> <p>M and S Consulting (Pty) Ltd has been added to the IAP list. You will receive all documents for comments and updates on the project as it proceeds.</p> <p>Kind regards Thashnee</p>
24/10/2022	Lourens Pretorius	<p>Goeie dag</p> <p>Baie dankie vir die inligting. Kan jy my dalk sê hoe julle bepaal het wie geïmpakkeer sal wees ek sien my buur mense se namme is in die dokument bv Hendrik du Plooy maar my naam is nie daar in nie. Soos die kraai vlieg is ek maar</p>		<p>Goeiedag Lourens,</p> <p>Dankie vir die kommentaar wat ontvang is rakende die vliegveld ontwikkeling naby Postmasburg. Soos telefonies bespreek, die geraasstudie en die Omgewingsimpakbepaling (OIB) Verslag fokus nie net op die aangrensende eiendomme nie, maar alle</p>

Date received	Name	Correspondence received	Date responded to	Response to comments
		<p>3,5km van die angewese area en die geraas sal definetief n impak hê op my verblyf op die plaas en boerdery omstandighede.</p> <p>Groete</p> <p>Lourens Pretorius</p> <p><b>Translation:</b> Good day</p> <p>Thank you so much for the info. Could you tell me how you determined who would be impacted I see my neighbouring people's name is in the document e.g., Hendrik du Plooy but my name is not in there. Like the crow, I am only 3.5km from the area and the noise will have a profound impact on my stay on the farm and farming conditions.</p> <p>Greetings</p> <p>Lourens Pretorius</p>	2022/11/14	<p>wonings wat moontlik geaffekteer kan word. Die resultate van die spesialisstudies en die OIB verslag (sodra beskikbaar) sal aan alle partye gekommunikeer word vir hersiening en kommentaar. Ons beplan ook om 'n gefokusde vergadering te reël met die omringende landeienaars om die resultate te bespreek. Die datum van die vergadering sal gekommunikeer word.</p> <p>Laat weet my gerus indien U verdere kommentaar het.</p> <p>Vriendelike groete Trevor</p> <p><b>Translation:</b> Good day, Lourens.</p> <p>Thank you for the comments received regarding the airfield development near Postmasburg. As discussed over the phone, the noise study, and the Environmental Impact Assessment (EIA) Report focus not only on the adjacent properties, but all dwellings that may be affected. The results of the specialist studies and the EIA report (once available) will be communicated to all parties for review and comment. We also plan to arrange a focused meeting with the surrounding landowners to discuss the results. The date of the meeting will be communicated.</p> <p>Please let me know if you have any further comments. Kind regards Trevor</p>
26/10/2022	Arthur Williams	<p>Hallo Thashnee,</p> <p>Baie dankie vir die aanstuur van die verslag. Die aangrensende plase word op die oomblik gelys as geaffekteerde partye, maar graag sal</p>		<p>Goeiedag Arthur,</p> <p>Dankie vir die kommentaar wat ontvang is rakende die voorgestelde vliegveld naby Postmasburg. Die onderstaande skrywe het verwysing. Die impakstudie</p>

Date received	Name	Correspondence received	Date responded to	Response to comments
		<p>ons op rekord wil plaas dat die omliggende plase ook inaggeneem moet word vir moontlike impak na die afhandeling van die projek. Die moontlikheid bestaan tog dat veral geraas moontlik ander plase ook kan affekteer. Die instandhouding van die pad tussen Griekwastad en Postmasburg sal ook aandag moet kry en is iets wat definitief aangedink moet word.</p> <p>Vriendelike groete. Arthur Williams</p> <p><b>Translation:</b> Hi Thashnee,</p> <p>Thank you so much for forwarding the report. The adjacent farms are currently listed as affected parties, but we would like to place on record that the surrounding farms should also be considered for possible impact after the completion of the project. There is a possibility that noise in particular could potentially affect other farms as well. The maintenance of the road between Griquastad and Postmasburg will also need to be addressed and is something that needs to be thought of defensively.</p> <p>Best regards. Arthur Williams</p>	2022/11/14	<p>en veral die geraasstudie assesseeer impakte verder as die aangrensende plase en alle wonings in die area wat moontlik geaffekteer kan word, is ingesluit in die assessering. Alle verslae sal beskikbaar wees vir hersiening en kommentaar tydens 'n 30 dae kommentaar periode wat gekommunikeer sal word. Die instandhouding van die Griekwastad sal in ag geneem word as deel van die ontwikkeling van die bestuursmaatreels.</p> <p>Laat weet gerus indien U enige verdere kommentaar het.</p> <p>Vriendelike groete Trevor</p> <p><b>Translation:</b> Good day, Arthur</p> <p>Thank you for the comments received regarding the proposed airfield near Postmasburg. The below writing has reference. The impact study and especially the noise study assesses impacts beyond the adjacent farms and all dwellings in the area that could potentially be affected are included in the assessment. All reports will be available for review and comment during a 30-day comment period that will be communicated. The maintenance of the Griekwastad will be taken into account as part of the development of the management measures.</p> <p>Please let us know if you have any further comments.</p> <p>Friendly greetings Trevor</p>

## 10. BASELINE ENVIRONMENTAL ATTRIBUTES

This section provides a description of the baseline environment associated with the study area which were derived from a desktop assessment and the respective specialist studies.

### 10.1 Climate

Temperatures in the area range between -7°C and 38°C. The highest temperatures occur in November (max: 38.1°C) and the lowest in June (min: -7.1°C). Table 10-1 below provides a summary of the monthly temperatures.

**Table 10-1: Monthly Temperature Summary**

Hourly Minimum, Hourly Maximum and Monthly Average Temperatures (°C)												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Minimum	10.7	12.4	6.5	3.0	-2.3	-7.1	-4.9	-4.5	-0.3	2.2	6.8	8.4
Maximum	37.9	37.1	36.0	32.2	29.4	26.3	25.9	29.0	34.3	36.9	38.1	36.3
Average	27.4	25.2	24.1	19.0	16.2	11.6	11.5	12.7	18.0	21.7	24.0	24.9

This region is characterized by summer and autumn rainfall, with very frosty and dry winters. Postmasburg is situated within a low rainfall area with a mean annual rainfall of approximately 285 mm. Rainfall is highly unpredictable with most rainfall occurring between November and April. The rainfall usually falls as a result of thunderstorms when tropical thunderstorm activity extends southwards over the Kalahari. The Mean Annual Evaporation ("MAE") (2 450mm) is significantly higher than the annual rainfall (374 mm), which results in a major net moisture deficit of over 2 000 mm throughout the year.

### 10.2 Air Quality

According to the Air Quality Impact Assessment for Kolomela mine (Airshed, 2021), the region is characterised as being a relatively dry, arid, and dusty environment. It is expected that various local and far-a-field sources contribute to dust concentrations in the region. Local sources include (i.e.) wind erosion from exposed areas. It is not expected that the proposed development will contribute to significant dust emissions.

### 10.3 Noise

According to the Noise Impact Assessment (Airshed, 2022) (**Part C- Appendix A**), the area is characterised by a rural environment with no major sources of noise, except for Kolomela mine which is situated 8 km north west of the site. The noise survey conducted by Airshed (September 2022) revealed that the current noise levels in the surrounding area is well below the International Finance Corporation ("IFC") Noise Level Guidelines for Residential Areas (dBA).

### **10.3.1 Noise Sensitive Receptors**

Noise sensitive receptors generally include places of residence and areas where members of the public may be affected by noise generating activities. Ground fleet activity was assumed to be restricted to the daytime (06:00 to 18:00). The closest potential NSRs to the proposed project consist of individual homesteads. The Noise Sensitive Receptors ("NSR") identified by Airshed in the vicinity of the proposed airfield include scattered homesteads and farmhouses on the surrounding properties (as indicated in Figure 10-1)

## **10.4 Traffic**

A Traffic Impact Assessment was undertaken by R&G Kalahari Consulting Engineers in Jan 2023 (**Part C: Appendix G**). The assessment is based on guidelines used by the road authorities. Impacts on the road user were determined using a capacity and level of service analysis for surfaced roads, and economic warrants and road performance as a measure for gravel roads. The assessment determined the current traffic volumes compared to guidelines to assess the strain current traffic has on the road conditions and to assess the impact of additional traffic on the roads and road users.

Current road conditions on the Witsand road (R309) (yellow line indicated in Figure 11-2 below – Link 02) from the Griekwastad intersection, north towards Postmasburg warrants intervention by the Provincial Road Authority. The route to the south (blue line – Link 09) towards the east of Kolomela is in better condition but may require dust suppression due to increase traffic. The additional traffic due to the operations of the airport will potentially contribute to road degradation and dust that will impact on road users. The Provincial Road Authority is responsible for road maintenance hence it is proposed that they be engaged by SIOC proactively to facilitate sufficient road maintenance as a mitigatory measure. As the increase in traffic is small at the onset of operations of the proposed airfield and the resulting impact due to the increased traffic is small initially, initial intervention by SIOC is proposed to also include dust suppression to specific sensitive and impacted areas (guesthouse, homesteads etc). It is proposed that further suitable intervention be implemented when additional traffic volumes from the proposed airfield operations increase more significantly in the medium- and long-term future.



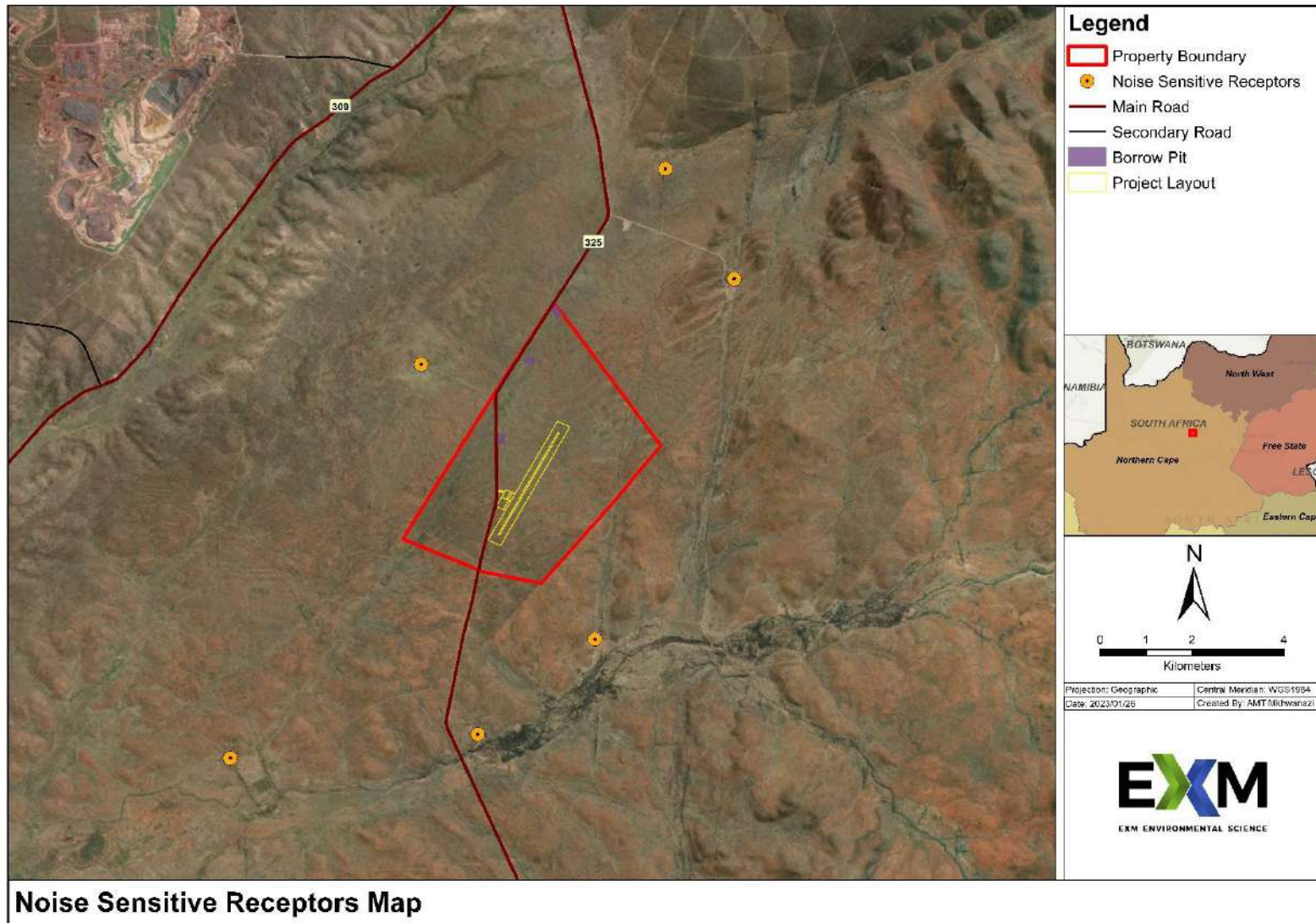
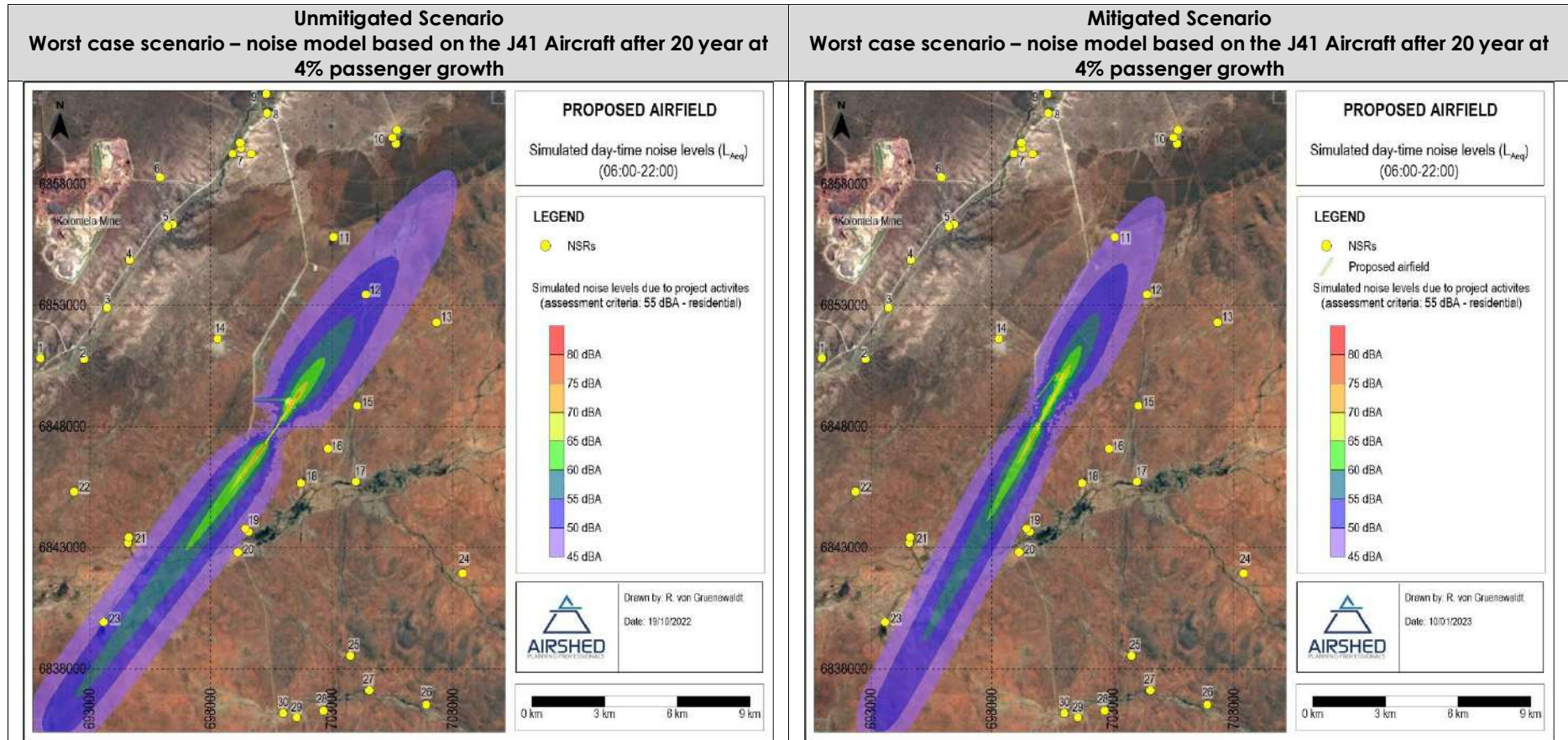


Figure 10-1: Noise Sensitive Receptors Map

**Table 10-2: Comparison of Noise Model related to the Unmitigated and Mitigated Runway Scenarios**



## **10.5 Topography and Hydrology**

The regional topography of the area is characterised by flat, gently undulating plains interspersed with hills and mountains as the surrounds; with the valleys being used for extensive mining and farming activities while steep mountainous ridges being inhabitable (Mucina and Rutherford, 2006). The study area, as illustrated in Figure 10-2 is relatively flat with a slight slope. Most of the site drains towards the south western side while a relatively small section in the south drains towards the south east of the site. In both cases the site drains towards the Skeifonteinspruit which flows in a south western direction and merges with the Groenwaterspruit 16 km from the site from where the Groenwaterspruit converges with the Soutloop river 14 km downstream.

## **10.6 Hydropedology**

Hydropedology is a study to assess different soil types and their ability to hold water or to allow water either flow horizontally (laterally) towards lower lying areas (typically wetlands) or to flow vertically to recharge groundwater. This is referred to as the hydropedology of different soil types. Hillslopes are areas on a landscape that are associated with certain soil types with specific Hydropedological characteristics.

According to the Hydropedology Assessment (The Biodiversity Company, 2022) (**Appendix B – Part E**), three main hillslope types were identified, which includes the presence of recharge (deep and shallow), interflow (between A/B and Soil/Bedrock) and responsive (saturated) Hydropedological types. The study concluded that the hillslopes associated with the project area does not hold significant value in terms of lateral flow to recharging/flow towards wetlands. For recharge soils (which are dominant), recharge to groundwater will definitely not be affected given the fact that infiltration will only be impeded for the area with the airfield runways and the associated infrastructure components, which has been deemed insignificant given the size of the catchments as the dominant flow paths will remain vertical recharging groundwater stores.



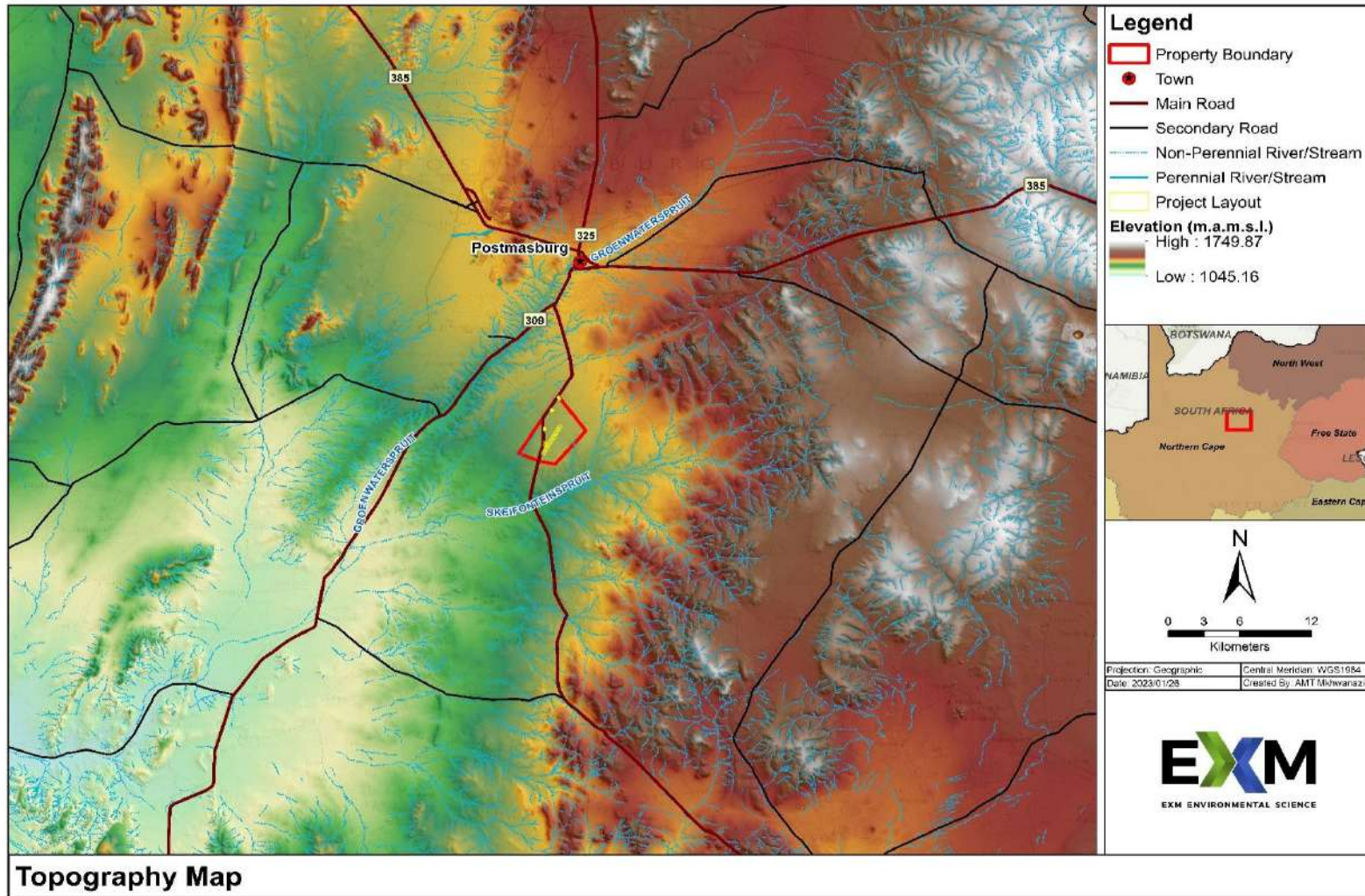


Figure 10-2: Topography Ma

## **10.7 Soil, Land Capability and Land Use.**

### **10.7.1 Soil forms**

According to the Hydropedology Assessment (The Biodiversity Company, 2022) (**Part C-Appendix E**), the land types relevant to the project area is Ae 219, Ag 110, and Fc 380 (see Figure 10-3). The Ae and Ag land types are commonly characterised as freely drained soils, including red and yellow apedal soils. Soils that are expected within the Ae and Ag land types include Hutton, Mispah, Oakleaf and Valsrivier soil forms as well as other soils also occurring in the terrain. The Fc land type is characterised by Glenrosa and/or Mispah soil forms which are common in this area, however, other soils may occur. Lime is rare or absent throughout the entire landscape.

The following soil forms were identified on-site during the survey undertaken as part of the Hydropedology Assessment;

- Carolina (Orthic topsoil over a yellow-brown apedal underlain with a hard rock substratum below);
- Fernwood (Orthic topsoil, over a thick albic horizon);
- Katspruit (Orthic topsoil over a Gley horizon);
- Valsrivier (Orthic topsoil underlain with a pedocutanic horizon);
- Glenrosa (Orthic topsoil over a lithic horizon); and
- Mispah (Orthic topsoil, over Hard rock).

### **10.7.2 Land Use**

The land use associated with the project footprint and general area is illustrated in Figure 10-4. Cattle farming is currently undertaken by SIOC on the properties on which the proposed airfield will be established. The surrounding properties are also mainly used for livestock farming. A pecan nut orchard is located 6.7 km south west of the site. Kolomela mine is located 10 km north west of the site with the town of Postmasburg located 11.6 km north of the site.

### **10.7.3 Land Capability**

As illustrated in Figure 10-5, the area is rated as having a Class VII land capability (non-arable land capability) with the potential for low intensity grazing. The properties are currently used for grazing purposes and indication show that grazing will continue on the remainder of the properties. The proposed facility will entail the conversion of land to be utilised for the development of an airfield and therefore reduce the agricultural potential of the area across the limited extent/area of the proposed development.

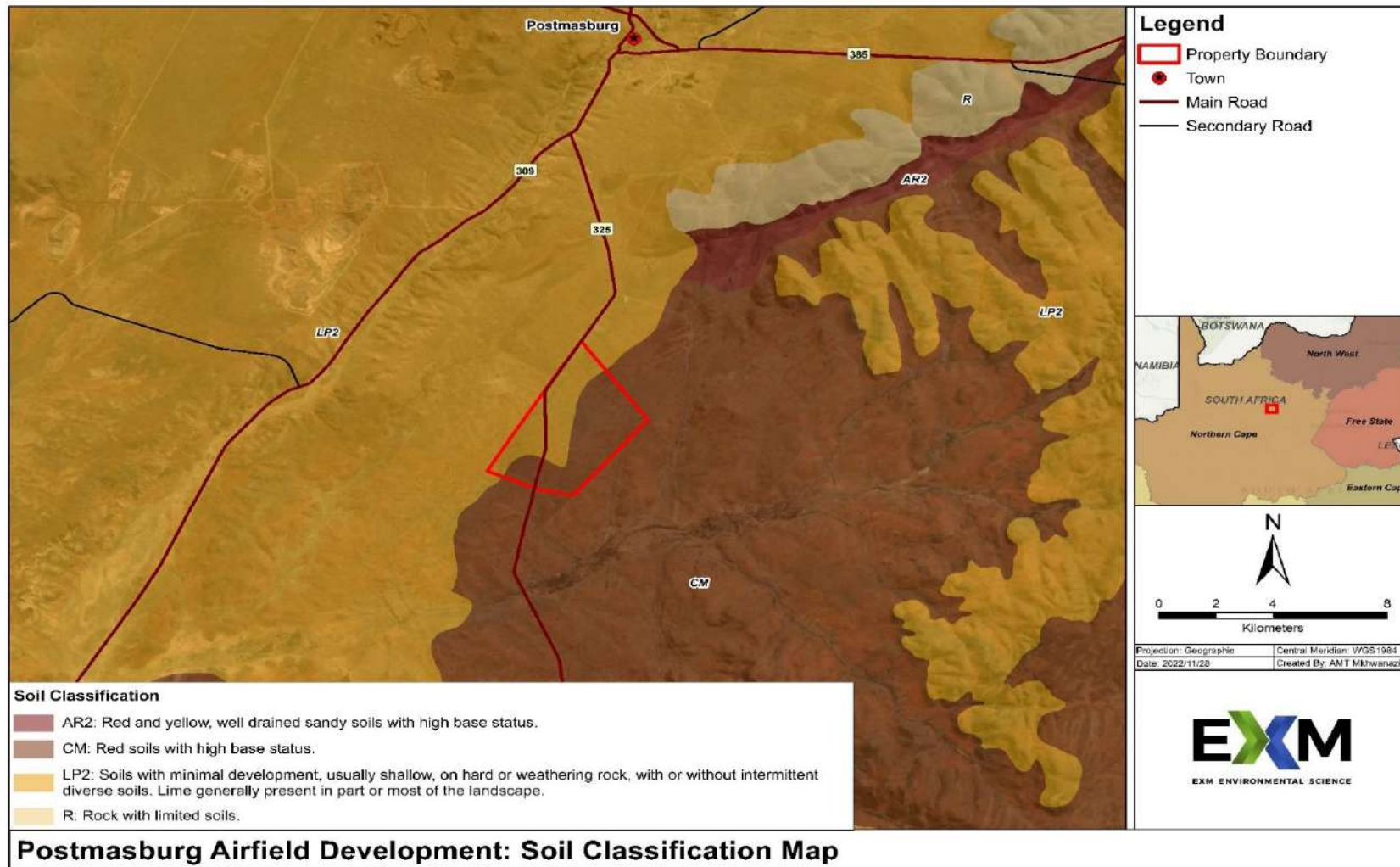


Figure 10-3: Soil Classification Map



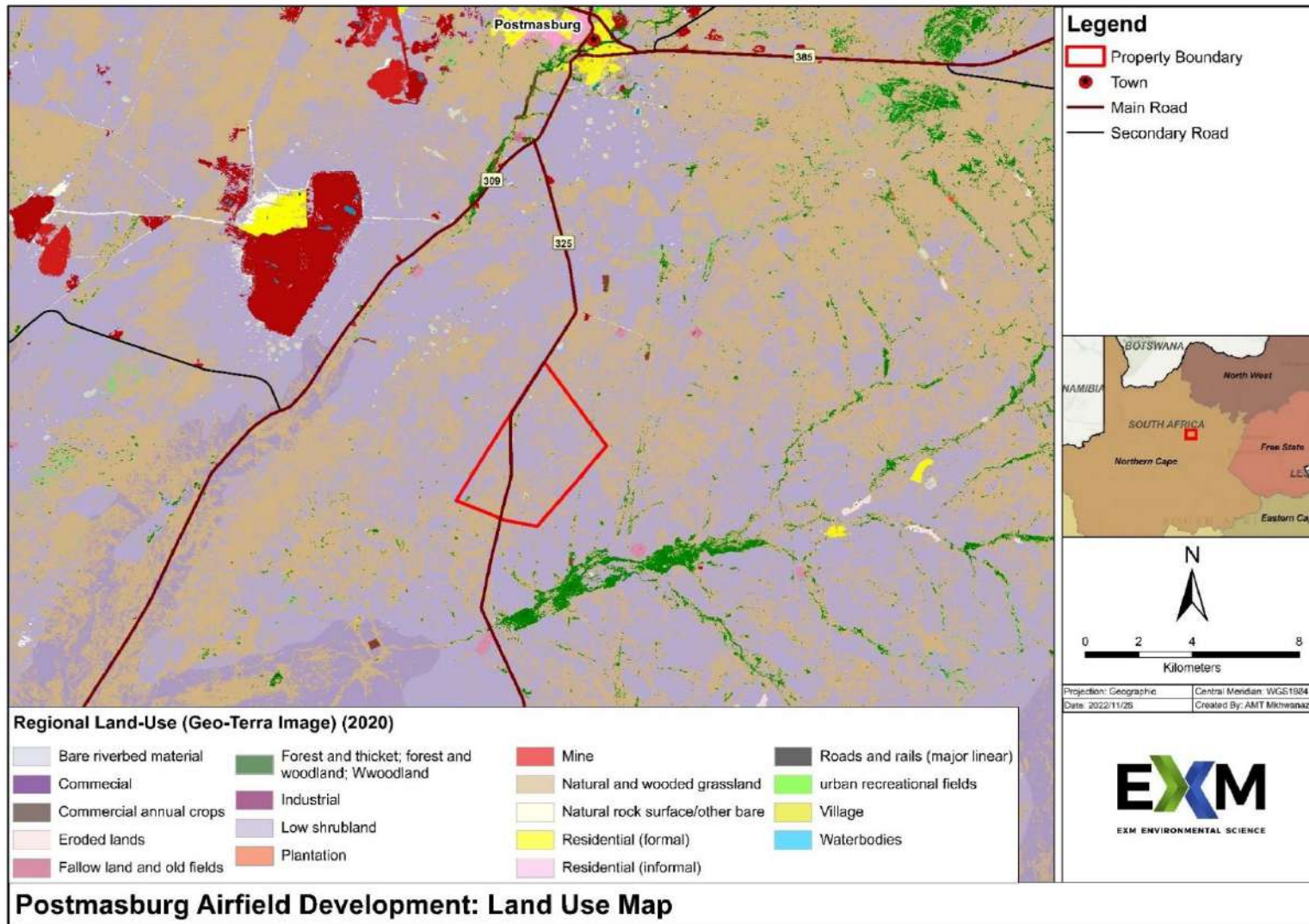


Figure 10-4: Land Use Map



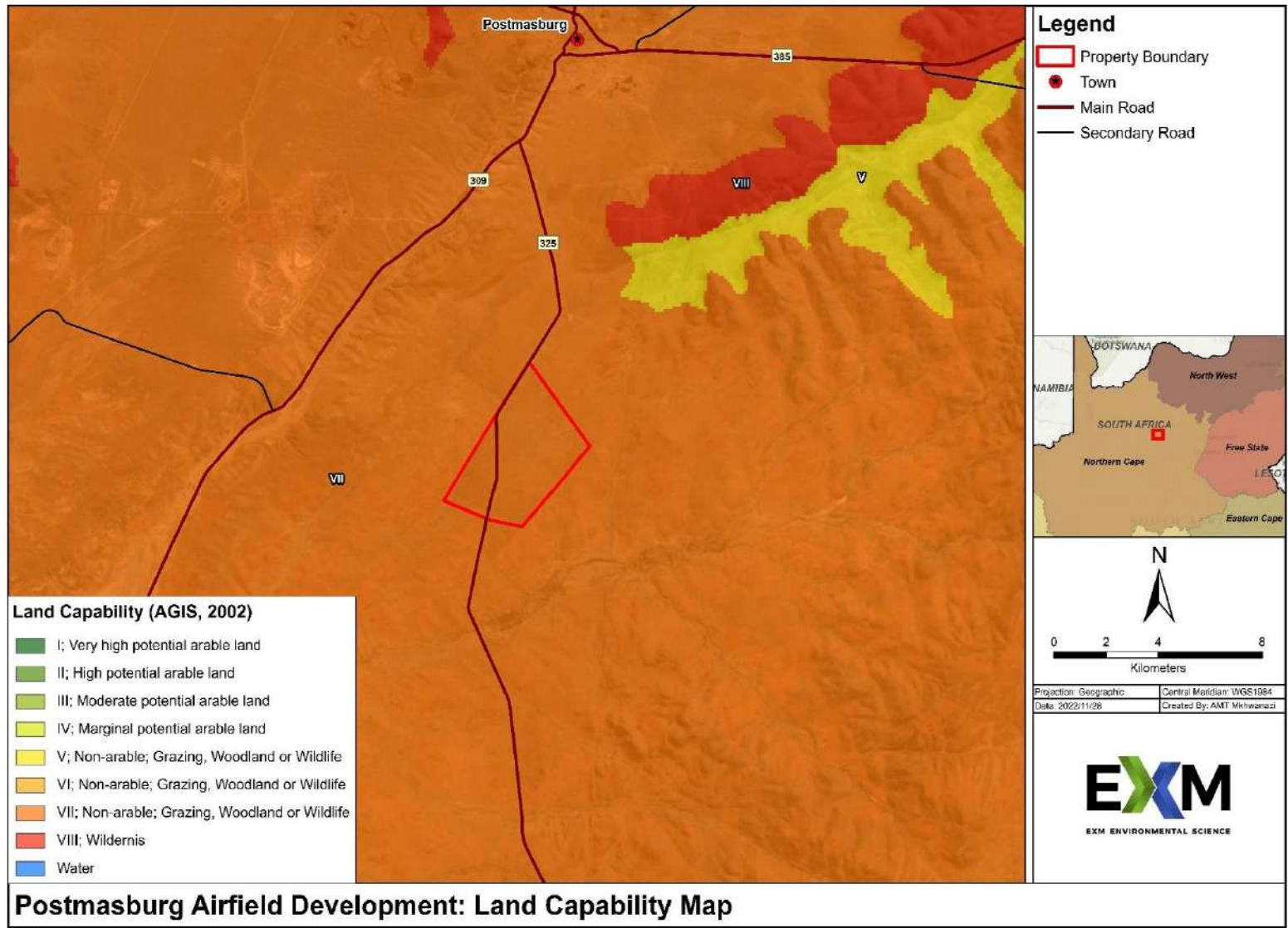


Figure 10-5: Land Capability Map

## **10.8 Biodiversity**

This section provides a description of the biodiversity associated with the study area, including vegetation types, sensitive biodiversity areas and conservation/protected areas. A Biodiversity specialist study was conducted by The Biodiversity Company (**Part C: Appendix B**) in November 2022 and the results of the field assessment have also been included in this section.

### **10.8.1 Conservation and Sensitive Biodiversity Areas**

#### **10.8.1.1 Sensitive Biodiversity Areas**

Biodiversity sensitive areas associated with the project area were assessed by using relevant government GIS databases as illustrated in Figure 10-6. According to the Northern Cape Critical Biodiversity Plan a very small section of the site is situated on an area classified as a Terrestrial Ecological Support Area ("ESA")<sup>1</sup>. No Critical Biodiversity Areas (CBA)<sup>2</sup> are situated on the study area. No Important Bird & Biodiversity Areas (IBAs) are situated within 10 km of the site.

#### **10.8.1.2 Conservation and Protected Areas**

According to the protected area spatial datasets from SAPAD (2022), the proposed development does not occur within any protected area. The closest Protected Areas, including the Rockwood Nature Reserve and Klaarwater Nature Reserve to the west and Witsand to the west, are over 30 km from the site. The abovementioned protected areas are promulgated in terms of the National Environmental Protected Areas Act ("NEM:PA") (No. 57 of 2003) and classified as Nature Reserves. There are no protected areas or conservation areas within or in close proximity to the project area, as illustrated in Figure 10-7.

---

<sup>1</sup> Terrestrial and aquatic areas that are **not essential for meeting biodiversity targets**, but which nevertheless play an important role in supporting the ecological functioning of critical biodiversity areas and/or in delivering ecosystem services that support socio-economic development, such as water provision, flood mitigation or carbon sequestration.

<sup>2</sup> Terrestrial and aquatic areas of the landscape that need to be maintained in a natural or near-natural state in order to ensure the continued existence and functioning of species and ecosystems. CBA's are **essential to meet biodiversity targets**.

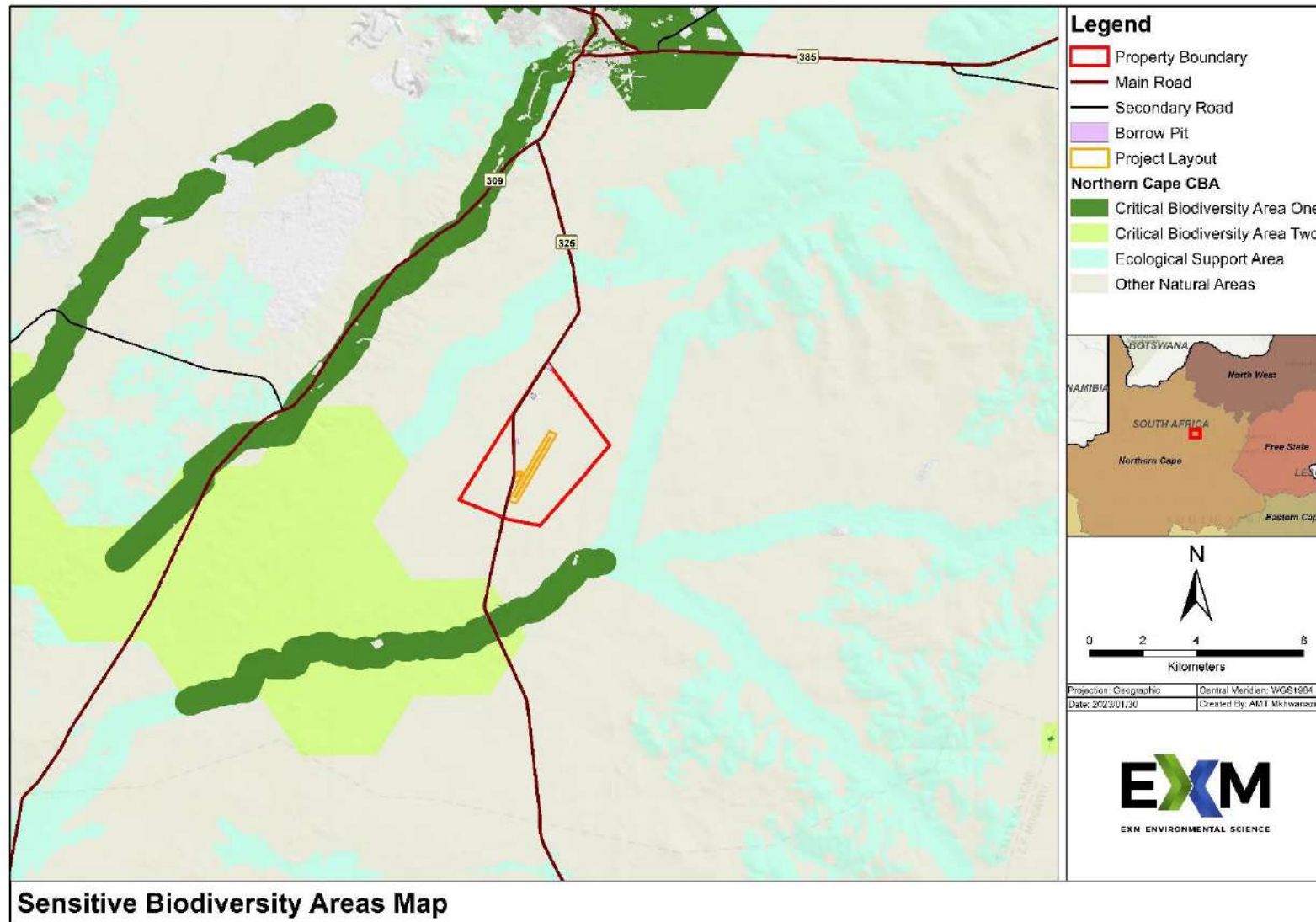


Figure 10-6: Sensitive Biodiversity Area



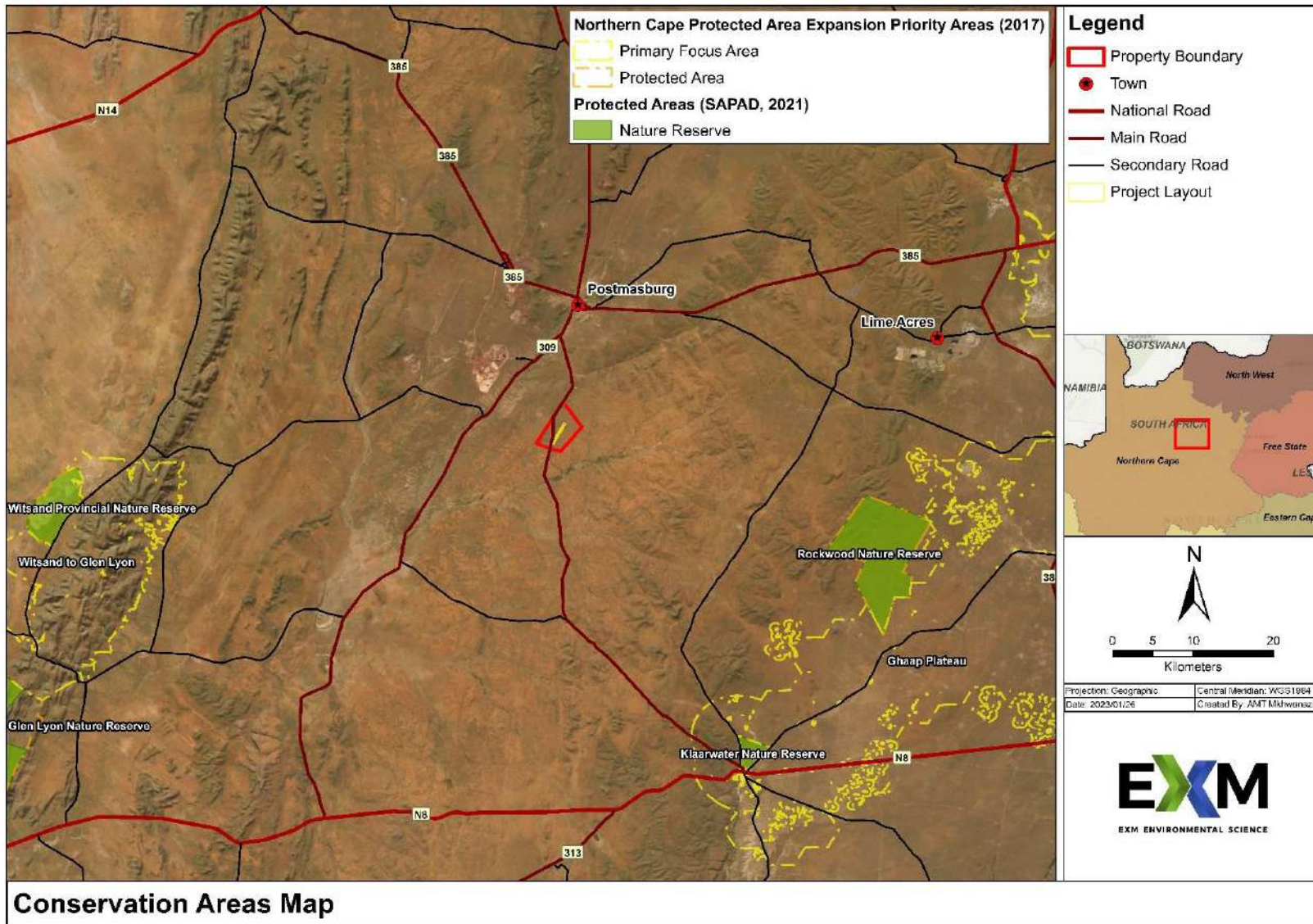


Figure 10-7: Conservation Areas Map

## 10.8.2 Flora

### 10.8.2.1 Vegetation Types

According to Mucina and Rutherford (2006), the site is situated in the Savanna Biome which is the largest Biome in South Africa. Savanna is characterised by herbaceous layer usually dominated by grass species and a discontinuous to sometimes very open tree layer. As illustrated in Figure 10-8 two vegetation types are located in the project area, including the Olifantshoek Plains and Postmasburg Thornveld vegetation types.

- The **Postmasburg Thornveld (SVk 14)** vegetation type has a conservation status of Least Concern. This vegetation type is characterised by flat areas surrounded by mountains supporting open, shrubland characterised by a dense shrub layer and often lacking a tree layer. The grass layer is very sparse, and the shrubs are generally low with a karroid affinity. It forms part of the Savanna Biome in the Eastern Kalahari Bushveld Bioregion. Key tree species of conservation importance that occur in the area include *Boscia albitrunca* and *Vachellia haematoxylon* which are protected under the National Forests Act (No. 84 of 1998).
- The **Olifantshoek Plain Thornveld (SVk 13)** is characterised by scattered trees and shrubs and a ground layer dominated by grasses. It is described as a very diverse unit on the plains with an open tree and shrub layers which vary in composition from place to place across the unit. Key species associated with this vegetation type are *Vachellia luederitzii*, *Boscia albitrunca* and *Searsia tenuinervis*. The vegetation type is classified as Least Threatened and has not been significantly impacted by transformation as about 99% of the original extent remains. It is however very poorly conserved. No endemic species are known from this vegetation unit, which can be ascribed to its relatively limited extent and association with a relatively homogenous and unspecialised habitat.

### 10.8.2.2 Field Assessment Findings





According to the Ecological Assessment (The Biodiversity Company, 2022) (**Part C- Appendix D**), the Plants of South Africa (POSA) database indicates that 177 species of indigenous plants are expected to occur within the development area and surrounding landscape. Appendix B of the Ecological Assessment provides the list of species and their respective conservation status and endemism.

A total of 62 species of flora were recorded during the field verification assessment within the project area. None of the expected threatened flora species were recorded within the project area during the survey period. Several provincial protected plants and one

nationally protected tree (*Boscia albitruca* – Shepard's Tree) were identified during the survey. Only one (1) alien invasive plant species (*Solanum elaeagnifolium* - Silverleaf nightshade) was recorded in the study area.

Based on the results of the site survey, four main vegetation habitat units were identified in the project area (Figure 10-9). These vegetation units were identified using vegetation characteristics such as dominant species and vegetation structure. Vegetation data for each of the vegetation habitat units is captured in Appendix G of the Ecological Assessment. The Table 10-3 below contains a general description of the habitat units:

**Table 10-3: Vegetation Habitat Units**

Habitat Unit	Description	Photo
Senegalia melifera/ <i>Boscia albitruca</i> thorny woodland.	This vegetation type is located on gravelly/rocky substrate where <i>S. melifera</i> dominated the woody layer. In areas <i>S. melifera</i> was responsible for bush encroachment and created impenetrable thickets. The grass component was diminished but was still present. Observed in areas where historic over grazing occurred.	
<i>Stipagrostis uniplumis</i> / <i>Ziziphus mucronata</i> grassland patches	This vegetation type was encountered in a patchy network associated with clay soils and drainage lines that connected them. Open grassland was characteristic of this vegetation type. Woody species was encountered in the vicinity of drainage lines.	
<i>Aristida congesta</i> / <i>Taracanthus camphoratus</i> open woodland	This vegetation type dominated most of the project area, with <i>T. camphoratus</i> dominating the woody layer, <i>Z. mucronata</i> was found in abundance close to drainage lines.	
Woodland drainage areas.	<i>Olea europaea</i> and <i>Rhigosum obovatum</i> dominated these areas, however the woody layer consisted of <i>Ziziphus mucronata</i> in patches and <i>Senegalia melifera</i> was found to be present in areas.	

## 10.8.1 **Fauna**

### 10.8.1.1 *Desktop findings*

Based on the desktop assessment undertaken as part of the Ecological Assessment (The Biodiversity Company, 2022) (**Part C- Appendix D**), nine (9) amphibian species have the potential to occur in the project area although no amphibian SCCs are expected to occur in the area. Twenty-six (26) reptile species have the potential to occur in the project area with one (Cape Sand Snake) of the expected species being a Species of Conservation Concern ("SCC").

Thirty-eight (38) mammal species could potentially occur within the project area which are generally restricted to protected areas such as game reserves were not expected to occur in the project area. Of the thirty-eight (38) mammal species, five (5) (Southern African Hedgehog, Black-footed Cat, Littledale's Whistling Rat, African Straw-coloured Fruit Bat, Dent's Horseshoe Bat) are listed as being of conservation concern of the species are expected to have a high likelihood of occurrence due to the presence of suitable habitat. One hundred (100) bird species can be expected to occur within the project area. Of which none are SSC.

### 10.8.1.2 *Field Assessment findings*

A field assessment was undertaken as part of the Ecological Assessment on the 25 to 27 October 2022. The Table 10-4 provides the results of the field assessment in terms of faunal diversity.

**Table 10-4: Fauna Identified during Field Assessment**

<b>Amphibians</b>	No amphibian species were recorded during the survey. No amphibian SCC are expected for the project area.
<b>Reptiles</b>	Three (3) reptile species, representing three families, were recorded within the project area during the survey. These included the Common Ground Agama, spotted sand lizard, and the Rock Monitor all of which has a conservation status of Least Concern. The presence of suitable habitat suggests that the project area supports a diverse reptile community. No reptile SCC were recorded from the project area.
<b>Mammal</b>	A total of thirteen (13) mammal species (Detailed in Table 3-8 of the Ecological Assessment) were recorded within the project area during the survey period. It is considered highly likely that additional small mammal species would be recorded from the project area with extensive sampling. No mammal SCC were recorded from the project area.
<b>Avifauna (birds)</b>	A total of Sixty-one (61) avifauna species were recorded within the project area during the survey period (Detailed in Table 3-9 of the Ecological Assessment of



	the Ecological Assessment). It is considered highly likely that additional avifauna species would be recorded from the project area with extensive sampling. One Avifauna SCC was recorded from the project area: <i>Ardeotis kori</i> (Kori Bustard) which is Near Threatened.
--	---

### 10.8.2 Site Ecological Importance (SEI)

The project area was divided into 4 habitat units which correlates with the vegetation habitat units. Much of the project area comprises large areas of intact indigenous vegetation with little to no existing degradation, making these areas suitable habitat for a variety of plant species (many provincially protected) as well as suitable habitat for a suite of faunal species, most notably various mammals. The Site Ecological Importance ("SEI") was based on the conservation importance, functional integrity, and resilience of the habitat. All habitat types were rated to have a Medium SEI as indicated in Table 10-5 below.

**Table 10-5: Site Ecological Importance (SEI)**

Habitat	Conservation Importance	Functional Integrity	Biodiversity Importance	Receptor Resilience	Site Ecological Importance
<i>Senegalia</i> woodland	Medium	High	<b>Medium</b>	Medium	<b>Medium</b>
<i>Stipagrostis</i> grassland	Medium	High	<b>Medium</b>	Medium	<b>Medium</b>
<i>Aristida</i> woodland	Medium	High	<b>Medium</b>	Medium	<b>Medium</b>
Drainage lines	Medium	High	<b>Medium</b>	Medium	<b>Medium</b>

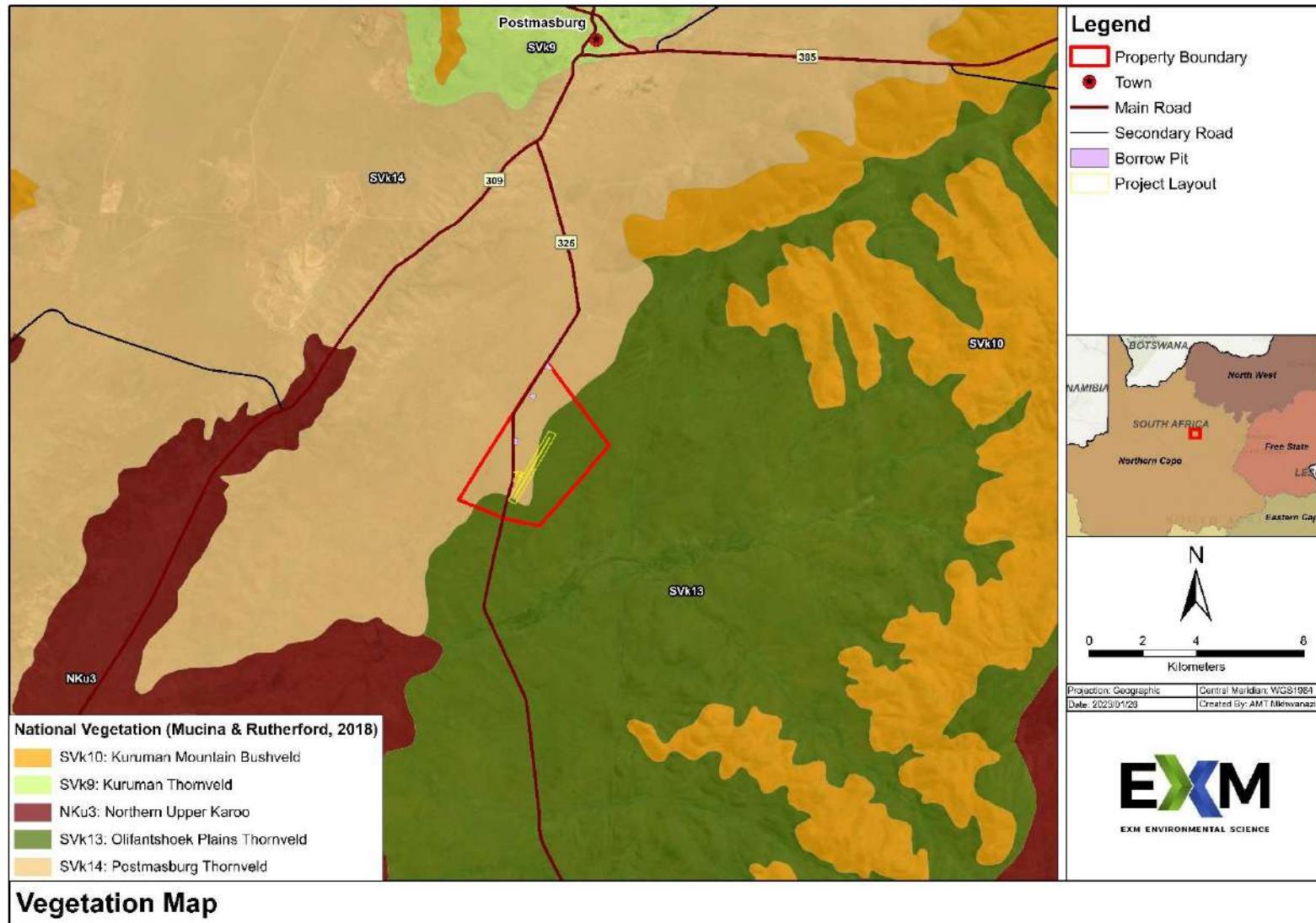
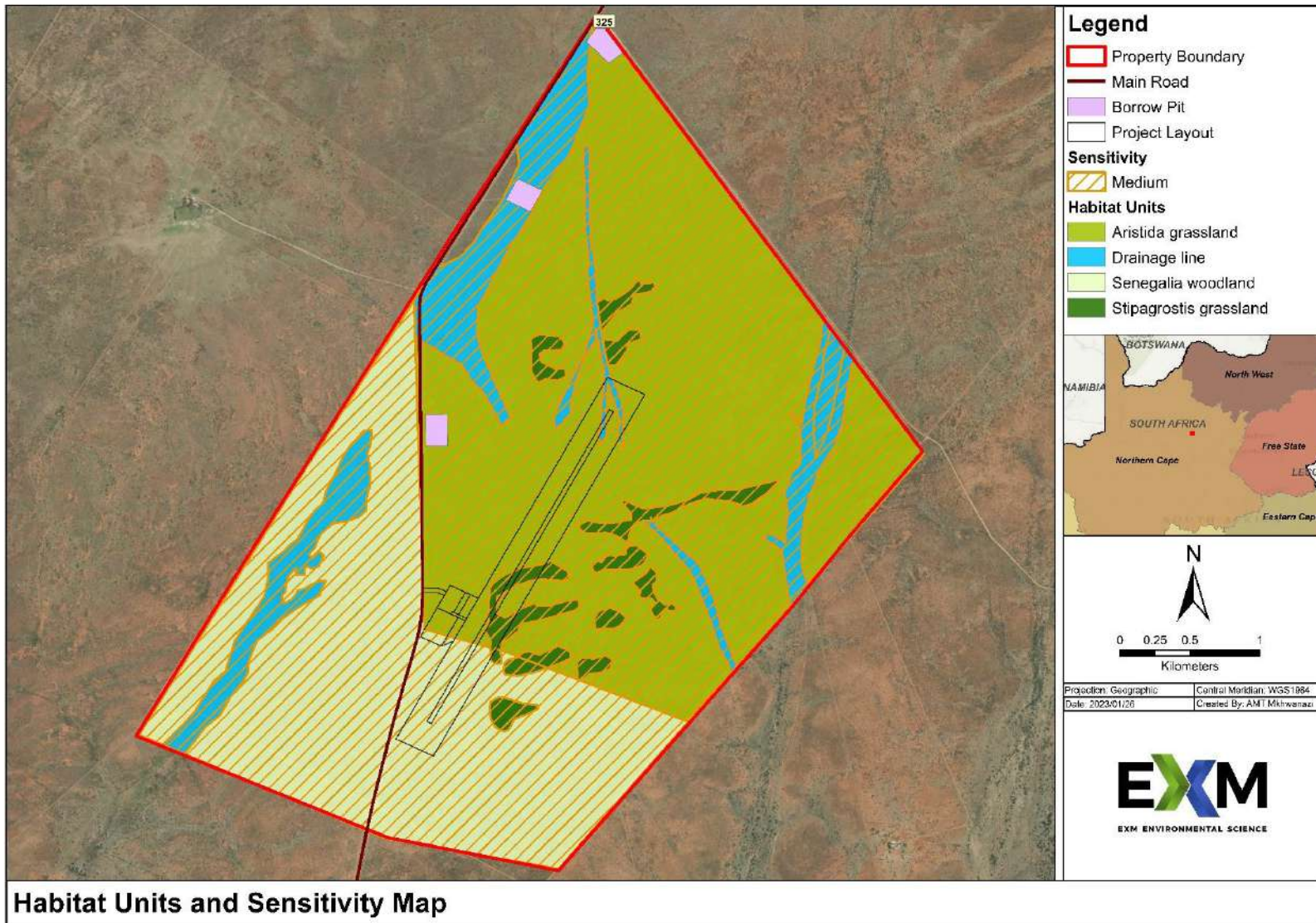


Figure 10-8: Vegetation Map



**Habitat Units and Sensitivity Map**

**Figure 10-9: Map indicating habitat units**

## **10.9 Surface Water Resources**

The following description was derived from the Freshwater Ecological Assessment conducted by Scientific Aquatic Services (October 2022) (**Part C- Appendix D**).

### **10.9.1 Desktop Findings**

The surface water resources, and priority areas associated with the regional study area are illustrated in Figure 10-11. The northern section of the property is located in a Strategic Water Source Area ("SWSA") which is defined as an area of land that have high groundwater recharge and where the groundwater forms a nationally important resource.

Two unnamed river features, which correlate with those indicated by the NFEPA database, are indicated less than 1 km east and west of the investigation area. These features are also considered largely natural (Class B) according to PES 1999 and in a natural or good ecological condition (RIVCON Class AB). The Skeifonteinspruit River is located approximately 1.5 km to the south-east of the investigation area and is considered is largely natural (Class B) and is in a good ecological condition (RIVCON Class B). All these river features are currently not protected and are therefore endangered.

### **10.9.2 Identification and Delineation of Water Courses**

During the site assessment undertaken in September 2022, six areas (as indicated in Figure 10-10) of increased wet response were identified in the study area. Four were confirmed to possess unique characteristics leading to their characterisation as "cryptic wetlands". One, to the west of the R325 road was not ground-truthed but was characterised as a cryptic wetland on the basis of possessing a similar digital signature to the ground-truthed features. The feature located to the far north east of the site was flagged as a possible cryptic wetland although it did not possess the same floral characteristics as the features confirmed as cryptic wetlands.

The cryptic wetlands were classified as freshwater ecosystems from an ecological perspective and thus assessed as such with the exception of the fifth cryptic wetland located to the west of the R325 road. This cryptic wetland was excluded from assessment as it was not ground-truthed and the proposed development is located further than 500 m from it, therefore no quantum of risk is posed to the wetland. The four cryptic wetlands (CWs 1 to 4) identified within the study area were found to be of increased ecological integrity, and of high ecological importance and sensitivity ("EIS"). The proposed airfield will not directly affect any of the identified cryptic wetlands.



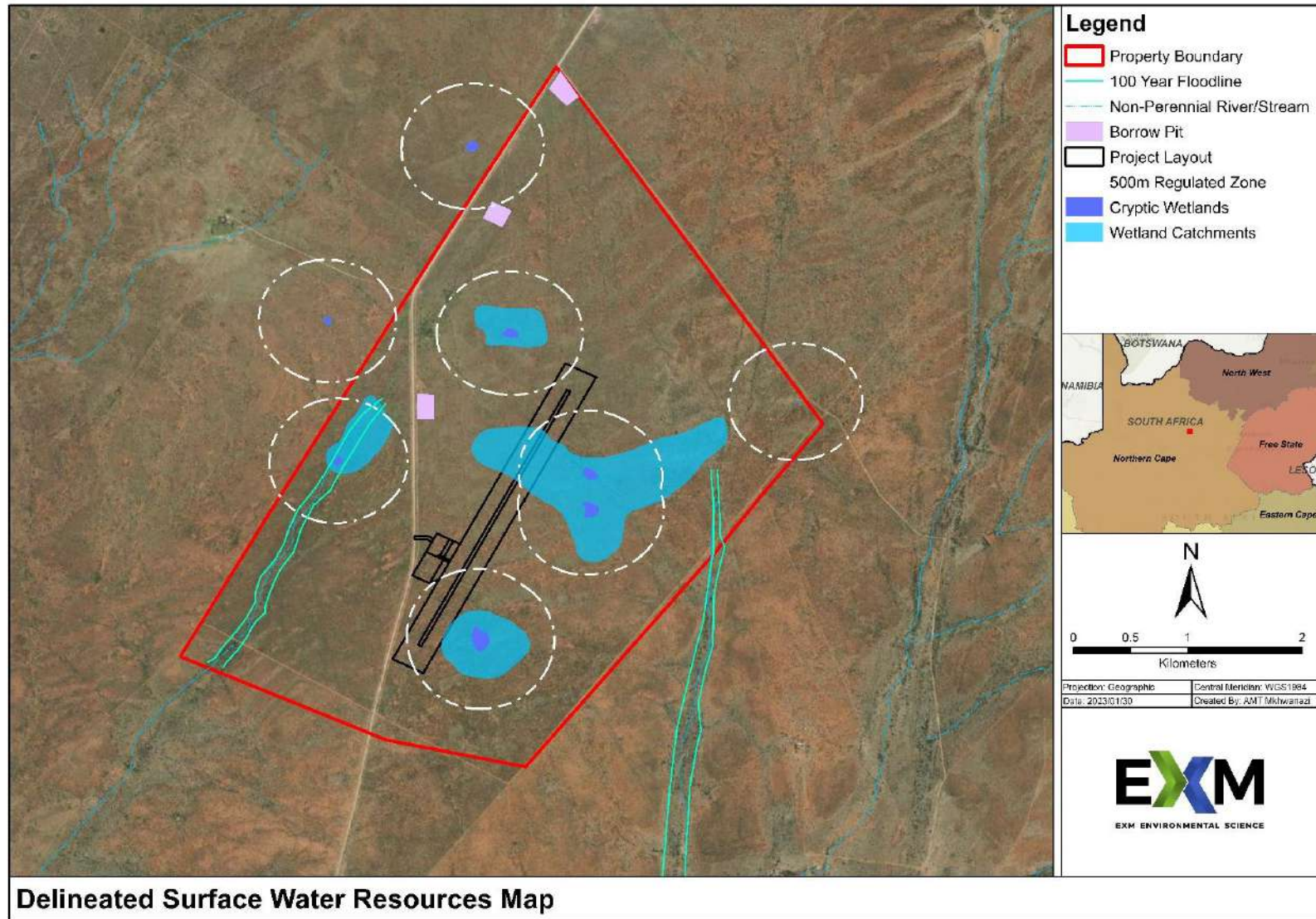


Figure 10-10: Water Course Delineation

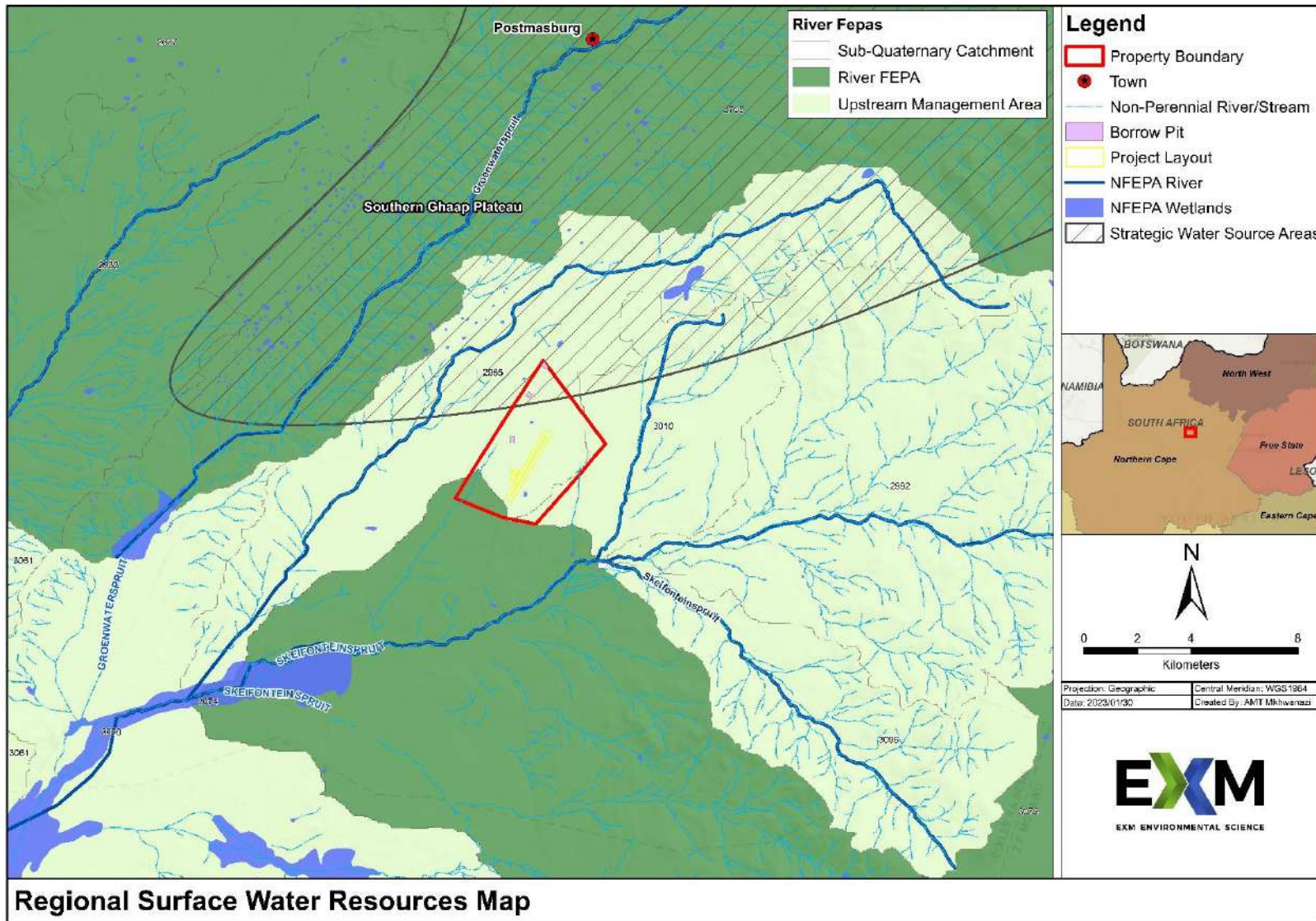


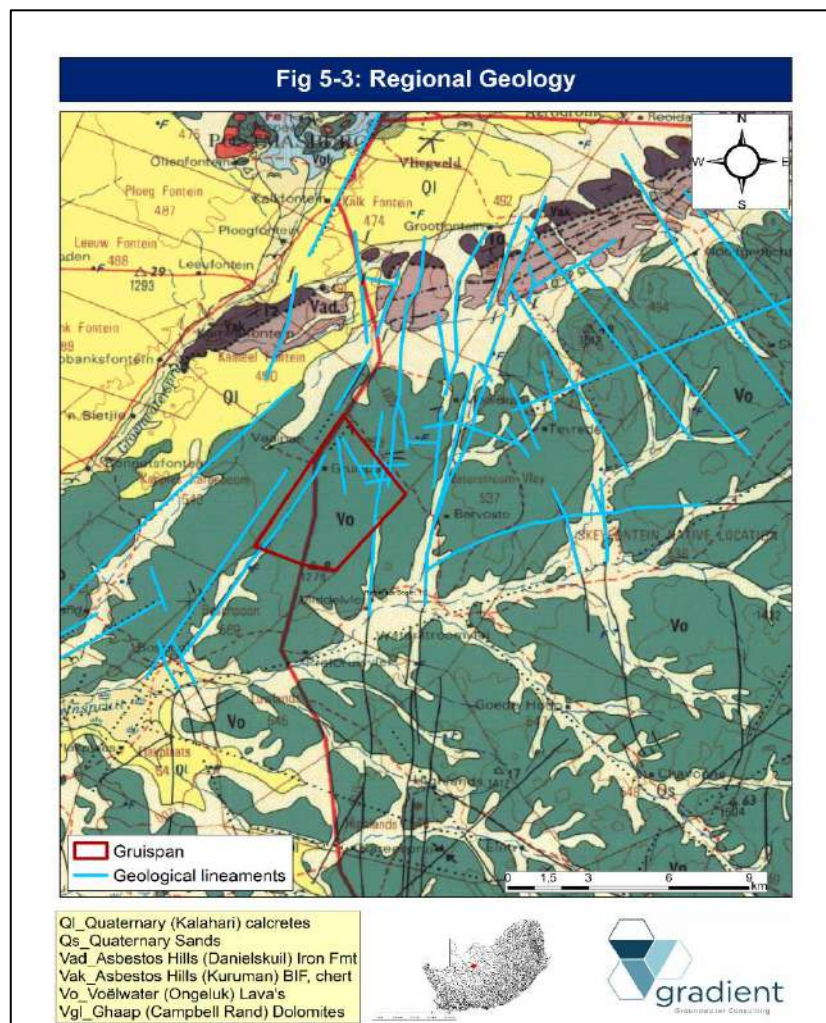
Figure 10-11: Regional Surface Water Resources



## 10.10 Geology

According to the Geohydrological impact assessment (**Part C: Appendix C**) done by Gradient (2022), the geology of the area is characterised by the metamorphosed sediments and volcanics. It is intruded by granites and is known as the Namaqualand Metamorphic Province. The areas that are covered by Postmasburg Thornveld and Olifantshoek Plain Thornveld (the vegetation types of the area) are dominated by quartzite outcrops, hematite deposits and other metamorphosed rock types. The plains are covered by Kalahari sand. The site is underlain by andesitic and basaltic lava.

The local geology is characterised by Kalahari calcretes and sands transitioning into the pillow and massive lavas of the Ongeluk Formation, which form part of the Voëlwater subgroup of rocks. These are typically also overlain by jasper. To the north of the site, the lower lithologies are characterised by the high yielding dolomites. Regionally, the study area is located on the western edge of the Kaapvaal Craton, within the Maremane Dome. The main geological formations include the Transvaal Supergroup Rocks and the Olifantshoek Supergroup (refer to Figure 10-12).



**Figure 10-12: Regional Geology and Stratigraphy**

## 10.11 Groundwater

Information for this section was obtained from the Geohydrological impact assessment (Part C: Appendix C) done by Gradient (2022).

### 10.11.1 Groundwater use

Groundwater is the main source of water supply in the general area. Groundwater from wells and boreholes is used for domestic supply, livestock watering and limited irrigation of household gardens, fruit trees and small-scale crop irrigation in some areas. In the wider region groundwater is also used for mining purposes, i.e., dust suppression, processing, and potable purposes.

### 10.11.2 Aquifer types and yield

According to Gradient (2022), the study area falls within the Griqualand West groundwater region, which is characterised by compact sedimentary strata, iron formations, jaspilite, diabase intrusive, mafic lavas, arenaceous strata and dolomites. From available data and literature as well as the inferred hydrogeological map, three main aquifer systems are predominantly present as summarised in Table 10-6.

**Table 10-6: Summary of Aquifers in the Region**

Aquifer	Description
Upper, weathered to semi-weathered, aquifer,	Comprising of aeolian and calcareous sands, which extends down to the more competent calcretes. The calcretes retards groundwater flow and groundwater recharge because of its low permeability. Yields from calcrete are low, exceptions around the drainage valleys occur with higher recharge and increased hydraulic conductivity. The shallow calcrete aquifer is widely used for livestock watering.
Deep, un-weathered, fractured rock aquifer	Water occurs is mainly within fissures and fractures in the brecciated lavas where mineralization and preservation of ore bodies occurred through folding, thrusting, fracturing and sinkholes. Yields can vary from 1 – 40 L/s. This type of aquifer is heterogeneous and aquifer parameters are variable.
Dolomitic aquifer	Water occurrence is mostly restricted to karstic compact carbonate rock. The dolomitic aquifers also fall under the secondary, fractured rock aquifer. Exploration in the dolomites indicate yields of 2 – 4 L/sec. However, regional data records indicate yields of up to 80 L/sec.

In addition to the three main aquifer systems, temporary perched, riverbed aquifers are also found in the area which are located in the riparian zone surrounding the drainage lines and rivers. This primary alluvial sand aquifer is directly recharged during rainfall events and is limited to a zone of variable width and depth, largely determined by the depth and extent of the calcrete and pebble beds. From the local groundwater levels and



subsurface lithology, it is assumed that this aquifer directly contributes to river flow after significant rainfall events.

### 10.11.3 Aquifer testing

Hydraulic Testing was performed on proposed abstraction boreholes, KABH10 & KABH13, to generate aquifer parameter data and to determine safe sustainable abstraction yields. The eventual pumping time would be determined by the pumping rate and yield of each borehole. Step drawdown tests and constant rate tests were conducted on two (2) boreholes. Groundwater level recovery was also measured after completion of the constant rate tests as summarised in Table 10-7.

**Table 10-7: Pump test summary.**

Borehole	Static Water Level (SWL)	Pump Rate	Test Time	Drawdown (pump test) or displacement recovery (m)	Test Performed
	Metres Below Ground Level (mbg)	(m <sup>3</sup> /hr)	(min)	(m)	
KABH10	10.20	2.34	60	1.19	Step 1
		5.904	60	2.95	Step 2
		11.088	60	5.56	Step 3
		19.26	60	10.37	Step 4
		18.036	2 880	11.81	Constant Rate
		0	720	11.01	Recovery
KABH13	12.77	1.476	60	4.25	Step 1
		3.312	60	12.17	Step 2
		6.84	60	33.34	Step 3
		15.156	30	103.78	Step 4
		2.736	2 880	73.57	Constant Rate
		0	3 090	61.84	Recovery

### 10.11.4 Groundwater Levels

Groundwater levels obtained during the hydrocensus indicated that the average groundwater level for the study area is calculated to be 10.62 Metres Below Ground Level ("mbg").

### 10.11.5 Groundwater Quality

Water quality data for the study area around the property were obtained from the hydrocensus and pump tested boreholes as summarised in Table 10-8.

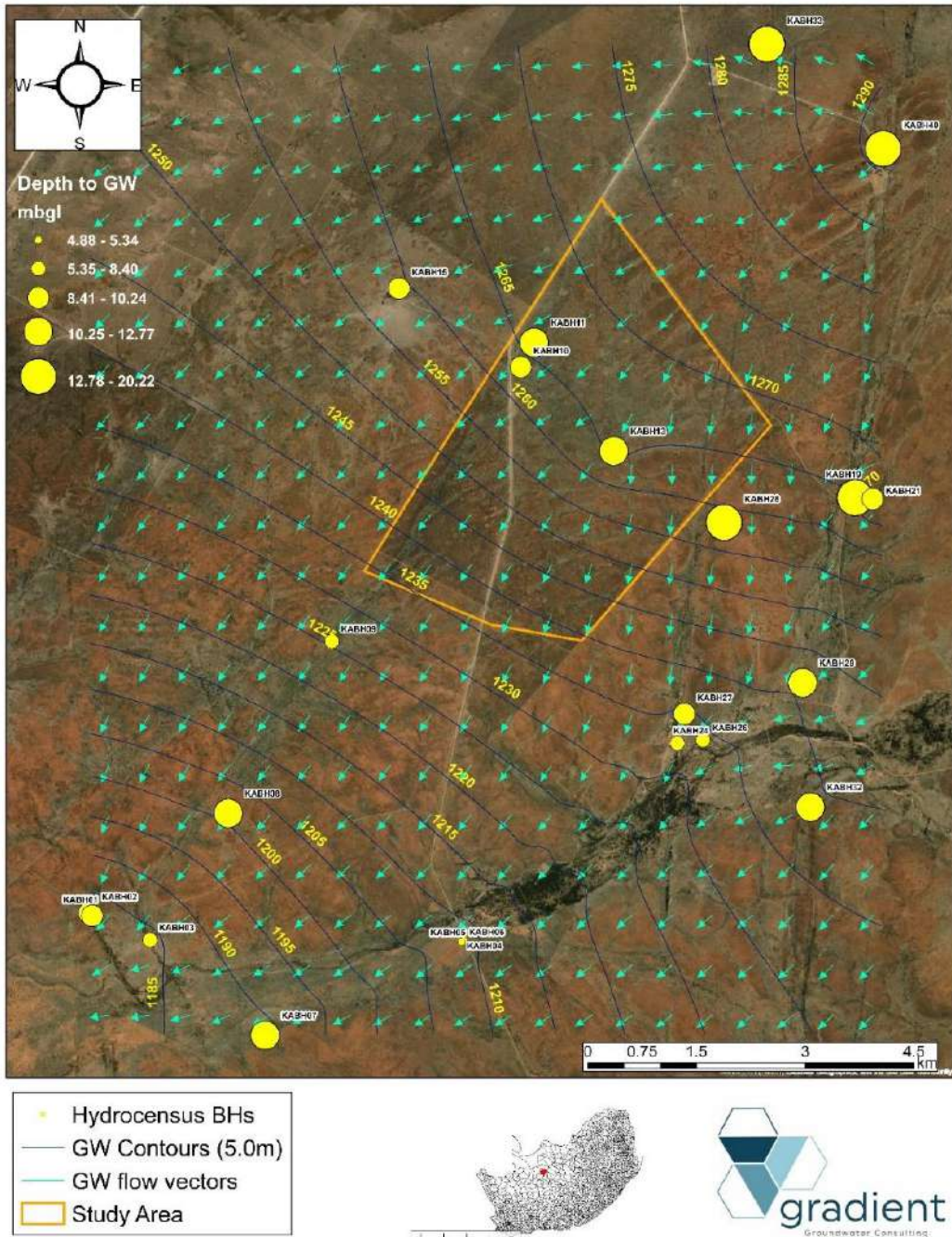
**Table 10-8: Groundwater Quality Summary**

<b>Electrical conductivity ("EC")</b>	The EC is below the SANS screening guidelines (<170 mS/m) for most of the sampled boreholes except KABH01 (218 mS/m) and KABH17 (174 mS/m).
<b>Total Dissolved Solids ("TDS")</b>	As with EC, the TDS concentrations is below the SANS screening guidelines (<1 200 mg/l) for all boreholes except KABH01 (1 278 mg/l);
<b>Major Anions</b>	Chloride, sulphate, fluoride, and ammonia concentrations were below the screening guidelines for all boreholes. However, the nitrate concentrations in KABH01 (67.8 mg/l), KABH03 (16.6 mg/l), KABH10 (18.2 mg/l), KABH17 (35.1 mg/l) & KABH24 (14.9 mg/l) exceeded the SANS screening guidelines of 12 mg/l.
<b>Major Cations and Metals</b>	<p>The DWAF guidelines for Calcium (32 mg/l), magnesium (30 mg/l) and total hardness (300 mg/l, hard) has been exceeded for the majority of the boreholes. Due to the aridness of the study area, this is excepted though. In terms of contamination, chloride and sulphate concentrations in these boreholes were below screening guidelines, thus indicating that the concentrations can be accepted as natural for the area.</p> <p>Both KABH01 &amp; KABH17 are located at farmsteads where farming activities might be contributing to increased salt and nitrate levels observed. The water qualities in the proposed abstraction boreholes (KABH10 &amp; KABH13) meet the domestic guidelines for drinking water.</p>

### 10.11.6 Groundwater flow direction and hydraulic gradients

According to Gradient (2022), groundwater levels correlate well to the topographical elevation. The regional groundwater flow direction is towards the Skeifonteinspruit drainage system in the south as shown in Figure 10-13. Groundwater flow path lines are lines perpendicular to groundwater contours, flow generally occurs faster where contours are closer together and gradients are thus steeper.

**Fig 8-1: Groundwater Flow Direction and Depth to GW**



**Figure 10-13: Regional Groundwater Flow Direction and Depth to Groundwater**



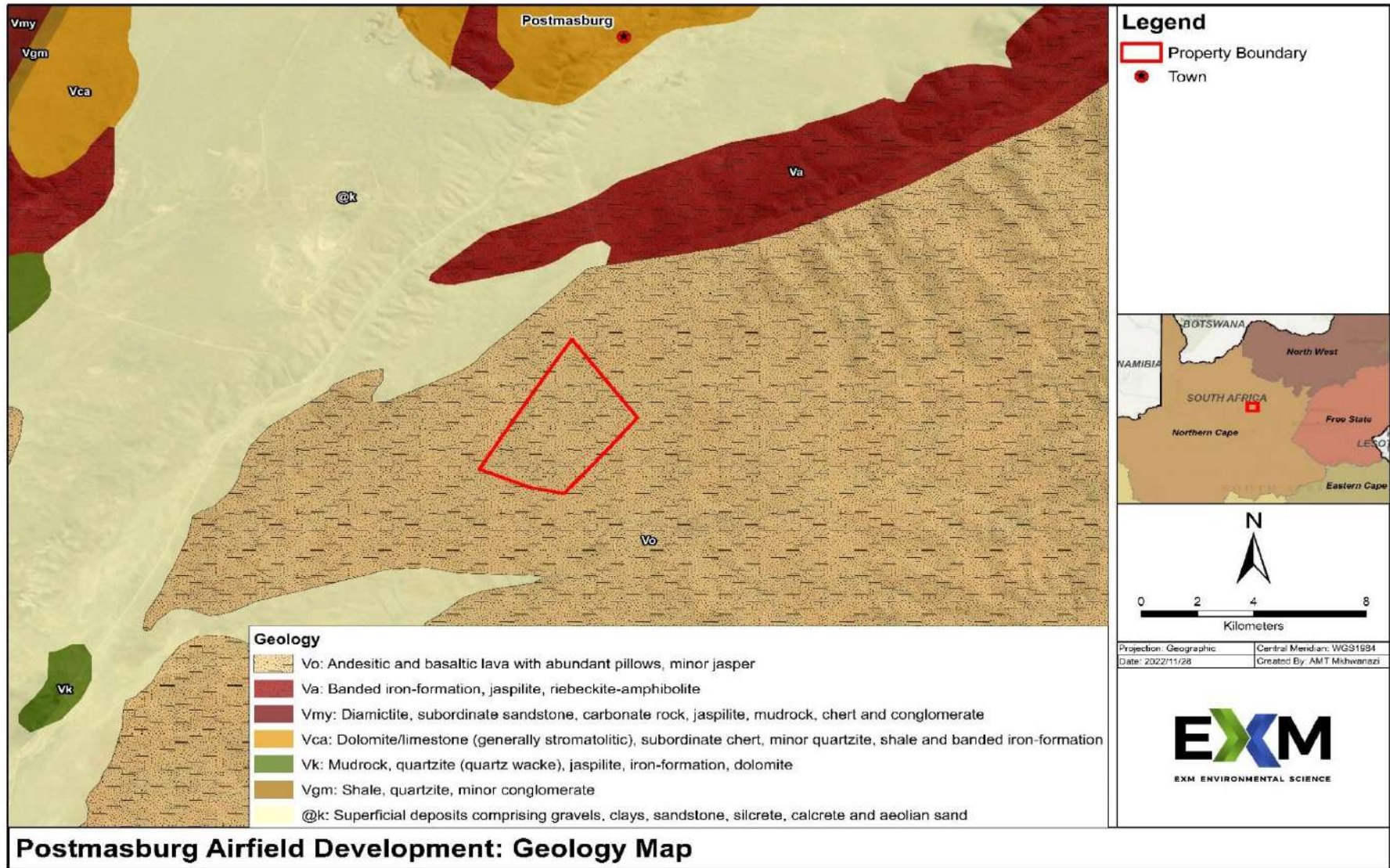


Figure 10-14: Local Geology Map

## 10.12 Land Tenure

As indicated in the Table 10-9 and Figure 10-15, the proposed airfield will be located on Portions 1 and 2 of Farm Plaas 538 Hay RD (Gruispan).

**Table 10-9: Description of the Properties**

Farm Name	Portion	SG Code	Extent	Property owner
<b>Airfield</b>				
Farm 538	1/538	C0310000000053800001	898.5135 H	Sishen Iron Ore Company (Pty) Ltd
Farm 538	2/538	C0310000000053800002	599.5724 H	
<b>Surrounding properties</b>				
Kameelfontein 490	RE/490	C0310000000049000000	2070.7351 H	Johan De Klerk Van Zyl
Waterstroom Vley 537	RE/537	C0310000000053700000	865.1701 H	S & L Vermeulen Family Trust Speedy Vermeulen
Waterstroom Vley 537	4/537	C0310000000053700004	868.7233 H	Hendrik du Plooy
Waterstroom Vley 537	5/537	C0310000000053700005	942.1885 H	Hendrik du Plooy
Kappies Kareeboom 540	1/540	C0310000000054000001	1609.7901 H	Hendrik du Plooy
Farm 538	RE/538	C0310000000053800000	1786.5173 H	Postmasburg Bospoort Boerdery Pty Ltd Johan van der Merwe
Boschpoort 569	RE	C0310000000056900001	585.3126 H	



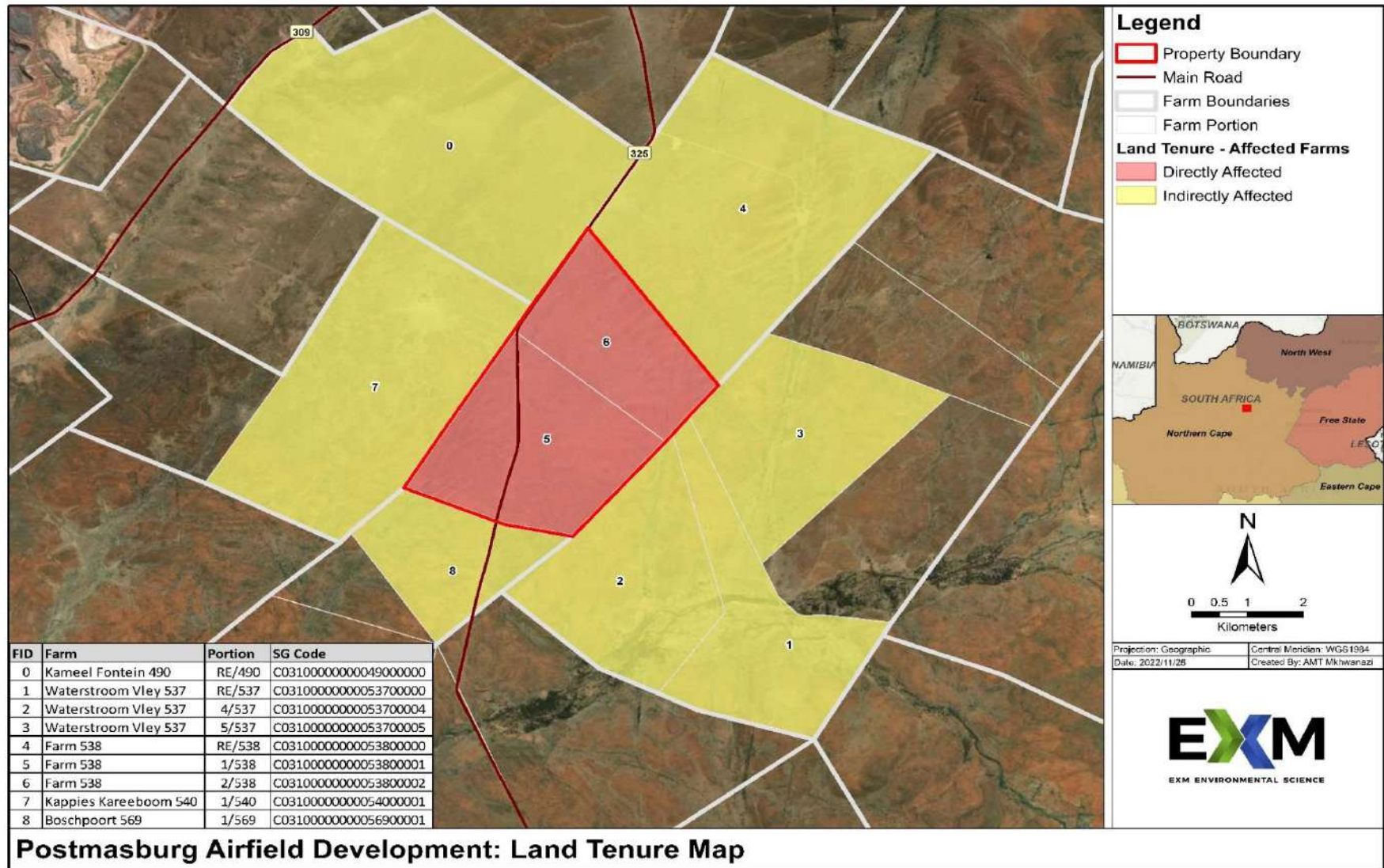




Figure 10-15: Land Tenure Map

### **10.13 Heritage, Archaeological and Palaeontological**



According to the data obtained from the DFFE screening tool, an archaeological site of high significance occurs within the study area. The details of not known but given the proximity to a pan area it is anticipated that this is likely to be a stone age artefact. The remainder of the site has a low heritage/archaeological sensitivity. The site also has an overall medium sensitivity in terms of potential palaeontology resources.

A Heritage/Archaeological Impact Assessment (**Part C: Appendix H**) and desktop palaeontological assessment (**Part C: Appendix I**) was done to verify this site and also to identify additional heritage/Archaeological sites. The results of this study can be found in Table 10-10 below. The locations heritage sites identified during the assessment are indicated in Figure 10-16.

**Table 10-10: Results of Heritage/Archaeological Impact Assessment**

Type of Site	Description	Photo	Photo Description
<p><u>Stone Age Sites</u> (Sites 1-7)</p>	<p>The Stone Age sites are all represented by scatters of MSA &amp; LSA stone tools of varying density. In some instances, only single objects were present, while at other locations the finds consisted of a few stone tools. The objects consist mostly of cores, flakes, and flake-tools such as scrapers and blades. Most of these sites (surface scatters) were found in open eroded sections and it is possible that many similar unrecorded scatters could be located in areas where the grass and vegetation cover on the ground limited visibility. Two of the sites were located close to and around the edge of large quarries in the area, with one site containing a relatively dense scatter of material of red jaspelite.</p>		<p>Stone Age material</p> <p>MSA &amp; LSA material</p>
<p><u>Historic Sites</u></p>	<p>Two other sites dating to more recent historical times were also identified in the study area. Site 1 consists of a water furrow and windmill and associated infrastructure, but these are less than 60 years of age and will not be impacted by the proposed airfield development activities.</p> <p>Site 8 is an informal cemetery containing 4 graves. Two of these are formally demarcated and have</p>		<p>A recent structure (the windmill).</p>



Type of Site	Description	Photo	Photo Description
	<p>headstones, with 2 unmarked and only stone packed. The ages of the graves date between 1928 and 1940 (based on the legible inscriptions on the 2 graves with headstone) and are therefore older than 60 years of age and protected under the National Heritage Resources Act of 1999.</p> <p>The site has been fenced-in and cleaned by Kolomela Mine and will not be impacted by the proposed development. However, as graves always carry a High Significance Rating from a Cultural Heritage point of view, it is recommended that the site be managed by means of a Graves Heritage Management Plan and that a Graves Register be drafted as part of this.</p>	 	<p>The Site 8 cemetery.</p> <p>One of the marked graves at Site 8.</p>
Palaeontology	<p>The development footprint is situated on a geological layer (Transvaal Supergroup) with a moderate palaeontological sensitivity. A Phase 1: Palaeontological Impact Assessment: Field Study is recommended if fossils are found during excavating</p>		

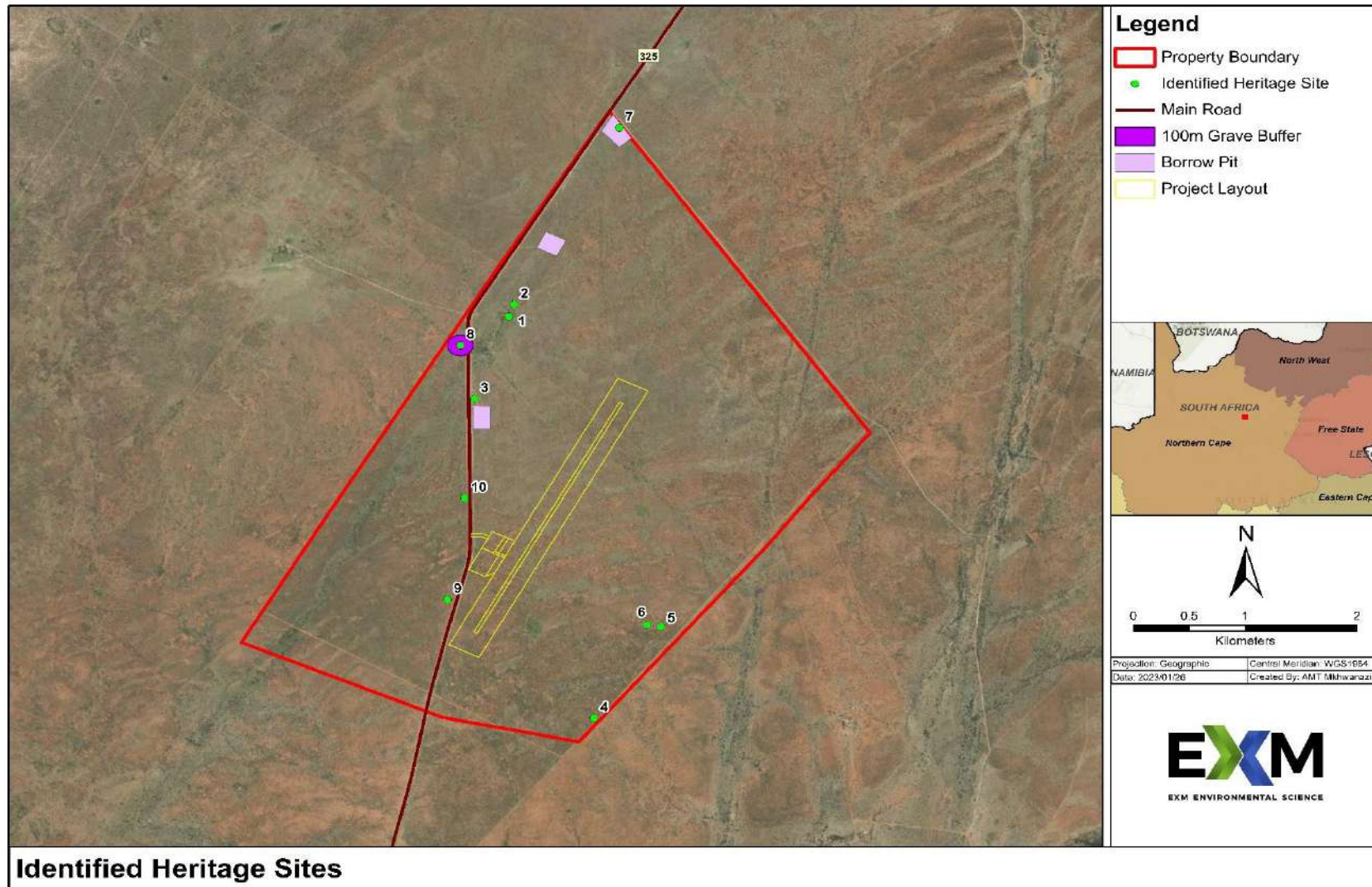


Figure 10-16: Identified Archaeological Sites

## **10.14 Socio-Economic Environment**

### **10.14.1 Residence/occupiers of land to be affected.**

The properties on which the proposed development will be undertaken is currently not occupied by any external party. Agricultural activities (grazing) are undertaken by SIOC and will continue on the remainder of the site after the facility has been established. There are farmsteads located on the surrounding properties. However, these residences will not be directly affected by the development.

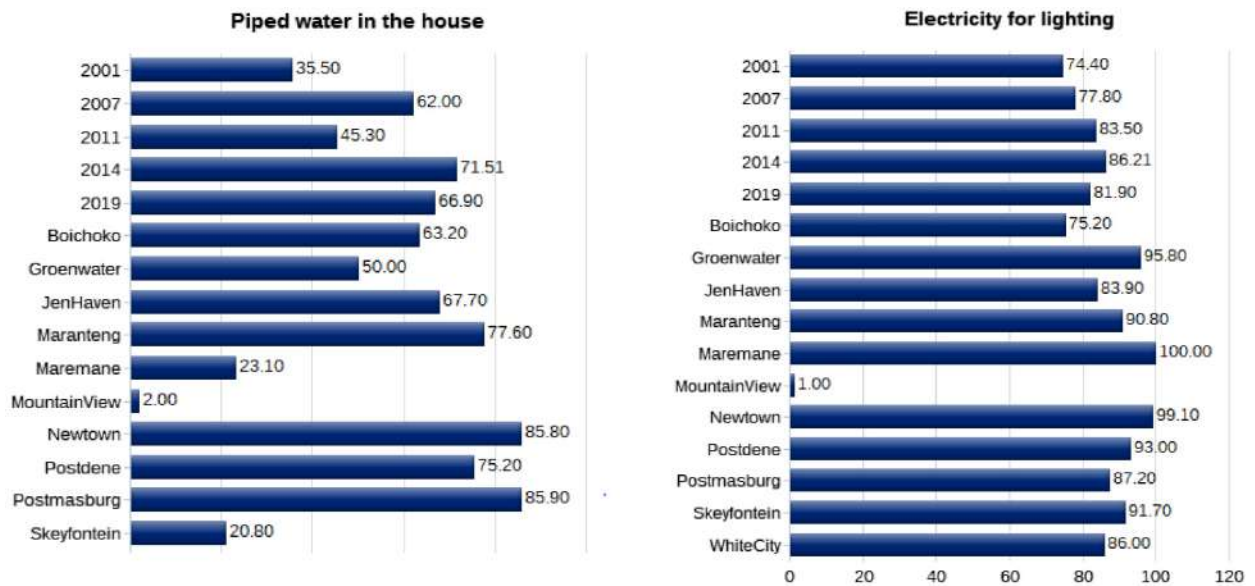
### **10.14.2 Regional Economic Activities**

The site is located in the Tsantsabane Local Municipality within the ZF Mgcawu District Municipality. Mining and agriculture have been coexisting in the Tsantsabane area for many years as the main economic sectors, although mining has become more prominent in recent years. The Kolomela and Beeshoek Iron Ore mines are the most prominent mines in the immediate area. Some of the smaller, newer mines close to Postmasburg have also recently been developed.

The energy sector is becoming more prominent with various green energy projects being established in the Tsantsabane municipal area, including Redstone Solar Thermal Power, Jasper Solar Energy and Lesedi Solar Park.

### **10.14.3 Public Services and Infrastructure**

There is a distinct lack of facilities and amenities in Tsantsabane (for sport, recreation, leisure, healthcare) which results in residents having to frequently travel to other towns and cities in the region. Access to basic services in Tsantsabane has improved gradually since 2001. However, between 2014 and 2019 there was a drop in the percentage of households with access to the services displayed below (Figure 10-17). The lower number can be attributed to a sharp increase in informal settlements (as explained earlier), as well as service delivery pressures on the Tsantsabane Local Municipality.



**Figure 10-17: Piped water in houses and Electricity for lighting per area**

#### **10.14.4 Access to basic services**

Access to basic services in Tsantsabane has improved gradually since 2001. However, between 2014 and 2019 there was a drop in the percentage of households with access to the services. The lower number can be attributed to a sharp increase in informal settlements, as well as service delivery pressures on the Tsantsabane Local Municipality. Rural areas such as Groenwater, Maremane, Skeyfontein and Jen Haven do not have access to proper refuse removal services and many households do not have access to proper sanitation.

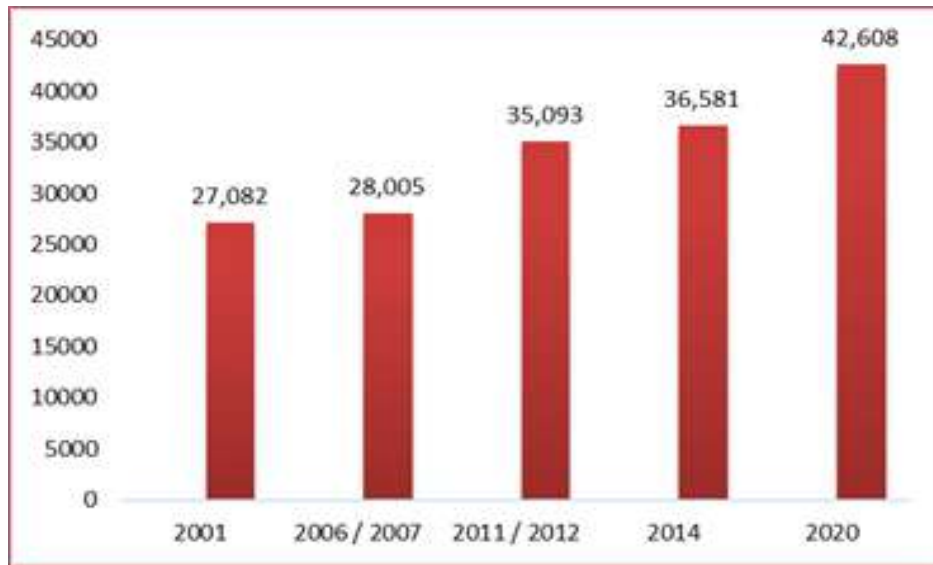
Infrastructure in Tsantsabane is in a poor condition. Tar roads are full of potholes and gravel roads are not being maintained. Bulk infrastructure is old and not able to endure the pressure of a rapidly increasing population. Water and electricity interruptions happen frequently.

#### **10.14.5 Population and demographics**

The population in the Tsantsabane municipal area has increased significantly since 2001. The population estimate for 2020 according to Stats SA, is 57% higher than in 2001, as indicated in Figure 10-18. The population increase can be attributed to the increased economic activity due to mining development.

Even though Kolomela mine's presence is not the only contributing factor to population growth, the mine is generally viewed as the biggest "pull factor" for job seekers. Almost three quarters of participants in the 2019 community baseline survey (73%) indicated that Kolomela mine is seen as a key reason for rapid population growth in Tsantsabane. Any project undertaken by Kolomela mine will result in community expectations of

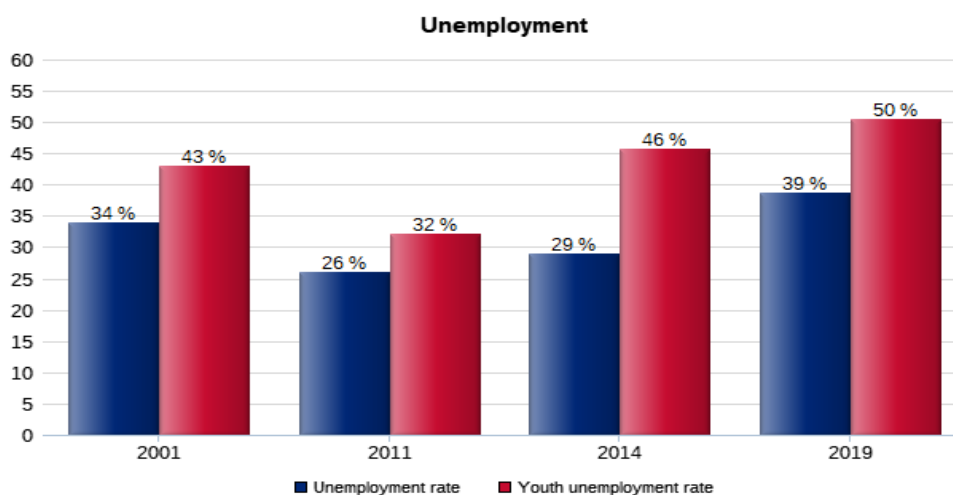
employment by the growing population. There is also the increased potential for site-induced migration.



**Figure 10-18: Tsantsabane Population Growth (Source: Social Impact Assessment) (Naude, 2020)**

#### 10.14.6 Unemployment

The employment rate for adults is low, with only 33% employed full-time, 16% part-time and 2% self-employed, bringing the employment rate to 51%. The unemployment rate is at 39%, which is significantly higher than the national average of 29%. Low education and skills levels among adults described earlier, contribute to a low employment rate for the area.



**Figure 10-19: comparison of unemployment over time for adults and youth in Tsantsabane**

The unemployment rate declined between 2001 and 2011, with the arrival of Kolomela mine. But from 2014 the unemployment rate started to rise again, as a result of an influx of job seekers to the area and with the construction of the mine coming to an end in 2012.

Youth unemployment (adults of 35 years old or younger) showed the same trend, but at much higher rates. The youth unemployment rate was at 50% in 2019, a very concerning statistic, especially given the low number of learners who passed Grade 12 at one of the high schools and the lack of post-school training among the youth. The national youth unemployment rate was at an all-time high in the third quarter of 2019, at 58.2% - which provides some perspective on the unemployment rate among the Tsantsabane youth.

#### **10.14.7 Education and skills**

Education and skills levels in Tsantsabane is low. Only 53% of the Tsantsabane adult population have passed Grade 12. People that have some skills due to being employed at some time, however, lack formal certification and training and as such are not employable. There is thus a distinct lack of semi-skilled candidate for employment within the Tsantsabane community.

#### **10.15 Overall Environmental Sensitivity**

Figure 10-20 below shows all the sensitive environmental features associated with the study area in relation to the proposed project layout.



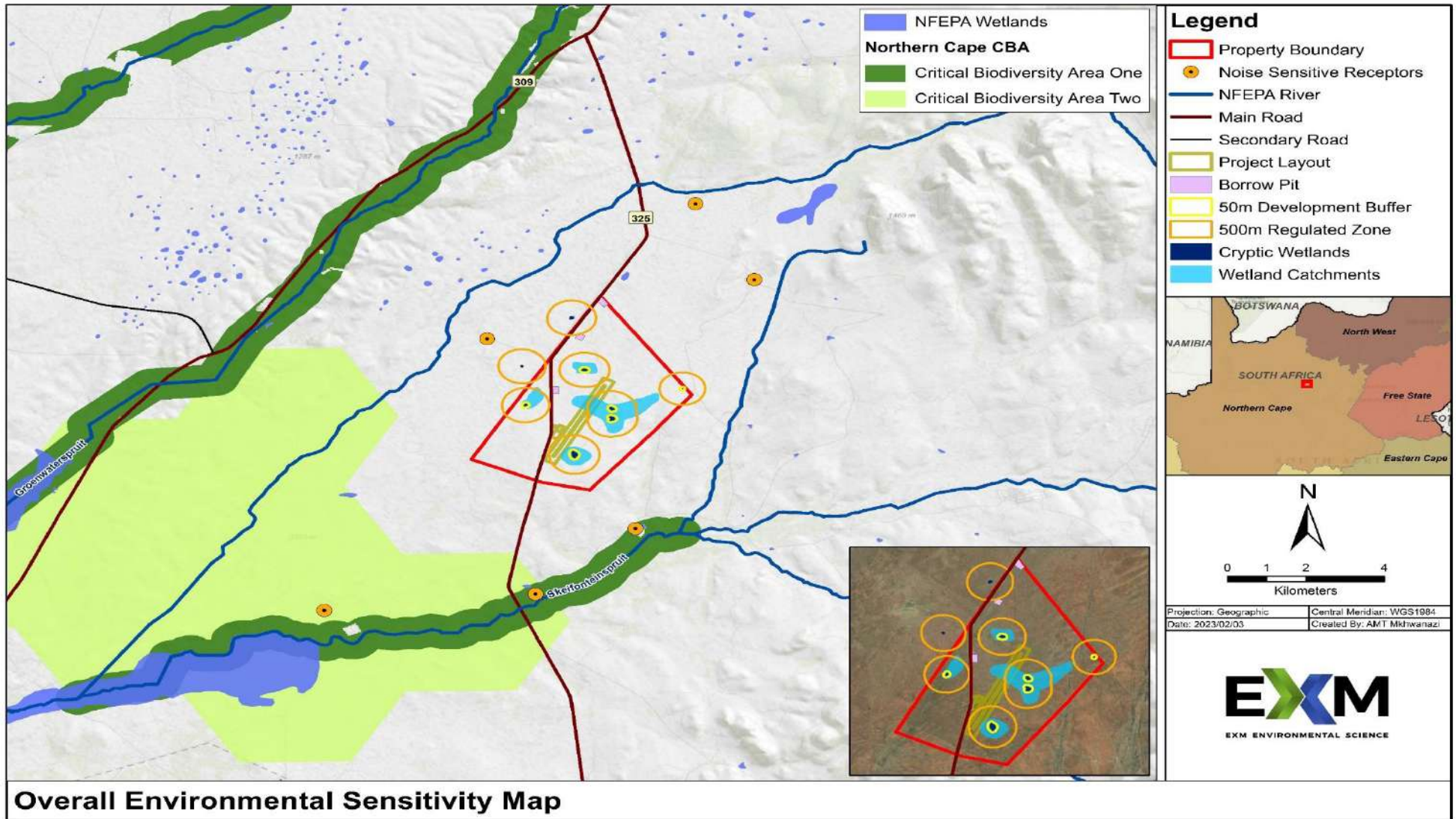


Figure 10-20: Overall Environmental Sensitivity Map

## **11. ENVIRONMENTAL IMPACT IDENTIFICATION AND ASSESSMENT**

This section includes the methodology used in the assessment of each potential impact. A summary of the potential impacts associated with the activities that will be undertaken are also provided. This list of impacts has been informed by the desktop assessment and specialist studies undertaken in support of the EIA.

### **11.1 Methodology used in determining the significance of environmental impacts.**

#### **11.1.1 Impact Ranking Criteria**

The impact assessment method used in this assessment takes into account the current environment, the details of the proposed amendment activities and the findings of the specialist studies. Cognisance has been given to both positive and negative impacts that may result from the developments. The significance of the impact is dependent on the consequence and the probability that the impact will occur.

$$\text{impact significance} = (\text{consequence} \times \text{probability})$$

Where:

$$\text{consequence} = (\text{severity} + \text{extent})/2$$

and

$$\text{severity} = [\text{intensity} + \text{duration}]/2$$

Each criterion is given a score from 1 to 5 based on the definitions given below. Although the criteria used for the assessment of impacts attempts to quantify the significance, it is important to note that the assessment is generally a qualitative process and therefore the application of this criteria is open to interpretation. The process adopted will therefore include the application of scientific measurements and professional judgement to determine the significance of environmental impacts associated with the project. The assessment thus largely relies on experience of the environmental assessment practitioner (EAP) and the information provided by the specialists appointed to undertake studies for the EIA.

Where the consequence of an event is not known or cannot be determined, the "precautionary principle" has been applied and the worst-case scenario assumed. Where possible, mitigation measures to reduce the significance of negative impacts and enhance positive impacts will be recommended. The significance of the impact in light of the mitigation measures has also been rated based on a confidence rating of the mitigation measures.

Consideration will be given to the phase of the project during which the impact occurs. The phase of the development during which the impact will occur will be noted to assist with the scheduling and implementation of management measures.

**Table 11-1: Criteria for Assessing the Impact Significance**

<b>INTENSITY = MAGNITUDE OF IMPACT</b>	<b>RATING</b>
Insignificant: impact is of a very low magnitude	1
Low: impact is of low magnitude	2
Medium: impact is of medium magnitude	3
High: impact is of high magnitude	4
Very high: impact is of highest order possible	5
<b>DURATION = HOW LONG THE IMPACT LASTS</b>	<b>RATING</b>
Very short-term: impact lasts for a very short time	1
Short-term: impact lasts for a short time e.g., construction period	2
Medium-term: impact lasts for the for less than the life of operation.	3
Long-term: impact occurs over the operational life of the project	4
Residual: impact is permanent (remains after mine closure)	5
<b>EXTENT = SPATIAL SCOPE OF IMPACT/FOOTPRINT AREA/NUMBER OF RECEPTORS</b>	<b>RATING</b>
Limited: Impact only affects the mine site or part there of	1
Neighbours: Limited to the immediate surroundings;	2
Local: Affecting a larger area (beyond immediate surroundings or neighbours)	3
District: Affects entire district	4
Regional: Affects an entire region e.g., Province	5
<b>PROBABILITY = LIKELIHOOD THAT THE IMPACT WILL OCCUR</b>	<b>RATING</b>
Highly unlikely: the impact is highly unlikely to occur	0.2
Unlikely: the impact is unlikely to occur	0.4
Possible: the impact could possibly occur	0.6
Probable: the impact will probably occur	0.8
Definite: the impact will occur	1

## IMPACT SIGNIFICANCE

### NEGATIVE IMPACTS

≤1	Very low	Impact is negligible. No mitigation required.
>1≤2	Low	Impact is of a low order. Mitigation could be considered to reduce impacts. But does not affect environmental acceptability.
>2≤3	Moderate	Impact is real but not substantial in relation to other impacts. Mitigation should be implemented to reduce impacts.
>3≤4	High	Impact is substantial. Mitigation is required to lower impacts to acceptable levels.
>4≤5	Very High	Impact is of the highest order possible. Mitigation is required to lower impacts to acceptable levels. Potential Fatal Flaw.

### POSITIVE IMPACTS

≤1	Very low	Impact is negligible.
>1≤2	Low	Impact is of a low order.
>2≤3	Moderate	Impact is real but not substantial in relation to other impacts.
>3≤4	High	Impact is substantial.
>4≤5	Very High	Impact is of the highest order possible.

### DEVELOPMENT PHASE

C	Impact is applicable to the CONSTRUCTION PHASE ONLY
O	Impact is applicable to the OPERATIONAL PHASE ONLY
C&O	Impact is applicable to the CONSTRUCTION AND OPERATIONAL PHASE

## 11.2 The possible mitigation measures that could be applied and the level of I risk.

The mitigation measures for each of the identified impacts are included in Section 12 and in the EMPr in part B.

The significance of the impact with mitigation has been weighted (as indicated in Table 11-2) by multiplying the significance rating without significance by the following depending on the confidence placed in the successful implementation of the mitigation measures or the effectiveness of those measures in reducing the impact.

**Table 11-2: Weighting of Mitigation Measures**

1	Very low	Measures are very difficult or expensive to implement or are not expected to be effective in reducing the impact (No Confidence)
0.8	Low	Measures are difficult or expensive to implement or are expected to have limited effectiveness in reducing the impact (20% Confidence)

0.5	Moderate	Measures can be implemented with some effort and cost and/or the measures can be effective in mitigating the impact if implemented (50% Confidence)
0.2	High	There is high confidence that mitigation measures can be implemented and can be effective in mitigating the impact (80% Confidence)

### **11.3 Summary of the positive and negative impacts related to the project.**

Note: A comprehensive assessment of all impacts is given in Section 11 and Annexure C.

#### **11.3.1 Air Quality**

The construction activities including soil disturbance from earth works, borrow pit operations and vehicles traveling on exposed surface and roads has the potential to result in increased dust fall in the area. However residential units are situated relative far from the development and it is not anticipated that the project will result in significant air quality impacts. Increased traffic volumes on the R325 regional roads will result in increased dust emissions along the road which may affect the safety of current road users as well as residents along the route. Impacts associated with increased dust generation was rated as low during construction and medium during operation as a result of vehicles traveling on the regional roads. The implementation of the prescribed mitigation will reduce the significance to low.

#### **11.3.2 Noise**

According to Airshed (2022), due to the large distance between the airfield and any nearby NSRs, construction phase impacts are expected to be negligible at all nearby NSRs.

Airshed (2022) utilised a model to determine the potential increase in noise levels from the baseline measurements and to assess the potential impacts on NSRs. The study focussed on three different aircraft that would likely be used at the airfield, including the 1900D, J41, and ERJ135. The model also included three scenarios to determine impacts from maximum rotations related to the initial demand, 2% growth per year after 20 years and 4% growth per year after 20 years. Table 11-3 shows the predicted increase in noise levels at the NSRs (locations provided in Figure 10-1). Table 11-4 contains illustrations of the result of the model. It should be noted that noise rating levels are for day-time continuous rating levels as no flights will occur at night or weekends (except for occasional medical emergency evacuation flights) and represent impacts averaged over a day.

The IFC General Environmental Health and Safety Guidelines states that noise levels should not exceed 55dBA for residential areas during the day. Continuous day-time noise levels are expected to remain relatively unchanged from baseline levels with no exceedances of the IFC standard expected. Increased noise levels and associated potential noise impacts are only expected during short periods of time during take-off and landings. Impact related to noise generation was rated to be medium prior to the implementation of mitigation and remain medium post mitigation. It should be noted that the revised/mitigated layout has reduced impacts at noise receptors significantly.

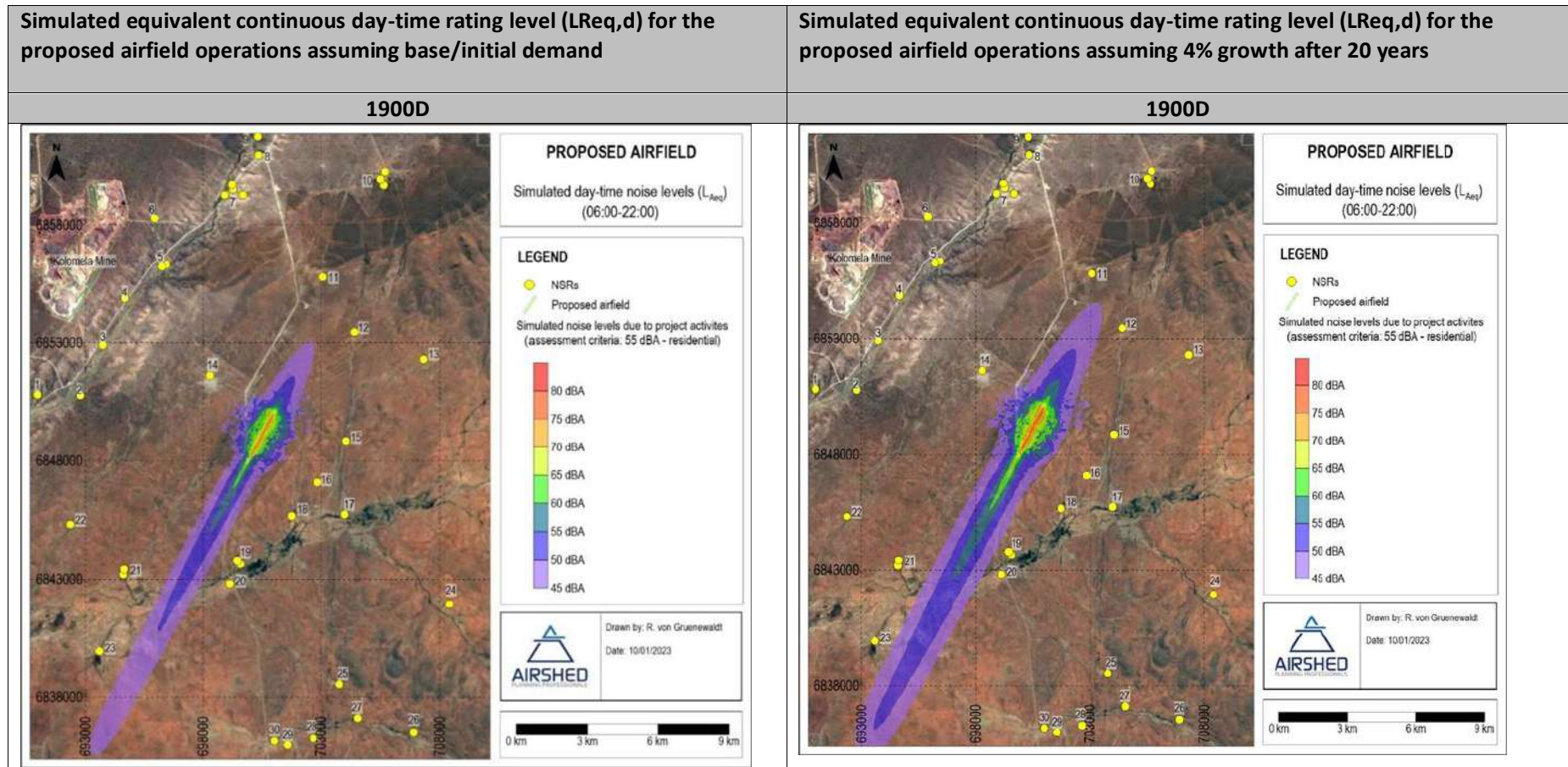
**Table 11-3: Summary of Simulated Day-Time Noise Levels Closest NSRs**

Noise Sensitive Receptor	Baseline <sup>(b)</sup>	Project operations <sup>(a)</sup>	Increase Above Baseline <sup>(c)</sup>	Project operations <sup>(a)</sup>	Increase Above Baseline <sup>(c)</sup>	Project operations <sup>(a)</sup>	Increase Above Baseline <sup>(c)</sup>
		1900D		J41		ERJ135	
<b>Base Demand</b>							
NSR10	45.0	32.6	0.2	38.1	0.8	33.6	0.3
NSR11	45.0	37.5	0.7	43.0	2.1	38.6	0.9
NSR12	46.5	35.9	0.4	41.4	1.2	36.9	0.5
NSR13	46.5	0.0	0.0	0.0	0.0	0.0	0.0
NSR14	48.0	0.0	0.0	0.0	0.0	0.0	0.0
NSR15	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR16	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR17	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR18	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR19	44.9	37.8	0.8	40.7	1.4	35.2	0.4
NSR20	44.9	36.0	0.5	38.9	1.0	33.4	0.3
NSR21	44.5	0.0	0.0	0.0	0.0	0.0	0.0
NSR23	44.5	35.4	0.5	38.3	0.9	32.8	0.3
<b>At 2% growth after 20 years</b>							
NSR10	45.0	34.3	0.4	39.7	1.1	35.3	0.4
NSR11	45.0	39.3	1.0	44.7	2.9	40.3	1.3
NSR12	46.5	37.6	0.5	43.0	1.6	38.6	0.7
NSR13	46.5	0.0	0.0	0.0	0.0	0.0	0.0
NSR14	48.0	0.0	0.0	0.0	0.0	0.0	0.0
NSR15	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR16	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR17	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR18	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR19	44.9	39.5	1.1	42.3	1.9	36.8	0.6
NSR20	44.9	37.8	0.8	40.6	1.4	35.1	0.4
NSR21	44.5	0.0	0.0	0.0	0.0	0.0	0.0
NSR23	44.5	37.2	0.7	40.0	1.3	34.5	0.4
<b>At 4% growth after 20 years</b>							
NSR10	45.0	36.0	0.5	41.4	1.6	37.0	0.6
NSR11	45.0	41.0	1.5	46.4	3.8	41.9	1.7
NSR12	46.5	39.3	0.8	44.7	2.2	40.3	0.9
NSR13	46.5	0.0	0.0	0.0	0.0	0.0	0.0
NSR14	48.0	0.0	0.0	0.0	0.0	0.0	0.0
NSR15	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR16	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR17	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR18	44.1	0.0	0.0	0.0	0.0	0.0	0.0
NSR19	44.9	41.2	1.5	44.0	2.6	38.5	0.9

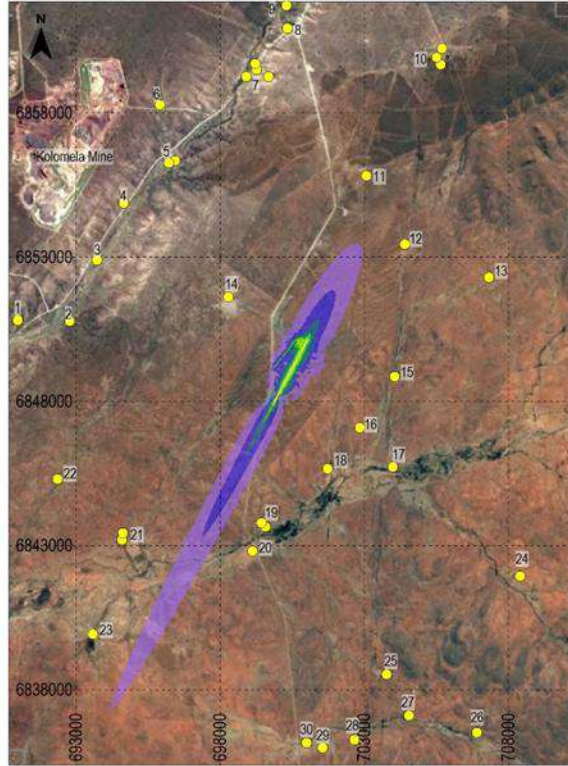


Noise Sensitive Receptor	Baseline <sup>(b)</sup>	Project operations <sup>(a)</sup>	Increase Above Baseline <sup>(c)</sup>	Project operations <sup>(a)</sup>	Increase Above Baseline <sup>(c)</sup>	Project operations <sup>(a)</sup>	Increase Above Baseline <sup>(c)</sup>
		1900D		J41		ERJ135	
NSR20	44.9	39.5	1.1	42.3	1.9	36.8	0.6
NSR21	44.5	0.0	0.0	0.0	0.0	0.0	0.0
NSR23	44.5	38.9	1.1	41.7	1.8	36.2	0.6

**Table 11-4: Results of Noise Model for the Initial Demand and Maximum with 4% growth after 20 years**



ERJ135

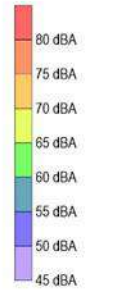


**PROPOSED AIRFIELD**

Simulated day-time noise levels ( $L_{Aeq}$ )  
(06:00-22:00)

**LEGEND**

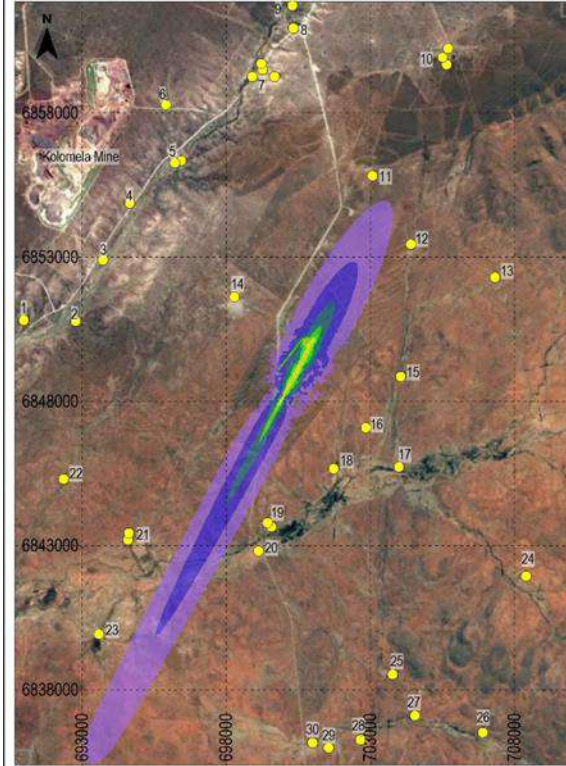
- NSRs
- Proposed airfield
- Simulated noise levels due to project activities  
(assessment criteria: 55 dBA - residential)



Drawn by: R. von Gruenewaldt  
Date: 10/01/2023



ERJ135

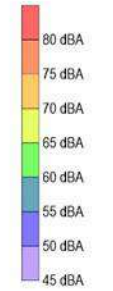


**PROPOSED AIRFIELD**

Simulated day-time noise levels ( $L_{Aeq}$ )  
(06:00-22:00)

**LEGEND**

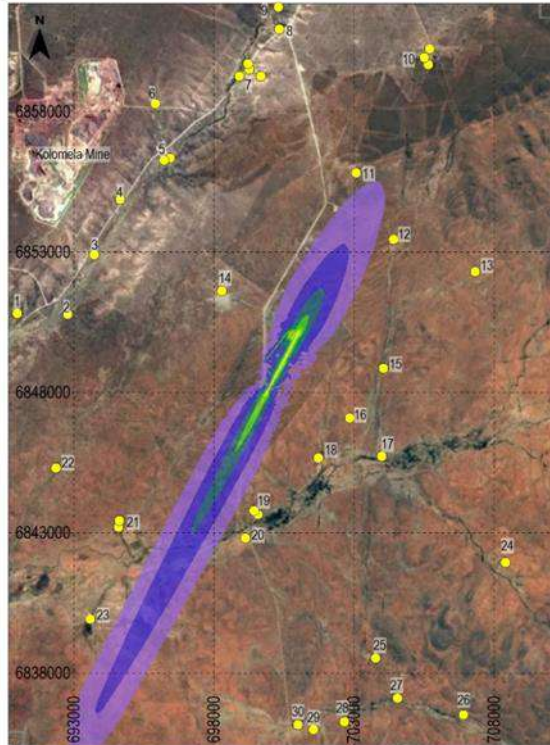
- NSRs
- Proposed airfield
- Simulated noise levels due to project activities  
(assessment criteria: 55 dBA - residential)



Drawn by: R. von Gruenewaldt  
Date: 10/01/2023



J41



**PROPOSED AIRFIELD**

Simulated day-time noise levels ( $L_{Aeq}$ )  
(06:00-22:00)

**LEGEND**

- NSRs
- Proposed airfield

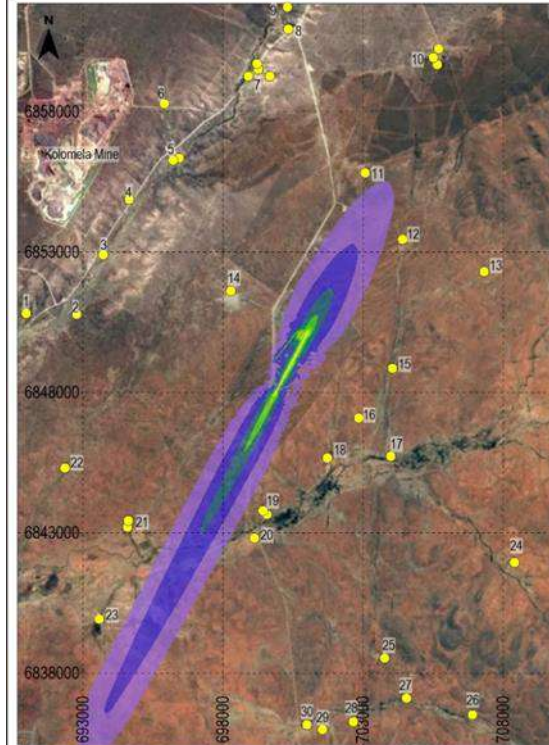
Simulated noise levels due to project activities  
(assessment criteria: 55 dBA - residential)

80 dBA
75 dBA
70 dBA
65 dBA
60 dBA
55 dBA
50 dBA
45 dBA

Drawn by: R. von Gruenewaldt

Date: 10/01/2023

J41



**PROPOSED AIRFIELD**

Simulated day-time noise levels ( $L_{Aeq}$ )  
(06:00-22:00)

**LEGEND**

- NSRs
- Proposed airfield

Simulated noise levels due to project activities  
(assessment criteria: 55 dBA - residential)

80 dBA
75 dBA
70 dBA
65 dBA
60 dBA
55 dBA
50 dBA
45 dBA

Drawn by: R. von Gruenewaldt

Date: 10/01/2023

### **11.3.3 Topography and Hydrology**

The area on which the proposed airfield will be developed is relatively flat with minor drainage features. It is not anticipated that the development will have an impact on the topography and hydrology of the project area.

### **11.3.4 Soil**

The storage and handling of hazardous substances (i.e., hydrocarbons) during the construction phase may result in spillages and soil pollution. Runoff from disturbed areas during construction may result in soil erosion and loss of topsoil. Soil compaction may also result in impacts on soil characteristics and land capability, especially adjacent areas. The operations will have spill management measures (bundling and clean up equipment) to prevent/minimise potential impacts. Impact on soil was rated to have a medium significance prior to the implementation of mitigation measures and a low impact considering the implementation of the proposed control measures.

### **11.3.5 Land Capability and Land Use**

The area is classified as low scrubland where cattle farming is currently undertaken by SIOC. The area is rated as having land capability related to very low potential for crop cultivation and moderate potential for non-arable land capability. The project will entail the conversion of land used for grazing purposes for the establishment of the airfield. However, the remaining sections of the farm will still be utilised for grazing purposes. Impact on land capability and land use was rated to have a low significance prior to the implementation of mitigation measures and a very low impact considering the implementation of the proposed control measures.

### **11.3.6 Biodiversity**

#### **11.3.6.1 Fauna and Flora Habitat**

According to the Ecological Assessment (The Biodiversity Company, 2022), the study area has a Medium Site Ecological Importance ("SEI") based on the Functional Integrity ("FI") and Conservation Importance ("CI") of the habitat units identified during the assessment. The project will entail the removal of natural vegetation which will directly affect associated habitats and associated fauna and flora. However, the project will not affect any CBAs or Conservation Areas. The proliferation of alien vegetation due to disturbance caused by the project also has the potential to negatively impact indigenous vegetation and associated habitats. Direct and indirect (edge effects) disturbance of fauna and flora habitats will have a medium impact on biodiversity prior to the implementation of mitigation measures and a low impact considering the implementation of the proposed control measures.

### **11.3.6.2 Species of Conservation Concern**

According to the Ecological Assessment (The Biodiversity Company, 2022), there is a moderate likelihood of selected Species of Conservation Concern ("SCC") occurring within the project area. Several plant species that are provincially protected were recorded from the project area and the protected tree *Boscia albitrunca* were recorded within the project area. The proposed project has the potential to result in the disturbance/removal of SCC. It is essential that a detailed survey be undertaken to verify the locations of SCC to apply for permits for the trimming, removal or relocation of any such species from the national and provincial authorities for the construction footprint. The relocation of SCC should also be investigated and implemented.

Direct and indirect (edge effects) disturbance of habitats will have a medium impact on SCC prior to the implementation of mitigation measures and a Low impact considering the implementation of the proposed control measures.

### **11.3.7 Surface Water Resources**

The footprint of the airfield will not directly affect any perennial or non-perennial rivers/drainage. The study area is however located upstream of two NFEPA rivers and has therefore the potential to result in indirect impacts such as erosion and sedimentation. Five cryptic wetlands have been identified by Freshwater Aquatic Assessment (SAS, 2022) to occur within the study area. The revised (mitigated) layout will not result in any direct disturbance and most infrastructure will be located > 500m from the wetlands. The project could also result in indirect impacts such as sedimentation of the wetlands if proper stormwater control measures are not implemented. Indirect disturbance of wetlands will have a medium impact prior to the implementation of mitigation measures and a low impact considering the implementation of the proposed control measures, including layout optimisation.

### **11.3.8 Groundwater**

According to Gradient (2022) and indicated in Figure 11-1 the zone of influence of the aquifer draw down only slightly extends beyond the project boundary (Gruispan farm boundary), however, does not reach the local drainages system(s) i.e., Groenwaterspruit and tributary of the Skeifonteinspruit. The zone of influence only intercepts one other observation borehole, KABH11, however this borehole is situated on Gruispan. It should be noted that the simulation indicates that no privately owned, neighbouring boreholes will be intercepted and/or impacted on. Impact on groundwater users and water resources will be low before and after the implantation of mitigation measures.



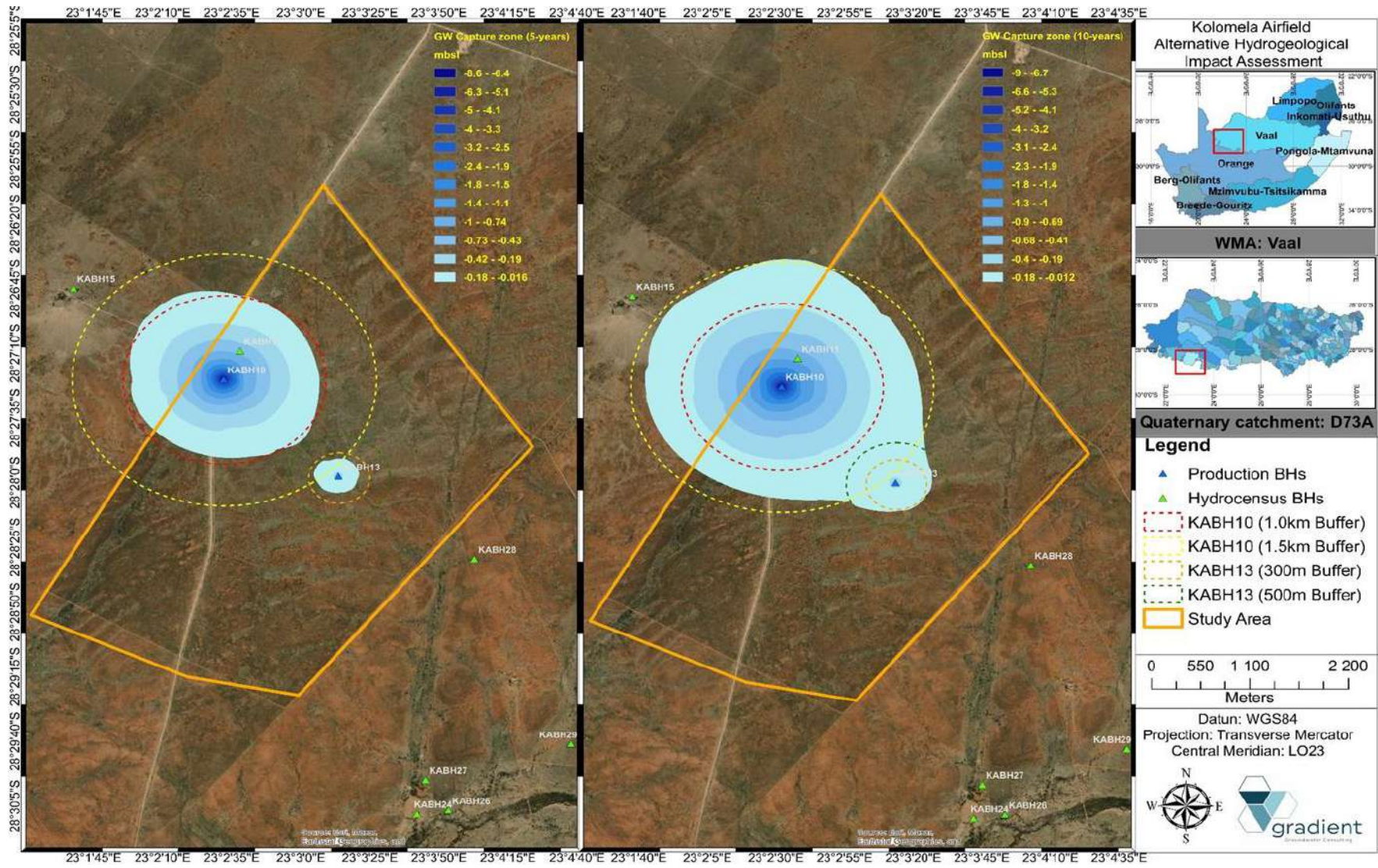


Figure 11-1: Groundwater Abstraction Zone of Influence

### **11.3.9 Heritage, Archaeological and Palaeontological**

A total of ten (10) heritage sites were identified during the Heritage Impact Assessment within the study area, including stone age sites and an informal cemetery containing 4 graves. The identified sites are however located far from the development footprint. Therefore, impact on heritage resources is not expected. The one borrow pit location on the northern section of the property is however situated where Heritage Site 7 is located. A permit will have to be obtained if this site is disturbed in any manner. Impacts on heritage resources are rated as low for all infrastructure except for the borrow pit which was rated as having a medium impact significance.

The site is located in an area with medium palaeontological sensitivity and potential impacts are unlikely. It is however recommended that a chance find procedure be implemented in the case heritage resources are uncovered during project development.

### **11.3.10 Traffic**

The project will result in an increase in traffic volumes on the R325 (Griekwastad) and R309 (Witsand) regional roads. Increased traffic will potentially result in further deterioration of the road conditions and affect other road users. Increased traffic at peak times will also result in increased dust emissions which may affect current road users as well as residents adjacent/nearby the road.

According to the Traffic Impact Assessment (R&G Kalahari, 2023) the impact of increased traffic due to the airfield development at the three main intersections in Postmasburg will be minimal, even at a peak growth rate of 4% over 20 years.

Current road conditions on the Witsand road (R309) (yellow line indicated in Figure 11-2 below – Link 02) from the Griekwastad intersection, north towards Postmasburg warrants intervention by the Provincial Road Authority. The route to the south (blue line – Link 09) towards the east of Kolomela is in better condition but may require dust suppression due to increase traffic. The additional traffic due to the operations of the airport will potentially contribute to road degradation which may require intervention by the Provincial Road Authority.

According to the Traffic Impact Assessment (R&G Kalahari, 2023), the generated traffic will have an impact on the gravel roads, but the base traffic remains the driver in all cases. The additional traffic due to the operations of the airport will potentially contribute to road degradation and dust that will impact on road users. The Provincial Road Authority is responsible for road maintenance hence it is proposed that they be engaged by SIOC proactively to facilitate sufficient road maintenance as a mitigatory measure. As the increase in traffic is small at the onset of operations of the proposed airfield and the resulting impact

due to the increased traffic is small initially, initial intervention by SIOC is proposed to also include dust suppression to specific sensitive and impacted areas (guesthouse, homesteads etc). It is proposed that further suitable intervention be implemented when additional traffic volumes from the proposed airfield operations increase more significantly in the medium- and long-term future.



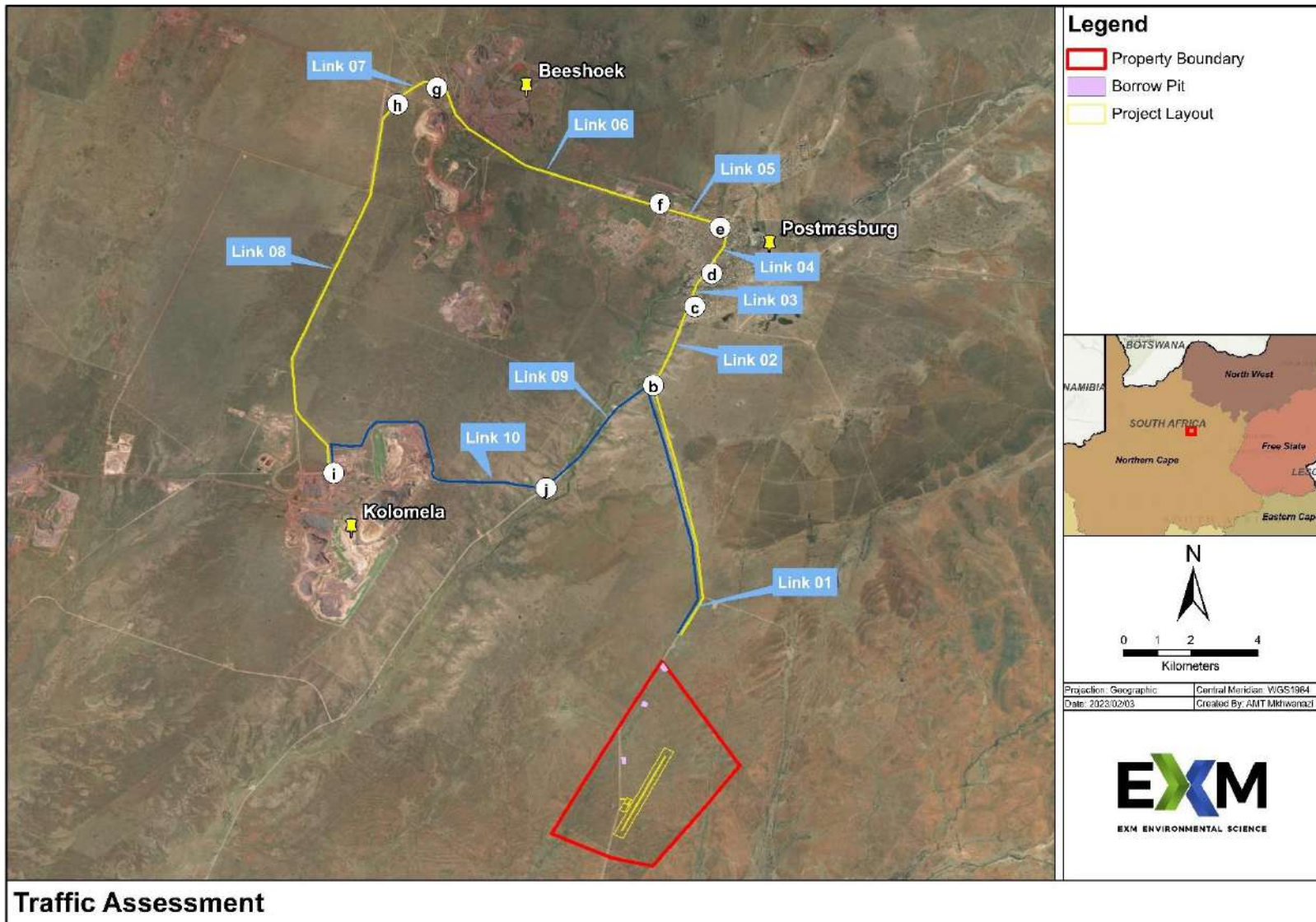


Figure 11-2: Access Routes

### **11.3.11 Visual**

The airport structures and runway will be relatively flat, and it is not anticipated that the facility will result in significant visual intrusion for the surrounding receptors. The most visible feature will be the airport building including the terminal area. The closest receptor is >3 km north east of the site. Vegetation and local topography will also shield the visual footprint of the facility from the receptors, especially those to the east and north of the site. The facility will likely be visible for vehicles travelling on the R325 road. Vegetation will assist in the screening of the visual appearance related to the facility. Visual impacts were rated as having a low significance before the application of mitigation and very low post mitigation.

### **11.3.12 Socio-Economic Environment**

**Employment of Local Labour** - The proposed airport development will result in the creation of jobs during the construction and operational phase. The consequence type for this impact is considered to be a positive high as the employment will likely benefit the vulnerable group. During the operational phase, Kolomela is likely to move the labour operating Tommy's Airfield to the new airport. Operational phase employment impacts are considered low.

**Local Procurement** - The construction of the airport will involve contract packages that can be carried out by local service providers. In addition, the operation of the airport may require service providers (e.g., security, catering).

**In Migration** – The municipality has experienced high influxes of people from 2001 to 2019. The in-migration is mainly of young persons in search of job opportunities. In migration has led to land invasion within the municipality. Although the potential for the airport project to drive in-migration is considered to be relatively low due to the limited construction job opportunities, the cumulative impact of this project together with the Kapsteveld South Project at Kolomela mine, would increase the attraction to the area by jobseekers.

### **11.4 Motivation where no alternative sites were considered.**

Not applicable as alternatives layouts have been considered based on the mitigation of impacts. Alternatives considered are described in Section 7.

### **11.5 Statement motivating the alternative development location within the overall site.**

The project alternatives and the motivation for the selection of the preferred alternative is provided in Section 7.

### **11.6 Full description of the process undertaken to identify, assess and rank the impacts and risks the activity will impose on the preferred site.**

Please refer to Section 10.1 for the methodology used in the ranking of impacts. Please refer to Section 10.3 for the methodology used for the application of a mitigation confidence ranking to the impact ranking.

## **12. ASSESSMENT OF EACH IDENTIFIED POTENTIALLY SIGNIFICANT IMPACT RISK**

### **12.1 Summary of Impact Assessment Results**

A summary of the impact assessment results for each phase of the proposed project is provided below for the construction phase (Table 12-2), operational phase (Table 12-3) and decommissioning and closure phase (Table 12-5). Refer to Appendix C for the full impact assessment tables.

The assessment of the impacts and recommended mitigation measures have been identified through the utilisation of the baseline environmental conditions (Section 10), summary of the impacts which stipulate the nature thereof (Section 11.3), including the impact assessment methodology provided in section 11.1 and the methodology used for the application of a mitigation confidence ranking provided in section 11.1.

**Note:** The mitigation measures provided below is a summary of the proposed actions. Refer to Appendix E for the full Environmental Management Programme (EMPr).



**Table 12-1: Planning Phase - Impact Risk Assessment**

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Biodiversity	Planning of facility	Removal of Protected Plant Species	Loss of protected species	<b>Moderate</b>	<ul style="list-style-type: none"> <li>• Implement mitigated layout alternative.</li> <li>• Clearly demarcate construction footprint prior to commencement.</li> <li>• Vegetation clearance only allowed in demarcated and approved footprints.</li> <li>• Limit Road construction to the authorised access road.</li> <li>• Obtain permits for the removal/relocation of protected species.</li> <li>• Prevent removal of protected plant species within the fenced area (where practicable and within aviation safety limits) that will not be directly affected by project footprints.</li> <li>• Rehabilitation of areas temporarily disturbed by construction activities, including the borrow pit.</li> <li>• Restrict movement of vehicle and people to demarcated footprints.</li> <li>• Wetland pans must be dedicated no-go areas.</li> <li>• Landscaping to be undertaken with indigenous species, dominant in the area.</li> </ul>	<b>Low</b>
Surface Water Resources	Planning of facility	Layout to directly impact cryptic wetlands	Loss of cryptic wetlands	<b>Moderate</b>	<ul style="list-style-type: none"> <li>• Implement mitigated layout plan to avoid wetland pans.</li> <li>• Stormwater management must be focused to prevent discharge near the pans.</li> <li>• Implement stormwater control measures as stipulated in stormwater management plan.</li> <li>• Water courses (pans) and the 50m development buffer must be dedicated/marked no go areas.</li> <li>• Restrict movement outside demarcated areas, especially close to water courses.</li> </ul>	<b>Low</b>

**Table 12-2: Construction Phase - Impact Risk Assessment**

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Soil	Earth works	Removal of topsoil	Loss of soil and land capability	Low	<ul style="list-style-type: none"> <li>Removal of topsoil only allowed in demarcated and approved footprints.</li> <li>Maximum volume topsoil to be removed from demarcated areas.</li> <li>Rehabilitation of areas temporarily disturbed by construction activities, including borrow pit.</li> <li>Storage of topsoil (not used for landscaping) in a dedicated location. Stockpiles not to exceed 1.5 meters. No vehicles/machinery allowed on stockpiles.</li> <li>Refer to section related to hazardous substances management.</li> </ul>	Low
		Soil erosion	Loss of topsoil	Moderate		Low
	Storage and use of hazardous substances	Contamination of soil	Soil pollution	Moderate		Low
Topography	Construction of airfield	Change in topography	Alteration of landscape	Low	<ul style="list-style-type: none"> <li>Landscaping at terminal building</li> <li>Rehabilitation of areas temporarily disturbed by construction activities.</li> </ul>	Very Low
Land use and land capability	Establishment of footprint	Footprint development	Loss of grazing land and change in land use	Moderate	<ul style="list-style-type: none"> <li>Remaining sections of the property to be utilised for agricultural purposes.</li> <li>Protect the potential of natural resources and prevent degradation of soil and water quality to ensure that the land is still viable after closure of Kolomela Airfield.</li> </ul>	Low
Air quality	Construction activities (earth works, moving equipment,	Vehicle movement on exposed areas	Increased dust fall Nuisance conditions	Moderate	<ul style="list-style-type: none"> <li>Implement strict speed limits on all roads/exposed areas during construction on the property.</li> </ul>	Low

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
	vehicles travelling)	Exhaust emissions, construction vehicles	Contribution to greenhouse gas emissions.	Very Low	<ul style="list-style-type: none"> <li>Dust suppression on exposed areas during construction activities on the property, i.e., by using a water bowser.</li> <li>Dust fall monitoring in the area surrounding the property during construction according to the National Dust Control Regulations.</li> <li>Implement a community grievances and complaints management procedure (integrate with the Kolomela procedure). All complaints must be investigated and responded to.</li> <li>Maintain construction vehicles and equipment to ensure emissions are kept to a minimum.</li> </ul>	Very Low
Noise	Construction activities (earth works, moving equipment, vehicles travelling)	Increased noise levels	Nuisance conditions for receptors in the area.	Low	<ul style="list-style-type: none"> <li>Limiting construction activity and vehicle traffic to hours between 06:00 and 18:00 where possible.</li> <li>Implement a community grievances and complaints management procedure (integrate with the Kolomela procedure). All complaints must be investigated and responded to.</li> </ul>	Low
Biodiversity - Flora	Construction of facility	Vegetation clearance Edge effects	Impact on floral Habitat and Diversity Fragmentation of habitat	Moderate	<ul style="list-style-type: none"> <li>Implement mitigated layout alternative.</li> <li>Clearly demarcate construction footprint prior to commencement.</li> <li>Vegetation clearance only allowed in demarcated and approved footprints.</li> <li>Limit Road construction to the authorised access road.</li> <li>Obtain permits for the removal/relocation of protected species.</li> </ul>	Low
Biodiversity - Flora	Construction of facility	Vegetation clearance	Destruction of protected plant species.	Moderate	<ul style="list-style-type: none"> <li>Prevent removal of protected plant species within the fenced area (where practicable and within aviation safety limits) that will not be directly affected by project footprints.</li> </ul>	Moderate

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
					<ul style="list-style-type: none"> <li>Rehabilitation of areas temporarily disturbed by construction activities, including the borrow pit.</li> <li>Restrict movement of vehicle and people to demarcated footprints.</li> <li>Landscaping to be undertaken with indigenous species, dominant in the area.</li> </ul>	
Biodiversity - Flora	Construction of facility Soil disturbance	Encroachment of invader plant species	Impact on floral Habitat and Diversity Outcompete natural species	Moderate	<ul style="list-style-type: none"> <li>Implement control measures to eradicate Alien Invasive Plants during construction.</li> <li>Topsoil stockpiles to be kept clear of Alien Invasive Plants.</li> <li>Inspect fenced in area and adjacent areas during operations, during the growth season, and control Alien Invasive Plants if required.</li> <li>Use only registered Pest Control Operators (PCOs) for the use of any herbicides.</li> </ul>	Low
Biodiversity - Fauna	Construction of facility	Vegetation removal for construction purposes Earth works collisions with vehicles	Impact on faunal Habitat and Diversity	Moderate	<ul style="list-style-type: none"> <li>Implement strict speed limits during construction to prevent vehicles colliding with or running over animals.</li> <li>Implement measures to keep animals from entering the fenced area.</li> <li>Conduct a walk through to ensure that all faunal species (where practicable) have left the demarcated area prior to the commencement of construction activities.</li> <li>Hunting/trapping or collecting of any faunal species is strictly prohibited.</li> <li>Awareness training during construction regarding the presence of faunal species on site.</li> </ul>	Low
Surface Water Resources	Establishment of borrow pit	Runoff from exposed surfaces	Erosion and sedimentation of water courses	Low	<ul style="list-style-type: none"> <li>Erosion control measures must be implemented at borrow pit if required.</li> </ul>	Low

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
	Footprint establishment	Encroachment of cryptic wetland pans.	Destruction/disturbance of wetland habitat	Moderate	<ul style="list-style-type: none"> <li>Implement mitigated layout plan to avoid wetland pans.</li> <li>Stormwater management must be focused to prevent discharge near the pans.</li> <li>Implement stormwater control measures as stipulated in stormwater management plan.</li> <li>Water courses (pans) and the 50m development buffer must be dedicated/marked no go areas.</li> <li>Restrict movement outside demarcated areas, especially close to water courses.</li> </ul>	Very low
	Storage and use of hazardous substances	Potential spillages of hazardous substances.	Pollution of surface water resources	Low	<ul style="list-style-type: none"> <li>Refer to section related to hazardous substances management.</li> <li>Servicing of vehicles to be conducted off site or in dedicated areas with measures in place for the containment of runoff.</li> </ul>	Very low
	Soil disturbance	Runoff from exposed surfaces	Erosion and sedimentation of water courses	Moderate	<ul style="list-style-type: none"> <li>Install dissipating structures (such as gabions) at stormwater discharge points, where necessary, as per stormwater management plan</li> <li>Stormwater control measures to be implemented at borrow pit, i.e., establishment of diversion structures.</li> <li>Implement stormwater management plan. Rehabilitation/stabilisation of areas disturbed during construction that will not be used during operations, including borrow pit</li> </ul>	Low
Hydropedological impacts	Construction of the proposed surface infrastructure	General construction activities	Removal of vegetation and compaction of soil.	Very Low	<ul style="list-style-type: none"> <li>Remaining sections of the property to remain utilised for agricultural purposes.</li> <li>Monitor the site for erosion problems.</li> <li>Stripping of topsoil only allowed in demarcated and approved footprints.</li> </ul>	Very Low
Fire management	Construction of the proposed	Lightning Intentional fire	The impact of potential fires on	Moderate	<ul style="list-style-type: none"> <li>Fire breaks must be established and maintained.</li> </ul>	Low

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
	surface infrastructure	starting Storage of waste tyres	neighbouring farming activities		<ul style="list-style-type: none"> <li>Implement an emergency preparedness plan with specific measures related to fire management.</li> <li>Maintenance of grass/vegetation within the fenced area.</li> <li>Firefighting equipment must be placed at strategic locations and serviced according to manufacturer's specifications.</li> <li>Sufficient emergency water must be available on site for firefighting purposes.</li> <li>Ensure adequate communication with neighbours regarding fires and collaborate with adjacent farmers with regards to fire management.</li> </ul>	
Groundwater	Groundwater abstraction from on-site borehole	Use of natural resources	Potential impact on aquifer yield and groundwater users	Low	<ul style="list-style-type: none"> <li>Monitor and record abstraction volumes.</li> <li>Groundwater abstraction must not exceed sustainable safe yield/authorised volume.</li> <li>Groundwater levels should be monitored on-site as well as on surrounding farms.</li> <li>All leaks must be reported and repaired timeously.</li> </ul>	Very low
	Use of hazardous substances, including hydrocarbons	Spillages - seepage	Potential pollution/Contamination of groundwater	Low	<ul style="list-style-type: none"> <li>Refer to section related to hazardous substances management and sewage management in the EMP.</li> <li>Monitor the quality of effluent used for landscaping irrigation purposes.</li> <li>Refer to section related to sewerage management in the EMP.</li> </ul>	Very Low
Heritage	Footprint construction	Encroachment of identified heritage sites	Impact on burial ground and graves	Medium	<ul style="list-style-type: none"> <li>In the event that any of the identified archaeological sites will be impacted, a Phase 2 archaeological mitigation process must be implemented. A permit issued under s35 of the NHRA will be required to conduct such work.</li> </ul>	Low
	Footprint construction	Encroachment of identified heritage sites	Impact on archaeological sites	Very Low		Very Low



IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
	Footprint construction	Encroachment of identified heritage sites	Impact on palaeontological resources	Very Low	<ul style="list-style-type: none"> <li>Implement a chance find procedure during construction in case where possible heritage/fossil finds are uncovered.</li> </ul>	Very Low
Visual	Footprint of activities Security lighting	Visual appearance of airport	Visual intrusion Sense of place	Low	<ul style="list-style-type: none"> <li>Landscaping around airport building.</li> <li>Rehabilitation of temporary disturbed areas, including borrow pit.</li> <li>Keep footprint of facility as small as possible according to demarcated area.</li> <li>Security lighting to be positioned downwards and inwards, where practicable</li> </ul>	Very Low
Traffic	Movement of construction vehicles on regional roads	Additional dust from construction vehicles driving on regional road.	Poor visibility	Low	<ul style="list-style-type: none"> <li>Implement a complaint management procedure.</li> </ul>	Very Low
		Poor road conditions.	Safety of existing road users.	Low		Very Low
Waste Management	Construction activities	Discarding of waste	Waste/Land Pollution Impacts on Groundwater and Surface Water	Low	<ul style="list-style-type: none"> <li>Provide designated labelled bins and skips at strategic positions for the placement of general and hazardous waste, separately. These containers must not be overfilled.</li> <li>Good housekeeping practices must be implemented at the waste storage area.</li> <li>No littering must be allowed on site.</li> <li>Investigate measures to separate and recycle different waste types.</li> <li>All hydrocarbon contaminated material (rags, PPE, containers etc.) must be placed in a labelled, skip and disposed at a licenced facility.</li> <li>Contaminated soil must be managed as hazardous waste.</li> <li>Construction waste must be stored in a designated area and disposed at a licenced facility.</li> </ul>	Very Low

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Sewage management†	Temporary toilets	Sewage spills/leaks	Impacts on Surface Water	Medium	<ul style="list-style-type: none"> <li>Any sewage spillages must be reported and cleaned appropriately.</li> <li>Temporary toilets during construction must be emptied as required by a registered contractor and sludge disposed at the municipal sewer system.</li> <li>Good housekeeping practices must be implemented at the temporary toilets to prevent nuisance conditions.</li> </ul>	Low
Hazardous substances management†	Construction activities	Generation and management of hazardous waste  Spillages	Water and soil pollution	Low	<ul style="list-style-type: none"> <li>Implement an incident management procedure.</li> <li>Bulk fuel storage containers (during operations) must be placed in a bunded area with capacity to contain 110% of the tank volume or 25% of the volume where multiple tanks are stored.</li> <li>Safety Data Sheets must be available on file.</li> <li>Spill kits must be available in areas where hazardous substances are used/stored.</li> <li>Spills must be cleaned timeously and appropriately.</li> <li>Large spills that cannot be managed by the site must be reported immediately to the Kolomela environmental department and additional resources must be used for rectification.</li> <li>Refuelling of airplanes to be conducted in a dedicated area with stormwater capturing measures in place to capture spillages.</li> <li>Hazardous substances must be stored in an area with containment measures in place.</li> </ul>	Very Low
Safety and security	Management of boundary fences	Degradation/cutting of fences	People gaining access to adjacent properties.	Very Low	<ul style="list-style-type: none"> <li>Implement a fence maintenance agreement with adjacent land owners, which stipulates the roles and responsibilities of the parties involved and how the maintenance of fences will be managed.</li> </ul>	Very Low

**Table 12-3: Operational Phase - Impact Risk Assessment**

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Soil	Storage and use of hazardous substances	Potential spillages	Soil pollution Surface water pollution	Low	<ul style="list-style-type: none"> <li>Maintenance of stormwater management system.</li> <li>Refer to section related to hazardous substances management.</li> </ul>	Low
	Impervious surfaces	Increased runoff from impervious surface.	Soil erosion and loss of topsoil Sedimentation of rivers and banks	Low		Low
Soil and surface water resources	Hazardous waste generation	Storage and management of hazardous waste	Environmental pollution	Very Low	<ul style="list-style-type: none"> <li>Store hazardous waste in designated areas in marked containers with containment in place.</li> <li>Any spillages must be cleaned up appropriately.</li> <li>Dispose hazardous waste at a licenced facility</li> </ul>	Very Low
Soil and surface water resources	General waste generation	Storage and management of general waste (domestic waste)	Litter in adjacent areas Environmental pollution	Very Low	<ul style="list-style-type: none"> <li>Store general waste in designated areas in marked containers.</li> <li>Littering must be prohibited. Construction footprint and adjacent areas must be inspected regularly to detect and clean up any litter.</li> <li>Dispose general waste that cannot be recycled at a licenced facility.</li> <li>Provide bins for separate waste streams.</li> <li>Provide separated waste streams to a registered waste management facility for recycling/reuse.</li> </ul>	Very Low
Surface Water Resources	Management of sewage system	Spillages	Pollution of surface water resources	Moderate	<ul style="list-style-type: none"> <li>Servicing of vehicles to be conducted off site or in dedicated areas with measures in place for the containment of runoff.</li> </ul>	Low

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
	Soil disturbance	Runoff from exposed surfaces	Erosion and sedimentation of water courses	Moderate	<ul style="list-style-type: none"> <li>Maintain stormwater infrastructure to prevent any blockages.</li> </ul>	Low
Noise	Take-off and landing of airplanes	Increased noise levels	Nuisance conditions for receptors in the area.	Moderate	<ul style="list-style-type: none"> <li>Limiting airfield activity and vehicle traffic to between 06:00 and 18:00 where possible. No flights should be conducted between 18:00 and 06:00, except for medical emergency evacuations.</li> <li>Flight routes, timing and altitude for aircraft flying over NSRs should be carefully planned to minimise noise impacts.</li> <li>Flight schedules should be communicated to nearby NSRs, especially those to the northeast and southwest of the airfield. Any deviation to flight schedules must be communicated to affected parties.</li> <li>Aircraft should be operated in accordance with the Noise Abatement Departure Procedures (NADP1 and NADP2).</li> <li>Implement steeper approaches per aircraft capability.</li> <li>Implement a community grievances and complaints management procedure (integrate with the Kolomela procedure). All complaints must be investigated and responded to.</li> <li>Conduct summer and winter environmental noise monitoring.</li> </ul>	Moderate
Biodiversity - Flora	Operational activities	Encroachment of remaining natural habitat	Impact of floral Habitat and Diversity	Low	<ul style="list-style-type: none"> <li>Implement control measures to eradicate Alien Invasive Plants during construction.</li> <li>Topsoil stockpiles to be kept clear of Alien Invasive Plants.</li> </ul>	Low

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
					<ul style="list-style-type: none"> <li>Inspect fenced in area and adjacent areas during operations, during the growth season, and control Alien Invasive Plants if required.</li> <li>Use only registered Pest Control Operators (PCOs) for the use of any herbicides.</li> </ul>	
Biodiversity - Fauna	Operational activities	Increased risk of vehicle collisions with fauna Potential overexploitation	Impact on faunal Habitat and Diversity	Low	<ul style="list-style-type: none"> <li>Implement strict speed limits during construction to prevent vehicles colliding with or running over animals.</li> <li>Implement measures to keep animals from entering the fenced area, i.e., low electrical fence/placement of conveyor belts for warthogs and sufficiently high fences for kudus.</li> </ul>	Low
Biodiversity - Fauna	Operational activities	Vehicles driving on access road	Animal/bird strikes on access roads	Very Low		Very Low
Biodiversity	Vermin management	Food availability Food waste	Increased rodent problem which may affect adjacent farming activities	Low	<ul style="list-style-type: none"> <li>Appoint a certified Pest Control Operator to manage rodents and other pests.</li> <li>Rodent traps must be changed as required by PCO or manufacturer's specifications.</li> <li>Ensure food waste is properly managed and good housekeeping practices applied.</li> <li>Food waste must be regularly removed and disposed or provided to livestock farmers to prevent rotting thereof.</li> </ul>	Very Low
Hydropedological impacts	Operation of the stormwater management structures	Surface runoff	Altered surface runoff characteristics, change in runoff volumes delivered in water resources	Very Low	<ul style="list-style-type: none"> <li>Ensure that the pre and post runoff volumes to each pan is not altered.</li> </ul>	Very Low

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Groundwater	Groundwater abstraction from on-site borehole	Use of natural resources	Potential impact on aquifer yield and groundwater users	Low	<ul style="list-style-type: none"> <li>Monitor and record abstraction volumes.</li> <li>Groundwater abstraction must not exceed sustainable safe yield/authorised volume.</li> <li>Groundwater levels should be monitored on-site.</li> <li>All leaks must be reported and repaired timeously.</li> </ul>	Low
Groundwater	Use of hazardous substances, including hydrocarbons	Spillages - seepage	Potential pollution/Contamination of groundwater	Low	<ul style="list-style-type: none"> <li>Refer to section related to hazardous substances management and sewage management.</li> <li>Monitor the quality of effluent used for landscaping irrigation purposes.</li> <li>Refer to section related to sewerage management.</li> </ul>	Low
Groundwater	Storage and use of hazardous substance during construction and operation Septic Tanks Evapotranspiration beds	Spillages - seepage		Low		Low
Visual	Footprint of activities  Security lighting	Visual appearance of airport	Visual intrusion  Sense of place	Very Low	<ul style="list-style-type: none"> <li>Landscaping around airport building.</li> <li>Rehabilitation of temporary disturbed areas, including borrow pit.</li> <li>Keep footprint of facility as small as possible according to demarcated area.</li> <li>Security lighting to be positioned downwards and inwards, where practicable</li> </ul>	Very Low
Fire management	Operations of the proposed surface infrastructure	Lightning  Intentional fire starting  Storage of waste tyres	The impact of potential fires on neighbouring farming activities	Low	<ul style="list-style-type: none"> <li>Fire breaks must be established and maintained.</li> <li>Implement an emergency preparedness plan with specific measures related to fire management.</li> <li>Maintenance of grass/vegetation within the fenced area.</li> </ul>	Very Low



IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
					<ul style="list-style-type: none"> <li>• Firefighting equipment must be placed at strategic locations and serviced according to manufacturer's specifications.</li> <li>• Sufficient emergency water must be available on site for firefighting purposes.</li> <li>• Ensure adequate communication with neighbours regarding fires and collaborate with adjacent farmers with regards to fire management.</li> </ul>	
Safety and security	Management of boundary fences	Degradation/cutting of fences	People gaining access to adjacent properties.	Very Low	<ul style="list-style-type: none"> <li>• Implement a fence maintenance agreement with adjacent land owners, which stipulates the roles and responsibilities of the parties involved and how the maintenance of fences will be managed.</li> </ul>	Very Low
Traffic	Employees and passengers traveling to and from the airport	Increased traffic volumes through town (surfaced road).	Increased traffic volumes through town (surfaced road).	Low	<ul style="list-style-type: none"> <li>• Implement a community grievances and complaints management procedure (integrate with the Kolomela procedure). All complaints must be investigated and responded to.</li> <li>• Undertake dust suppression activities on impacted regional unsurfaced roads according to flight schedules at areas of concern (residences along the route) at least 100 m either side of each residence.</li> <li>• Proactively engage with the provincial road authority and other stakeholders to collaborate to ensure that the impacted unsurfaced provincial roads are kept to a reasonable condition for all road users.</li> </ul>	Low
			Safety risks due to increased traffic on the regional unsurfaced roads – deterioration of roads and dust.	Medium		Medium
			An existing and increased safety risk due to dust.	Medium		Medium

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Waste Management †	Operational activities	Discarding of waste	Waste/Land Pollution Impacts on Groundwater and Surface Water	Very Low	<ul style="list-style-type: none"> <li>Provide designated labelled bins and skips at strategic positions for the placement of general and hazardous waste, separately. These containers must not be overfilled.</li> <li>Good housekeeping practices must be implemented at the waste storage area.</li> <li>No littering must be allowed on site.</li> <li>Investigate measures to separate and recycle different waste types.</li> <li>All hydrocarbon contaminated material (rags, PPE, containers etc.) must be placed in a labelled, skip and disposed at a licenced facility.</li> <li>Contaminated soil must be managed as hazardous waste.</li> <li>Construction waste must be stored in a designated area and disposed at a licenced facility.</li> </ul>	Very Low
Sewage management †	Operational activities	ET Beds and septic tanks	Impacts on Groundwater and Surface Water	Very Low	<ul style="list-style-type: none"> <li>Any sewage spillages must be reported and cleaned appropriately.</li> <li>The ET beds must be managed by competent staff and nuisance conditions must be prevented.</li> <li>Volume of sewage within septic tanks must not exceed operational limits.</li> <li>ET Beds, including liner system, must be constructed according to design specifications.</li> </ul>	Very Low
Bulk Storage of fuel	Operational activities	Bulk Storage of fuel	Surface water contamination	Low	<ul style="list-style-type: none"> <li>Implement an incident management procedure.</li> </ul>	Very Low

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Hazardous substances management	Operational activities	Generation and management of hazardous waste  Spillages	Water and soil pollution	Low	<ul style="list-style-type: none"> <li>Bulk fuel storage containers (during operations) must be placed in a bunded area with capacity to contain 110% of the tank volume or 25% of the volume where multiple tanks are stored.</li> <li>Safety Data Sheets must be available on file.</li> <li>Spill kits must be available in areas where hazardous substances are used/stored.</li> <li>Spills must be cleaned timeously and appropriately.</li> <li>Large spills that cannot be managed by the site must be reported immediately to the Kolomela environmental department and additional resources must be used for rectification.</li> <li>Refuelling of airplanes to be conducted in a dedicated area with stormwater capturing measures in place to capture spillages.</li> <li>Hazardous substances must be stored in an area with containment measures in place.</li> </ul>	Very Low
Land capability	Operations and closure of Kolomela Airfield.	Alteration of land use	Alteration of land use	Low	<ul style="list-style-type: none"> <li>Remaining sections of the property to be utilised for agricultural purposes.</li> <li>Protect the potential of natural resources and prevent degradation of soil and water quality to ensure that the land is still viable after closure of Kolomela Airfield.</li> </ul>	Low
Heritage	Operational activities	Protection of heritage sites/ resources during operation	Impact on archaeological sites, Impact on burial ground and graves	Low	<ul style="list-style-type: none"> <li>Implement a chance find procedure during construction in case where possible heritage/fossil finds are uncovered.</li> </ul>	Very Low

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
					<ul style="list-style-type: none"> <li>In the event that any of the identified archaeological sites will be impacted, a Phase 2 archaeological mitigation process must be implemented. A permit issued under s35 of the NHRA will be required to conduct such work.</li> </ul>	

**Table 12-4: Socio Economic – Impact Risk Assessment**

ACTIVITY	ASPECT	POTENTIAL IMPACT	PHASE	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Construction of airport facility	Employment opportunities during construction	Employment opportunities during construction	Construction	<b>High Positive</b>	<ul style="list-style-type: none"> <li>Maximise the employment of local persons (unemployed youth) by contractors.</li> </ul>	<b>High Positive</b>
Construction and operations of airport facility	Economic benefit of the Kolomela airfield	Economic benefit of the Kolomela airfield	Construction and operations	<b>High Positive</b>	<ul style="list-style-type: none"> <li>Positive impact.</li> </ul>	<b>High Positive</b>
Operation of airport facility	Employment of local persons during operations	Permanent Employment	Operations	<b>Medium Positive</b>	<ul style="list-style-type: none"> <li>Maximise the employment of local persons.</li> </ul>	<b>Medium Positive</b>
Construction and operations of airport facility	Local contractors used in construction and operational activities	Local Procurement	Construction and operations	<b>Low</b>	<ul style="list-style-type: none"> <li>Procurement plan to set aside contracts for local contractors where such contracts do not require specialised work.</li> <li>Maximise expenditure within the area of influence.</li> </ul>	<b>Very Low</b>
Construction of airport facility	Community expectations	Action from community due to failed expectations	Construction	<b>Medium</b>	<ul style="list-style-type: none"> <li>Stakeholder engagement aimed at transparency regarding employment and procurement opportunities. Grievance process.</li> </ul>	<b>Low</b>
Influx of persons	Persons attracted to area due to increased	Infrastructure challenges and	Construction and operations	<b>Low</b>	<ul style="list-style-type: none"> <li>Employment practices focussed at local labour.</li> </ul>	<b>Very Low</b>

ACTIVITY	ASPECT	POTENTIAL IMPACT	PHASE	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
	employment opportunities	opportunistic occupation of land				
Construction and operations of airport facility	Influx of persons	Pressure on municipal services and infrastructure	Construction and operations	Low	<ul style="list-style-type: none"> <li>Consultation with local municipality with respect to planning and Kolomela mine to provide support in future planning as required.</li> </ul>	Very Low

**Table 12-5: Decommissioning - Impact Risk Assessment**

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
Surface Water Resources	Decommissioning / removal of surface infrastructure	*Compacted soils, latent impacts of vegetation losses; and *Altered flow and runoff	<ul style="list-style-type: none"> <li>Sedimentation of wetland pans.</li> <li>Proliferation of alien vegetation.</li> <li>Potential indiscriminate disposal of rubble.</li> </ul>	Low	<ul style="list-style-type: none"> <li>Pollution prevention through infrastructure design, in order to prevent, eliminate and/or control potential pollution of soils, groundwater and surface water should be implemented Implement a monitoring programme to detect and prevent the pollution of soils, surface water and groundwater. Restrict any movement in undisturbed cryptic wetlands during decommissioning.</li> <li>Demolition footprint must be clearly demarcated and no related activities, including the movement of vehicles, must be permitted to occur outside of the footprint area;</li> <li>All related waste and rubble must be removed from site and disposed of according to relevant SABS standards. No waste must be permitted to enter the cryptic wetlands.</li> </ul>	Very Low

IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
			<ul style="list-style-type: none"> <li>• Increased runoff volumes and formation of preferential surface flow paths as a result of compacted soils and unvegetated areas, leading to increased sedimentation, erosion, and increased water inputs to downgradient CWs.</li> <li>• Proliferation of alien vegetation due to disturbance</li> <li>• Potential indiscriminate disposal of rubble and other solid waste materials within.</li> </ul>		<ul style="list-style-type: none"> <li>• Edge effects such as erosion must be monitored and managed as recommended during construction and operational phases.</li> <li>• Rehabilitation must ensure that the vegetation assemblage structure and function are reinstated in such a way as to ensure the ongoing functionality of the cryptic wetlands at pre-development levels.</li> <li>• All areas must be re-sloped, and an appropriate layer of topsoil reapplied and where necessary and reseeded with indigenous grasses; and</li> <li>• It is critical that ongoing monitoring of alien vegetation is maintained post-closure, as proliferation of alien vegetation in the demolition areas is expected.</li> </ul>	



IMPACT CATEGORY	ACTIVITY	ASPECT	POTENTIAL IMPACT	SIGNIFICANCE WITHOUT MITIGATION	MITIGATION	SIGNIFICANCE WITH MITIGATION
			<ul style="list-style-type: none"> <li>CWs, affecting surface water movement, timing, and recharge of CWs, and potentially resulting in loss of floral and faunal habitat and ecoservice provision.</li> </ul>			
Land use	Closure and rehabilitation of facility.	Return site to reflect baseline environment.	Restoration of ecosystems Return land to predevelopment state.	<b>Medium positive</b>	<ul style="list-style-type: none"> <li>Implement rehabilitation plan upon decommissioning.</li> </ul>	<b>Medium positive</b>
Socio-economic	Decommissioning	Non-continuation of facility	Job losses	<b>Moderate</b>	<ul style="list-style-type: none"> <li>Engage with employees timeously prior to closure.</li> <li>Investigate the reallocation of resources.</li> </ul>	<b>Low</b>
Air quality	Decommissioning of infrastructure	Increased noise levels	Nuisance conditions for receptors in the area.	<b>Low</b>	<ul style="list-style-type: none"> <li>Implement a community and complaints management procedure and integrate complaints management into the Kolomela complaint management procedure.</li> </ul>	<b>Low</b>

### 13. SUMMARY OF SPECIALIST REPORTS

The Table below contains a summary of the mitigation measures proposed by the specialists and also shows the measures that have been transferred to the Environmental Management Programme (Part B). The mitigation measures incorporated in the EMPr is based on the practical implementation thereof. It will allow the applicant to ensure that adequate mitigation is implemented from a practical and realistic point of view.

**Table 13-1: Summary of specialist studies and recommendations**

Specialist	Key outcomes and recommendations	Recommendations Included in the EMPr Report (Part B)
<p>Noise Impact Assessment (Airshed Planning Professionals, 2022)</p>	<p>Construction activities are expected to be temporary in nature and activities will vary significantly from day to day. Due to the large distance between the airfield and any nearby NSRs, construction phase impacts are expected to be very low at all nearby NSRs locations.</p> <p>The main noise sources during the operational phase of the airfield will be aircraft approaching the runway from the southwest and aircraft taking off from the airfield to the northeast.</p> <p>Measures to manage noise at the facility are included in Section 5 of the NIA.</p>	<ul style="list-style-type: none"> <li>• Limiting airfield activity and vehicle traffic to between 06:00 and 18:00 where possible. No flights should be conducted between 18:00 and 06:00, except for medical emergency evacuations.</li> <li>• Flight routes, timing and altitude for aircraft flying over NSRs should be carefully planned to minimise noise impacts.</li> <li>• Flight schedules should be communicated to nearby NSRs, especially those to the northeast and southwest of the airfield. Any deviation to flight schedules must be communicated to affected parties.</li> <li>• Aircraft should be operated in accordance with the Noise Abatement Departure Procedures (NADP1 and NADP2).</li> <li>• Implement steeper approaches per aircraft capability.</li> <li>• Implement a community grievances and complaints management procedure (integrate with the Kolomela procedure). All complaints must be investigated and responded to.</li> <li>• Conduct summer and winter environmental noise monitoring.</li> </ul>

Specialist	Key outcomes and recommendations	Recommendations Included in the EMPR Report (Part B)
Ecological Assessment (Biodiversity Company)	<p>Prior to mitigation measures implemented, the impact significance on the floral habitat and diversity within the focus area was deemed to range between medium-low and low for the Rocky Habitat, between high and very low. With mitigation measures implemented, the direct and indirect impacts on the floral habitat and diversity for the focus area can be reduced to medium-low and very low significance levels. For the impacts associated with SCC, prior to the implementation of mitigation measures, the impact significance was deemed to range between medium-high and very low across the focus area. With the implementation of mitigation measures, the direct and indirect impacts on the SCC communities for the focus area can be reduced to medium-low and very low significance levels.</p> <p>Recommendations were developed and included in Section 5.4 of the floral assessment to address and mitigate impacts associated with the proposed projects. These recommendations also include general management measures which apply to the proposed projects as a whole. Mitigation measures have been developed to address issues in all phases throughout the life of the projects from planning, through to construction and operation.</p>	<ul style="list-style-type: none"> <li>• Implement mitigated layout alternative.</li> <li>• Clearly demarcate construction footprint prior to commencement. Vegetation clearance only allowed in demarcated and approved footprints.</li> <li>• Limit Road construction to the authorised access road.</li> <li>• Obtain permits for the removal/relocation of protected species.</li> <li>• Prevent removal of protected plant species within the fenced area (where practicable and within aviation safety limits) that will not be directly affected by project footprints.</li> <li>• Rehabilitation of areas temporarily disturbed by construction activities, including the borrow pit.</li> <li>• Restrict movement of vehicle and people to demarcated footprints.</li> <li>• Landscaping to be undertaken with indigenous species, dominant in the area. Implement control measures to eradicate Alien Invasive Plants during construction. Topsoil stockpiles to be kept clear of Alien Invasive Plants.</li> <li>• Inspect fenced in area and adjacent areas during operations, during the growth season, and control Alien Invasive Plants if required.</li> <li>• Implement strict speed limits during construction to prevent vehicles colliding with or running over animals.</li> <li>• Implement measures to keep animals from entering the fenced area, i.e., low electrical fence/placement of conveyor belts for warthogs and sufficiently high fences for kudus.</li> <li>• Conduct a walk through to ensure that all faunal species (where practicable) have left the demarcated area prior to the commencement of construction activities.</li> <li>• Hunting/trapping or collecting of any faunal species is strictly prohibited.</li> <li>• Awareness training during construction regarding the presence of faunal species on site.</li> </ul>
Freshwater Ecological Assessment (Scientific Aquatic Services, September 2022)	<p>Assuming that responsible implementation of the mitigation hierarchy (as contained in Appendix F), as well as strict adherence to cogent, well-developed mitigation measures takes place throughout all phases of the proposed airfield development, the significance of potential impacts arising from the proposed airfield activities is deemed to be of low to moderate levels, depending on the nature and extent of the activity. Whilst it is recommended that where possible, infrastructure be re-aligned or optimised to reduce the footprint and thus avoid encroachment on watercourses,</p>	<ul style="list-style-type: none"> <li>• Implement mitigated layout plan to avoid wetland pans.</li> <li>• Stormwater management must be focused to prevent discharge near the pans.</li> <li>• Implement stormwater control measures as stipulated in stormwater management plan.</li> <li>• Water courses (pans) and the 50m development buffer must be dedicated/marked no go areas.</li> <li>• Restrict movement outside demarcated areas, especially close to water courses.</li> <li>• Refer to section related to hazardous substances management.</li> <li>• Servicing of vehicles to be conducted off site or in dedicated areas with measures in place for the containment of runoff.</li> <li>• Install dissipating structures (such as gabions) at stormwater discharge points, where necessary, as per stormwater management plan</li> </ul>

Specialist	Key outcomes and recommendations	Recommendations Included in the EMPR Report (Part B)
	<p>it is acknowledged that this may not always be practical due to space or topographic limitations. Provided that strict implementation of cogent, well-developed, site-specific mitigation measures takes place throughout all phases of the proposed airfield development, it is the specialist's opinion that the proposed airfield development may be considered for authorisation.</p>	<ul style="list-style-type: none"> <li>• Stormwater control measures to be implemented at borrow pit, i.e., establishment of diversion structures.</li> <li>• Implement stormwater management plan.</li> <li>• Rehabilitation/stabilisation of areas disturbed during construction that will not be used during operations, including borrow pit</li> </ul>
<p>Heritage Impact Assessment (PGS Heritage, October 2021)</p>	<p>From an archaeological perspective this site would be rated as Medium-High in significance, but the site will not be impacted on by the intended airfield development.</p> <p>The impact of the proposed development on the recorded and known cultural heritage sites in the area is therefore deemed as Negligible based on the Impact Assessment criteria used. However, there is always a possibility of sites, features and material being missed as a result of various factors such as vegetation cover hampering visibility on the ground, as well as the often-subterranean nature of cultural heritage resources (including low stone-packed or unmarked graves). These factors need to be taken into consideration and it is therefore recommended that a Chance Finds Protocol be drafted and implemented for the proposed Kolomela Airfield Development.</p>	<ul style="list-style-type: none"> <li>• In the event that any of the identified archaeological sites will be impacted, a Phase 2 archaeological mitigation process must be implemented. A permit issued under s35 of the NHRA will be required to conduct such work.</li> <li>• Implement a chance find procedure during construction in case where possible heritage/fossil finds are uncovered.</li> </ul>
<p>Geohydrological Assessment (Gradient Consulting, September 2021)</p>	<p>The zone of influence slightly extends beyond the project boundary (Gruispan farm boundary) for the operational period and does not reach the local drainages system(s) i.e., Groenwaterspruit and tributary of the Skeifonteinspruit. The zone of influence only intercepts one other observation borehole, KABH11, however this borehole is situated on the property. It should be noted that the simulation indicates that no privately owned, neighbouring boreholes will be intercepted and/or impacted on.</p> <p>Based on the model findings, the pre-mitigation groundwater flow impacts as a result of groundwater abstraction at the Kolomela Airfield on Gruispan Farm rated as very low for the non-perennial drainages and low</p>	<ul style="list-style-type: none"> <li>• Monitor and record abstraction volumes.</li> <li>• Groundwater abstraction must not exceed sustainable safe yield/authorised volume.</li> <li>• Groundwater levels should be monitored on-site as well as on surrounding farms.</li> </ul>

Specialist	Key outcomes and recommendations	Recommendations Included in the EMPR Report (Part B)
	<p>to moderate for the aquifers. The post mitigation ratings are very low (drainages) to low (aquifers). The groundwater quality impacts on environmental receptors were rated as very low to low pre-mitigation and very low post mitigation.</p>	
<p>Traffic Impact Assessment (R&amp;G Kalahari Consulting Engineers (PTY) LTD)</p>	<p>Increased traffic volumes on gravel roads will result in the following:</p> <ul style="list-style-type: none"> <li>• An existing and increased safety risk due to dust generation in peak periods.</li> <li>• Higher maintenance requirements due to gravel loss.</li> <li>• Health and safety issues relating to dust especially close to the road (guesthouse and homesteads).</li> <li>• Possible negative impact on neighbouring farmers due to dust on grazing.</li> <li>• The generated traffic will have an impact on the gravel roads, but the base traffic remains the driver in all cases. The road authority should be responsible for actions related to the base traffic.</li> <li>• As the initial impact is small, intervention can be limited to specific areas (guesthouse, homesteads etc) and this can be reviewed during the project life against actual traffic growth</li> </ul>	<ul style="list-style-type: none"> <li>• Implement a community grievances and complaints management procedure (integrate with the Kolomela procedure). All complaints must be investigated and responded to.</li> <li>• Dust suppression on regional unsurfaced roads at areas of concern.</li> <li>• Intervention actions can be considered where road authority maintenance is lacking.</li> </ul>

## **14. ENVIRONMENTAL IMPACT STATEMENT**

This section provides a summary of the key findings of the impact assessment which was derived from the following information sources:

- Project description (Section 4).
- Final project layout map (Figure 5-2).
- Baseline environment description (Section 4).
- Overall site sensitivity map (Figure 10-20).
- Results of impact assessment (Section 11).

The purpose of the Section is to provide a statement to indicate whether the impacts associated with the project can be effectively mitigated to ensure that the project does not result in unacceptable changes to sensitive environmental features.

### **14.1 Summary of Key Findings of the Environmental Impact Assessment**

The following provides a summary of the key environmental risks related to the project that were rated medium or high sensitivity prior to the implementation of mitigation measures. The key mitigation measures are also discussed that has been included in the Environmental Management Programme to manage potential impacts.

#### **14.1.1 Opportunities for Employment, Local Procurement and Economic Development**

The project will contribute to economic development in terms of the following:

- Temporary jobs (skilled and unskilled) will be created during the construction phase of which a portion will be sourced from local labour. The project will result the creation of approximately 205 temporary jobs during construction.
- During the operational phase, Kolomela is likely to move the labour operating Tommy's Airfield to the new airport. Operational phase employment impacts are considered low.
- The purchasing of local goods and services during construction and operations (fuel, food, cleaning services, maintenance, building material, etc.)

#### **14.1.2 Traffic**

The project will result in an increase in traffic volumes on the R325 (Griekwastad) and R309 (Witsand) regional roads. Increased traffic will potentially result in further deterioration of the road conditions and affect other road users. Increased traffic at peak times will also result in increased dust emissions which may affect current road users as well as residents adjacent/nearby the road.



Current road conditions on the Witsand road (R309) (yellow line indicated in Figure 11 2 below – Link 02) from the Griekwastad intersection, north towards Postmasburg warrants intervention by the Provincial Road Authority. The route to the south (blue line – Link 09) towards the east of Kolomela is in better condition but may require dust suppression due to increase traffic. The additional traffic due to the operations of the airport will potentially contribute to road degradation which may require intervention by the Provincial Road Authority.

According to the Traffic Impact Assessment (R&G Kalahari, 2023), the generated traffic will have an impact on the gravel roads, but the base traffic remains the driver in all cases. The road authority should be responsible for actions related to the base traffic. As the initial impact due to the increased traffic is small, intervention can be limited to specific areas (guesthouse, homesteads etc) and this can be reviewed during the project life against actual traffic growth.

Impacts on traffic and road users were rated as having a medium significance prior to the implementation of mitigation measures and medium post mitigation.

**Key mitigation to be implemented:**

- Implement a community grievances and complaints management procedure (integrate with the Kolomela procedure). All complaints must be investigated and responded to.
- Undertake dust suppression activities on impacted regional unsurfaced roads according to flight schedules at areas of concern (residences along the route) at least 100 m either side of each residence.
- Proactively engage with the provincial road authority and other stakeholders to collaborate to ensure that the impacted unsurfaced provincial roads are kept to a reasonable condition for all road users.

### **14.1.3 Noise**

According to Airshed (2022), due to the large distance between the airfield and any nearby NSRs, construction phase impacts are expected to be negligible at all nearby NSRs.

The IFC General Environmental Health and Safety Guidelines states that noise levels should not exceed 55dBA for residential areas during the day. Continuous day-time noise levels are expected to remain relatively unchanged from baseline levels with no exceedances of the IFC standard expected. Increased noise levels and associated potential noise impacts are only expected during short periods of time during take-off and landings.

Impacts associated with noise generation was rated as medium before the implementation of the mitigation measures and low post mitigation. It should be noted that the revised/mitigated layout has reduced impacts at noise receptors significantly.

**Key mitigation to be implemented:**

- Limiting airfield activity and vehicle traffic to between 06:00 and 18:00 where possible. No flights should be conducted between 18:00 and 06:00, except for medical emergency evacuations.
- Flight routes, timing and altitude for aircraft flying over NSRs should be carefully planned to minimise noise impacts.
- Flight schedules should be communicated to nearby NSRs, especially those to the northeast and southwest of the airfield. Any deviation to flight schedules must be communicated to affected parties.
- Aircraft should be operated in accordance with the Noise Abatement Departure Procedures (NADP1 and NADP2).
- Implement steeper approaches per aircraft capability.
- Implement a community grievances and complaints management procedure (integrate with the Kolomela procedure). All complaints must be investigated and responded to.
- Conduct summer and winter environmental noise monitoring.

**14.1.4 Surface Water Resources**

The footprint of the airfield will not directly affect any perennial or non-perennial rivers/drainage. The study area is however located upstream of two NFEPA rivers and has therefore the potential to result in indirect impacts such as erosion and sedimentation. Five cryptic wetlands have been identified by Freshwater Aquatic Assessment (SAS, 2022) to occur within the study area. The revised (mitigated) layout will not result in any direct disturbance and most infrastructure will be located > 500m from the wetlands. The project could also result in indirect impacts such as sedimentation of the wetlands if proper stormwater control measures are not implemented. Indirect disturbance of wetlands will have a medium impact prior to the implementation of mitigation measures and a low impact considering the implementation of the proposed control measures, including layout optimisation.

**Key mitigation to be implemented:**

- Implement mitigated layout plan to avoid wetland pans.
- Stormwater management must be focused to prevent discharge near the pans.
- Implement stormwater control measures as stipulated in stormwater management plan.
- Water courses (pans) and the 50m development buffer must be dedicated/marked no go areas.
- Restrict movement outside demarcated areas, especially close to water courses.

## **14.1.5 Biodiversity**

### **14.1.5.1 *Fauna and Flora Habitat***

According to the Ecological Assessment (The Biodiversity Company, 2022), the study area has a Medium Site Ecological Importance ("SEI") based on the Functional Integrity ("FI") and Conservation Importance ("CI") of the habitat units identified during the assessment. The project will entail the removal of natural vegetation which will directly affect associated habitats and associated fauna and flora. However, the project will not affect any CBAs or Conservation Areas. The proliferation of alien vegetation due to disturbance caused by the project also has the potential to negatively impact indigenous vegetation and associated habitats. Direct and indirect (edge effects) disturbance of fauna and flora habitats will have a medium impact on biodiversity prior to the implementation of mitigation measures and a low impact considering the implementation of the proposed control measures.

### **14.1.5.2 *Species of Conservation Concern***

According to the Ecological Assessment (The Biodiversity Company, 2022), there is a moderate likelihood of selected Species of Conservation Concern ("SCC") occurring within the project area. Several plant species that are provincially protected were recorded from the project area and the protected tree *Boscia albitrunca* were recorded within the project area. The proposed project has the potential to result in the disturbance/removal of SCC. It is essential that a detailed survey be undertaken to verify the locations of SCC to apply for permits for the trimming, removal or relocation of any such species from the national and provincial authorities for the construction footprint. The relocation of SCC should also be investigated and implemented.

Direct and indirect (edge effects) disturbance of habitats will have a medium impact on SCC prior to the implementation of mitigation measures and a Low impact considering the implementation of the proposed control measures.

#### **Key mitigation to be implemented:**

- Implement mitigated layout alternative and clearly demarcate construction footprint prior to commencement.
- Obtain permits for the removal/relocation of protected species. Prevent removal of protected plant species within the fenced area (where practicable and within aviation safety limits) that will not be directly affected by project footprints.
- Rehabilitation of areas temporarily disturbed by construction activities, including the borrow pit.
- Implement control measures to eradicate Alien Invasive Plants during construction.
- Implement strict speed limits during construction to prevent vehicles colliding with or running over animals.

- Hunting/trapping or collecting of any faunal species is strictly prohibited.

## **14.2 Final site map**

The final site layout map is presented in Figure 10-20 showing the mitigated layout in relation to sensitive environmental features.

## **14.4 Proposed management objectives and the impact management outcomes for inclusion in the EMPr.**

The key management outcomes and associated mitigation measures to be included in the EMPr are as follows:

- Preference should be given to local employment and procurement to ensure that local communities obtain maximum benefit from the project.
- Implementation of the mitigated layout to prevent encroachment of water courses and minimise noise related impacts. The water courses and 50 m buffers must be regarded as no-go areas.
- Effective management of stormwater to prevent erosion, loss of topsoil and sedimentation of water courses. Implement a Stormwater Management Plan ("SWMP") to minimise soil erosion that may lead to sedimentation of downstream NFEPA water courses. The focus should be to prevent concentrated flow, especially near water courses.
- Adequate management of sewerage, including the installation of a liner at the ET Beds, competent staff to manage the system and ongoing monitoring of effluent to ensure compliance with relevant quality standards.
- Care must be taken to minimise impacts on biodiversity and measure should include implementation of the mitigated layout and to obtain permits for the removal of protected, prohibit poaching.
- Measures must be implemented to mitigate noise related impacts and ongoing communication with noise receptors will be essential.
- Groundwater abstraction must be monitored and ensure that the volumes do not exceed sustainable safe yields.
- The monitoring of compliance to the provisions of the EMPr should be prioritised, including the appointment of an Environmental Control Officer ("ECO") to oversee the implementation of mitigation measures.
- Sufficient resources must be available to manage fires on the property.

## **14.5 Final proposed alternatives**

Refer to Section 7 for the final proposed layout alternatives.

#### **14.6 Aspects for inclusion as conditions in the authorisation**

The authorisation is subject to the implementation of the mitigated layout plan which is required to reduce negative impacts in terms of noise and surface water to acceptable levels. The project footprint must be clearly demarcated prior to site preparation and activities must be confined to the predetermined dimensions. Permits must be obtained for the removal of any protected plant species. The authorisation is also subject to the recommendations contained in the EMPr (Part B).

#### **14.7 Description of any assumptions, uncertainties, and gaps in knowledge**

The outcomes of this EIA Report are based on the following assumptions, uncertainties, and knowledge gaps:

- The impacts are associated with the project description provided by the Sishen Iron Ore Company and as described in Section 4.
- The proposed layout of project as provided are conceptual. Detailed design of such infrastructure is still to be undertaken. The final layout may differ slightly from the conceptual layout plan. The principles as specified in the outcomes of the EIA Report will however be adhered to during final design.
- The EIA was done at a specific time frame according to current environmental legislation which may change over time.
- Each specialist study contains specific assumptions and limitations that apply to the outcome of the EIA process.
- The available budget to implement management and mitigation measures to enhance positive social impacts and mitigate negative environmental impacts, are dependent on economic conditions.

#### **14.8 Reasoned opinion as to whether the proposed activity should or should not be authorised.**

It is the opinion of the EAP that the activities associated with the development of the airport near Postmasburg be authorised based on the following reasons:

- No fatal flaws or unacceptable risks were identified as part of the impact assessment. The main risks relate to potential erosion and sedimentation of NFEPA rivers. It is therefore essential to implement an effective stormwater management system for the site.
- The existing Tommy's field airfield is currently used by Kolomela to transport passengers to the mine. However, the continued use of Tommy's field or the expansion thereof is not viable. The proposed airport will ensure the continued transportation of employees and

contractors to the mine. Therefore, the proposed airport and associated air travel will provide an essential supporting function for Kolomela operations.

- The proposed airport will provide socio-economic benefits, including job creation and local procurement during the construction phase and continued employment of current people at Tommy's airfield.
- The current land uses including grazing will be able to continue in conjunction to the proposed activities.
- The mitigated layout has resulted in avoidance of several wetland pans that would have been affected and reduced impacts on noise receptors.
- The project has the potential to affect sensitive noise receptors in the surrounding area. The impacts will however only be for short periods during take-off and landings and only during day times and not over weekends. The implementation of the proposed mitigation measures including the implementation of the mitigated layout will minimise potential impacts.
- The project has the potential to cause moderate impacts on floral and faunal habitats. The implementation of the proposed mitigation will reduce the significance to low.
- The identified impacts can effectively manage to acceptable levels but will require commitment from the applicant.

#### **14.9 Period for which the environmental authorisation is required.**

The Kolomela mine Life of Mine (LoM) currently stands in 2034 with the potential for future expansion if further ore bodies are deemed feasible to mine. The operational life of the airport which will correspond to the life of Kolomela mine. The airport could potentially be used as a commercial entity if not required for air travel related to Kolomela after mine closure.

#### **14.10 Deviations from the methodology used in determining the significance of the potential environmental impacts and risks.**

Not applicable

#### **14.11 Other Information Required by the Competent Authority**

Not applicable

#### **14.12 Other Matters Required in Terms of Sections 24(4)(A) And (B) of NEMA**


Not applicable



## 15. UNDERTAKING

I, Trevor Hallatt, the Environmental Assessment Practitioner responsible for compiling this report, undertake that:

- The information provided herein is correct.
- The comments and inputs from stakeholders and I&APs have been correctly recorded.
- Information and responses provided to stakeholders and I&APs by the EAP is correct; and
- The level of agreement with I&APs and stakeholders has been correctly recorded and reported.

Report Sign-Off			
Name	Designation	Signature	Date
Trevor Hallatt	EXM Advisory Services (Pty) Ltd Senior Environmental Scientist (EAP)		2023/02/22

## **16. REFERENCES**

Airshed Planning Professionals, September 2021. Air Quality Impact Assessment Report for the Proposed Amendments and Expansions at Kolomela Mine. Report No. 20EXM05.

Apelser Archaeological Consulting (2022). Heritage/Archaeological Impact Assessment and desktop palaeontological assessment

Department of Environmental Affairs (2022). Screening Report.

GFK Consulting Engineers, 2023. Proposed Kolomela Airport Floodlines

Gradient Consulting, 2022. Kolomela Airfield Alternative Hydrogeological Impact Assessment  
Mthombeni, Thulani Fanifani Vegetation classification of the Witsand Nature Reserve, Northern Cape Province, South Africa.

Mucina, L., & Rutherford, M. C. (2006). The Vegetation of South Africa, Lesotho, and Swaziland. Strelitzia 19. Pretoria: National Biodiversity Institute.

Naude, 2020. Kolomela Mine Kapstevél South. Social Impact Assessment

P.J du Preez, 2016. Ecological and wetland survey for the proposed power line corridors between the proposed Metsimatala solar plant and the Manganore substation, Postmasburg district, Northern Cape Province.

Scientific Aquatic Services (SAS), 2022. Freshwater Ecological Assessment

Simon Todd Consulting, 2017. Basic Assessment for the 132/11kV Substation for the Olifantshoek-Emil 132kV Powerline, Northern Cape Province: Fauna and Flora Specialist Report.

The Biodiversity Company, 2022. Biodiversity Specialist Report: Proposed Development of an Airfield near Postmasburg – Terrestrial Biodiversity Assessment

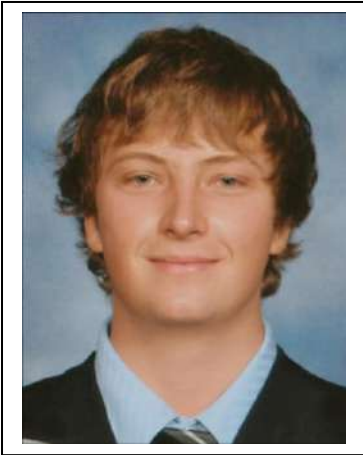
The Biodiversity Company, 2022. Hydropedological Specialist Report: Level 2 Hydropedological Assessment for the Airfield Development Project

Water Research Commission. 2011. Technical Report for the National Freshwater Ecosystem Priority Areas project

## **17. APPENDICES**

## **APPENDIX A: EAP CV**

### **17.1 APPENDIX A: EAP CV**



**Surname:** Hallatt  
**Names:** Trevor Winston  
**Position:** Senior Environmental Scientist  
**Nationality:** RSA  
**Experience:** 11 years environmental consultant in mining and industrial sectors  
**Professional Registration/Affiliations:** South African Council for Natural Scientific Professions (Reg nr: 300123/15).  
EAPASA Registration  
**Qualification:** MA Environmental Management  
North West University

Trevor Hallatt has more than 11 years of environmental management experience in mining, power generation, industrial and local government sectors. His duties entail the planning and execution of projects related to environmental management, including Environmental Impact Assessments (EIA), Water Use Licence Applications and IWWMPs, ISO 14001: 2004 and legal compliance audits, Financial Provisioning, Compilation of Environmental Management Programmes, Environmental Risk Assessments and Environmental Management Systems. Trevor also has extensive experience in the application of Geographic Information Systems (GIS) in environmental projects. Trevor is a registered Natural Science Professional with the South African Council for Natural Scientific Professions (Reg nr: 300123/15).

#### **KEY AREAS OF EXPERTISE**

- Environmental Impact Assessments;
- Water Use Licence Applications;
- Atmospheric Emissions Licence Applications;
- Geographic Information Systems;
- Environmental Audits (Legal and EMS);
- Environmental Control Officer: and
- Public Consultation.

## SUMMARY RECENT PROFESSIONAL EXPERIENCE RELATED TO ENVIRONMENTAL IMPACT ASSESSMENT

Client	Designation	Description
Zinoju Coal	EAP and Project Manager	BA and WUL application for the refurbishment of the old Balgray Colliery near Dundee Compliance Management
Vereeniging Refractories	EAP and Project Manager	Vereeniging Refractories Hammanskraal Clay Quarry Waste Management Licence and EMPr amendment Environmental Legal Audits ECO Functions
Izazi Mining Services	EAP and Project Manager	Three Prospecting Right Applications and Basic Impact Assessment Processes
Aquarella Investment	Specialist	Prospecting Right Application and Basic Impact Assessment Process
Sishen Iron Ore Mine	Environmental specialist	Lylyveld Expansion EIA Macarthy EIA and WUL
Ceramic Industries	EAP	Warehouse Development Basic Impact Assessment. Atmospheric Emissions Licence and full EIA for Phoenix Factory. WUL Applications (Pegasus and Phoenix Factories) Environmental Legal Audits
Barberton Mines	Environmental specialist	IWWMPs review 2019/2020 Environmental Control Officer
Evander Gold Mines	Auditor	EMP Performance Assessments Basic Assessment and EA Amendment Solar Plant and Waste Water Treatment Plant
Kolomela Iron Ore Mine	Project Manager EAP	Various external audits Various EIA / EMP's for expansion projects Various mining permit applications EIA and WUL for Airport Development
Canyon Coal	Environmental specialist	BA for a coal siding development near Bronkhorstspruit EIA Review and PPP for Prospecting Right Applications
Kangra Coal	Environmental specialist	IWWMP for Kusipongo Project
Ceramic Industries	EAP	Warehouse Development Basic Impact Assessment. Atmospheric Emissions Licence and full EIA for Phoenix Factory. WUL Applications (Pegasus and Phoenix Factories) Environmental Legal Audits
ArcelorMittal	EAP and Environmental specialist	EIA and Scoping as well as BAR for the decommissioning of the Existing Metallurgical Disposal Site and the Construction of a New Class B Disposal Site Galvanising Line Conversion to Combi-Line Basic Impact Assessment. Environmental Legal Audits
Universal Oil Solutions	EAP and Environmental specialist	Waste Management Licence Application Environmental Legal Audits ECO Functions
TerraNova Ceramics	EAP and Environmental specialist	Atmospheric Emissions Licence and full EIA;
Columbus Stainless	Environmental specialist	Basic Assessment for the Storage of Hazardous Substances.
Bumatech	Environmental specialist	Expansion Project Basic Impact Assessment Process. Environmental Legal Audits ECO Functions
AfriSam SA	Environmental specialist	Environmental Legal Audits ECO Functions

## RECENT EMPLOYMENT RECORD

2019-current	<b>EXM Advisory Services</b> Senior Environmental Scientist
--------------	--



2015 – 2019	<b>Zantow Environmental Consulting Services</b> Senior Environmental Scientist
2010 – 2014	<b>Centre for Environmental Management (North-West University)</b> Junior Environmental Scientist

## APPENDIX B: PUBLIC PARTICIPATION PROCESS

### 17.2 APPENDIX B: PUBLIC PARTICIPATION PROCESS

**Table 17-1: Proof of public participation notifications**

Heading Number	Notification Type
17.2.1 Appendix B1	List Of IAP'S
17.2.2 Appendix B2	Copy Of Bid - English
17.2.3 Appendix B2	Copy Of Bid - Afrikaans
17.2.4 Appendix B3	Proof Of Newspaper Adverts
17.2.4.1 Appendix B3	Kathu Gazette- 08 Oktober / October / Diphlane 2022
17.2.4.2 Appendix B3	Noordkaap Bulletin
17.2.5 Appendix B4	Proof Of Site Notices
17.2.6 Appendix B5	Proof Of IAP Notifications - Emails
17.2.6.1 Appendix B5	Bid Notification Email- English
17.2.6.2 Appendix B5	Bid Notification Email- Afrikaans
17.2.6.3 Appendix B5	Draft Scoping Report Notifications- English
17.2.6.4 Appendix B5	Draft Scoping Report Notifications- Afrikaans
17.2.6.5 Appendix B5	Final Scoping Report Notifications- English
17.2.6.6 Appendix B5	Final Scoping Report Notifications- Afrikaans
17.2.7 Appendix B5	Proof Of IAP Notifications - SMS
17.2.7.1 Appendix B5	Bid Notification SMS
17.2.7.2 Appendix B5	Draft Scoping Report Notification SMS
17.2.7.3 Appendix B5	Final Scoping Report Notification SMS
17.2.8 Appendix B6	Meeting Minutes

## **APPENDIX B1: LIST OF IAP'S**

### **17.2.1 APPENDIX B1: LIST OF IAP'S**

#### **17.2.1.1 Authorities:**

- Northern Cape: Department of Water & Sanitation
- Vaal River Proto - CMA
- Northern Cape: Department of Fisheries & Forestry
- Northern Cape: Department of Mineral Resources
- Department Of Environment and Nature Conservation
- Northern Cape: Department of Land Reform and Rural Development
- Northern Cape: Department of Economic Development and Tourism
- Department Of Roads and Public Works
- Department Of Social Development
- South African Heritage Resources Council
- Civil Aviation Authority
- Northern Cape Department: Co-Operative Governance, Human Settlements and
- Traditional Affairs
- Department Of Environment and Nature Conservation
- Northern Cape Department of Agriculture
- Department Of Environment and Nature Conservation

#### **17.2.1.2 Municipalities:**

- Tsantsabane Local Municipality Mayor
- ZF Mcgawu District Municipality
- Northern Cape Provincial Government

#### **17.2.1.3 Interested parties:**

- Tsantsabane SAPS
- Business Forum

- Ringside Trading
- Tsantsabane Unemployment Forum
- Tsantsabane Saps
- Beeshoek Mine
- Tsantsabane Rate Payers Association
- Lynput
- Nabot
- Martahspoort
- Kouewater
- Aarkop
- Wrightley
- Lucasdam
- Kameelhoek & Voelwater
- Putjie
- Agri Postmasburg
- Makganyene

#### **17.2.1.4 Neighbours and Affected Parties**

#### **17.2.1.5 Surrounding Landowners**

**APPENDIX B2: COPY OF BID - ENGLISH**

**17.2.2 APPENDIX B2: COPY OF BID - ENGLISH**

**APPLICANT: SISHEN IRON ORE COMPANY (PTY) LTD**

**ATTENTION: INTERESTED AND/OR AFFECTED PARTY**

**ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS AND WATER USE LICENCE (WUL)**

**APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE**

**1. Introduction**

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela mine proposes to develop an airfield, approximately 11.6 km south of the town of Postmasburg, in the Northern Cape Province. The proposed facility will cover approximately 80 hectares and will be located on the Portions 1 and 2 of Farm 538 Hay RD (Gruispan) in the Tsantsabane Local Municipality.

Environmental Authorisation (EA) is required for the following Listed Activities contained in regulations published in terms of the National Environmental Management Act (No. 107 of 1998) ("NEMA"):

- **Listing Notice 1 (GN R. 327), Activity 12:** Development of infrastructure >100 m<sup>2</sup> within a watercourse; **Activity 14:** Development of facilities, for the storage and handling, of a dangerous good; **Activity 24:** Development of a road where the road >8 metres; and **Activity 28:** Residential, mixed, retail, commercial, industrial, or institutional developments where such land was used for agriculture or game farming.
- **Listing Notice 2 (GN R. 325), Activity 6:** Development of facilities/ infrastructure for any purpose or activity which a permit or licence is needed for the generation/release of emissions, pollution, or effluent; **Activity 8:** Development of airports; runways or aircraft landing strips >1,4 kilometres; and **Activity 15:** Clearance of an area of 20 hectares or more of indigenous vegetation.

A Scoping and full Environmental Impact Assessment ("EIA") process is undertaken in terms of the EIA Regulations (GNR 326 of 2017). The Competent Authority ("CA") responsible for decision making and authorisation is the Department of Agriculture, Environmental Affairs, Rural Development and Land Reform. A Water Use Licence ("WUL") application will also be submitted for Activities (a), (c) and (i) and (g) in terms of the National Water Act (No. 36 of 1998) ("NWA").

A public participation process is undertaken in terms of the EIA regulations (GNR 326 of 2017) and the Regulations Regarding the Procedural Requirements for Water Use Licence Applications and Appeals (GNR. 267 of 2017) to inform all relevant Interested and Affected Parties ("IAPs") of the proposed project and allow IAPs to comment. This letter serves to **notify you as a landowner, lawful occupier, interested or affected party of the EIA and WUL application processes that are being undertaken.**

EXM Environmental Advisory (Pty) Ltd ("EXM") has been appointed as the Independent Environmental Assessment Practitioner ("EAP") responsible for undertaking the required environmental legislative processes and public consultation process.

**PURPOSE:**

This document serves to:

- Notify you of the EIA process and WUL application
- Describe the application processes.
- Inform you how you can provide input into the process.

**YOUR ROLE:**

As an interested and affected party, your role is to:

- Ask questions, raise issues and concerns.
- Attend public meetings.
- Review and provide comment on environmental reports.



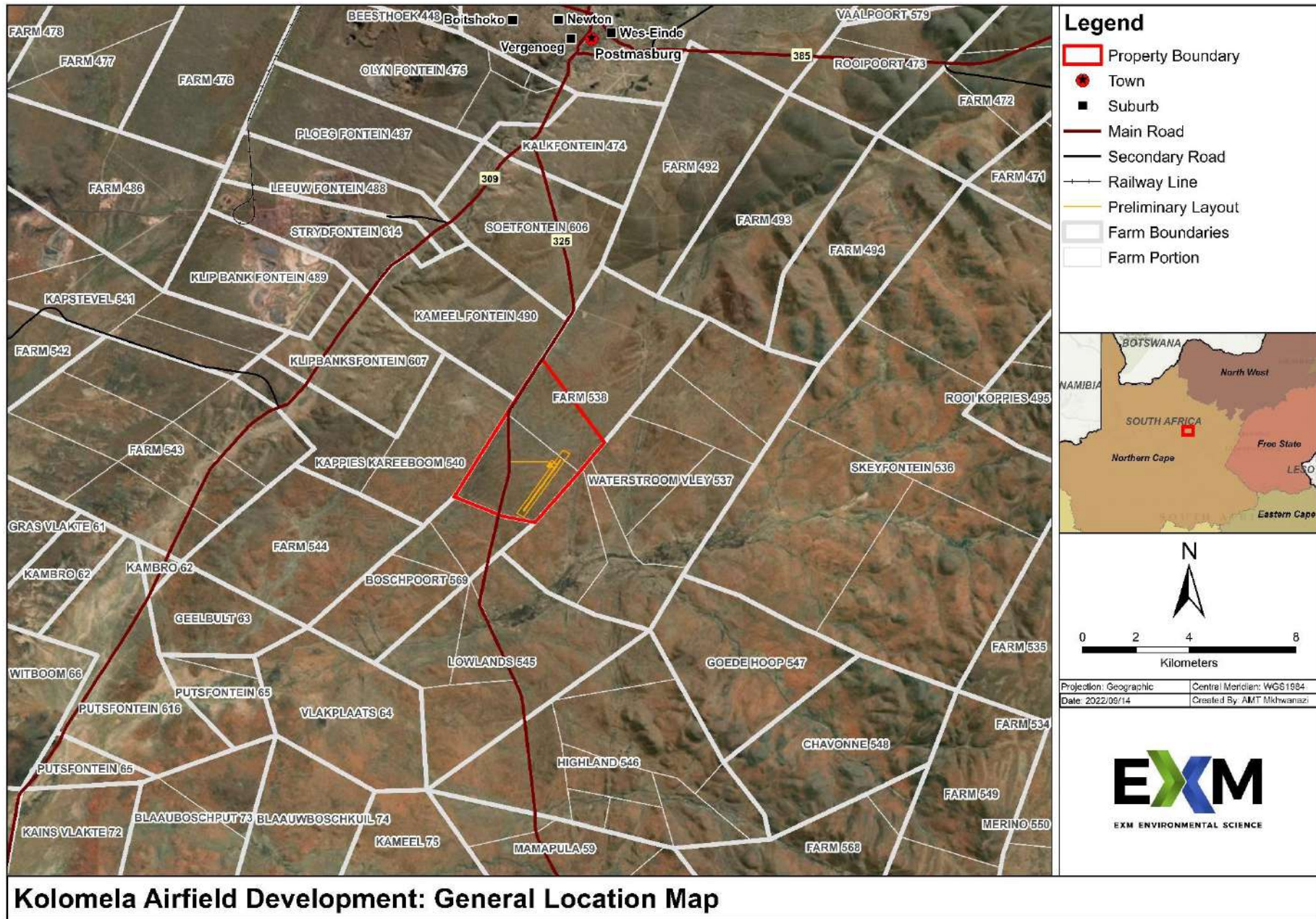


FIGURE 1: GENERAL LOCATION OF PROPOSED AIRFIELD

## 2. Project Description

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela mine proposes to develop an airfield on Portions 1 and 2 of Farm 538 Hay RD (Gruispan), approximately 11.6 km south of the town of Postmasburg, Tsantsabane Local Municipality. The airfield will be used to accommodate air traffic related to passengers travelling to and from Kolomela mine, which is currently accommodated by Tommy's Airfield, situated 10km north west of Postmasburg. Tommy's Airfield does not have sufficient capacity to convey the current air traffic, resulting in overflow passengers flying to Kathu and travelling over 100 km by road.

The footprint of the project will cover approximately 80 hectares and will entail the development of the following structures/infrastructure.

- A runway (2.5 km in length and 30 m wide);
- Helipad(s);
- Fuel farm to house fuel storage tanks;
- Water storage tanks;
- Access road;
- Parking area;
- Septic tanks and evapotranspiration beds;
- Terminal building and supporting facilities;
- Waste management area; and
- Small scale solar farm.

The facility will require approximately 21m<sup>3</sup> of water per day and will be sourced from on site boreholes. A borrow pit will also be developed for the sourcing of fill material that will be used in construction, subject to geotechnical investigations.



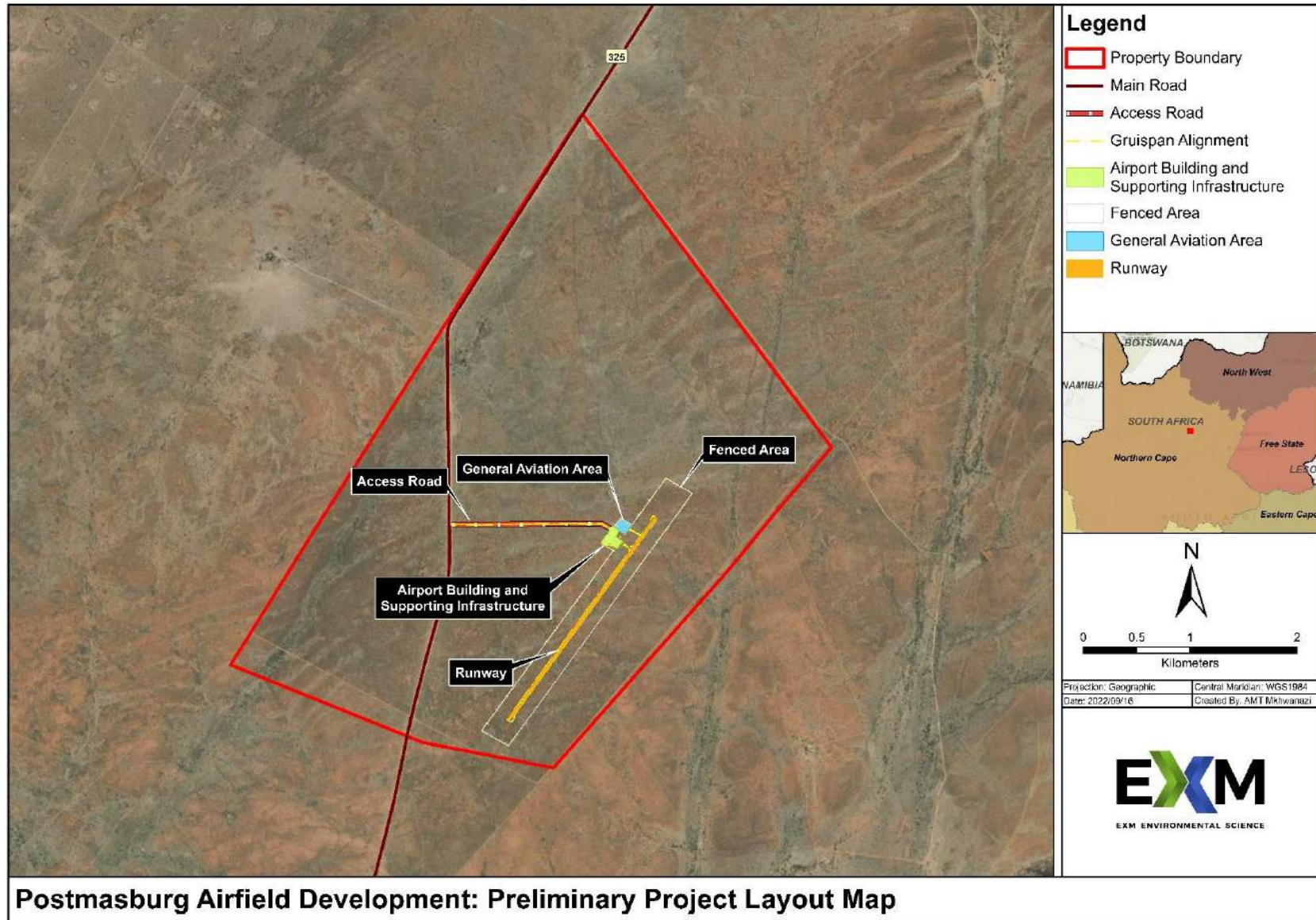


FIGURE 3: INITIAL SITE LAYOUT OF PROPOSED AIRFIELD

### 3. Environmental Approvals Required

#### 3.1 National Environmental Management Act (No. 107 of 1998) (NEMA)

The proposed airfield triggers Listed Activities in terms of Listing Notices 1 (GN R. 327 of 2017) and 2 (GN R. 325 of 2017) published in terms of the EIA Regulations. A Basic Environmental Assessment is required for Listed Activities in GN R. 327 while a Scoping and full EIA must be undertaken for Listed Activities in GN R. 325. The following Listed Activities will be triggered, and a full Scoping and EIA process must be undertaken.

**Table 1: Listed Activities triggered by the Project**

Applicable Regulation		Infrastructure triggering the Listed Activity
<b><u>Listing Notice 1 (GN R. 327 as amended in 2017)</u></b>		
<b>Activity 12</b>	The development of— (ii) infrastructure or structures with a physical footprint of 100 square metres or more, where such development occurs— (a) within a watercourse. (b) in front of a development setback; or (c) if no development setback exists, within 32 metres of a watercourse, measured from the edge of a watercourse	Several pans (water courses) are situated on the property which will potentially be impacted by the project footprint. A WUL application will be submitted to obtain authorisation in terms of activities listed in Section 21 of the National Water Act (No. 36 of 1998).
<b>Activity 14</b>	The development and related operation of facilities or infrastructure, for the storage, or for the storage and handling, of a dangerous good, where such storage occurs in containers with a combined capacity of 80 cubic metres or more but not exceeding 500 cubic metres.	The development will entail the storage of fuel that will be used in the re-fuelling of airplanes.
<b>Activity 24</b>	The development of a road— (i) [a road] for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010; or (ii) [a road] with a reserve wider than 13,5 meters, or where no reserve exists where the road is wider than 8 metres. but excluding a road— (a) [roads] which [are] is identified and included in activity 27 in Listing Notice 2 of 2014. (b) [roads] where the entire road falls within an urban area; or i. (c) which is 1 kilometre or shorter.	The length of the access road that will be constructed as part of the project will be approximately 2.5 km and will be wider than 8 meters.
<b>Activity 28</b>	Residential, mixed, retail, commercial, industrial, or institutional developments where such land was used for agriculture, game farming, equestrian purposes, or afforestation on or after 01 April 1998 and where such development: (i) will occur inside an urban area, where the total land to be developed is bigger than 5 hectares; or	The property on which the proposed airfield is used for the purpose of cattle farming.

Applicable Regulation		Infrastructure triggering the Listed Activity
	(ii) will occur outside an urban area, where the total land to be developed is bigger than 1 hectare.	
<b>Listing Notice 2 (GN R. 325 as amended in 2017)</b>		
<b>Activity 6</b>	The development of facilities or infrastructure for any purpose or activity which a permit or licence or an amended permit or licence in terms of national or provincial legislation governing the generation of release of emissions, pollution, or effluent.	Effluent will be released from the on-site septic tanks into evapotranspiration beds which requires a WUL in terms of activities listed under Section 21 of the National Water Act (No. 36 of 1998).
<b>Activity 8</b>	Activity 8. The development of— (i) airports; or  (ii) runways or aircraft landing strips longer than 1,4 kilometres.	The project entails the development of an airfield with a runway exceeding 1,4km.
<b>Activity 15</b>	Activity 15. The clearance of an area of 20 hectares or more of indigenous vegetation, excluding where such clearance of indigenous vegetation is required for— (i) the undertaking of a linear activity; or  (ii) maintenance purposes undertaken in accordance with a maintenance management plan.	The project footprint will cover approximately 80 hectares and will entail the clearance of indigenous vegetation exceeding 20 hectares.

The regulated timeframes for the EIA process, as provided in the EIA Regulations, are provided below.



**FIGURE 3: EIA POCES**

**3.2 National Water Act (No. 36 of 1998) (“NWA”)**

The purpose of the National Water Act (“NWA”) (No. 36 of 1998) is to ensure that the nation's water resources are protected, used, developed, conserved, managed, and controlled. Section 21 of the NWA contains a list of activities that require a Water Use Licence (“WUL”) prior to commencement. Based on the available information, the following Section 21 water uses will be triggered by the project and therefore a WUL will be required prior to commencement. The WUL application process is regulated by the Regulations Regarding the Procedural Requirements for Water Use Licence Applications and Appeals (GN.R. 267 of 2017).

**Table 2: Section 21 water uses to be included in the IWULA**

Water Use	Activity Description	Infrastructure/activity
<b>Section 21 (a)</b>	Abstraction of groundwater from a borehole.	Abstraction of water from an on-site borehole
<b>Section 21 (c&amp;i)</b>	Infrastructure that will impact directly on water courses	Establishment of infrastructure footprint on water courses or within 500m of wetland pans.
	New infrastructure within 500 m regulated zone of a wetland/watercourse (specific infrastructure to include in the IWUL application will be confirmed after review of specialist findings)	
<b>Section 21 (g)</b>	Discharging water containing waste into a water resource and disposing of waste in a manner which may detrimentally impact on a water resource.	Septic tanks and evapotranspiration beds.

#### 4. Public Participation Process

A public participation process is being undertaken as part of the EIA and WUL applications. The process is conducted in terms of the NEMA EIA regulations (GNR. 627 of 2017) as well as the Regulations Regarding the Procedural Requirements for Water Use Licence Applications and Appeals (GNR 267 of 2017) promulgated under the NWA.

Stakeholders are offered the opportunity to be informed about the application, raise comments, issues, or concerns, and provide input into the application and reports.

Interested & Affected Parties are invited to participate in the environmental process. You can provide input by:

- Registering as an Interested & Affected Party (I&AP);
- Asking questions and raising initial concerns by completing and returning the response sheet (attached);
- Reviewing and providing comment on reports.

All registered I&APs will be informed when documents will be available for review. Should you have questions or require more information, **please contact:**

**Thashnee Moodley**

EXM Environmental Advisory (Pty) Ltd

Cell: 072 555 2643

Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Postnet Suite Private Bag Ballito

Yours sincerely

Trevor Hallatt (Environmental Assessment Practitioner)

EXM Environmental Advisory (Pty) Ltd





## **APPENDIX B2: COPY OF BID - AFRIKAANS**

### **17.2.3 APPENDIX B2: COPY OF BID - AFRIKAANS**

**AANSOEKER: SISHEN IRON ORE COMPANY (PTY) LTD**

**AANDAG: BELANGSTELLEDE EN/OF GEAFFEKTEERDE PARTY**

**OMGEWINGSIMPAKSTUDIE (OIE) PROSES- EN WATERGEBRUIKLISENSIE (WUL)**

**AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP**

**1. Inleiding**

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela-myn stel voor om 'n vliegveld, ongeveer 11,6 km suid van die dorp Postmasburg, in die Noord-Kaapprovinsie, te ontwikkel. Die voorgestelde fasiliteit sal ongeveer 80 hektaar beslaan en sal op die Gedeeltes 1 en 2 van die Plaas 538 Hay RD (Gruispan) in die Tsantsabane Plaaslike Munisipaliteit (ZF Mgcawu Distriksmunisipaliteit) geleë wees.

Omgewingsmagtiging (EA) word vereis vir die volgende gelyste aktiwiteite ingevolge die Nasionale Omgewingsbestuurswet (No. 107 van 1998):

- **Noteringskennisgewing 1 (GN R. 327), Aktiwiteit 12:** Ontwikkeling van infrastruktuur >100 m<sup>2</sup> binne 'n waterloop; **Aktiwiteit 14:** Die ontwikkeling van fasiliteite, vir die storting en hantering, van gevaarlike goedere; **Aktiwiteit 24:** Ontwikkeling van 'n pad waar die pad weier as 8 meter is; en **Aktiwiteit 28:** Residensiële, gemengde, kleinhandel-, kommersiële, industriële of institusionele ontwikkelings waar sodanige grond vir landbou of wildboerdery gebruik is.
- **Noteringskennisgewing 2 (GN R. 325), Aktiwiteit 6:** Die ontwikkeling van fasiliteite/infrastruktuur vir enige doel of aktiwiteit wat 'n permit of lisensie vereis ingevolge die nasionale of provinsiale wetgewing wat die generering van vrystelling van emissies, besoedeling of uitvloeiende beheer; **Aktiwiteit 8:** Die ontwikkeling van lughawens; of aanloopbane of vliegtuiglandingstrokke langer as 1,4 kilometer; en **Aktiwiteit 15:** Die verwydering inheemse plantegroei in 'n oppervlakte van 20 hektaar of meer.

'n Volledige Omgang- en Omgewingsimpakbepaling (OIE) proses in in terme van die Omgewingsimpakbepalingsregulasies (GNR 326 van 2017) sal onderneem word. Die Bevoegde Owerheid ("CA") wat verantwoordelik is vir besluitneming en magtiging is die Noord-Kaap Departement van Landbou, Omgewingsake, Landelike Ontwikkeling en Grondhervorming. 'n Watergebruiklisensie ("WUL") aansoek sal ook ingedien word vir Aktiwiteite (a), (c) en (i) en (g) ingevolge die Nasionale Waterwet (No. 36 van 1998) ("NWA").

'n Publiekedeelnameproses word ingevolge die OIE-regulasies (GN R. 326 van 2017) en die regulasies rakende die prosedurele vereistes vir watergebruiklisensie-aansoeke (GNR. 267 van 2017) onderneem om alle relevante belanghebbende en geaffekteerde partye ("IAPs") van die voorgestelde projek in te lig en IAP's toe te laat om kommentaar te lewer. Hierdie brief dien om **u as grondeienaar, wettige okkupeerder, belanghebbende of geaffekteerde party in kennis te stel van die OIE- en WUL-aansoekprosesse wat onderneem word.**

EXM Environmental Advisory (Pty) Ltd ("EXM") is aangestel as die Onafhanklike Omgewingsassesseringspraktisyn ("EAP"), wat verantwoordelik is vir die onderneming van die vereiste omgewingswetgewende prosesse en openbare deelname prosesse.

**DOEL:**

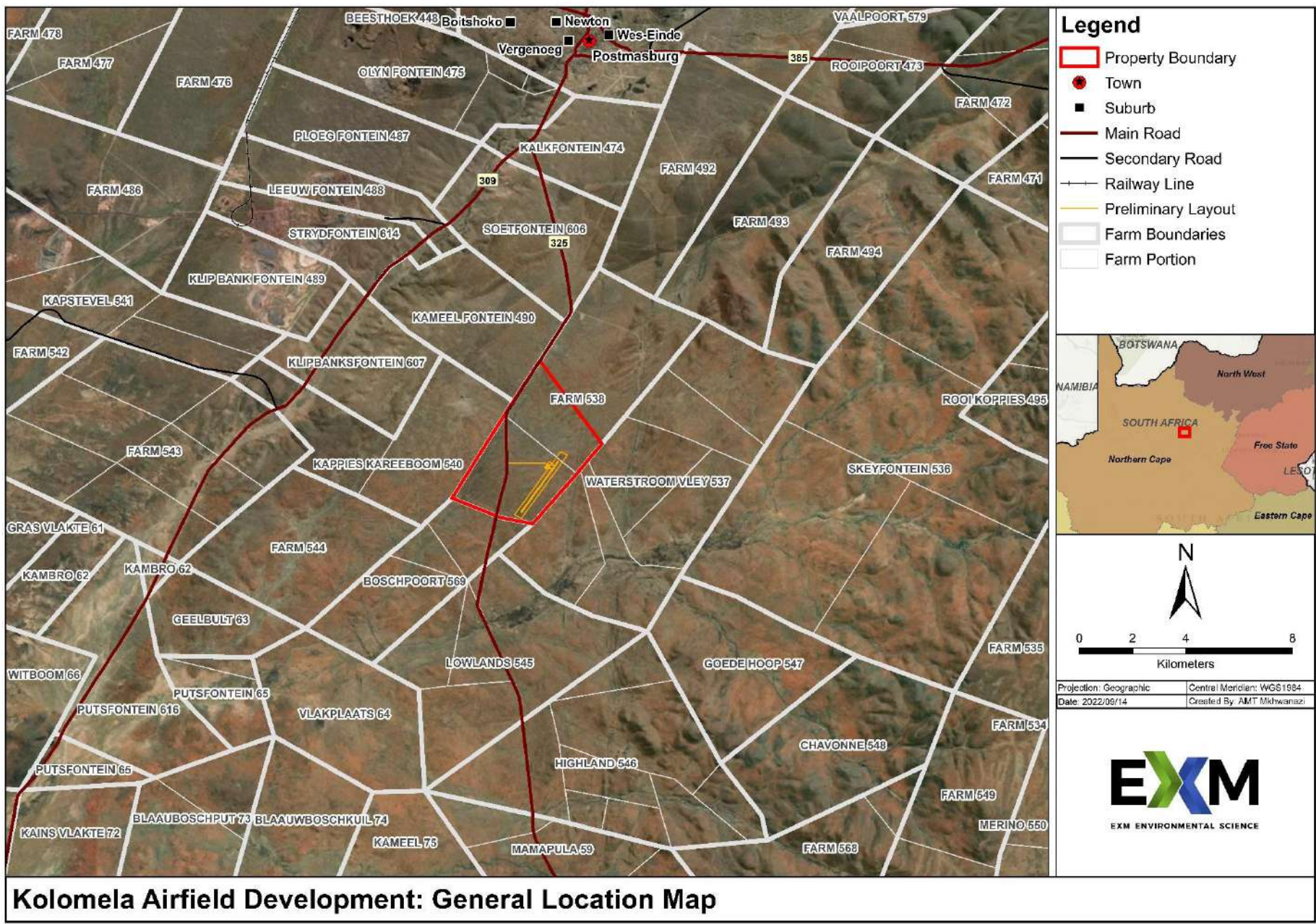
Hierdie dokument dien om:

- U in kennis te stel van die OIE-prosesse en WUL-aansoek.
- Beskryf die aansoekprosesse.
- Lig u in hoe om insette te kan lewer in die prosesse.

**JOU ROL:**

As 'n belangstellende en geaffekteerde party is u rol om:

- Vra te vrae, kwessies en bekommernisse te opper.
- Woon openbare vergaderings by.
- Hersien en lewer kommentaar op die omgewingsverslae.



FIGUUR 1: ALGEMENE LIGGING VAN VOORGESTELDE VliegVELD

## 2. Projek Beskrywing

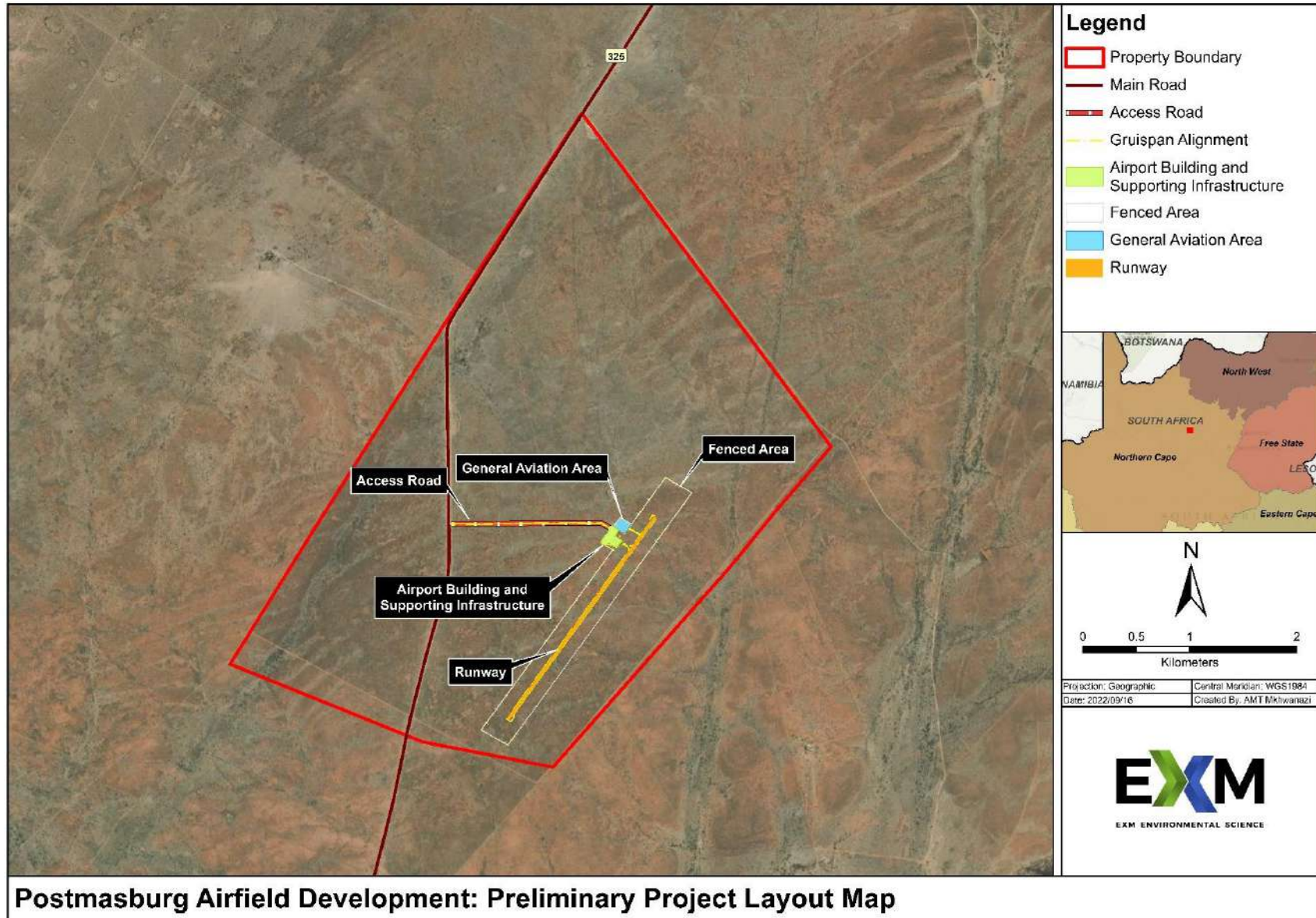
Kolomela-myn stel voor om 'n vliegveld op Gedeeltes 1 en 2 van Plaas Plaas 538 Hay RD (Gruispan), ongeveer 11,6 km suid van die dorp Postmasburg, Tsantsabane Plaaslike Munisipaliteit, te ontwikkel. Die vliegveld sal gebruik word om lugverkeer te akkommodeer wat verband hou met passasiers wat na en van kolomela-myn reis, wat tans deur Tommy's Vliegveld, 10 km noordwes van Postmasburg, gehuisves word. Tommy's Vliegveld het nie voldoende kapasiteit om die huidige lugverkeer te vervoer nie, wat daartoe lei dat oorlopende passasiers na Kathu vlieg en meer as 100 km per pad ry.

Die oppervlakarea van die projek sal oor ongeveer 80 hektaar strek, en sal die ontwikkeling van die volgende strukture / infrastruktuur behels:

- 'n Aanloopbaan (2.5 km lank en 30 m breed);
- Helipad(s);
- Brandstofplaas om brandstofopgaartenks te huisves;
- Wateropgaartenks;
- Toegangspad;
- Parkeerarea;
- Septiese tenks en evapotranspirasie beddens;
- Terminale gebou- en ondersteunende fasiliteite;
- Afvalbestuursarea; en
- Kleinskaalse sonplaas.

Die fasiliteit benodig ongeveer 21 m<sup>3</sup> water per dag en sal van boorgate op die perseel verkry word. 'n Leenput sal ook ontwikkel word vir die verkryging van vulmateriaal, wat in konstruksie gebruik sal word, onderhewig aan geotegniese ondersoeke.





FIGUUR 3: AANVANKLIKE TERREINUITLEG VAN VOORGESTELDE VLEGVELD



### 3. Vereiste Omgewingsgoedkeurings

#### 3.1 Wet op Nasionale Omgewingsbestuur (No. 107 van 1998) (NEMA)

Die voorgestelde vliegveld aktiveer gelyste aktiwiteite in terme van noteringskennisgewings 1 (GN R. 327 van 2017) en 2 (GN R. 325 van 2017) wat ingevolge die OIE-regulasies gepubliseer is. 'n Basiese omgewingsassessering word vereis vir genoteerde aktiwiteite in GN R. 327, terwyl 'n omvang en volledige OIE onderneem moet word vir genoteerde aktiwiteite in GN R. 325. Die volgende gelyste aktiwiteite sal geaktiveer word, en 'n volledige omvang- en OIE-proses moet onderneem word.

**Tabel 1: Gelyste aktiwiteite wat deur die projek veroorsaak word**

Toepaslike Regulasies		Infrastruktuur wat die gelyste aktiwiteit aktiveer
<b><u>Noteringskennisgewing 1 (GN R.983 soos gewysig in 2017)</u></b>		
<b>Aktiwiteit 12</b>	Die ontwikkeling van – (ii) infrastruktuur of strukture met 'n fisiese voetspoor van 100 vierkante meter of meer, waar sodanige ontwikkeling plaasvind— (a) binne 'n waterloop. (b) voor 'n ontwikkelingsterugslag; Of (c) indien daar geen ontwikkelingsterugslag bestaan nie, binne 32 meter van 'n waterloop, gemeet vanaf die rand van 'n waterloop.	Verskeie panne (waterlope) is op die eiendom geleë wat moontlik deur die projek se voetspoor beïnvloed sal word. 'n WUL-aansoek sal ingedien word om magtiging te verkry ingevolge aktiwiteite wat in Artikel 21 van die Nasionale Waterwet (No. 36 van 1998) gelys word.
<b>Aktiwiteit 14</b>	Die ontwikkeling en verwante werking van fasiliteite of infrastruktuur, vir die storing, of vir die storing en hantering, van 'n gevaarlike goedere, waar sodanige storing plaasvind in houers met 'n gesamentlike kapasiteit van 80 kubieke meter of meer, maar nie meer as 500 kubieke meter nie.	Die ontwikkeling behels die storing van brandstof wat gebruik sal word vir die vliegtuie.
<b>Aktiwiteit 24</b>	Die ontwikkeling van 'n pad— (i) ['n pad] waarvoor 'n omgewingsmagtiging verkry is vir die roetebepaling ingevolge aktiwiteit 5 in Goewermentskennisgewing 387 van 2006 of aktiwiteit 18 in Goewermentskennisgewing 545 van 2010; of (ii) ['n pad] met 'n reserwe wyer as 13,5 meter, of waar geen reserwe bestaan waar die pad wyer as 8 meter is nie, maar 'n pad uitgesluit— (a) [paaie] wat geïdentifiseer [is] en ingesluit is in aktiwiteit 27 in Noteringskennisgewing 2 van 2014. (b) [paaie] waar die hele pad binne 'n stedelike gebied val; of i. (c) wat 1 kilometer of korter is.	Die lengte van die toegangspad, wat as deel van die projek gebou sal word, sal ongeveer 2,5 km wees en sal wyer as 8 meter wees.
<b>Aktiwiteit 28</b>	Residensiële, gemengde, kleinhandel-, kommersiële, industriële of institusionele ontwikkelings waar sulke grond vir landbou, wildboerdery, ruiterdoeleindes of bebossing gebruik is op of na 01 April 1998 en waar sodanige ontwikkeling: (i) binne 'n stedelike gebied sal voorkom, waar die totale grond wat ontwikkel moet word groter as 5 hektaar is; of	Die eiendom waarop die voorgestelde vliegveld is, word vir die doel van beesboerdery gebruik.

Toepaslike Regulasies		Infrastruktuur wat die gelyste aktiwiteit aktiveer
	(ii) buite 'n stedelike gebied sal plaasvind, waar die totale grond wat ontwikkel moet word groter as 1 hektaar is.	
<b><u>Noteringskennisgewing 2 (GN R. 984 soos gewysig in 2017)</u></b>		
<b>Aktiwiteit 6</b>	Die ontwikkeling van fasiliteite of infrastruktuur vir enige doel of aktiwiteit, wat 'n permit of lisensie of 'n gewysigde permit of lisensie, ingevolge nasionale of provinsiale wetgewing reguleer wat die vrystelling van vrystelling van emissies, besoedeling of uitvloeielsel beheer.	Uitvloeielsel sal vrygestel word van die septiese tenks op die perseel in evapotranspirasiebeddens wat 'n WUL vereis in terme van die gelyste aktiwiteite ingevolge Artikel 21 van die Nasionale Waterwet (No. 36 van 1998).
<b>Aktiwiteit 8</b>	Die ontwikkeling van– (i) lughawens; of  (ii) aanloopbane of vliegtuiglandingstrok langer as 1,4 kilometer.	The project entails the development of an airfield with a runway exceeding 1,4km.
<b>Aktiwiteit 15</b>	Die verwydering van inheemse plantegroei in 'n area van 20 hektaar of meer, uitgesonderd waar sodanige verwydering van inheemse plantegroei nodig is vir– (i) die onderneem van 'n lineêre aktiwiteit; of  (ii) instandhoudingsdoeleindes onderneem ooreenkomstig 'n instandhoudingsbestuursplan.	Die projek se voetspoor sal uit ongeveer 80 hektaar bestaan, en sal die verwydering van inheemse plantegroei in 'n area van 20 hektaar of meer behels.

Die geregleerde tydraamwerke vir die OIE-proses, soos bepaal in die OIE-regulasies, word hieronder verskaf.



**FIGUUR 2: DIE EIA PROSES**

### 3.2 Nasionale Waterwet (No. 36 van 1998) ("NWA")

Die doel van die Nasionale Waterwet ("NWA") (No. 36 van 1998) is om te verseker dat die land se waterbronne beskerm, gebruik, ontwikkel, bewaar, bestuur en beheer word. Artikel 21 van die NWA bevat 'n lys van aktiwiteite wat 'n Watergebruiklisensie ("WUL") vereis voor die projek begin. Op grond van die beskikbare inligting sal die volgende Artikel 21-watergebruike deur die projek geaktiveer word en daarom sal 'n WUL benodig word. Die WUL-aansoekproses word geregleer deur die Regulasies Betreffende die Prosedurele Vereistes vir Watergebruiklisensie-aansoeke en Appelle (GN.R. 267 van 2017).

**Tabel 2: Artikel 21-watergebruike wat by die IWULA ingesluit moet word**

Watergebruik	Beskrywing van die Aktiwiteit	Infrastruktuur / Aktiwiteit
<b>Artikel 21 (a)</b>	Abstraksie van grondwater uit 'n boorgat.	Onttrekking van water uit 'n boorgat op die perseel
<b>Section 21 (c&amp;i)</b>	Infrastruktuur wat 'n direkte impak op waterlope sal hê.	Vestiging van die infrastruktuurvoetspoor in waterlope of binne 500m vanaf vleilandpanne.
	Nuwe infrastruktuur binne-in 'n 500 m gereguleerde sone van 'n vleiland/waterloop (spesifieke infrastruktuur wat by die IWUL-aansoek ingesluit moet word, sal bevestig word na hersiening van spesialisbevindinge).	
<b>Artikel 21 (g)</b>	Die uitstorting van water wat afval bevat in 'n waterhulpbron, en die onslae raking van afval op 'n wyse wat 'n nadelige uitwerking op 'n waterbron kan hê.	Septiese tenks en evapotranspirasie beddens.

#### 4. Openbare Deelname Proses

'n Openbaredeelnameproses word onderneem as deel van die OIE- en WUL-aansoeke. Die proses word uitgevoer ingevolge die NEMA OIE-regulasies (GNR. 626 van 2017) asook die Regulasies Betreffende die Prosedurele Vereistes vir Watergebruiklisensie-aansoeke (GNR 267 van 2017) wat ingevolge die NWA afgekondig is.

Belanghebbendes word die geleentheid gebied om ingelig te bekom oor die aansoek, kommentaar, kwessies of bekommernisse te uiter en insette in die aansoek en verslae te lewer.

Belangstellendes en geaffekteerde partye word uitgenooi om aan die omgewingsproses deel te neem. U kan insette lewer deur:

- Registreer as 'n IAP;
- Stel vrae en opper aanvanklike bekommernisse deur die antwoordblad (aangeheg) te voltooi en terug te stuur; of
- Hersien en lewer kommentaar op die verslae.

Alle geregistreeerde I&AP's sal in kennis gestel word wanneer dokumente beskikbaar sal wees vir hersiening asook datums van publieke vergaderings. Indien jy vrae het of meer inligting verlang, **kontak asseblief:**

##### **Thashnee Moodley**

EXM Environmental Advisory (Edms) Bpk

Sel: 072 555 2643

Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Postnet Suite Privaatsak Ballito

Die uwe

Trevor Hallatt (Omgewingsassesseringspraktisyn)

EXM Environmental Advisory (Edms) Bpk

**SISHEN IRON ORE COMPANY (PTY) LTD**  
**OMGEWINGSIMPAKSTUDIE EN WATERGEBRUIKLISENSIE-AANSOEK: VOORGESTELDE ONTWIKKELING**  
**VAN 'NN-VLIEGVELD**

**Naam:**

**Adres:**

**Telefoon / selfoon nommer:**

**Faks:**

**Epos:**

**Datum:**

**Handtekening:**

**As jy weet van enige iemand anders wat van hierdie aansoek in kennis gestel moet word, verskaf asseeblyf hulle kontakbesonderhede onderaan:**

**Naam:**

**Adres:**

**Telefoon / selfoon:**

**Faks:**

**Epos:**

**KWESSIES, BEKOMMERNISSE EN VRAE**

## **APPENDIX B3: PROOF OF NEWSPAPER ADVERTS**

### **17.2.4 APPENDIX B3: PROOF OF NEWSPAPER ADVERTS**

#### **17.2.4.1 Kathu Gazette- 08 Oktober / October / Diphlane 2022**



# Silk worms



064 751 8711  
Kathu

**Kennisgewing in terme van artikel 34 van Wet 24 of 1936**  
Kennis word hiermee gegee van die voorgenome oordrag van die besigheid welke handeldryf en wat algemeen bekend is as Mugg & Bean Kathu, vanaf Kelari Boerdery BK (Reg No: 2011/052823/23) aan Lazlo Projects (Edms)Bpk (Reg No: 2013//098255/07).

Enige kennisgewings of korrespondensie in die verband kan gestuur word aan [angelo@louwdasilva.co.za](mailto:angelo@louwdasilva.co.za) en/of kan telefoniese kontak gemaak word met Angelo Da Silva by 053 723 3258, van Louw & Da Silva Ing Prokureurs.

**Notice in terms of Section 34 of Act 24 of 1936**  
Notice is hereby given of the intended transfer of the business operating and generally known as Mugg & Bean Kathu, from Kelari Boerdery CC (Reg No: 2011/052823/23) to Lazlo Projects (Pty)Ltd (Reg No: 2013//098255/07).

Any notices or correspondence in this regard can be sent to: [angelo@louwdasilva.co.za](mailto:angelo@louwdasilva.co.za) and/or telephonic contact made with Angelo Da Silva at 053 723 3258 of Louw & Da Silva IncAttorneys"



# Cherubs vier Erfenisdag

Cherubs Kinderontwikkelingsentrum Kathu het op 23 September 2022 hul Erfenisdag funksie gevier.



## VACANT POSITION

**OFFICE ADMINISTRATOR**  
**Qualification** | Certificate in Front Office/Administration or related.  
**Certificate** | Relevant courses – MS Office, Administration, First Aid, Safety etc.  
**Advantage** | Working knowledge of SAGE Pastel.  
**Experience** | Minimum 8 years relevant administration working experience with previous exposure to working with service contracts, managing reception, consumables, stationery, vehicle and guest house management, managing aesthetics of the mine, minute taking and presentations. Driver's licence essential.  
**Competencies** | Communication, Attention to detail, Accuracy, People Management  
**Computer Competency** | Advanced MS Office skills  
**Location** | Postmasburg, Northern Cape  
**Job Code** | ADMIN/04 S

**Applications close, 14 October 2022.**

Kindly forward your comprehensive CV and the following documents: ID, qualifications, latest payslip to [recruitment@seio.co.za](mailto:recruitment@seio.co.za) with the relevant job code in the subject line.

Communication will be limited to short-listed candidates only.

## Constitutional Court ruling on Copyright Act commended

Minister in the Presidency for Women, Youth and Persons with Disabilities, Maite Nkoana-Mashabane has commended the Constitutional Court ruling on sections of the Copyright Act being unconstitutional.

The Constitutional Court declared that sections of the Copyright Act of 1978 is unconstitutional for limiting access to reading materials in accessible formats for persons who are blind or visually impaired, without first securing permission from copyright holders.

Ms Nkoana-Mashabane said the court ruling paves the way for blind and visually impaired people, previously prevented from converting written material to braille or other accessible formats without the permission of copyright holders, to now be able to do so.

"We welcome and applaud the intervention from the highest court in our land. It affirms the rights of persons with disabilities particularly the need to access information," Ms Nkoana-Mashabane said.

The judgment also defends the rights of persons with disabilities to ensure equality, dignity, basic and further education, freedom of expression, language and participation in social and cultural life.

[SAnews.gov.za](http://SAnews.gov.za)

## SISHEN IRON ORE COMPANY (EDMS) Bpk

**OMGEWINGSIMPAKSTUDIE EN WATERGEBRUIKLISENSIE-AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE**

Neem asseblief kennis dat Sishen Iron Ore Company (Edms) Bpk – Kolomela-myn voorstel om 'n vlegveld, ongeveer 11,6 km suid van die dorp Postmasburg, in die Noord-Kaapprovinsie te ontwikkel. Die voorgestelde fasiliteit is ongeveer 80 hektaar en sal op die Gedeeltes 1 en 2 van Plaas Plaas 538 Hay RD (Gruispan) in die Tsantsabane Plaaslike Munisipaliteit (ZF Mgawu Distriksmunisipaliteit) geleë wees. Watervoorsiening aan die fasiliteit sal verkry word deur die onttrekking van grondwater uit boorgate uit.

Omgewingsmagtiging (EA) word vereis vir die volgende gelyste aktiwiteite ingevolge die Wet op Nasionale Omgewingsbestuur (No. 107 van 1998):

**Noteringskennisgewing 1 (GN R. 983), Aktiwiteit 12:** Die ontwikkeling van infrastruktuur > 100m<sup>2</sup> binne 'n waterloop; **Aktiwiteit 14:** Die ontwikkeling van fasiliteite, vir die storting en hantering, van gevaarlike goedere (brandstof); **Aktiwiteit 19:** Die invulling of storting van enige materiaal van meer as 10 kubieke meter in, of die baggerwerk, uitgraving, verwydering of verskuiving van grond, sand, skulpe, skulpgruis, klippe van rots van meer as [5] 10 kubieke meter vanaf 'n waterloop; **Aktiwiteit 24:** Die ontwikkeling van 'n pad waar die pad wyer as 8 meter is; en **Aktiwiteit 28:** Residensiële, gemengde, kleinhandel-, kommersiële, industriële of institusionele ontwikkelings waar sodanige grond vir landbou of wildboerdery gebruik is.

**Noteringskennisgewing 2 (GN R. 984), Aktiwiteit 6:** Die ontwikkeling van fasiliteite of infrastruktuur vir enige doel of aktiwiteit wat 'n permit of lisensie vereis ingevolge nasionale of provinsiale wetgewing wat die generering van vrystelling van emissies, besoedeling of uitvloeiende beheer; **Aktiwiteit 8:** Die ontwikkeling van lughawens; of aanloopbane of vliegtuiglandingstrokke langer as 1,4 kilometer; en **Aktiwiteit 15:** Die verwydering van 20 hektaar of meer se inheemse plantegroei.

'n Volledige Omgang- en Omgewingsimpakstudie (OIE) in ooreenstemming met die Omgewingsimpakbepalingsregulasies (GNR 326 van 2017) sal onderneem word.

'n Watergebruiklisensie (WUL) sal ingevolge die Nasionale Waterwet (No. 36 van 1998) onderneem word vir:

**Artikel 21 (a)** – Die neem van water uit 'n waterbron (boorgatonttrekking); en **Artikel 21 (c&i)** – Nuwe infrastruktuur binne-in 'n 500 m gereguleerde sone van 'n vleiand/waterloop; en **Artikel 21 (g)** – Die storting van water wat afval bevat in 'n waterbron, en die wegdoen van afval op 'n wyse wat 'n nadelige uitwerking op 'n waterbron kan hê.

U word hiermee uitgenooi om as 'n belanghebbende en of geaffekteerde party (IAP) te registreer om verdere inligting te ontvang, verslae te hersien en omgewingskwessies, bekommernisse en besware teen die aansoek te opper.

Indien u vrae het of meer inligting benodig, kontak asseblief, binne 30 dae na hierdie kennisgewing vir:

Thashnee Moodley, EXM Environmental Advisory (Edms) Bpk  
 Sel: 072 555 2643 | Postnet Suite 211,  
 Private Bag x0001, Ballito, 4420 |  
 E-pos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)





## Code of Good Practice on the Prevention and Elimination of Harassment applies in any situation related to an employee's work

The protection of employees against harassment does not only apply on physical premises but in any situation related to an employee's work.

So said, the Department's EE Deputy Director: Nireesh Singh during the joint Department of Employment and Labour, and the Commission for Conciliation, Mediation and Arbitration (CCMA) 2022 Employment Equity workshop held in Bloemfontein on 27 September 2022.

Singh said the protection of employees against harassment applies in any situation related to an employees work, which includes: the workplace that is both public and private spaces, including the homes of employees who are working remotely; places where the worker is paid, takes a rest break or a meal, or uses sanitary, washing and changing facilities; work-related trips, travel, training, events, or social activities; work-related communications, including those enabled by information and communication technologies; in employer-provided accommodation; and when commuting to and from work, in transport provided or controlled by the employer.

The new Code of Good Practice on the prevention and elimination of harassment in the workplace was published on 18 March 2022.

Singh said although this Code applies to the working environment - perpetrators and victims of harassment may include: owners, employers, managers, supervisors; employees, job seekers and job applicants; persons in training including interns, apprentices and persons on learnerships; volunteers, clients, suppliers, contractors; and others having dealings with an organisation.

South Africa has signed the International Labour Organization (ILO) Convention 190 (C190). By ratifying the Convention, states are obliged to adopt an inclusive, integrated and gender-responsive approach to the prevention and elimination of violence and harassment in the world of work.

Convention 190 was adopted in June 2019, by the International Labour Conference of the International Labour Organization, and came into force on 25 June 2021. The instrument provides a common framework to stop violence and harassment in the world of work, including gender-based violence and harassment.

Governments that ratify C190 will be required to put in place the necessary laws and policy measures to monitor, prevent and address violence and harassment in the world of work.

*Department of Employment and Labour*

## 17.2.4.2 Noordkaap Bulletin



# SISHEN IRON ORE COMPANY (PTY) LTD

## ENVIRONMENTAL IMPACT ASSESSMENT AND WATER USE LICENCE APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE PROVINCE

Notice is hereby given that the Sishen Iron Ore Company (Pty) Ltd – Kolomela mine proposes to develop an airfield, approximately 11.6 km south of the town of Postmasburg, in the Northern Cape Province. The proposed facility will cover approximately 80 hectares and will be located on the Portions 1 and 2 of Farm Plaas 538 Hay RD (Gruispan) in the Tsantsabane Local Municipality (ZF Mgqawu District Municipality). Water supply to the facility will be sourced from groundwater boreholes.

Environmental Authorisation (EA) is required for the following Listed Activities in terms of the National Environmental Management Act (No. 107 of 1998):

**Listing Notice 1 (GN R. 983), Activity 12:** The development of infrastructure > 100 m<sup>2</sup> within a watercourse; **Activity 14:** The development of facilities, for the storage and handling, of a dangerous good (fuel); **Activity 19:** The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than [5] 10 cubic metres from a watercourse; **Activity 24:** The development of a road where the road is wider than 8 metres; and **Activity 28:** Residential, mixed, retail, commercial, industrial, or institutional developments where such land was used for agriculture or game farming.

**Listing Notice 2 (GN R. 984), Activity 6:** The development of facilities or infrastructure for any purpose or activity which a permit or licence in terms of national or provincial legislation governing the generation of release of emissions, pollution, or effluent; **Activity 8:** The development of airports; or runways or aircraft landing strips longer than 1,4 kilometres; and **Activity 15:** The clearance of an area of 20 hectares or more of indigenous vegetation

A full Scoping and Environmental Impact Assessment (EIA) in accordance with the Environmental Impact Assessment Regulations (GNR 326 of 2017) will be undertaken.

A Water Use Licence (WUL) will be undertaken in terms of the National Water Act (Act No. 36 of 1998) for:

**Section 21 (a)** – Taking water from a water resource (borehole abstraction); and **Section 21 (c&i)** – New infrastructure within 500 m regulated zone of a wetland/watercourse); and **Section 21 (g)** – Discharging water containing waste into a water resource and disposing of waste in a manner which may detrimentally impact on a water resource.

You are hereby invited to register as an Interested and or Affected Party (IAP) to receive further information, review reports and to raise environmental issues, concerns and objections to the application.

Kindly make written submissions within 30 days of this notice to:

**Thashnee Moodley, EXM Environmental Advisory (Pty) Ltd**

Cell: 072 555 2643 || Postnet Suite 211, Private Bag x0001, Ballito, 4420 ||

Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

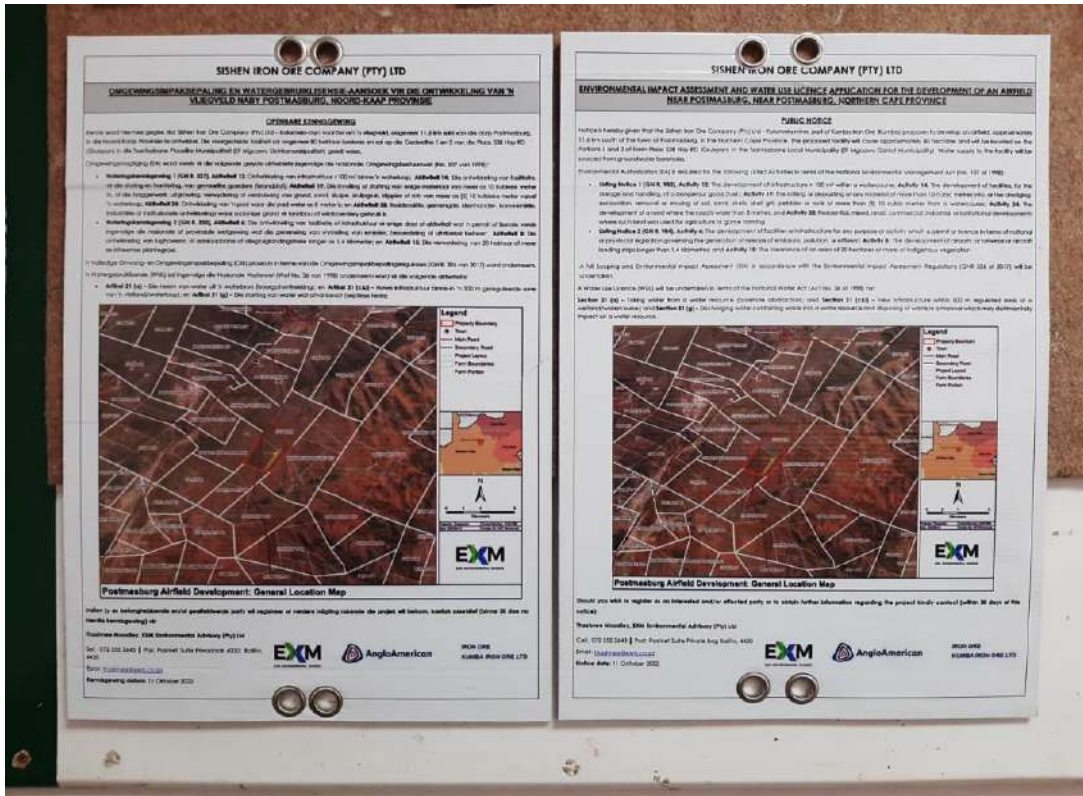


IRON ORE  
KUMBA IRON ORE LTD

## **APPENDIX B4: PROOF OF SITE NOTICES**

### **17.2.5 APPENDIX B4: PROOF OF SITE NOTICES**

**English and Afrikaans site notices placed around Postmasburg.**









**SISHEN IRON ORE COMPANY (PTY) LTD**

**OMGEWINGSIMPKEPALING EN WATERGEBRUIKSLENSE-AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NARY POSTMASBURG, NOORD-KAAP PROVINIE.**

**OPENBARE KENNINGSGEWING**

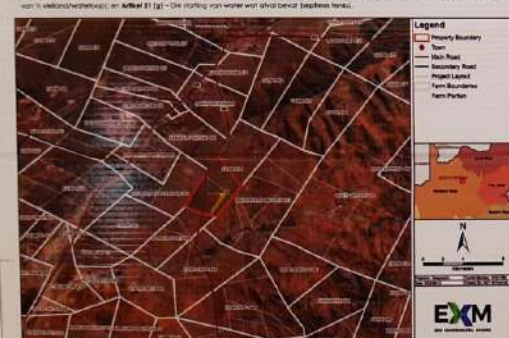
Kenis word hiermee gegies dat Sishen Iron Ore Company (Pty) Ltd - Kustwielmyyn voorstel om 'n vlegveld ongeveer 1,1 km suid van die dorp Postmasburg in die hooft-kamp, Postmasburg te ontwikkel. Die voorgestelde vlegveld sal ongeveer 80 hektaar beslaan en sal op die Coedocheet 1 en 2 van die Plaas ESB Hay RD (Struipsig) in die Terrasiale Plaaslike Munisipaliteit (T.M.) Agulhas, Oos-Kaapprovinsie geleë wees.

Omgevingsimpkepalings (SA) word verskaf in die volgende trefke aktiwiteite teenwylende die Nasionale Omgevingswet (Act No. 107 van 1998):

- **Aktiviteitskategorie 1 (GN R. 32), Artikel 12:** Die ontwikkeling van infrastruktuur >100 m<sup>2</sup> binne 'n werksgebied; **Artikel 14:** Die ontwikkeling van koolwalle, wat die ontwikkeling van gestortte goedere (skrootgoed); **Artikel 19:** Die instelling of sluiting van enige reëlwerk van meer as 10 kubieke meter in of die ingepomp, uitgewerp, verplaat of oeslating van grond, sand, streek, skrootgoed, klippe of rotte van meer as 10 kubieke meter voor of na 'n werksgebied; **Artikel 24:** Die ontwikkeling van 'n pool van die pool van 1 meter of die **Artikel 28:** Reusewaste, geneemde, karkonde, karkonde, inskuldende of verplaatte inskuldende van 'n oorspronklike grond of karkonde of wisselwende gebruik.
- **Watergebruikskategorie 1 (GN R. 32), Artikel 8:** Die ontwikkeling van koolwalle of infrastruktuur wat enige deel of artikel van 'n perseel of karkonde reeds ingevolge die nasionale of provinsiale wetgewing vir die generering van stroom, benodigende of uitsondering behoeft; **Artikel 9:** Die ontwikkeling van karkonde of konstruksie of regeleeringsstrukture soos as 1.4 karkonde; en **Artikel 15:** Die verwydering van 20 hektaar of meer van indigene plantegroei.

In volledige Omgang- en Omgevingsimpkepalings (OIMP) soos in 'n rems van die Omgevingsimpkepalingsregulasie (GN R. 328 van 2017) word geseleem, 'n impkepalings (MIA) sal ingevolge die Nasionale Wet (Act No. 24 van 1998) geseleem word vir die volgende artikels:

- **Artikel 21 (a)** - Die neem van water uit 'n waterkorp (Boorgat/afkolk); en **Artikel 21 (a)(3)** - Nuwe infrastruktuur binne-in 'n 500 m geregleerde zone van 'n waterkorp; en **Artikel 21 (a)** - Die instelling van 'n water-wiel op 'n karkonde.



**Postmasburg Airfield Development: General Location Map**

Hierdie is 'n kennisgewing en/of geprojektende party vir registreer of vandere belang rakende die projek of besem, kontak asseblief (binne 30 dae na hierdie kennisgewing) by:

**Thames Headway, EXM Environmental Advisory (Pty) Ltd**  
 Tel: 07 855 2443 | Fax: Potchefstroom Private 4000: 8000, 4000  
 Epos: [enquiries@exm.co.za](mailto:enquiries@exm.co.za)

**IRON ORE HUNDBA IRON ORE LTD**

**EXM** **AngloAmerican**

11 Oktober 2022

**SISHEN IRON ORE COMPANY (PTY) LTD**

**ENVIRONMENTAL IMPACT ASSESSMENT AND WATER USE LICENCE APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NEAR POSTMASBURG, NORTHERN CAPE PROVINCE**

**PUBLIC NOTICE**

Notice is hereby given that the Sishen Iron Ore Company (Pty) Ltd (Kustwielmyyn, part of Kumba Iron Ore (Kumba)) proposes to develop an airfield, approximately 1.1 km south of the town of Postmasburg, in the Northern Cape Province. The proposed facility will cover approximately 80 hectares and will be located on the Porters 1 and 2 of the main Plot ESB Hay RD (Struipsig) in the Terrasiale Local Municipality (T.M.) Agulhas District Municipality. Water supply to the facility will be sourced from groundwater boreholes.

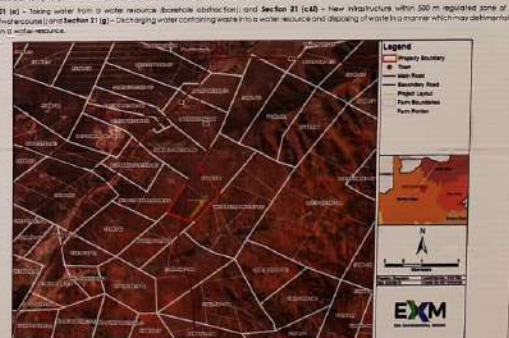
Environmental Authorisation (EA) is required for the following Listed Activities in terms of the National Environmental Management Act (No. 107 of 1998):

- **Listing Notice 1 (GN R. 32), Activity 12:** The development of infrastructure > 100 m<sup>2</sup> within a watercourse; **Activity 14:** The development of facilities for the storage and handling of a dangerous good (fuel); **Activity 19:** The filling or discarding of any material of more than 10 cubic metres, or the dredging, excavation, removal or moving of soil, sand, rubble, dirt, fill, pebbles or rocks of more than 10 cubic metres from a watercourse; **Activity 24:** The development of a road where the road is wider than 8 metres; and **Activity 28:** Residues from retail, commercial, industrial or institutional developments where such land was used for agriculture or game farming.
- **Listing Notice 2 (GN R. 32), Activity 8:** Activity in the development of facilities or infrastructure for any purpose or activity which a permit or licence in terms of national or provincial legislation governing the generation or release of emissions, pollution, or effluent; **Activity 9:** The development of airports, runways or aircraft landing sites larger than 1.4 hectares; and **Activity 15:** The clearance of an area of 20 hectares or more of indigenous vegetation.

A Full Scoping and Environmental Impact Assessment (EIA) in accordance with the Environmental Impact Assessment Regulations (GN R. 328 of 2017) will be undertaken.

A Water Use Licence (WUL) will be undertaken in terms of the National Water Act (Act No. 34 of 1998) for:

- **Section 21 (a)** - Taking water from a water resource (borehole abstraction); and **Section 21 (a)(3)** - New infrastructure within 500 m regulated zone of a regulated watercourse (and **Section 21 (a)** - Discharging water containing waste into a water resource and discarding of waste into marine which may detrimentally impact on a water resource.



**Postmasburg Airfield Development: General Location Map**

Should you wish to register as an interested and/or affected party or to obtain further information regarding the project kindly contact (within 30 days of this notice) at:

**Thames Headway, EXM Environmental Advisory (Pty) Ltd**  
 Tel: 07 855 2443 | Fax: Potchefstroom Private 4000: 8000, 4000  
 Epos: [enquiries@exm.co.za](mailto:enquiries@exm.co.za)

**IRON ORE HUNDBA IRON ORE LTD**

**EXM** **AngloAmerican**

11 October 2022













OMGEWINGSEMPAANKRIPSELING EN WATERGEBRUIKSENSE-ANSOEK VIR DIE ONTWOIKELING VAN 'N VLEDVELD NABY POSTMASBURG, NOORD-KAAP PROVINSE

OPINIE ERINGSOMING

Hierdie verslag word gepubliseer deur Sishen Iron Ore Company (Pty) Ltd. ...

- Wetgewingsaanvraag 1 (GMR 1, 2017), Artikel 13 ...
• Wetgewingsaanvraag 2 (GMR 2, 2017), Artikel 8 ...

Die voorgestelde Ontwikkelaar se Ontwikkelaarsaansoek (OSA) ...



Postmasburg Airfield Development: General Location Map

Indien jy as belangstemande wil of geduldloos party wil registreer ...

ENVIRONMENTAL IMPACT ASSESSMENT AND WATER USE LICENCE APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NEAR POSTMASBURG, NORTHERN CAPE PROVINCE

PUBLIC NOTICE

Public notice given that the Sishen Iron Ore Company (Pty) Ltd. ...

- Activity Notice 1 (GMR 1, 2017), Article 13 ...
• Activity Notice 2 (GMR 2, 2017), Article 8 ...

The proposed Developer's Development Application (DA) ...



Postmasburg Airfield Development: General Location Map

Should you wish to register as an interested or affected party ...

## **APPENDIX B5: PROOF OF IAP NOTIFICATIONS - EMAILS**

### **17.2.6 APPENDIX B5: PROOF OF IAP NOTIFICATIONS - EMAILS**

#### **17.2.6.1 BID NOTIFICATION EMAIL- ENGLISH**

**ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY**

**APPLICANT: SISHEN IRON ORE COMPANY (PTY) LTD**

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT AND WATER USE LICENCE APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE PROVINCE**

Notice is hereby given that Sishen Iron Ore Company ("SIOC") – Kolomela Mine is applying for an Environmental Authorisation (EA) and a Water Use Licence ("WUL") to develop an airfield on Portions 1 and 2 of Farm 538 Hay RD (Gruispan), 11 km south of Postmasburg in the Tsantsabane Local Municipality. EXM Environmental Advisory (Pty) Ltd has been appointed as the independent Environmental Assessment Practitioner ("EAP") to facilitate the EIA and WUL application as well as the supporting public consultation process.

Attached please find a Background Information Document ("BID") which contain all the relevant information regarding the EIA and WUL application processes. The draft scoping report in support of the application will be provided for review and comment to all IAPs in due course.

**If you wish to register as an IAP or wish to provide initial comments, please complete the attached comment sheet, and return to the contact details below.**

**Contact person: Thashnee Moodley**

- **Cell: 072 555 2643**
- **Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)**

**Kind regards**

**Trevor Hallatt**

RE: SISHEN IRON ORE COMPANY- KOLOMELA AIRFIELD DEVELOPMENT EIA AND WUL APPLICATION

 Thashnee Moodley  
To: [List of email addresses]  
Bcc: [List of email addresses]

Attachments:  
Comments sheet.docx (26 KB)  
Airfield EIA and WUL BID final v2.pdf (1 MB)

Mon 2022/10/03 09:13

**ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY**

**APPLICANT: SISHEN IRON ORE COMPANY (PTY) LTD**

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT AND WATER USE LICENCE APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE PROVINCE**

Notice is hereby given that Sishen Iron Ore Company ("SIOC") – Kolomela Mine is applying for an Environmental Authorisation (EA) and a Water Use Licence ("WUL") to develop an airfield on Portions 1 and 2 of Farm 538 Hay RD (Gruispan), 11 km south of Postmasburg in the Tsantsabane Local Municipality. EXM Environmental Advisory (Pty) Ltd has been appointed as the independent Environmental Assessment Practitioner ("EAP") to facilitate the EIA and WUL application as well as the supporting public consultation process. Attached please find a Background Information Document ("BID") which contain all the relevant information regarding the EIA and WUL application processes. The draft scoping report in support of the application will be provided for review and comment to all IAPs in due course.

If you wish to register as an IAP or wish to provide initial comments, please complete the attached comment sheet, and return to the contact details below.

- Contact person: Thashnee Moodley
- Cell: 072 555 2643
  - Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards  
Trevor Hallatt



**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

M: +27 (0) 71 689 2229  
E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.



RE: SISHEN IRON ORE COMPANY- KOLOMELA AIRFIELD DEVELOPMENT EIA AND WUL APPLICATION



Thashnee Moodley

To

Bcc: agripostmasburg@gmail.com; wesreljov@gmail.com; johannes.wessels@yahoo.com; hcon1@live.com; psbteen@vodamail.co.za; kobusdik@gmail.com; akforadale@gmail.com; abac223@gmail.com; telpoortb@vodamail.co.za; islaylinde@gmail.com; samuelwillense15@gmail.com; hentie.fourie@4e-l.com; burge\_lmer@yahoo.com; sareli@pds.co.za; keanyopty@gmail.com; sonetwa@eb.co.za; renevn@me.com; bj1958@icloud.com; jannieviv@icloud.com; airomeroane@gmail.com; alidokat11@gmail.com; joostetanja@gmail.com; environmental@hkin.co.za; momevdmeswe@outlook.com; 0648968430victor@gmail.com; khoisanrevolution.pier@gmail.com; chairman@nocci-postmasburg.co.za; wc.chair@wessalife.org.za; ceo@birdlife.org.za; mamava@lantic.net; rainbovfurniture@msn.com; Sarie@sumariemat.co.za; Sarie@sumariemat.co.za; johanbospoort@gmail.com; johanbospoort@gmail.com; Lourens; williamsarthur.g@gmail.com

Mon 2022/10/03 09:13



**ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY**

**APPLICANT: SISHEN IRON ORE COMPANY (PTY) LTD**

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT AND WATER USE LICENCE APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE PROVINCE**

Notice is hereby given that Sishen Iron Ore Company ("SIOC") – Kolomela Mine is applying for an Environmental Authorisation (EA) and a Water Use Licence ("WUL") to develop an airfield on Portions 1 and 2 of Farm 538 Hay RD (Gruispan), 11 km south of Postmasburg in the Tsantsabane Local Municipality. EXM Environmental Advisory (Pty) Ltd has been appointed as the independent Environmental Assessment Practitioner ("EAP") to facilitate the EIA and WUL application as well as the supporting public consultation process. Attached please find a Background Information Document ("BID") which contain all the relevant information regarding the EIA and WUL application processes. The draft scoping report in support of the application will be provided for review and comment to all IAPs in due course.

If you wish to register as an IAP or wish to provide initial comments, please complete the attached comment sheet, and return to the contact details below.

Contact person: Thashnee Moodley

- Cell: 072 555 2643
- Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards  
Trevor Hallatt



**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A. / Pr. Sci. Nat. / EAP  
  
M: +27 (0) 71 889 2229  
E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

RE: SISHEN IRON ORE COMPANY- KOLOMELA AIRFIELD DEVELOPMENT EIA AND WUL APPLICATION



Thashnee Moodley

To

Bcc: [majorsec@tsantsabane.gov.za](mailto:majorsec@tsantsabane.gov.za); [diretechnical@tsantsabane.gov.za](mailto:diretechnical@tsantsabane.gov.za); [majorsec@tsantsabane.gov.za](mailto:majorsec@tsantsabane.gov.za); [gaonyadiwemathobela@gmail.com](mailto:gaonyadiwemathobela@gmail.com); [julius.theuns@ignnet.org.za](mailto:julius.theuns@ignnet.org.za); [tsantsabane.mw@ignnet.org.za](mailto:tsantsabane.mw@ignnet.org.za); [mmsec@tsantsabane.gov.za](mailto:mmsec@tsantsabane.gov.za); [admin@zfm-dm.gov.za](mailto:admin@zfm-dm.gov.za); [admin@zfm-dm.gov.za](mailto:admin@zfm-dm.gov.za); [premierpa@ncpg.gov.za](mailto:premierpa@ncpg.gov.za); [AbrahamsA@dws.gov.za](mailto:AbrahamsA@dws.gov.za); [mokhoantle@dws.gov.za](mailto:mokhoantle@dws.gov.za); [hlangania@dws.gov.za](mailto:hlangania@dws.gov.za); [vandykg@dws.gov.za](mailto:vandykg@dws.gov.za); [kgapholom@dws.gov.za](mailto:kgapholom@dws.gov.za); [Msimangol@dws.gov.za](mailto:Msimangol@dws.gov.za); [JacolineMa@dsh.gov.za](mailto:JacolineMa@dsh.gov.za); [johannes.nematatani@dmre.gov.za](mailto:johannes.nematatani@dmre.gov.za); [vincent.mula@dmr.gov.za](mailto:vincent.mula@dmr.gov.za); [lfrisher@ncpg.gov.za](mailto:lfrisher@ncpg.gov.za); [lgosimoleko@gmail.com](mailto:lgosimoleko@gmail.com); [dedet@ncpg.gov.za](mailto:dedet@ncpg.gov.za); [dipw-info@ncpg.gov.za](mailto:dipw-info@ncpg.gov.za); [psayman@ncpg.gov.za](mailto:psayman@ncpg.gov.za); [info@sahra.org.za](mailto:info@sahra.org.za); [nhiggitt@sahra.org.za](mailto:nhiggitt@sahra.org.za); [nkabiti@caa.co.za](mailto:nkabiti@caa.co.za); [maphangas@caa.co.za](mailto:maphangas@caa.co.za); [phiwab@caa.co.za](mailto:phiwab@caa.co.za); [bsenkor@ncpg.gov.za](mailto:bsenkor@ncpg.gov.za); [mvandenbeg@ncpg.gov.za](mailto:mvandenbeg@ncpg.gov.za); [aphete@ncpg.gov.za](mailto:aphete@ncpg.gov.za); [sdelafontaine@gmail.com](mailto:sdelafontaine@gmail.com); [elsabe.dtec@gmail.com](mailto:elsabe.dtec@gmail.com); [tperkins@grand.ncape.gov.za](mailto:tperkins@grand.ncape.gov.za); [tmothibi@kim.agric.za](mailto:tmothibi@kim.agric.za); [colettscholtz@gmail.com](mailto:colettscholtz@gmail.com); [lfbfestus@gmail.com](mailto:lfbfestus@gmail.com); [pausedavid@gmail.com](mailto:pausedavid@gmail.com); [khakhane@gmail.com](mailto:khakhane@gmail.com)

Reply Reply All Forward

Mon 2022/10/03 09:16



ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY

APPLICANT: SISHEN IRON ORE COMPANY (PTY) LTD.

PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT AND WATER USE LICENCE APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE PROVINCE

Notice is hereby given that Sishen Iron Ore Company ("SIOC") – Kolomela Mine is applying for an Environmental Authorisation (EA) and a Water Use Licence ("WUL") to develop an airfield on Portions 1 and 2 of Farm 538 Hay RD (Gruispan), 11 km south of Postmasburg in the Tsantsabane Local Municipality. EXM Environmental Advisory (Pty) Ltd has been appointed as the Independent Environmental Assessment Practitioner ("EAP") to facilitate the EIA and WUL application as well as the supporting public consultation process.

Attached please find a Background Information Document ("BID") which contain all the relevant information regarding the EIA and WUL application processes. The draft scoping report in support of the application will be provided for review and comment to all IAPs in due course.

If you wish to register as an IAP or wish to provide initial comments, please complete the attached comment sheet, and return to the contact details below.

Contact person: Thashnee Moodley

- Cell: 072 555 2643
- Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards  
Trevor Hallatt



EXM ENVIRONMENTAL SCIENCE

TREVOR HALLATT  
SENIOR SCIENTIST  
MA / Pr. Sci. Nat. / EAP

M: +27 (0) 71 689 2229  
E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

## 17.2.6.2 BID NOTIFICATION EMAIL- AFRIKAANS

### AANDAG: BELANGSTELLEDE EN GEAFFEKTEERDE PARTY / KOMMENTAAROWERHEID

### AANSOEKER: SISHEN IRON ORE COMPANY (PTY) LTD

### PROJEK: OMGEWINGSIMPAKBEPALING (OIB) EN WATERGEBRUIKLISENSIE-AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE

Hiermee word kennis gegee dat Sishen Iron Ore Company ("SIOC") – Kolomela Myn aansoek doen vir Omgewingsmagtiging ("EA") en 'n Watergebruiklisensie ("WUL") om 'n vliegveld op Gedeeltes 1 en 2 van Plaas 538 Hay RD (Gruispan), 11 km suid van Postmasburg, in die Tsantsabane Plaaslike Munisipaliteit, te ontwikkel. EXM Environmental Advisory (Pty) Ltd is aangestel as die onafhanklike Omgewingsassesseringspraktisyn ("EAP") om die OIB- en WUL-aansoek sowel as die ondersteunende openbare konsultasieproses te fasiliteer.

Vind asseblief aangeheg 'n Agtergrondinligtingsdokument ("BID") wat relevante inligting rakende die projek en aansoekprosesse bevat. Die konsep-omvangbepalingsverslag, ter ondersteuning van die aansoek, sal vir hersiening en kommentaar aan alle belanghebbende en geaffekteerde partye ("IAPs") verskaf word.

**Indien U as 'n IAP wil registreer of aanvanklike kommentaar wil lewer, voltooi asseblief die aangehegte kommentaarblad en stuur dit terug na die kontakbesonderhede hieronder.**

**Kontak persoon: Thashnee Moodley**

- Sel: 072 555 2643
- Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

**Vriendelike groete**

**Trevor Hallatt**

RE: SISHEN IRON ORE COMPANY- KOLOMELA AIRFIELD DEVELOPMENT EIA AND WUL APPLICATION



Thashnee Moodley

To

Bcc: chrystal.vries@esmeng.co.za; dorienne.odendaal@esmeng.co.za; msimelelo.silomtu@esmeng.co.za; VANDERWALTJENTIE@GMAIL.COM; VANDERWALTWLOEN@GMAIL.COM; drickus9@gmail.com; ferdinef6@gmail.com; kibe.net@esmeng.co.za; drebekery@xmedia.co.za; izak.gous@angloamerican.com; saikie.gous@gmail.com; charl.gous@angloamerican.com; cf.vijoen@gmail.com; johan@soetfontein.co.za; info@tshiping.co.za; sj.vijoen@soetfontein.co.za; mamavz@lantic.net; chris@klipbankfontein.co.za; jim@jimbo.co.za; benniebroomlands@gmail.com; brieden.herni.christo@gmail.com; gibson.deidre@gmail.com; mail@thehorns.co.za; kerstenjaco@gmail.com; Johan.kotze@floradaleboerdery.co.za; kalheriplemman@gmail.com; eksteen@gmail.com; wynielubbe@gmail.com; martinnmoller@telkomza.net; janman@myn.co.za; tjaartpmg@lantic.net; tsnijman@gmail.com; snymanht@gmail.com; mooldraai@lantic.net; christa@bospoort.co.za; johan@bospoort.co.za; marnavz@lantic.net; maritza.mvw@gmail.com; altus.aj@gmail.com;



Translate message to: English | Never translate from: Afrikaans | Translation preferences

Mon 2022/10/03 08:57



**AANDAG: BELANGSTELLEDE EN GEAFFEKTEERDE PARTY / KOMMENTAAROWERHEID**

**AANSOEKER: SISHEN IRON ORE COMPANY (PTY) LTD**

**PROJIEK: OMGEWINGSIMPAKBEPALING (OIB) EN WATERGEBRUIKLISENSIE-AANSOEK VIR DIE ONTWIKKELING VAN 'N VliegVELD Naby Postmasburg, Noord-KAAP PROVINIE**

Hiermee word kennis gegee dat Sishen Iron Ore Company ("SIOC") – Kolomela Myn aansoek doen vir Omgewingsmagtiging ("EA") en 'n Watergebruiklisensie ("WUL") om 'n vliegveld op Gedeeltes 1 en 2 van Plaas 538 Hay RD (Gruispan), 11 km suid van Postmasburg, in die Tsantsabane Plaaslike Munisipaliteit, te ontwikkel. EXM Environmental Advisory (Pty) Ltd is aangestel as die onafhanklike Omgewingsassesseringspraktisyn ("EAP") om die OIB- en WUL-aansoek sowel as die ondersteunende openbare konsultasieproses te fasiliteer. Vind asseblief aangeheg 'n Atergrondinligtingsdokument ("BID") wat relevante inligting rakende die projek en aansoekprosesse bevat. Die konsep-omvangbepalingsverslag, ter ondersteuning van die aansoek, sal vir hersiening en kommentaar aan alle belanghebbende en geaffekteerde partye ("IAPs") verskaf word.

Indien U as 'n IAP wil registreer of aanvanklike kommentaar wil lewer, voltooi asseblief die aangehegte kommentaarblad en stuur dit terug na die kontakbesonderhede hieronder.

Kontak persoon: Thashnee Moodley

- Sel: 072 555 2643
- Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Vriendelike groete

Trevor Hallatt



EXM ENVIRONMENTAL SCIENCE

**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

**M:** +27 (0) 71 689 2229  
**E:** [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
**W:** [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

RE: SISHEN IRON ORE COMPANY- KOLOMELA AIRFIELD DEVELOPMENT EIA AND WUL APPLICATION

 Thashnee Moodley  
To

Bcc: [itsk.gous@angloamerican.com](mailto:itsk.gous@angloamerican.com); [sekkie.gous@gmail.com](mailto:sekkie.gous@gmail.com); [chari.gous@angloamerican.com](mailto:chari.gous@angloamerican.com); [cfvijoen@gmail.com](mailto:cfvijoen@gmail.com); [johan@soetfontein.co.za](mailto:johan@soetfontein.co.za); [info@tshping.co.za](mailto:info@tshping.co.za); [ajvijoen@soetfontein.co.za](mailto:ajvijoen@soetfontein.co.za); [mamavz@lonbic.net](mailto:mamavz@lonbic.net); [chris@klipbankfontein.co.za](mailto:chris@klipbankfontein.co.za); [jim@jimbos.co.za](mailto:jim@jimbos.co.za); [beniebroomlands@gmail.com](mailto:beniebroomlands@gmail.com); [bredenhann.christo@gmail.com](mailto:bredenhann.christo@gmail.com); [gibson.daidre@gmail.com](mailto:gibson.daidre@gmail.com); [mail@thehorns.co.za](mailto:mail@thehorns.co.za); [karstenjaco@gmail.com](mailto:karstenjaco@gmail.com); [johan.kotze@floradaleboerdery.co.za](mailto:johan.kotze@floradaleboerdery.co.za); [kalahariplanman@gmail.com](mailto:kalahariplanman@gmail.com); [eksteen@gmail.com](mailto:eksteen@gmail.com); [wynielubbe@gmail.com](mailto:wynielubbe@gmail.com); [mortinmoller@telkomssa.net](mailto:mortinmoller@telkomssa.net); [janman@mjyn.co.za](mailto:janman@mjyn.co.za); [tjeartmg@lonbic.net](mailto:tjeartmg@lonbic.net); [tjsnijman@gmail.com](mailto:tjsnijman@gmail.com); [snymanht@gmail.com](mailto:snymanht@gmail.com); [mocidraai@lantic.net](mailto:mocidraai@lantic.net); [christa@bospoort.co.za](mailto:christa@bospoort.co.za); [johan@bospoort.co.za](mailto:johan@bospoort.co.za); [mamavz@lonbic.net](mailto:mamavz@lonbic.net); [maritze.mvw@gmail.com](mailto:maritze.mvw@gmail.com); [altus.aj@gmail.com](mailto:altus.aj@gmail.com); [adam@wahi@gmail.com](mailto:adam@wahi@gmail.com); [samuelw73@ovi.com](mailto:samuelw73@ovi.com); [moinevderwe@outlook.com](mailto:moinevderwe@outlook.com); [rudie@possies.co.za](mailto:rudie@possies.co.za); [dawie@xmedia.co.za](mailto:dawie@xmedia.co.za)

 Comments sheet.docx  
26 KB

 Airfield EIA and WUL BID final v2 - Afr.pdf  
1 MB

 Translate message to: English   Never translate from: Afrikaans   Translation preferences

Mon 2022/10/03 08:57

**AANDAG: BELANGSTELLE ENDE EN GEAFTEKTEERDE PARTY / KOMMENTAAROWERHEID**

**AANSOEKER: SISHEN IRON ORE COMPANY (PTY) LTD**

**PROJEK: OMGEWINGSIMPAKBEPALING (OIB) EN WATERGEBRUIKLISENSIE-AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE**

Hiermee word kennis gegee dat Sishen Iron Ore Company ("SIOC") – Kolomela Myn aansoek doen vir Omgewingsmagtiging ("EA") en 'n Watergebruiklisensie ("WUL") om 'n vlegveld op Gedeeltes 1 en 2 van Plaas 538 Hay RD (Gruispan), 11 km suid van Postmasburg, in die Tsantsabane Plaaslike Munisipaliteit, te ontwikkel. EXM Environmental Advisory (Pty) Ltd is aangestel as die onafhanklike Omgewingsassesseringspraktisyn ("EAP") om die OIB- en WUL-aansoek sowel as die ondersteunende openbare konsultasieproses te fasiliteer. Vind asseblief aangeheg 'n Agtergrondinligtingsdokument ("BID") wat relevante inligting rakende die projek en aansoekprosesse bevat. Die konsep-omvangbepalingsverslag, ter ondersteuning van die aansoek, sal vir hersiening en kommentaar aan alle belanghebbende en geafteekteerde partye ("IAPs") verskaf word.

Indien U as 'n IAP wil registreer of aanvanklike kommentaar wil lewer, voltooi asseblief die aangehegte kommentaarblad en stuur dit terug na die kontakbesonderhede hieronder.

Kontak persoon: Thashnee Moodley

- Sak: 072 555 2643
- Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Vriendelike groete

Trevor Hallatt



**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

M: +27 (0) 71 689 2229  
E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

RE: SISHEN IRON ORE COMPANY- KOLOMELA AIRFIELD DEVELOPMENT EIA AND WUL APPLICATION



Thashnee Moodley

To

Bcc: wmbaaj@saps.org.za; diricesau@gmail.com; nicolas@gckonidgc.net; marlenemothlane@gmail.com; thezmbinkan@24@gmail.com; nietj@sops.org.za; msimdelosionmtu@assmang.co.za; swomi5553@gmail.com; willie.uy56@gmail.com; sdrwindis@mjvn.co.za; cmcmathe@gmail.com; gcleessens@ceracast.co.za; Chrisanneclassens@gmail.com; chris.classens@gmail.com; haykonstuskie@gmail.com; wright@polka.co.za; elhpdan@gmail.com; rudie@posies.co.za; sanelmentzputjie@gmail.com; hesbamaritz@gmail.com; agripotmasburg@gmail.com; wesselsjcw@gmail.com; johannes.wessels@yahoo.com; hcon1@live.com; psbsteen@vodamail.co.za; kobusdirk@gmail.com; zklfordale@gmail.com; abac123@gmail.com; telpoortb@vodamail.co.za; tsilaylnde@gmail.com; semuelwillems19@gmail.com; henrie.fourie@4e-i.com; burget\_mer@yahoo.com; sare@kpsds.co.za; keanjopty@gmail.com; sonelw@t2b.co.za; renevn@me.com; bj1958@icloud.com; janneve@icloud.com; airomarone@gmail.com; elidoketz11@gmail.com

Reply Reply All Forward

Mon 2022/10/03 09:05

Airfield EIA and WUL BID Final v2 - Afr.pdf 1 MB  
Comments sheet.docx 26 KB

Translate message to: English Never translate from: Afrikaans Translation preferences

AANDAG: BELANGSTELLEDE EN GEAFFEKTEERDE PARTY / KOMMENTAAROWERHEID

AANSOEKER: SISHEN IRON ORE COMPANY (PTY) LTD

PROJEK: OMGEWINGSIMPAKBEPALING (OIB) EN WATERGEBRUIKLISENSIE-AANSOEK VIR DIE ONTWIKKELING VAN 'N VliegVELD Naby Postmasburg, Noord-Kaap Provinsie

Hiermee word kennis gegee dat Sishen Iron Ore Company ("SIOC") – Kolomela Myn aansoek doen vir Omgewingsmagtiging ("EA") en 'n Watergebruiklisensie ("WUL") om 'n vliegveld op Gedeeltes 1 en 2 van Plaas 538 Hay RD (Grúspan), 11 km suid van Postmasburg, in die Tsantsabane Plaaslike Munisipaliteit, te ontwikkel. EXM Environmental Advisory (Pty) Ltd is aangestel as die onafhanklike Omgewingsassesseringspraktisyn ("EAP") om die OIB- en WUL-aansoek sowel as die ondersteunende openbare konsultasieproses te fasiliteer. Vind asseblief aangeheg 'n Agtergrondinligtingsdokument ("BID") wat relevante inligting rakende die projek en aansoekprosesse bevat. Die konsep-omvangbepalingsverslag, ter ondersteuning van die aansoek, sal vir hersiening en kommentaar aan alle belanghebbende en geaffekteerde partye ("IAPs") verskaf word.

Indien U as 'n IAP wil registreer of aanvanklike kommentaar wil lewer, voltooi asseblief die aangehegte kommentaarblad en stuur dit terug na die kontakbesonderhede hieronder.

Kontak persoon: Thashnee Moodley

- Sel: 072 555 2643
- Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Vriendelike groete

Trevor Hallatt



TREVOR HALLATT  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

M: +27 (0) 71 689 2229  
E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.



RE: SISHEN IRON ORE COMPANY- KOLOMELA AIRFIELD DEVELOPMENT EIA AND WUL APPLICATION



Thashnee Moodley

To

Rcc: [agripostmasburg@gmail.com](mailto:agripostmasburg@gmail.com); [wesselsjw@gmail.com](mailto:wesselsjw@gmail.com); [johannes.wessels@yahoo.com](mailto:johannes.wessels@yahoo.com); [hcon1@live.com](mailto:hcon1@live.com); [psbsteen@vodamail.co.za](mailto:psbsteen@vodamail.co.za); [kobusdirk@gmail.com](mailto:kobusdirk@gmail.com); [ckfordale@gmail.com](mailto:ckfordale@gmail.com); [abac223@gmail.com](mailto:abac223@gmail.com); [telpoortb@vodamail.co.za](mailto:telpoortb@vodamail.co.za); [idayinde@gmail.com](mailto:idayinde@gmail.com); [samuellwillems19@gmail.com](mailto:samuellwillems19@gmail.com); [hentie.fourie@4e-i.com](mailto:hentie.fourie@4e-i.com); [burger\\_mar@yahoo.com](mailto:burger_mar@yahoo.com); [sarel@kpsds.co.za](mailto:sarel@kpsds.co.za); [keanjopty@gmail.com](mailto:keanjopty@gmail.com); [sonetw@lb.co.za](mailto:sonetw@lb.co.za); [renevn@me.com](mailto:renevn@me.com); [bj1058@icloud.com](mailto:bj1058@icloud.com); [jannievis@icloud.com](mailto:jannievis@icloud.com); [airomaroane@gmail.com](mailto:airomaroane@gmail.com); [alidokatz1@gmail.com](mailto:alidokatz1@gmail.com); [joostelanj@gmail.com](mailto:joostelanj@gmail.com); [environmental@bklm.co.za](mailto:environmental@bklm.co.za); [momevdmerwe@outlook.com](mailto:momevdmerwe@outlook.com); [064898430victor@gmail.com](mailto:064898430victor@gmail.com); [khoisenrevolution.pier@gmail.com](mailto:khoisenrevolution.pier@gmail.com); [chairman@niocci-postmasburg.co.za](mailto:chairman@niocci-postmasburg.co.za); [wic.chair@wessalife.org.za](mailto:wic.chair@wessalife.org.za); [ceo@birdlife.org.za](mailto:ceo@birdlife.org.za); [mamava@lantic.net](mailto:mamava@lantic.net); [rainbowfurnitures@msn.com](mailto:rainbowfurnitures@msn.com); [Sarie@sumariemat.co.za](mailto:Sarie@sumariemat.co.za); [Sarie@sumariemat.co.za](mailto:Sarie@sumariemat.co.za); [johanbospoort@gmail.com](mailto:johanbospoort@gmail.com); [johanbospoort@gmail.com](mailto:johanbospoort@gmail.com); [Lourens@williamsarthur@gmail.com](mailto:Lourens@williamsarthur@gmail.com)



Translate message to: English | Never translate from: Afrikaans | Translation preferences

Mon 2022/10/03 09:05

**AANDAG: BELANGSTELLE EN GEAFEKTEERDE PARTY / KOMMENTAAROWERHEID**

**AANSOEKER: SISHEN IRON ORE COMPANY (PTY) LTD**

**PROEJ: OMGEWINGSIMPAKBEPALING (OIB) EN WATERGEBRUIKLISENSIE-AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE**

Hiermee word kennis gegee dat Sishen Iron Ore Company ("SIOC") – Kolomela Myn aansoek doen vir Omgewingsmagtiging ("EA") en 'n Watergebruiklisensie ("WUL") om 'n vlegveld op Gedeeltes 1 en 2 van Plaas 538 Hey RD (Grutspan), 11 km suid van Postmasburg, in die Tsantsabane Plaaslike Munisipaliteit, te ontwikkel. EXM Environmental Advisory (Pty) Ltd is aangestel as die onafhanklike Omgewingsassesseringspraktisyn ("EAP") om die OIB- en WUL-aansoek sowel as die ondersteunende openbare konsultasieproses te fasiliteer.

Vind asseblief aangeheg 'n Agtergrondinligtingsdokument ("BID") wat relevante inligting rakende die projek en aansoekprosesse bevat. Die konsep-omvangbepalingsverslag, ter ondersteuning van die aansoek, sal vir hersiening en kommentaar aan alle belanghebbende en geaffekteerde partye ("IAPs") verskaf word.

**Indien U as 'n IAP wil registreer of aanvanklike kommentaar wil lewer, voltooi asseblief die aangehegte kommentaarblad en stuur dit terug na die kontakbesonderhede hieronder.**

**Kontak persoon: Thashnee Moodley**

- Sel: 072 555 2643
- Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Vriendelike groete

Trevor Hallatt



**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

**M:** +27 (0) 71 689 2229  
**E:** [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
**W:** [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

### **17.2.6.3 DRAFT SCOPING REPORT NOTIFICATION EMAIL - ENGLISH**

**ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY**

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS AND WATER USE LICENCE (WUL) APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE**

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela mine proposes to develop an airfield, approximately 11.6 km south of the town of Postmasburg, in the Northern Cape Province. The proposed facility will cover approximately 80 hectares and will be located on the Portions 1 and 2 of Farm Plaas 538 Hay RD (Gruispan) in the Tsantsabane Local Municipality. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

**Any comments or enquiries must please be submitted to Thashnee Moodley**

- **Cell: 072 555 2643**
- **Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)**






Kind regards

Trevor

SISHEN IRON ORE COMPANY (PTY) LTD ("SIOC") – KOLOMELA MINE SCOPING REPORT FOR COMMENT

 Thashnee Moodley  
To

lloc: [wmbooj@saps.org.za](mailto:wmbooj@saps.org.za); [dirkesau@gmail.com](mailto:dirkesau@gmail.com); [nicols@geckonridge.net](mailto:nicols@geckonridge.net); [marlenemothlhalane@gmail.com](mailto:marlenemothlhalane@gmail.com); [thembinikon024@gmail.com](mailto:thembinikon024@gmail.com); [rietj@saps.org.za](mailto:rietj@saps.org.za); [Msimdele.Silomntu@ssmng.co.za](mailto:Msimdele.Silomntu@ssmng.co.za); [swami5353@gmail.com](mailto:swami5353@gmail.com); [willie.uy56@gmail.com](mailto:willie.uy56@gmail.com); [sdrrwinds@mjvn.co.za](mailto:sdrrwinds@mjvn.co.za); [cmcmathe@gmail.com](mailto:cmcmathe@gmail.com); [gclassens@ceracast.co.za](mailto:gclassens@ceracast.co.za); [Chrissanneclassens@gmail.com](mailto:Chrissanneclassens@gmail.com); [chris.classens@gmail.com](mailto:chris.classens@gmail.com); [haykonstusie@gmail.com](mailto:haykonstusie@gmail.com); [wright@polka.co.za](mailto:wright@polka.co.za); [alhpdan@gmail.com](mailto:alhpdan@gmail.com); [rudie@possies.co.za](mailto:rudie@possies.co.za); [sanetmaritzputjie@gmail.com](mailto:sanetmaritzputjie@gmail.com); [hestiamarit@gmail.com](mailto:hestiamarit@gmail.com); [agripostmasburg@gmail.com](mailto:agripostmasburg@gmail.com); [wesselsjcw@gmail.com](mailto:wesselsjcw@gmail.com); [johannes.wessels@yahoo.com](mailto:johannes.wessels@yahoo.com); [hcon1@live.com](mailto:hcon1@live.com); [psibsteen@vodmail.co.za](mailto:psibsteen@vodmail.co.za); [kobusdirk@gmail.com](mailto:kobusdirk@gmail.com); [skloradale@gmail.com](mailto:skloradale@gmail.com); [oboc223@gmail.com](mailto:oboc223@gmail.com); [telpoortb@vodmail.co.za](mailto:telpoortb@vodmail.co.za); [istoyinde@gmail.com](mailto:istoyinde@gmail.com); [samuelwillems19@gmail.com](mailto:samuelwillems19@gmail.com); [hentic.fourie@de-i.com](mailto:hentic.fourie@de-i.com); [burger\\_mar@yahoo.com](mailto:burger_mar@yahoo.com); [saral@kpbs.co.za](mailto:saral@kpbs.co.za); [keanjoptj@gmail.com](mailto:keanjoptj@gmail.com); [sonetw@12b.co.za](mailto:sonetw@12b.co.za); [renew@me.com](mailto:renew@me.com); [bj1958@icloud.com](mailto:bj1958@icloud.com); [jennievis@icloud.com](mailto:jennievis@icloud.com); [airomarcone@gmail.com](mailto:airomarcone@gmail.com); [alidokatz11@gmail.com](mailto:alidokatz11@gmail.com)

 Reply  Reply All  Forward  

Mon 2022/10/24 09:24

 Kolomela Airfield Development - Draft Scoping Report 17102022 Rev\_03\_compressed.pdf  
3 MB

**ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY**

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS AND WATER USE LICENCE (WUL) APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE**

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela mine proposes to develop an airfield, approximately 11.6 km south of the town of Postmasburg, in the Northern Cape Province. The proposed facility will cover approximately 80 hectares and will be located on the Portions 1 and 2 of Farm Plaas 53B Hey RD (Gruispan) in the Tsantsabane Local Municipality. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

**Any comments or enquiries must please be submitted to Thashnee Moodley**

- Cell: 072 555 2643
- Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards  
Trevor



**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A./ Pr. Sci. Nat. / EAP

**M:** +27 (0) 71 689 2229  
**E:** [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
**W:** [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

SISHEN IRON ORE COMPANY (PTY) LTD ("SIOC") – KOLOMELA MINE SCOPING REPORT FOR COMMENT



Thashnee Moodley

To

Bcc: [agrip@postmasburg@gmail.com](mailto:agrip@postmasburg@gmail.com); [wesselsjcw@gmail.com](mailto:wesselsjcw@gmail.com); [johannes.wessels@yahoo.com](mailto:johannes.wessels@yahoo.com); [hcon1@live.com](mailto:hcon1@live.com); [psbsteen@vodamail.co.za](mailto:psbsteen@vodamail.co.za); [kobusdirk@gmail.com](mailto:kobusdirk@gmail.com); [skforadale@gmail.com](mailto:skforadale@gmail.com); [abac223@gmail.com](mailto:abac223@gmail.com); [telpoorb@vodamail.co.za](mailto:telpoorb@vodamail.co.za); [islaylinde@gmail.com](mailto:islaylinde@gmail.com); [samuelwillems19@gmail.com](mailto:samuelwillems19@gmail.com); [hentie.fouin@4e-i.com](mailto:hentie.fouin@4e-i.com); [burger\\_mar@yahoo.com](mailto:burger_mar@yahoo.com); [sarel@lpds.co.za](mailto:sarel@lpds.co.za); [keanjopty@gmail.com](mailto:keanjopty@gmail.com); [sonetw@12b.co.za](mailto:sonetw@12b.co.za); [renevn@me.com](mailto:renevn@me.com); [bj1958@icloud.com](mailto:bj1958@icloud.com); [jannievis@icloud.com](mailto:jannievis@icloud.com); [airomozone@gmail.com](mailto:airomozone@gmail.com); [aldokatz1@gmail.com](mailto:aldokatz1@gmail.com); [jooostanja@gmail.com](mailto:jooostanja@gmail.com); [environmental@bidn.co.za](mailto:environmental@bidn.co.za); [morevdmrwe@outlook.com](mailto:morevdmrwe@outlook.com); [0648988430victor@gmail.com](mailto:0648988430victor@gmail.com); [khoisanrevolution.pier@gmail.com](mailto:khoisanrevolution.pier@gmail.com); [chairman@nocco-postmasburg.co.za](mailto:chairman@nocco-postmasburg.co.za); [wc.chair@wessalife.org.za](mailto:wc.chair@wessalife.org.za); [ceo@birdlife.org.za](mailto:ceo@birdlife.org.za); [mamavz@lantic.net](mailto:mamavz@lantic.net); [rainbowfurniture@mssn.com](mailto:rainbowfurniture@mssn.com); [Sarie@sumariemat.co.za](mailto:Sarie@sumariemat.co.za); [Sarie@sumariemat.co.za](mailto:Sarie@sumariemat.co.za); [johanbospoort@gmail.com](mailto:johanbospoort@gmail.com); [johanbospoort@gmail.com](mailto:johanbospoort@gmail.com); [Lourens](mailto:Lourens)



Reply Reply All Forward

Mon 2022/10/24 08:24

ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY

PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS AND WATER USE LICENCE (WUL) APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela mine proposes to develop an airfield, approximately 11.6 km south of the town of Postmasburg, in the Northern Cape Province. The proposed facility will cover approximately 80 hectares and will be located on the Portions 1 and 2 of Farm Plaas 538 Hay RD (Gruispan) in the Tsantsabane Local Municipality. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

Any comments or enquiries must please be submitted to Thashnee Moodley

- Cell: 072 555 2643
- Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards  
Trevor



TREVOR HALLATT  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

M: +27 (0) 71 689 2229  
E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

SISHEN IRON ORE COMPANY (PTY) LTD ("SIOC") – KOLOMELA MINE SCOPING REPORT FOR COMMENT



Thashnee Moodley

To

Bcc: 'chrystal.vries@assmang.co.za'; 'dorianne.odendaal@assmang.co.za'; 'msimelelo.silomntu@assmang.co.za'; 'VANDERWALTLENTJIE@GMAIL.COM'; 'VANDERWALTVLJOEN@GMAIL.COM'; 'dricus9@gmail.com'; 'ferdinel6@gmail.com'; 'tizbe.nel@assmang.co.za'; 'diebakery@xmedio.co.za'; 'izak.gous@angloamerica.com'; 'sakkie.gous@gmail.com'; 'charl.gous@angloamerican.com'; 'chviljoen3@gmail.com'; 'johan@soetfontein.co.za'; 'info@tshiping.co.za'; 'eyljoen@soetfontein.co.za'; 'mamavz@lonic.net'; 'chris@klibankfontein.co.za'; 'jim@jimbos.co.za'; 'bennebroomlands@gmail.com'; 'briederhenn.christo@gmail.com'; 'tjibson.deidre@gmail.com'; 'mail@thehorns.co.za'; 'karstenjaco@gmail.com'; 'johan.kotze@fioradaleboerdery.co.za'; 'kalahariplanmen@gmail.com'; 'eksteen@gmail.com'; 'wynielubbe@gmail.com'; 'martinmoller@telkomss.net'; 'jonman@mjyn.co.za'; 'tjeartpang@lonic.net'; 'tjanjman@gmail.com'; 'snymanht@gmail.com'; 'mooidraai@lonic.net'; 'christa@bospoort.co.za'; 'johan@bospoort.co.za'; 'mornvz@lonic.net';

Reply Reply All Forward

Mon 2022/10/24 09:24



**ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY**

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS AND WATER USE LICENCE (WUL) APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE**

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela mine proposes to develop an airfield, approximately 11.6 km south of the town of Postmasburg, in the Northern Cape Province. The proposed facility will cover approximately 80 hectares and will be located on the Portions 1 and 2 of Farm Plaas 538 Hay RD (Gruispan) in the Tsantsabane Local Municipality. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

Any comments or enquiries must please be submitted to Thashnee Moodley

- Cell: 072 555 2643
- Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards  
Trevor



**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

**M:** +27 (0) 71 689 2229  
**E:** TREVOR@EXM.CO.ZA  
**W:** WWW.EXM.CO.ZA

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

SISHEN IRON ORE COMPANY (PTY) LTD ("SIOC") – KOLOMELA MINE SCOPING REPORT FOR COMMENT

Thashnee Moodley  
To: [List of recipients]  
Bcc: [List of recipients]  
Kolomela Airfield Development - Draft Scoping Report.17102022 Rev.03\_compressed.pdf  
3 MB

**ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY**

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS AND WATER USE LICENCE (WUL) APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE**

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela mine proposes to develop an airfield, approximately 11.6 km south of the town of Postmasburg, in the Northern Cape Province. The proposed facility will cover approximately 80 hectares and will be located on the Portions 1 and 2 of Farm Plaas 538 Hay RD (Gruispan) in the Tsantsabane Local Municipality. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

**Any comments or enquiries must please be submitted to Thashnee Moodley**

- Cell: 072 555 2643
- Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards  
Trevor



**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP  
M: +27 (0) 71 689 2229  
E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.



FW: SISHEN IRON ORE COMPANY (PTY) LTD ("SIOC") – KOLOMELA MINE SCOPING REPORT FOR COMMENT



Thashnee Moodley

To

Ecc: [mokhoantle@dws.gov.za](mailto:mokhoantle@dws.gov.za); [hlengania@dws.gov.za](mailto:hlengania@dws.gov.za); [vandykg@dws.gov.za](mailto:vandykg@dws.gov.za); [kgapholam@dws.gov.za](mailto:kgapholam@dws.gov.za); [MsimangoP@dws.gov.za](mailto:MsimangoP@dws.gov.za); [JacolineMa@daff.gov.za](mailto:JacolineMa@daff.gov.za); [johannes.nematatani@dmsr.gov.za](mailto:johannes.nematatani@dmsr.gov.za); [vincent.mula@dmi.gov.za](mailto:vincent.mula@dmi.gov.za); [bfisher@ncpg.gov.za](mailto:bfisher@ncpg.gov.za); [kgosimoleko@gmail.com](mailto:kgosimoleko@gmail.com); [dedet@ncpg.gov.za](mailto:dedet@ncpg.gov.za); [dipw-info@ncpg.gov.za](mailto:dipw-info@ncpg.gov.za); [psayman@ncpg.gov.za](mailto:psayman@ncpg.gov.za); [info@sahra.org.za](mailto:info@sahra.org.za); [nhiggitt@sahra.org.za](mailto:nhiggitt@sahra.org.za); [nkobirin@caa.co.za](mailto:nkobirin@caa.co.za); [maphanges@caa.co.za](mailto:maphanges@caa.co.za); [phirweb@caa.co.za](mailto:phirweb@caa.co.za); [bslenkoe@ncpg.gov.za](mailto:bslenkoe@ncpg.gov.za); [mvandenberg@ncpg.gov.za](mailto:mvandenberg@ncpg.gov.za); [apheto@ncpg.gov.za](mailto:apheto@ncpg.gov.za); [sclafontaine@gmail.com](mailto:sclafontaine@gmail.com); [elisabe.dlee@gmail.com](mailto:elisabe.dlee@gmail.com); [lperkins@grandincape.gov.za](mailto:lperkins@grandincape.gov.za); [coletscholtz@gmail.com](mailto:coletscholtz@gmail.com); [lifestus@gmail.com](mailto:lifestus@gmail.com); [peulosedavid@gmail.com](mailto:peulosedavid@gmail.com); [khakhane@gmail.com](mailto:khakhane@gmail.com); [mayorsec@tsantsabane.gov.za](mailto:mayorsec@tsantsabane.gov.za); [dirtechnical@tsentsabane.gov.za](mailto:dirtechnical@tsentsabane.gov.za); [mayorsec@tsentsabane.gov.za](mailto:mayorsec@tsentsabane.gov.za); [gaonyadiwemathobela@gmail.com](mailto:gaonyadiwemathobela@gmail.com); [julius.theuns@ignet.org.za](mailto:julius.theuns@ignet.org.za); [tsantsabane.mm@ignet.org.za](mailto:tsantsabane.mm@ignet.org.za); [mmsec@tsantsabane.gov.za](mailto:mmsec@tsantsabane.gov.za); [admin@zfm-dm.gov.za](mailto:admin@zfm-dm.gov.za); [admin@zfm-dm.gov.za](mailto:admin@zfm-dm.gov.za); [premierspa@ncpg.gov.za](mailto:premierspa@ncpg.gov.za)



E: THASHNEE@EXM.CO.ZA  
W: WWW.EXM.CO.ZA

Mon 2022/10/24 10:39

Reply Reply All Forward

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

From: Thashnee Moodley

Sent: Monday, 24 October 2022 09:22

Subject: SISHEN IRON ORE COMPANY (PTY) LTD ("SIOC") – KOLOMELA MINE SCOPING REPORT FOR COMMENT

ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS AND WATER USE LICENCE (WUL) APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE**

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela mine proposes to develop an airfield, approximately 11.6 km south of the town of Postmasburg, in the Northern Cape Province. The proposed facility will cover approximately 80 hectares and will be located on the Portions 1 and 2 of Farm Plaas 538 Hay RD (Gruispan) in the Tsantsabane Local Municipality. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

Any comments or enquiries must please be submitted to Thashnee Moodley

• Cell: 072 555 2643

• Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards  
Trevor



TREVOR HALLATT  
SENIOR SCIENTIST  
M.A. / Pr. Sci. Nat. / EAP

M: +27 (0) 71 689 2229

E: TREVOR@EXM.CO.ZA

W: WWW.EXM.CO.ZA

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

#### **17.2.6.4 DRAFT SCOPING REPORT NOTIFICATION EMAIL- AFRIKAANS**

**ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY**

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS AND WATER USE LICENCE (WUL) APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE**

Sishen Iron Ore Company (Pty) Ltd ("SIOC") – Kolomela mine proposes to develop an airfield, approximately 11.6 km south of the town of Postmasburg, in the Northern Cape Province. The proposed facility will cover approximately 80 hectares and will be located on the Portions 1 and 2 of Farm Plaas 538 Hay RD (Gruispan) in the Tsantsabane Local Municipality. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

**Any comments or enquiries must please be submitted to Thashnee Moodley**

- **Cell: 072 555 2643**
- **Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)**

Kind regards

Trevor

SISHEN IRON ORE COMPANY (EDMS) BPK ("SIOC") – KOLOMELA-MYN SCOPING REPORT FOR COMMENT

Thashnee Moodley  
To

Bcc: diebakery@xmedia.co.za; zak.gous@angloamerican.com; sakkie.gous@gmail.com; charlgous@angloamerican.com; chviljoen3@gmail.com; johan@soeffontein.co.za; info@tshping.co.za; ayiljoen@soeffontein.co.za; marnavz@lonbc.net; chris@tipbankfontein.co.za; jim@jimbos.co.za; benniebroomlands@gmail.com; bredenann.christo@gmail.com; gibson.deidre@gmail.com; mail@thehorns.co.za; karstenjaco@gmail.com; Johan.kotze@floradaleboerdery.co.za; kalahariplanman@gmail.com; eksteen@gmail.com; wynelubbe@gmail.com; martinmoller@telkomsonet.net; janman@myn.co.za; jaartpng@lonbc.net; tjnjan@gmail.com; snymanht@gmail.com; moordrai@lantic.net; christo@bospoort.co.za; johan@bospoort.co.za; mamavz@lantic.net; maritza.mvw@gmail.com; altus.aj@gmail.com; adam9wah@gmail.com; samuelw73@ovi.com; mornedmerwe@outlook.com; rudie@possies.co.za; williamsarthur.g@gmail.com; tinuomromberg@gmail.com; dawie@xmedia.co.za

Kolomela Airfield Development - Draft Scoping Report 17102022\_Rev\_03\_compressed.pdf  
3 MB

Mon 2022/10/24 09:24

AANDAG: BELANGHEBBENDE EN OF GEAFFEKTEERDE PARTY / KOMMENTAAR GESAG

**PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKSENSIE (WUL) AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE**

Sishen Iron Ore Company (Edms) Bpk ("SIOC") – Kolomela-myn is in die proses om 'n vliegveld, ongeveer 11,6 km suid van die dorp Postmasburg, in die Noord-Kaap Provinsie te ontwikkel. Die voorgestelde fasiliteit is ongeveer 80 hektaar en sal op die Gedeeltes 1 en 2 van Plaas 538 Hay RD (Gruispan) in die Tsantsabane Plaaslike Munisipaliteit (ZF Mgcawu Distriksmunisipaliteit) geleë wees. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

Alle kommentaar of navrae moet asseblief gestuur word aan Thashnee Moodley

- Sel: 072 555 2643
- Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards  
Trevor



**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A. / Pr. Sci. Nat. / EAP  
M: +27 (0) 71 689 2229  
E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

SISHEN IRON ORE COMPANY (EDMS) BPK ("SIOC") – KOLOMELA-MYN SCOPING REPORT FOR COMMENT



Thashnee Moodley

To

Bcc: [wmboaj@saps.org.za](mailto:wmboaj@saps.org.za); [dirkesau@gmail.com](mailto:dirkesau@gmail.com); [nicolas@geckoridge.net](mailto:nicolas@geckoridge.net); [marfenemotihalane@gmail.com](mailto:marfenemotihalane@gmail.com); [thembinikani024@gmail.com](mailto:thembinikani024@gmail.com); [netj@saps.org.za](mailto:netj@saps.org.za); [Msimelelo.Silomntu@assmang.co.za](mailto:Msimelelo.Silomntu@assmang.co.za); [swami5353@gmail.com](mailto:swami5353@gmail.com); [willie.uy66@gmail.com](mailto:willie.uy66@gmail.com); [sdrewinds@mjvn.co.za](mailto:sdrewinds@mjvn.co.za); [cmcmathe@gmail.com](mailto:cmcmathe@gmail.com); [gclaassens@ceracast.co.za](mailto:gclaassens@ceracast.co.za); [Chrisanneclaassens@gmail.com](mailto:Chrisanneclaassens@gmail.com); [chris.classens@gmail.com](mailto:chris.classens@gmail.com); [haykonstuksie@gmail.com](mailto:haykonstuksie@gmail.com); [wright@polka.co.za](mailto:wright@polka.co.za); [elhpdan@gmail.com](mailto:elhpdan@gmail.com); [rudie@possies.co.za](mailto:rudie@possies.co.za); [sanetmaritzputjie@gmail.com](mailto:sanetmaritzputjie@gmail.com); [hestiamaritz@gmail.com](mailto:hestiamaritz@gmail.com); [agripotmasburg@gmail.com](mailto:agripotmasburg@gmail.com); [wesselsjcw@gmail.com](mailto:wesselsjcw@gmail.com); [johannes.wessels@yahoo.com](mailto:johannes.wessels@yahoo.com); [hcon1@live.com](mailto:hcon1@live.com); [psbsteen@vodamail.co.za](mailto:psbsteen@vodamail.co.za); [kobusdirk@gmail.com](mailto:kobusdirk@gmail.com); [skfloradale@gmail.com](mailto:skfloradale@gmail.com); [abac223@gmail.com](mailto:abac223@gmail.com); [telpoortb@vodamail.co.za](mailto:telpoortb@vodamail.co.za); [islayfinde@gmail.com](mailto:islayfinde@gmail.com); [samuelwillemsse19@gmail.com](mailto:samuelwillemsse19@gmail.com); [hentie.foune@4e-l.com](mailto:hentie.foune@4e-l.com); [burger\\_mar@yahoo.com](mailto:burger_mar@yahoo.com); [sarel@kpds.co.za](mailto:sarel@kpds.co.za); [keanjoty@gmail.com](mailto:keanjoty@gmail.com); [sonetw@t2b.co.za](mailto:sonetw@t2b.co.za); [renew@me.com](mailto:renew@me.com); [bj1958@icloud.com](mailto:bj1958@icloud.com); [jannievis@icloud.com](mailto:jannievis@icloud.com); [airomarone@gmail.com](mailto:airomarone@gmail.com); [alidokatz11@gmail.com](mailto:alidokatz11@gmail.com)



Kolomela Airfield Development - Draft Scoping Report 17102022 Rev\_03\_compressed.pdf  
3 MB

Reply Reply All Forward

Men 2022/10/24 09:24

**AANDAG: BELANGHEBBENDE EN OF GEAFFEKTEERDE PARTY / KOMMENTAAR GESAG**

**PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKLISENSIE (WUL) AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE**

Sishen Iron Ore Company (Edms) Bpk ("SIOC") – Kolomela-myn is in die proses om 'n vlegveld, ongeveer 11,6 km suid van die dorp Postmasburg, in die Noord-Kaap Provinsie te ontwikkel. Die voorgestelde fasiliteit is ongeveer 80 hektaar en sal op die Gedeeltes 1 en 2 van Plaas 538 Hay RD (Gruispan) in die Tsantsabane Plaaslike Munisipaliteit (ZF Mqçawu Distriksmunisipaliteit) geleë wees. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

Alle kommentaar of navrae moet asseblief gestuur word aan Thashnee Moodley

• Sel: 072 555 2643

• Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards

Trevor



EXM ENVIRONMENTAL SCIENCE

**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A. / Pr. Sci. Nat. / EAP

M: +27 (0) 71 689 2229

E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)

W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

SISHEN IRON ORE COMPANY (EDMS) BPK ("SIOC") – KOLOMELA-MYN SCOPING REPORT FOR COMMENT

 Thashnee Moodley  
To

Bcc: [agipostmasburg@gmail.com](mailto:agipostmasburg@gmail.com); [wesselsjcw@gmail.com](mailto:wesselsjcw@gmail.com); [johannes.wessels@yahoo.com](mailto:johannes.wessels@yahoo.com); [hcon1@live.com](mailto:hcon1@live.com); [psbsteen@vodamail.co.za](mailto:psbsteen@vodamail.co.za); [kobusdirk@gmail.com](mailto:kobusdirk@gmail.com); [skforadale@gmail.com](mailto:skforadale@gmail.com); [abac223@gmail.com](mailto:abac223@gmail.com); [telpoortb@vodamail.co.za](mailto:telpoortb@vodamail.co.za); [islayinde@gmail.com](mailto:islayinde@gmail.com); [samuelwillems19@gmail.com](mailto:samuelwillems19@gmail.com); [hentie.fourie@4e-i.com](mailto:hentie.fourie@4e-i.com); [burger\\_mar@yahoo.com](mailto:burger_mar@yahoo.com); [sarel@kpds.co.za](mailto:sarel@kpds.co.za); [keanjoty@gmail.com](mailto:keanjoty@gmail.com); [sonetw@2b.co.za](mailto:sonetw@2b.co.za); [renev@me.com](mailto:renev@me.com); [bj1958@icloud.com](mailto:bj1958@icloud.com); [jannievis@icloud.com](mailto:jannievis@icloud.com); [airomaroane@gmail.com](mailto:airomaroane@gmail.com); [alidokat21@gmail.com](mailto:alidokat21@gmail.com); [joostetanja@gmail.com](mailto:joostetanja@gmail.com); [environmental@bkh.co.za](mailto:environmental@bkh.co.za); [mornevdmerwe@outlook.com](mailto:mornevdmerwe@outlook.com); [0648988430victor@gmail.com](mailto:0648988430victor@gmail.com); [khoisanrevolution.pier@gmail.com](mailto:khoisanrevolution.pier@gmail.com); [chairman@nocci-postmasburg.co.za](mailto:chairman@nocci-postmasburg.co.za); [wc.chair@wessalife.org.za](mailto:wc.chair@wessalife.org.za); [ceo@birdlife.org.za](mailto:ceo@birdlife.org.za); [mamavz@lantic.net](mailto:mamavz@lantic.net); [rainbowfurnitures@msn.com](mailto:rainbowfurnitures@msn.com); [Sanie@sumariemat.co.za](mailto:Sanie@sumariemat.co.za); [Sanie@sumariemat.co.za](mailto:Sanie@sumariemat.co.za); [johanbospoort@gmail.com](mailto:johanbospoort@gmail.com); [johanbospoort@gmail.com](mailto:johanbospoort@gmail.com); [LOURENS243@GMAIL.COM](mailto:LOURENS243@GMAIL.COM)

 Kolomela Airfield Development - Draft Scoping Report 17102022 Rev\_03\_compressed.pdf  
3 MB

 Reply  Reply All  Forward  

Mon 2022/10/24 09:24



**AANDAG: BELANGHEBBENDE EN OF GEAFFEKTEERDE PARTY / KOMMENTAAR GESAG**

**PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKLISENSIE (WUL) AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE**

Sishen Iron Ore Company (Edms) Bpk ("SIOC") – Kolomela-myn is in die proses om 'n vlegveld, ongeveer 11,6 km suid van die dorp Postmasburg, in die Noord-Kaap Provinsie te ontwikkel. Die voorgestelde fasiliteit is ongeveer 80 hektaar en sal op die Gedeeltes 1 en 2 van Plaas 538 Hay RD (Gruispan) in die Tsantsabane Plaaslike Munisipaliteit (ZF Mgcawu Distriksmunisipaliteit) geleë wees. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

Alle kommentaar of navrae moet asseblief gestuur word aan Thashnee Moodley

• Sel: 072 555 2643

• Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards

Trevor



**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

M: +27 (0) 71 689 2229  
E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

SISHEN IRON ORE COMPANY (EDMS) BPK ("SIOC") – KOLOMELA-MYN SCOPING REPORT FOR COMMENT



Thashnee Moodley

To

Bcc: 'chrystal.vries@assmang.co.za'; 'dorianne.odendaal@assmang.co.za'; 'msimelelo.silomntu@assmang.co.za'; 'VANDERWALTIJENTJIE@GMAIL.COM'; 'VANDERWALTVILJOEN@GMAIL.COM'; 'dnickus9@gmail.com'; 'ferdinel6@gmail.com'; 'lizbe.nel@assmang.co.za'; 'diebakker@xmedia.co.za'; 'izak.gous@angloamerican.com'; 'sakkie.gous@gmail.com'; 'charl.gous@angloamerican.com'; 'cfviljoen3@gmail.com'; 'johan@soeffontein.co.za'; 'info@tshping.co.za'; 'ajviljoen@soeffontein.co.za'; 'marnavz@lantic.net'; +29 others



Mon 2022/10/24 09:24

**AANDAG: BELANGHEBBENDE EN OF GEAFFEKTEERDE PARTY / KOMMENTAAR GESAG**

**PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKLISENSIE (WUL) AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE**

Sishen Iron Ore Company (Edms) Bpk ("SIOC") – Kolomela-myn is in die proses om 'n vliegveld, ongeveer 11,6 km suid van die dorp Postmasburg, in die Noord-Kaap Provinsie te ontwikkel. Die voorgestelde fasiliteit is ongeveer 80 hektaar en sal op die Gedeeltes 1 en 2 van Plaas 538 Hay RD (Gruispan) in die Tsantsabane Plaaslike Munisipaliteit (ZF Mgcawu Distriksmunisipaliteit) geleë wees. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

Alle kommentaar of navrae moet asseblief gestuur word aan Thashnee Moodley

• Sel: 072 555 2643

• Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards

Trevor



EXM ENVIRONMENTAL SCIENCE

**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

M: +27 (0) 71 689 2229  
E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.



SISHEN IRON ORE COMPANY (EDMS) BPK ("SIOC") – KOLOMELA-MYN SCOPING REPORT FOR COMMENT



Thashnee Moodley

To

Bcc: 'chrystal.vries@assmang.co.za'; 'dorianne.odendaal@assmang.co.za'; 'msimelelo.zilomntu@assmang.co.za'; 'VANDERWALTLIENTJIE@GMAIL.COM'; 'VANDERWALTULOEN@GMAIL.COM'; 'dricku9@gmail.com'; 'ferdine6@gmail.com'; 'tize.nel@assmang.co.za'; 'diebaktery@vmedia.co.za'; 'izak.gous@angloamerican.com'; 'sakkie.gous@gmail.com'; 'charl.gous@angloamerican.com'; 'cfiljoen3@gmail.com'; 'johan@soetfontein.co.za'; 'info@shping.co.za'; 'ajiljoen@soetfontein.co.za'; 'marnavz@lantic.net'; 'chris@klipbankfontein.co.za'; 'jim@jimbo.co.za'; 'benniebroomlands@gmail.com'; 'bredenhann.christo@gmail.com'; 'gibson.deidre@gmail.com'; 'mail@thehorns.co.za'; 'karstenjaco@gmail.com'; 'johan.kotze@floradaleboerderij.co.za'; 'kalahariplanman@gmail.com'; 'eksteenk@gmail.com'; 'wynielubbe@gmail.com'; 'martinmoller@telkomsa.net'; 'janman@mjyn.co.za'; 'tjaartpmg@lantic.net'; 'tjstniman@gmail.com'; 'snymanht@gmail.com'; 'mooidraai@lantic.net'; 'christa@bospoort.co.za'; 'johan@bospoort.co.za'; 'marnavz@lantic.net';

Mon 2022/10/24 09:24



**AANDAG: BELANGHEBBENDE EN OF GEAFFEKTEERDE PARTY / KOMMENTAAR GESAG**

**PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKLISENSIE (WUL) AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE**

Sishen Iron Ore Company (Edms) Bpk ("SIOC") – Kolomela-myn is in die proses om 'n vlegveld, ongeveer 11,6 km suid van die dorp Postmasburg, in die Noord-Kaap Provinsie te ontwikkel. Die voorgestelde fasiliteit is ongeveer 80 hektaar en sal op die Gedeeltes 1 en 2 van Plaas 538 Hay RD (Gruispan) in die Tsantsabane Plaaslike Munisipaliteit (ZF Mgcawu Distriksmunisipaliteit) geleë wees. Please see attached the Scoping Report which contains all relevant information for public review and comment. All comments must be submitted within 30 days from this notification.

Alle kommentaar of navrae moet asseblief gestuur word aan Thashnee Moodley

- Sel: 072 555 2643
- Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards  
Trevor



**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

**M:** +27 (0) 71 689 2229  
**E:** [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
**W:** [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

#### **17.2.6.5 FINAL SCOPING REPORT NOTIFICATION EMAIL - ENGLISH**

**ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY**

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS AND WATER USE LICENCE (WUL) APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE**

Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolomela airfield on the farm Portions 1 and 2 of Farm 538 Hay RD (Gruispan) near Postmasburg has been completed. All Interested and Affected Parties (IAPs) will be informed when the Environmental Impact Assessment Report (EIA) and specialist studies are available for review. Please inform **Thashnee Moodley** at the contact details below if you would like to obtain an electronic copy of the final Scoping report that was submitted to the Competent Authority (CA).






- **Cell: 072 555 2643**
- **Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)**

Kind regards,

Thashnee Moodley on behalf of Trevor Hallatt

 Thashnee Moodley  
To

Bcc: [chrystal.vries@assmang.co.za](mailto:chrystal.vries@assmang.co.za); [dorienne.cotendael@assmang.co.za](mailto:dorienne.cotendael@assmang.co.za); [msimelelo.silomphu@assmang.co.za](mailto:msimelelo.silomphu@assmang.co.za); [VANDERWALTIENTIE@GMAIL.COM](mailto:VANDERWALTIENTIE@GMAIL.COM); [VANDERWALTIVOEN@GMAIL.COM](mailto:VANDERWALTIVOEN@GMAIL.COM); [dricus9@gmail.com](mailto:dricus9@gmail.com); [ferdine6@gmail.com](mailto:ferdine6@gmail.com); [lube.net@assmang.co.za](mailto:lube.net@assmang.co.za); [diebakker@xmedia.co.za](mailto:diebakker@xmedia.co.za); [tzak.gous@angloamerican.com](mailto:tzak.gous@angloamerican.com); [sakhe.gous@gmail.com](mailto:sakhe.gous@gmail.com); [charlgous@angloamerican.com](mailto:charlgous@angloamerican.com); [civiljoen3@gmail.com](mailto:civiljoen3@gmail.com); [johan@soetfontein.co.za](mailto:johan@soetfontein.co.za); [info@thshping.co.za](mailto:info@thshping.co.za); [ajvilljoen@soetfontein.co.za](mailto:ajvilljoen@soetfontein.co.za); [mamava2@iantic.net](mailto:mamava2@iantic.net); [jim@jimbos.co.za](mailto:jim@jimbos.co.za); [benicbroomlands@gmail.com](mailto:benicbroomlands@gmail.com); [gibson.dedire@gmail.com](mailto:gibson.dedire@gmail.com); [mail@thehorns.co.za](mailto:mail@thehorns.co.za); [kerstenlcc@gmail.com](mailto:kerstenlcc@gmail.com); [John.kotze@finnedeleberdey.co.za](mailto:John.kotze@finnedeleberdey.co.za); [kabohoriplemmen@gmail.com](mailto:kabohoriplemmen@gmail.com); [eksteenk@gmail.com](mailto:eksteenk@gmail.com); [wynel.lube@gmail.com](mailto:wynel.lube@gmail.com); [meriemulle@telkomso.net](mailto:meriemulle@telkomso.net); [jamien@nyvu.co.za](mailto:jamien@nyvu.co.za); [tsontjmg@iantic.net](mailto:tsontjmg@iantic.net); [tsnjman@gmail.com](mailto:tsnjman@gmail.com); [snymant@gmail.com](mailto:snymant@gmail.com); [mooldrzal@iantic.net](mailto:mooldrzal@iantic.net); [christa@bospoort.co.za](mailto:christa@bospoort.co.za); [johan@bospoort.co.za](mailto:johan@bospoort.co.za); [mamava2@iantic.net](mailto:mamava2@iantic.net); [maritza.mvvr@gmail.com](mailto:maritza.mvvr@gmail.com); [altus.aj@gmail.com](mailto:altus.aj@gmail.com); [adam9wah@gmail.com](mailto:adam9wah@gmail.com); [samuelk73@ovi.com](mailto:samuelk73@ovi.com); [mornevdmerve@outlook.com](mailto:mornevdmerve@outlook.com)

 Reply  Reply All  Forward  

Fri 2022/12/02 14:29

**ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY**

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS AND WATER USE LICENCE (WUL) APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE**

Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolomela airfield on the farm Portions 1 and 2 of Farm 538 Hay RD (Gruispan) near Postmasburg has been completed. All interested and Affected Parties (IAPs) will be informed when the Environmental Impact Assessment Report (EIA) and specialist studies are available for review. Please inform **Thashnee Moodley** at the contact details below if you would like to obtain an electronic copy of the final Scoping report that was submitted to the Competent Authority (CA).

- Cell: 072 555 2643
- Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards,



**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

**M:** +27 (0) 71 689 2229  
**E:** [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
**W:** [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.



Thashnee Moodley

To

Bcc: rudie@posies.co.za; williamsarthur@gmail.com; dawie@xmedia.co.za; wmbaaj@saps.org.za; dirkesu@gmail.com; marfenemcthalane@gmail.com; thembirikani024@gmail.com; rietj@saps.org.za; Msimelelo.Silomntu@ascmang.co.za; swemi5353@gmail.com; willc.uys56@gmail.com; cmcmathe@gmail.com; gcloassens@ceracast.co.za; Chrisonncloassens@gmail.com; chris.cloassens@gmail.com; wright@polks.co.za; elhpdan@gmail.com; rudie@posies.co.za; senetmoritzp@utjie@gmail.com; hestiamantz@gmail.com; agr@postmasburg@gmail.com; wesselsjcw@gmail.com; hcan1@live.com; kabusdirik@gmail.com; skfloradale@gmail.com; abac.225@gmail.com; telpoort@vodemail.co.za; idaylinde@gmail.com; samuelwillems19@gmail.com; hentie.fourie@4e-ic.com; burger\_mer@yahoo.com; sare@kops.co.za; keanjopt@gmail.com; sonetw@lbc.co.za; renevn@me.com; bj1058@icloud.com; jannievis@icloud.com; joostetanja@gmail.com; environmental@bikn.co.za; momevdmerve@outlook.com; 0648988430victor@gmail.com; khoisanrevolution.pier@gmail.com;

Reply Reply All Forward

Fri 2022/12/02 14:29

**ATTENTION: INTERESTED AND AFFECTED PARTY / COMMENTING AUTHORITY**

**PROJECT: ENVIRONMENTAL IMPACT ASSESSMENT (EIA) PROCESS AND WATER USE LICENCE (WUL) APPLICATION FOR THE DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE**

Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolomela airfield on the farm Portions 1 and 2 of Farm 538 Hay RD (Gruispan) near Postmasburg has been completed. All Interested and Affected Parties (IAPs) will be informed when the Environmental Impact Assessment Report (EIA) and specialist studies are available for review. Please inform **Thashnee Moodley** at the contact details below if you would like to obtain an electronic copy of the final Scoping report that was submitted to the Competent Authority (CA).

- Cell: 072 555 2643
- Email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards,



**TREVOR HALLATT**  
SENIOR SCIENTIST  
MA / Pr. Sci. Nat. / EAP

**M:** +27 (0) 71 688 2229  
**E:** [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
**W:** [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

#### **17.2.6.6 FINAL SCOPING REPORT NOTIFICATION EMAIL- AFRIKAANS**

**AANDAG: BELANGHEBBENDE EN OF GEAFFEKTEERDE PARTY/ KOMMENTAAR GESAG**

**PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKLISENSIE (WUL)**  
**AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP**  
**PROVINSIE**

Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE), vir die voorgestelde Kolomela-vliegveld op Gedeeltes 1 en 2 van die plaas 538 Hay RD (Gruispan) naby Postmasburg, voltooi is. Alle belanghebbende en geaffekteerde partye (IAPs) sal ingelig word wanneer die Omgewingsimpakbepalingsverslag (OIE) en spesialisstudies beskikbaar is vir hersiening. Stel asseblief **Thashnee Moodley** in kennis, by die kontakbesonderhede hieronder, indien u 'n elektroniese afskrif van die finale Omvangbepalingsverslag wat by die Bevoegde Owerheid ingedien is, wil bekom.

- Sel: 072 555 2643
- Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Regards,  
Thashnee Moodley on behalf of Trevor Hallatt

PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKLISENSIE (WUL) AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE



Thashnee Moodley

To

Bcc: 'chrystal.vries@assmang.co.za'; 'dorianne.odendaal@assmang.co.za'; 'msimelelo.silomntu@assmang.co.za'; 'VANDERWALTIENTJIE@GMAIL.COM'; 'VANDERWALTVILJOEN@GMAIL.COM'; 'drickus9@gmail.com'; 'ferdinel6@gmail.com'; 'lizbe.nel@assmang.co.za'; 'diebakkey@xmedia.co.za'; 'izak.gous@angloamerican.com'; 'sakkie.gous@gmail.com'; 'charl.gous@angloamerican.com'; 'cfvijoen3@gmail.com'; 'johan@soetfontein.co.za'; 'info@tshiping.co.za'; 'ajviljoen@soetfontein.co.za'; 'marnav2@lanbic.net'; 'jim@jimbo.co.za'; 'benniebroomlands@gmail.com'; 'gibson.deidre@gmail.com'; 'mail@thehorns.co.za'; 'karstenlco@gmail.com'; 'Johan.kotze@floradaleboerdery.co.za'; 'kalahariplanman@gmail.com'; 'eksteen@gmail.com'; 'wymielubbe@gmail.com'; 'martinmoller@telkomsa.net'; 'janman@mjvn.co.za'; 'ljaartpmg@lanbic.net'; 'tjsnijman@gmail.com'; 'snymanht@gmail.com'; 'moodiraai@lanbic.net'; 'christa@bospoort.co.za'; 'johan@bospoort.co.za'; 'marnav2@lanbic.net'; 'maritza.mvw@gmail.com'; 'altus.aj@gmail.com'; 'adam9wahi@gmail.com';

Translate message to: English Never translate from: Afrikaans Translation preferences

Reply Reply All Forward

Fri 2022/12/02 14:29

AANDAG: BELANGHEBBENDE EN OF GEAFFEKTEERDE PARTY/ KOMMENTAAR GESAG

PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKLISENSIE (WUL) AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE

Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE), vir die voorgestelde Kolomela-vliegveld op Gedeeltes 1 en 2 van die plaas 538 Hay RD (Gruispan) naby Postmasburg, voltooi is. Alle belanghebbende en geaffekteerde partye (IAPs) sal ingelig word wanneer die Omgewingsimpakbepalingsverslag (OIE) en spesialisstudies beskikbaar is vir hersiening. Stel asseblief **Thashnee Moodley** in kennis, by die kontakbesonderhede hieronder, indien u 'n elektroniese afskrif van die finale Omvangbepalingsverslag wat by die Bevoegde Owerheid ingedien is, wil bekom.

- Sel: 072 555 2643
- Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards,



EXM ENVIRONMENTAL SCIENCE

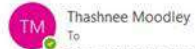
**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

**M:** +27 (0) 71 689 2229  
**E:** [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
**W:** [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.



PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKLIENSIE (WUL) AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE



Thashnee Moodley

To

Bcc: 'Msimelelo.Silomntu@assmang.co.za'; 'swami5353@gmail.com'; 'willie.uys66@gmail.com'; 'cmcmathe@gmail.com'; 'gclaassens@ceracast.co.za'; 'Chrisanneclaassens@gmail.com'; 'chris.claassens@gmail.com'; 'wright@polka.co.za'; 'elhpdan@gmail.com'; 'rudie@possies.co.za'; 'sanetmaritzputjie@gmail.com'; 'hestiamaritz@gmail.com'; 'agripostmasburg@gmail.com'; 'wesseljcw@gmail.com'; 'hcon1@live.com'; 'kobusdirk@gmail.com'; 'skfloradale@gmail.com'; 'abac223@gmail.com'; 'telpoortb@vodamail.co.za'; 'islayinde@gmail.com'; 'samuelwillemsse19@gmail.com'; 'hentie.fourie@4e-l.com'; 'burger\_mar@yahoo.com'; 'sarel@kpds.co.za'; 'keanjoptry@gmail.com'; 'sonetw@l2b.co.za'; 'renev@me.com'; 'bj1958@icloud.com'; 'jannievis@icloud.com'; 'joostetanja@gmail.com'; 'environmental@bkln.co.za'; 'morevdmmerwe@outlook.com'; '0648988430victor@gmail.com'; 'khoisanrevolution.pier@gmail.com'; 'chairman@noccoi-postmasburg.co.za'; 'wc.chair@wessalife.org.za'; 'ceo@birdlife.org.za'; 'marnavz@lantic.net'; 'rainbowfurnitures@msn.com'; 'Sarie@sumariemat.co.za';

Fri 2022/12/02 14:29

Translate message to: English Never translate from: Afrikaans Translation preferences

AANDAG: BELANGHEBBENDE EN OF GEAFFEKTEERDE PARTY/ KOMMENTAAR GESAG

PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKLIENSIE (WUL) AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE

Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE), vir die voorgestelde Kolomela-vliegvelde op Gedeeltes 1 en 2 van die plaas 538 Hay RD (Gruispan) naby Postmasburg, voltooi is. Alle belanghebbende en geaffekteerde partye (IAPs) sal ingelig word wanneer die Omgewingsimpakbepalingsverslag (OIE) en spesialisstudies beskikbaar is vir hersiening. Stel asseblief **Thashnee Moodley** in kennis, by die kontakbesonderhede hieronder, indien u 'n elektroniese afskrif van die finale Omvangbepalingsverslag wat by die Bevoegde Owerheid ingedien is, wil bekom.

- Sel: 072 555 2643
- Epos: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

Kind regards,



EXM ENVIRONMENTAL SCIENCE

**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A./Pr. Sci. Nat. / EAP


M: +27 (0) 71 689 2229  
E: [TREVOR@EXM.CO.ZA](mailto:TREVOR@EXM.CO.ZA)  
W: [WWW.EXM.CO.ZA](http://WWW.EXM.CO.ZA)

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

## 17.2.7 IAP COMMENTS

### 17.2.7.1 Mr Arthur Williams

Re: SISHEN IRON ORE COMPANY (PTY) LTD ("SIOC") – KOLOMELA MINE SCOPING REPORT FOR COMMENT

 Arthur Williams <[redacted]>  
To: Thashnee Moodley

 Follow up. Completed on Monday, 14 November 2022.  
You forwarded this message on 2022/11/14 15:12.

 Translated from: Afrikaans | [Show Original](#) | [Turn on automatic translation](#)






Hi Thashnee,

Thank you so much for forwarding the report.

The adjacent farms are currently listed as affected parties, but we would like to place on record that the surrounding farms should also be considered for possible impact after the completion of the project. There is a possibility that noise in particular could potentially affect other farms as well. The maintenance of the road between Griquastad and Postmasburg will also need to be addressed and is something that needs to be thought of defensively.

Best regards,

Arthur Williams

  Reply  Reply All  Forward  

Wed 2022/10/26 19:18

**From:** Arthur Williams <[REDACTED]>

**Sent:** Wednesday, 26 October 2022 19:18

**To:** Thashnee Moodley <[thashnee@exm.co.za](mailto:thashnee@exm.co.za)>

**Subject:** Re: SISHEN IRON ORE COMPANY (PTY) LTD ("SIOC") – KOLOMELA MINE SCOPING REPORT FOR COMMENT

Hallo Thashnee,

Baie dankie vir die aanstuur van die verslag.

Die aangrensende plase word op die oomblik gelys as geaffekteerde partye, maar graag sal ons op rekord wil plaas dat die omliggende plase ook inaggeneem moet word vir moontlike impak na die afhandeling van die projek. Die moontlikheid bestaan tog dat veral geraas moontlik ander plase ook kan affekteer. Die instandhouding van die pad tussen Griekwastad en Postmasburg sal ook aandag moet kry en is iets wat definitief aangedink moet word.

Vriendelike groete.

Arthur Williams

RE: SISHEN IRON ORE COMPANY (PTY) LTD ("SIOC") – KOLOMELA MINE SCOPING REPORT FOR COMMENT



Trevor Hallatt

To: [REDACTED]

Cc: Thoshnee Moodley

[This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.](#)

[Translate message to: English](#) | [Never translate from: Afrikaans](#) | [Translation preferences](#)



Mon 2022/11/14 15:30

Goeiedag Arthur,

Dankie vir die kommentaar wat ontvang is rakende die voorgestelde vliegveld naby Postmasburg. Die onderstaande skrywe het verwysing. Die impakstudie en veral die geraasstudie assesseer impakte verder as die aangrensende plase en alle wonings in die area wat moontlik geaffekteer kan word, is ingesluit in die assessering. Alle verslae sal beskikbaar wees vir hersiening en kommentaar tydens 'n 30 dae kommentaar periode wat gekommunikeer sal word. Die instandhouding van die Griekwastad sal in ag geneem word as deel van die ontwikkeling van die bestuursmaatreels.

Laat weet gerus indien U enige verdere kommentaar het.

Vriendelike groete

Trevor

### 17.2.7.2 Lourens Pretorius

**From:** Lourens Pretorius <[REDACTED]>

**Sent:** Monday, 24 October 2022 16:15

**To:** Thashnee Moodley <[thashnee@exm.co.za](mailto:thashnee@exm.co.za)>

**Subject:** Re: SISHEN IRON ORE COMPANY (EDMS) BPK ("SIOC") – KOLOMELA-MYN SCOPING REPORT FOR COMMENT

Good day

Thank you so much for the info. Could you tell me how you determined who would be impacted I see my neighbouring people's name is in the document e.g. Hendrik du Plooy but my name is not in there. Like the crow, I am only 3.5km from the area and the noise will have a profound impact on my stay on the farm and farming conditions.

Greetings

Lourens Pretorius  
[REDACTED]

RE: SISHEN IRON ORE COMPANY (EDMS) BPK ("SIOC") – KOLOMELA-MYN SCOPING REPORT FOR COMMENT

 Trevor Hallatt  
To: [REDACTED]  
Cc: Theshnee Moodley

 Translated from: Afrikaans [Show Original](#) [Turn on automatic translation](#)

 Reply  Reply All  Forward   Mon 2022/11/14 15:5

Good day Lourens,

Thank you for the comments received regarding the airfield development near Postmasburg. As discussed telephonically, the noise assessment and the Environmental Impact Assessment (EIA) Report focus not only on the adjacent properties, but all dwellings that could potentially be affected. The results of the specialist studies and the EIA report (once available) will be communicated to all parties for review and comment. We also plan to arrange a focused meeting with the surrounding landowners to discuss the results. The date of the meeting will be communicated.

Feel free to let me know if you have further comments.

Best regards

Trevor



EXM ENVIRONMENTAL SCIENCE

**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP

**M:** +27 (0) 71 689 2229  
**E:** TREVOR@EXM.CO.ZA  
**W:** WWW.EXM.CO.ZA



RE: Inpak studie afskrif

 Thashnee Moodley  
To:  Lourens Pretorius  
Cc:  Trevor Hallatt

 Kolomela Airfield Development - Final Merged Scoping Report 25112022 Rev.04.pdf  
16 MB

  Reply  Reply All  Forward  

Mon 2022/12/05 08:03

Good morning, Lourens

I hope you are well.

Please see attached **final scoping report** for the proposed **Kolomela airfield**, as requested.  
Please let us know if you have any queries.

Kind regards,



**THASHNEE MOODLEY**  
ENVIRONMENTAL SCIENTIST  
B.Sc (Hons) / Cand. EAP

**M:** 072 555 2643  
**E:** THASHNEE@EXM.CO.ZA  
**W:** WWW.EXM.CO.ZA

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

From: Lourens Pretorius <[REDACTED]>  
Sent: Sunday, 04 December 2022 13:39  
To: Thashnee Moodley <[thashnee@exm.co.za](mailto:thashnee@exm.co.za)>  
Subject: Inpak studie afskrif

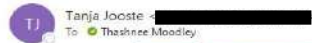
Goeie dag kan ek n afskrif kry asb.

Groete

Lourens Pretorius

### 17.2.7.3 Tanja Jooste

RE: SISHEN IRON ORE COMPANY (PTY) LTD ("SIOC") - KOLOMELA MINE SCOPING REPORT FOR COMMENT



Start your reply all with: [Will do.](#) [Noted with thanks.](#) [Noted.](#) [Feedback](#)



Mon 2022/10/24 15:12

Thank you Ms. Moodley,

Please could you register M and S Consulting (Pty) Ltd in the process?

We shall provide our comments on the draft Scoping Report soonest.

Kind regards  
Tanja Jooste

RE: SISHEN IRON ORE COMPANY (PTY) LTD ("SIOC") - KOLOMELA MINE SCOPING REPORT FOR COMMENT



Good afternoon, Tanja

I hope you are well.

M and S Consulting (Pty) Ltd as been added to the IAP list. You will receive all documents for comments and updates on the project as it proceeds.

Kind regards  
Thashnee



Mon 2022/11/14 16:00



**THASHNEE MOODLEY**  
ENVIRONMENTAL SCIENTIST  
B.Sc (Hons) / Cand. EAP

## 17.2.7.1 Johan Kotze

RE: Beplande lughawe Gruispan



Thu 2022/10/06 10:33

Goeie dag Johan,

Baie dankie, ons het jou epos ontvang.

Alle dokumente sal beskikbaar gemaak word vir kommentaar, gedurende die proses van die projek.

Baie dankie.

Vriendelike groete  
Trevor Hallatt and Thashnee Moodley



**THASHNEE MOODLEY**  
ENVIRONMENTAL SCIENTIST  
B.Sc (Hons) / Cand. EAP

EXM ENVIRONMENTAL SCIENCE

**M:** 072 555 2643  
**E:** THASHNEE@EXM.CO.ZA  
**W:** WWW.EXM.CO.ZA

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

**From:** Johan Van Der Merwe [redacted]  
**Sent:** Monday, 03 October 2022 16:11  
**To:** Thashnee Moodley <[thashnee@exm.co.za](mailto:thashnee@exm.co.za)>  
**Subject:** Beplande lughawe Gruispan

Goeie dag,

Aangesien ek grens aan Gruispan sal ek graag ingelig wil word met alle ontwikkeling van voorgenome lughawe.

Dankie,  
Johan vd Merwe  
[redacted]

**SISHEN IRON ORE COMPANY (Pty) Ltd  
ENVIRONMENTAL IMPACT ASSESSMENT AND SOCIAL PERFORMANCE APPLICATION PROPOSED  
DEVELOPMENT OF AN AIRFIELD**

Name:	Johan Kotzé
Address:	8 Heuvel Street, Postmasburg
Telephone/cell phone:	073 661 2361
Fax:	
E-mail:	njkotze@lanfic.net
Date:	2022-10-10
Signature:	

If you know of others who should be informed of this application, please provide us with their contact details:

Name:	
Address:	
Telephone/cell phone:	
Fax:	
E-mail:	

**ISSUES, CONCERNS AND QUESTIONS**

- 1 Why waste more of our scarce farm land on an airfield if there is a existing airfield bordering our town that can only be upgraded if needed?
- 2 The additional amount of underground water which will be needed to be withdrawn, will have an enormous influence on the availability of underground water for neighbouring farmers.
- 3 What will happen to the endangered bird species breeding in the area?
- 4 If Khumba desperately wants to build and own there own airfield, why not build it on a piece of their currant mining property? Surely there must be available land!
- 5 The storage of large quantity of fuel poses a fire hazard to the farming community, especially in our area. I do not see that any precaution is planned for prevention of veld fires e.g. provision of fire-belts.
- 6 I really think this is a shitty proposal that holds no benefit for Postmasburg community.

EXM Environmental Advisory (Pty) Ltd

Cell: 072 555 2643 || Postnet Suite 211, Private Bag x0001, Ballito, 4420 || email: [thashnee@exm.co.za](mailto:thashnee@exm.co.za)

### 17.2.7.2 Izak Gous

---

**From:** Gous, Izak <[REDACTED]>  
**Sent:** Monday, 03 October 2022 12:30  
**To:** Thashnee Moodley <[thashnee@exm.co.za](mailto:thashnee@exm.co.za)>  
**Subject:** Airport project I&AP registration

Good day Thashnee

I hope you're doing well? Attached find the comment sheet for the proposed airport development.

Kind regards,

Izak

CONFIDENTIALITY CAUTION: This email (including any attachments) is intended only for the use of the individual or entity to whom it is addressed and may contain confidential information and be protected by legal privilege. Please notify us immediately by return email if you have received this email in error and delete this email and any attachments. If you are not the intended recipient, dissemination, disclosure and use of any information herein is prohibited. PRIVACY NOTICE: Anglo American processes personal data in accordance with applicable data privacy laws. For more information please see our [Privacy Policy](#).





RE: Airport project I&AP registration



Trevor Hallatt

To Thashnee Moodley; Gous, Izak



Comments sheet.pdf  
58 KB



Mon 2022/11/14 15:45

Good day Izak,

Thank you for the attached correspondence received regarding the Airfield developed south of Postmasburg. You have been included in the list of registered Interested and Affected Parties (IAPs) and you will be included in all further correspondence. Please note that the EIA process, including the specialist studies, is ongoing. As indicated, the condition of the regional roads towards the proposed project site and the effect of additional traffic will be considered as part of the EIA/specialist studies. This will also be a consideration as part of project development.

The Environmental Impact Report and specialist studies will be communicated to all IAPs in due course for review and comment. Please inform me if you have any additional comments.

Kind Regards

Trevor




EXM ENVIRONMENTAL SCIENCE

**TREVOR HALLATT**  
SENIOR SCIENTIST  
M.A / Pr. Sci. Nat. / EAP


**M: +27 (0) 71 689 2229**

### 17.2.7.3 Este Jonker

SISHEN IRON ORE COMPANY- KOLOMELA AIRFIELD DEVELOPMENT EIA AND WUL APPLICATION

 Este Jonker <[redacted]>  
To: Thashise Moodley  
Cc: Jacques Jonker

Follow up: Start by Monday, 24 October 2022. Due by Monday, 24 October 2022.  
You forwarded this message on 2022/11/14 15:12.

 IAP Aansoek.pdf  
46 KB

 Translate message to: English | Never translate from: Afrikaans | [Translation preferences](#)

 Reply  Reply All  Forward  

Wed 2022/10/19 07:40


Goeie More

Aangeheg is 'n voltooide kommentaarblad vanaf Jacques Jonker om as IAP te registreer. Laat weet asb indien enige ander informasie nodig is.

Groete

Este Jonker

**SISHEN IRON ORE COMPANY (EDMS) BPK**  
**OMGEWINGSIMPAKSTUDIE EN WATERGEBRUIKLISENSIE-AANSOEK: VOORGESTELDE ONTWIKKELING**  
**VAN 'NN-VLIEGVELD**

Naam:	Jacques Jonker
Adres:	6897 AJ Brinkstr, Postmasburg
Telefoon / selfoon nommer:	082 414 8984
Faks:	/
Epos:	jacquesjonker69@gmail.com
Datum:	18/10/2022
Handtekening:	

As jy weet van enige iemand anders wat van hierdie aansoek in kennis gestel moet word, verskaf asseebliet hulle kontakbesonderhede onderaan:

Naam:	<b>N/A</b>
Adres:	
Telefoon / selfoon:	
Faks:	
Epos:	

**KWESSIES, BEKOMMERNISSE EN VRAE**

- My grond is geleë ongeveer 15-18km vanaf die beplande ontwikkeling. My bekommernis is rakende die impak op die watertafel o.g.v. daaglikse pomp aktiviteite. Is daar hulp vir boere indien die watervlakke baie sal sak?
- Aangesien die verkeer gaan toeneem tussen Postmasburg en Griekwastad - Watter verbeteringe of beplande instandhouding is daar vir die hoofpad?
- Vestiging van infrastruktuur in waterlope of binne 500m vanaf vleilandpanne - Wat gaan die impak van natuurlike watervloei tydens reën seisoen wees? Gaan water herlei word?


Postmasburg Airfield Commentary



Trevor Hallatt

To

Cc Thashnee Moodley

Translated from: Afrikaans Show Original Turn on automatic translation



Fri 2022/11/25 10:45

Good day Jacques,

Thanks for the comments regarding the proposed airport development near Postmasburg. Please note that we are currently in the scope assessment phase of the project and the impact report and specialist studies will still be communicated to you for review and comment. Initial responses to Your comments are as follows:

- 1. My land is located about 15-18km from the planned development. My concern is regarding the impact, on the water table due to daily pump activities. Is there help for farmers if water levels drop a lot?**

The proposed facility will require approximately 40m<sup>3</sup> of water per day during construction and 21m<sup>3</sup> per day during operations to be accessed from 2 boreholes on site. A geohydrological investigation is undertaken to determine the availability of water in the aquifer which will be linked to the sustainable safe yields, the amount of water that can be extracted without affecting the aquifer yield. The abstraction volumes and authorized volumes will be linked to the sustainable safe yields. The results of the geohydrological investigation will be communicated to all parties for review and comment.

- 2. As traffic will increase between Postmasburg and Griquastad – What improvements or planned maintenance are there for the main road?**

The potential impact regarding additional traffic on the Griquastad Road will be investigated as part of impact assessment report and traffic specialist study and will still be communicated to you for review and comment.

- 3. Establishment of infrastructure in watercourses or within 500m from wetland pans – What will be the impact of natural water flow during rainy season? Is water going to be diverted?**

Some of the infrastructure is planned within the regulated (500m) zones of wetland pans and is yet to be confirmed. It is not foreseen that the facilities will exert significant (or at all) an impact on these pans. A freshwater resource study is being undertaken to determine the exact extent of the pans as well as analyse the potential impacts. The study will also suggest management measures including buffer zones. A water use licence application is being undertaken for the establishment of this specific infrastructure. A stormwater plan will be implemented at the facility.

Feel free to let us know if you have further comments or would like to discuss any aspect of the project.

Greetings

## 17.2.7.4 Rene Van Niekerk

RE: PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKLISENSIE (WUL) AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE



Thashnee Moodley  
To: M. R. Van Niekerk



Tue 2022/12/06 10:56



Good morning, René

I hope you are well.

Please see attached **final scoping report** for the proposed **Kolomela airfield**, as requested.  
Please let us know if you have any queries.

Kind regards,



EXM ENVIRONMENTAL SCIENCE

**THASHNEE MOODLEY**  
ENVIRONMENTAL SCIENTIST  
B.Sc (Hons) / Cand. EAP

**M:** 072 555 2643  
**E:** THASHNEE@EXM.CO.ZA  
**W:** WWW.EXM.CO.ZA

This email is confidential, may also be legally privileged and is intended for the exclusive use of the recipient to whom it is addressed. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

**From:** M. R. Van Niekerk [redacted]

**Sent:** Tuesday, 06 December 2022 09:25

**To:** Thashnee Moodley <[thashnee@exm.co.za](mailto:thashnee@exm.co.za)>

**Subject:** Re: PROJEK: OMGEWINGSIMPAKSTUDIE (OIE) PROSES EN WATERGEBRUIKLISENSIE (WUL) AANSOEK VIR DIE ONTWIKKELING VAN 'N VLEGVELD NABY POSTMASBURG, NOORD-KAAP PROVINSIE

Hallo Thasnee,

Sal jy asseblief vir my die verslag aanstuur.

Groete.

René van Niekerk

### 17.2.7.5 Jacoline Mans

**From:** Jacoline Mans <[REDACTED]>  
**Sent:** Monday, 24 October 2022 16:06  
**To:** Thashnee Moodley <[thashnee@exm.co.za](mailto:thashnee@exm.co.za)>  
**Subject:** SIOC - Kolomela Mine airfield of 80 ha on Portions 1 and 2 of Farm 538 (Gruispan)

Dear Thashnee

May you please send me an electronic copy of the above-mentioned Scoping Report and the .kml / .kmz showing the proposed airfield. Thank you in advance.

Kind Regards

**Jacoline Mans**

Chief Forester: NFA Regulations  
Department of Forestry, Fisheries and the Environment  
26 Olien Street, Louisvaleroad, Upington, 8801  
Cell [REDACTED]



forestry, fisheries  
& the environment



RE: SIOC - Kolomela Mine airfield of 80 ha on Portions 1 and 2 of Farm 538 (Gruispan)

 Thashnee Moodley  
To:  Jacoline Mens

 Reply  Reply All  Forward 

Thu 2022/11/10 08:37

 Property boundary.kml  
9 KB

 Kolomela Airfield Development - Draft Scoping Report 17102022 Rev\_03.pdf  
8 MB

Good morning Jacoline,

I hope you are well.

Please see attached an electronic copy of the above-mentioned Scoping Report and the .kml / .kmz showing the proposed airfield as requested.

Kind regards  
Thashnee



**THASHNEE MOODLEY**  
ENVIRONMENTAL SCIENTIST  
B.Sc (Hons) / Cand. EAP

M: 022 555 2647

## **APPENDIX B5: PROOF OF IAP NOTIFICATIONS - SMS'S**

### **17.2.8 APPENDIX B5: PROOF OF IAP NOTIFICATIONS - SMS'S**

#### **17.2.8.1 BID NOTIFICATION SMS**

**English:** Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (EA) and a Water Use Licence (WUL) to develop an airfield on Portions 1 and 2 of Farm 538 Hay RD (Gruispan), south of Postmasburg, Tsantsabane Local Municipality. All report will be communicated in due course for comment. Please contact Thashnee Moodley @ 072 555 2643 / thashnee@exm.co.za if you would like to obtain further information.

**Afrikaans:** Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n watergebruikslisensie vir die ontwikkerling van 'n vliegveld op Gedeeltes 1 en 2 van die Plaas 538 Hay RD (Gruispan), suid van Postmasburg, Tsantsabane Plaaslike Munisipaliteit, te ontwikkel. Alle verslae sal beskikbaar gestel word vir kommentaar. Kontak gerus vir Thashnee Moodley @ 072 555 2643 / thashnee@exm.co.za indien u verdere inligting wil bekom.

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27648988430	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27716338947	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27731239095	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27731478576	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27731877513	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27787670942	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27791262114	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27795204642	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27823680356	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27823771454	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18

10 rows per page 1 to 10 of 29 << < 1 > >>

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27824163328	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:19
> 27824195494	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:19
> 27824594655	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:19
> 27824630224	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:19
> 27824922849	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27825523933	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:19
> 27825618991	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27827839180	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:19
> 27829082737	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:19
> 27828212728	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18

10 rows per page 11 to 20 of 29 << < 2 > >>

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27828557363	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27832922540	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27833040849	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27935168042	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27836091237	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27836272760	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27836501219	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27836502129	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18
> 27845174913	Public Notice: Sishen Iron Ore Company - Kolomela mine is applying for an Environmental Authorisation (E...	Kolomela airfield-Engl		Delivered	3 Oct 2022 12:18

10 rows per page 21 to 29 of 29 < < 3 > >

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27837891696	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield-Afi		Delivered	3 Oct 2022 12:20
> 27845871070	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield-Afi		Delivered	3 Oct 2022 12:20

10 rows per page 31 to 32 of 32 < < 4 > >

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27655293352	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27717362186	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27724721055	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27727192858	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27729251906	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27731235095	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27731592005	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27733494643	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27733613941	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27795304986	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20

10 rows per page 1 to 10 of 32 < < 1 > >

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27822569748	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27824163328	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27825058880	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27825651844	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27826197558	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27826284435	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27827822537	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27829231711	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27829256932	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27832286840	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20

10 rows per page 11 to 20 of 32 < < 2 > >

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27832295828	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27832338875	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27832887067	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27832046386	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27832690308	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27834465656	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27834511027	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27836541150	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27836797333	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20
> 27837681868	Kennisgewing: Sishen Iron Ore Company - Kolomela-myn doen aansoek vir 'n Omgewingsmagtiging en 'n w...	Kolomela airfield- Afr		Delivered	3 Oct 2022 12:20

10 rows per page 21 to 30 of 32 << < 3 > >>



### **17.2.8.2 DRAFT SCOPING REPORT NOTIFICATION SMS**

**English:** Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11.6 km south of the town of Postmasburg, Northern Cape. The proposed facility will cover approximately 80 hectares and be located on the Portions 1 and 2 Farm 538 Hay RD (Gruispan). The Scoping Report is available for comment for 30 days. Please contact Thashnee Moodley @ 072 555 2643 / thashnee@exm.co.za if you would like to obtain an electronic copy.

**Afrikaans:** Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid van die dorp Postmasburg, in die Noord-Kaap, te ontwikkel. Die voorgestelde fasiliteit is geleë op die Gedeeltes 1 en 2 Plaas 538 Hay RD (Gruispan). Die Voorlopige Bestekopname Verslag, wat die OIE ondersteun, is vir 30 dae beskikbaar vir kommentaar. Kontak asseblief vir Thashnee Moodley @ 072 555 2643 / thashnee@exm.co.za indien u 'n elektroniese weergawe.

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27836272760	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33
> 27836501219	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Expired	24 Oct 2022 09:33
> 27836502129	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33
> 27839469737	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Undelivered	24 Oct 2022 09:33
> 27845174913	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33

10 rows per page 31 to 35 of 35

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27648988430	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33
> 27714850763	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33
> 27716338947	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33
> 27731239095	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33
> 27731478576	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33
> 27731677513	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33
> 27787670942	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33
> 27791262114	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33
> 27795264642	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33
> 27823680356	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield- Engl		Delivered	24 Oct 2022 09:33

10 rows per page 1 to 10 of 29

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27823771454	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27824163328	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27824195494	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27824594655	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27824630224	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27824922849	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27825522933	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27825618391	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27827838180	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27828082737	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33

10 rows per page 11 to 20 of 29 << < 2 > >>

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27828212728	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27828557353	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27832922540	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27833040849	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27835168042	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27836091237	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27836272750	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27836502129	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33
> 27845174913	Public Notice: Sishen Iron Ore Company- Kolomela mine proposes to develop an airfield, approximately 11...	Kolomela airfield-Engl		Delivered	24 Oct 2022 09:33

10 rows per page 21 to 29 of 29 << < 3 > >>

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27832948386	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27833690308	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27834465656	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27834511027	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27836495452	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Expired	24 Oct 2022 09:35
> 27836541150	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27836787721	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Blacklisted	24 Oct 2022 09:35
> 27836797333	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27837681868	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27837891696	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35

10 rows per page 31 to 40 of 42 < < 4 > >

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27655293352	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27717362186	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27724721055	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27727192859	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27729251906	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27731230095	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27731592005	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27733494643	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27733611941	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27795304996	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35

10 rows per page 1 to 10 of 32 < < 1 > >

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27822569748	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27824163328	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27825058880	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27825661844	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27826197558	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27826284435	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27827822537	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27829231711	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27829256032	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27832286840	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35

10 rows per page 11 to 20 of 32 << < 2 > >>

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27832295828	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27832336875	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27832887067	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27832946386	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27833600308	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27834465656	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27834511027	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27836541150	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27836797333	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35
> 27837681868	Publieke Kennisgewing: Sishen Iron Ore Company is in die proses om 'n vliegveld, ongeveer 11,6 km suid v...	Kolomela airfield- Afr		Delivered	24 Oct 2022 09:35

10 rows per page 21 to 30 of 32 << < 3 > >>

### **17.2.8.3 FINAL SCOPING REPORT NOTIFICATION SMS**

**English:** Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolomela airfield on the farm Portions 1 and 2 of Farm 538 Hay RD (Gruispan) has been completed. Please contact Thashnee Moodley @ 0725552643 / thashnee@exm.co.za if you would like to obtain an electronic copy of the final Scoping Report submitted to the Competent Authority. All stakeholders will be informed as the project proceeds to provide further comments.

**Afrikaans:** Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorgestelde Kolomela-vliegveld op Gedeeltes 1 en 2 van Plaas 538 Hay RD (Gruispan) voltooi is. Kontak Thashnee Moodley @ 0725552643 / thashnee@exm.co.za as u 'n elektroniese afskrif van die finale Omvangsverlag wat by die Bevoegde Owerheid ingedien is, wil bekom. Alle belanghebbendes sal ingelig word, namate die projek voortgaan, om verdere kommentaar te lewer.



Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 2764898430	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27655293352	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27714850763	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27717362186	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27724721055	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27727192858	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27729251906	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27731239095	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27731592005	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27731877513	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14

10 rows per page 1 to 10 of 57 < < 1 > >

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27733494643	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27733611941	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27739361443	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27781988258	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27787670942	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27791262114	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27795264642	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27795304986	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27822669748	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27823680356	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14

10 rows per page 11 to 20 of 57 < < 2 > >

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27823771454	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27824163328	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27824195494	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27824594655	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27824922849	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27825068880	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27825522933	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27825618391	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27825661844	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27826197558	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14

10 rows per page 21 to 30 of 57 < < 3 > >

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27826284435	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27827822537	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27827838180	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27828212728	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27828557363	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27829231711	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27829256032	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27832286840	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27832295828	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27832338875	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14

10 rows per page 31 to 40 of 57 < < 4 > >

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27832887067	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27832922540	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27832946386	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27833040840	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27833690308	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27834465656	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27835168042	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27836091237	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27836272760	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27836495452	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
10 rows per page	41 to 50 of 57			◀ < 5 > ▶	

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27836502129	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27836541150	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27836797333	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27837681868	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27837891696	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27845174913	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
> 27845871070	Please note that the scoping phase of the Environmental Impact Assessment (EIA) for the proposed Kolo...	Kolomela new		Delivered	2 Dec 2022 14:14
10 rows per page	51 to 57 of 57			◀ < 6 > ▶	

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27637268365	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Expired	2 Dec 2022 14:16
> 27646988430	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27655293352	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27714850763	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27717362186	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27718654535	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Expired	2 Dec 2022 14:16
> 27724721055	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27727192858	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27729251906	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27731239095	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16

10 rows per page 1 to 10 of 70 << 1 >>

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27731592005	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27731877513	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27733494643	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27733611941	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27739361443	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27781988258	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27797670942	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27791252114	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27795264642	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27795304986	Neem asseblief kennis dat die Omvangbepalingsfase van die Dmgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16

10 rows per page 11 to 20 of 70 << 2 >>

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27797751628	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Expired	2 Dec 2022 14:16
> 27817419278	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Expired	2 Dec 2022 14:16
> 27822669748	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27823123920	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Expired	2 Dec 2022 14:16
> 27823680356	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27823714717	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Undelivered	2 Dec 2022 14:16
> 27823771454	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27824163328	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27824195494	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27824594655	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16

10 rows per page 21 to 30 of 70 << < 3 > >>

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27824922849	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27825058880	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27825073319	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Expired	2 Dec 2022 14:16
> 27825522933	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27825618391	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27825661844	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27826197558	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27826284435	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27827822537	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16
> 27827836180	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		● Delivered	2 Dec 2022 14:16

10 rows per page 31 to 40 of 70 << < 4 > >>



Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27828206977	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Expired	2 Dec 2022 14:16
> 27828212728	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27828557363	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27829231711	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27829256032	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27832286840	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27832295828	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27832338875	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27832353280	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Undelivered	2 Dec 2022 14:16
> 27832887067	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16

10 rows per page 41 to 50 of 70 << < 5 > >>

Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27832922540	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27832948386	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27833040849	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27833690308	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27834465656	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27835168042	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27836091237	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27836272760	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27836495452	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27836501219	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Expired	2 Dec 2022 14:16

10 rows per page 51 to 60 of 70 << < 6 > >>



Mobile Number	Message	Group Name	Customer ID	Status	Scheduled
> 27836502129	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27836541150	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27836787721	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Blacklisted	2 Dec 2022 14:16
> 27836797333	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27837681868	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27837891896	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27837894065	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Undelivered	2 Dec 2022 14:16
> 27839466737	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Undelivered	2 Dec 2022 14:16
> 27845174913	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16
> 27845871070	Neem asseblief kennis dat die Omvangbepalingsfase van die Omgewingsimpakstudie (OIE) vir die voorges...	Kolomela new		Delivered	2 Dec 2022 14:16

10 rows per page 61 to 70 of 70 < 7 >

## **APPENDIX B6: MINUTES OF MEETING**

### **17.2.9 APPENDIX B6: MINUTES OF MEETING**

**SISHEN IRON ORE COMPANY (PTY) LTD**

**DEVELOPMENT OF AN AIRFIELD NEAR POSTMASBURG, NORTHERN CAPE**

**ENVIRONMENTAL AUTHORIZATION (EA) PRE-APPLICATION MEETING**

**Date:** Thursday, 22 September 2022

**Time:** 09:30 to 10:30

**Venue:** Teams Meeting

**PRESENT**

<b>Name</b>	<b>Organization</b>
Olebile Seshupo	Department of Agriculture, Environmental Affairs, Rural Development and Land Reform (Provincial)
Braam Strauss	Kumba Iron Ore, Sishen Iron Ore Company (Pty) Ltd
Trevor Hallatt	EXM Environmental Advisory (Pty) Ltd
Thashnee Moodley	EXM Environmental Advisory (Pty) Ltd

**KEY ITEMS OF DISCUSSION**

<b><u>No.</u></b>	<b><u>Item</u></b>
<b><u>1.</u></b>	<b><u>Introduction and Purpose of the Meeting</u></b>
<b>1.1</b>	<p>A meeting was conducted on the 22<sup>nd</sup> of September 2022 with a representative of Provincial Department of Agriculture, Environmental Affairs, Rural Development and Land Reform.</p> <p>The purpose of this meeting was to introduce the project to the authority representative and discuss the process for obtaining the Environmental Authorization for this project. The Kolomela Airfield project had commenced previously for a different property in Kalkfontein, Postmasburg. Due to issues regarding purchasing of the property for the Airfield development, Kolomela is re-applying for (a second) Environmental Authorization</p>

<b><u>No.</u></b>	<b><u>Item</u></b>
	for an alternative property in Gruispan, Postmasburg. The meeting therefore, also aimed to indicate the reason behind this second application for Environmental Authorization and to ask questions to determine the way forward.
<b><u>2.</u></b>	<b><u>Project Background</u></b>
<b>2.1</b>	<p>Sishen Iron Ore Company (Pty) Ltd (“SIOC”) – Kolomela mine proposes to develop an airfield on Portions 1 and 2 of Farm Plaas 538 Hay RD (Gruispan), approximately 11.6 km south of the town of Postmasburg, Tsantsabane Local Municipality. The airfield will be used to accommodate air traffic related to passengers travelling to and from Kolomela mine, which is currently accommodated by Tommy's Airfield, situated 10km north west of Postmasburg. Tommy's Airfield does not have sufficient capacity to convey the current air traffic, resulting in overflow passengers flying to Kathu and travelling over 100 km by road.</p> <p>The footprint of the project will cover approximately 80 hectares and will entail the development of the following structures/infrastructure.</p> <ul style="list-style-type: none"> <li>• A runway (2.5 km in length and 30 m wide);</li> <li>• Helipad(s);</li> <li>• Fuel farm to house fuel storage tanks;</li> <li>• Water storage tanks;</li> <li>• Access road;</li> <li>• Parking area;</li> <li>• Septic tanks and evapotranspiration beds;</li> <li>• Terminal building and supporting facilities;</li> <li>• Waste management area; and</li> <li>• Small scale solar farm.</li> </ul> <p>The facility will require approximately 21m<sup>3</sup> of water per day and will be sourced from on site boreholes. A borrow pit will also be developed for the sourcing of fill material that will be used in construction, subject to geotechnical investigations.</p>

<u>No.</u>	<u>Item</u>
<b>3.</b>	<b><u>General Discussion</u></b>
	<p><b>Mr. Trevor Hallatt of EXM Environmental</b> introduced himself and welcomed everyone to the meeting. Mr. Olebile Seshupo of the Department of Agriculture, Environmental Affairs, Rural Development and Land Reform; Mr Braam Strauss of Kumba Iron Ore (Kolomela Mine) and Miss Thashnee Moodley of EXM Environmental then introduced themselves and their roles in the project.</p> <p><b>Mr. Trevor Hallatt</b> then provided a short description of the purpose of the meeting and a description of the proposed project, the proposed projects infrastructure and layout. The NEMA Listed activities triggered by the proposed project and specialist studies to be undertaken were also discussed.</p> <p>The floor was then opened for questions regarding the project and Environmental Authorization to be obtained.</p>
<b>4.</b>	<b><u>Questions From the Floor (Authority Representative, Client and EAP)</u></b>
<b>4.1</b>	<p><b>Mr. Trevor Hallatt of EXM Environmental</b> queried if Sishen Iron Ore Company will be able to apply for a new Environmental Authorization while keeping its previous EA application open?</p> <p><b>Mr. Olebile Seshupo</b> of the <b>Department of Agriculture, Environmental Affairs, Rural Development and Land Reform</b> answered that the first application can be left open while applying for a new Environmental Authorization from scratch.</p> <p><b>Mr. Olebile Seshupo</b> asked how far apart the 2 properties (Kalkfontein and Gruispan) are from each other?</p> <p><b>Mr. Braam Strauss</b> of <b>Kumba Iron Ore</b> answered that properties of Kalkfontein and Gruispan are 13km apart.</p> <p><b>Mr. Olebile Seshupo</b> then asked what the hinderance with development on the first property in Kalkfontein is?</p> <p><b>Mr. Braam Strauss</b> answered that the reason behind the new application for a second Environmental Authorization is because of the land owner of the Kalkfontein property not reaching an agreement with Sishen Iron Ore Company regarding a price for the land. The landowner is requesting an exhorbant price for the sale of the land to SIOC so Kolomela Mines second option for a proposed location is the Gruispan property which is owned by</p>

<u>No.</u>	<u>Item</u>
	<p>Sishen Iron Ore Company. Mr. Strauss added that the property in Gruispan is unfortunately further away from Kolomela Mine than the initial property in Kalkfontein was though.</p> <p><b>Mr. Trevor Hallatt</b> advised that although the Gruispan property is further away from Kolomela Mine, it is less environmentally sensitive than the property in Kalkfontein.</p> <p><b>Mr. Olebile Seshupo</b> queried how far Sishen Iron Ore Company is with getting consent/ land acquisition for the property on Gruispan for the development of the proposed airfield?</p> <p><b>Mr. Braam Strauss</b> answered that the Gruispan property is owned by Sishen Iron Ore Company. The property is under the applicants name already and there are no tenants on the property.</p> <p><b>Mr. Olebile Seshupo</b> then asked what will happen if Sishen Iron Ore Company/ EXM Environmental is going forward with the Environmental Authorization and Environmental Impact Assessment(EIA) for the property on Gruispan and the land issue regarding the property on Kalkfontein is resolved?</p> <p><b>Mr. Trevor Hallatt</b> answered that EXM Environmental, and Sishen Iron Ore Company will proactively engage with the Department of Agriculture, Environmental Affairs, Rural Development and Land Reform before any big decisions are made and before the EIA commences so that the authority figures can advise on which property's Environmental Authorization should be used.</p> <p><b>Mr. Olebile Seshupo</b> queried if the project triggers any activities regarding the Waste Act?</p> <p><b>Mr. Trevor Hallatt</b> answered that the proposed development will not trigger any activities of the Waste Act. The size for the storage of waste won't exceed 1.5 cubes as according to the Waste Norms and Standards. The size for the amount of fuel that will be stored will be confirmed.</p> <p><b>Mr. Braam Strauss</b> asked if a Socio-Economic/Social Impact Assessment is necessary for this project?</p> <p><b>Mr. Olebile Seshupo</b> advised that social impacts are generally covered during the Public Participation Process of the Environmental Impact Assessment.</p> <p><b>Mr. Olebile Seshupo</b> then asked EXM Environmental and Sishen Iron Ore Company to confirm that this Environmental Authorization application is a completely new application</p>



<b><u>No.</u></b>	<b><u>Item</u></b>
	<p>with its individual scoping report, new specialist studies and an additional EA application fee.</p> <p><b>Mr. Trevor Hallatt</b> of <b>EXM Environmental</b> and <b>Mr. Braam Strauss</b> of <b>Kumba Iron Ore (SIOC)</b> agreed and confirmed that this a completely new application with new specialist studies.</p> <p>These comments were noted by the floor.</p>
<b><u>5.</u></b>	<b><u>Conclusion</u></b>
<b>5.1</b>	The meeting was then concluded and everyone was thanked for attending the meeting and for the information shared.

Compiled by Trevor Hallatt and Thashnee Moodley

**Trevor Hallatt**

Senior Environmental Advisor

EXM Environmental Advisory (Pty) Ltd

Date: 23 September 2022

## **APPENDIX C: IMPACT ASSESSMENT TABLES**

### **17.2.10 APPENDIX C: IMPACT ASSESSMENT TABLES**

## APPENDIX D: ENVIRONMENTAL IMPACT REPORT CONTENT

Requirement of Appendix 2 - GN 326	EIR sections
1 (a) details of— (i) the EAP who prepared the report; and (ii) the expertise of the EAP, including a curriculum vitae;	Section 2- Environmental Assessment Practitioner
(b) the location of the activity, including— (i) the 21-digit Surveyor General code of each cadastral land parcel. (ii) where available, the physical address and farm name. (iii) where the required information in items (i) and (ii) is not available, the coordinates of the boundary of the property or properties;	Section 3- Project
(c) a plan which locates the proposed activity or activities applied for at an appropriate scale, or, if it is— (i) a linear activity, a description, and coordinates of the corridor in which the proposed activity or activities is to be undertaken; or (ii) on land where the property has not been defined, the coordinates within which the activity is to be undertaken;	Section 3- Project Location
(d) a description of the scope of the proposed activity, including— (i) all listed and specified activities triggered. (ii) a description of the activities to be undertaken, including associated structures and infrastructure;	Section 4- Description of The Scope of The Proposed Activity
(e) a description of the policy and legislative context within which the development is proposed including an identification of all legislation, policies, plans, guidelines, spatial tools, municipal development planning frameworks and instruments that are applicable to this activity and are to be considered in the assessment process;	Section 5- Policy and Legislative Context
(f) a motivation for the need and desirability for the proposed development including the need and desirability of the activity in the context of the preferred location development footprint within the approved site as contemplated in the accepted scoping report;	Section 6- Need and Desirability of The Proposed Activities
(g) a motivation for the preferred development footprint within the approved site as contemplated in the accepted scoping report;	Section 7- Alternative Identification and Assessment
(h) a full description of the process followed to reach the proposed development footprint within the approved site as contemplated in the accepted scoping report, including: (i) details of the development footprint alternatives considered; (ii) details of the public participation process undertaken in terms of regulation 41 of the Regulations, including copies of the supporting documents and inputs; (iii) a summary of the issues raised by interested and affected parties, and an indication of the manner in which the issues were incorporated, or the reasons for not including them; (iv) the environmental attributes associated with the development footprint alternatives focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects;	Section 7- Alternative Identification and Assessment Section 8- Details of The Public Participation Process Followed Section 9- Baseline Environmental Attributes Section 10- Environmental Impact Identification and Assessment

Requirement of Appendix 2 - GN 326	EIR sections
<p>(v) the impacts and risks identified including the nature, significance, consequence, extent, duration, and probability of the impacts, including the degree to which these impacts—</p> <p>(aa) can be reversed;</p> <p>(bb) may cause irreplaceable loss of resources; and</p> <p>(cc) can be avoided, managed or mitigated;</p> <p>(vi) the methodology used in determining and ranking the nature, significance, consequences, extent, duration, and probability of potential environmental impacts and risks;</p> <p>(vii) positive and negative impacts that the proposed activity and alternatives will have on the environment and on the community that may be affected focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects;</p> <p>(viii) the possible mitigation measures that could be applied and level of residual risk;</p> <p>(ix) if no alternative development location footprints for the activity were investigated, the motivation for not considering such; and</p> <p>(x) a concluding statement indicating the location of the preferred alternative development location footprint within the approved site as contemplated in the accepted scoping report;</p>	
<p>(i) a full description of the process undertaken to identify, assess and rank the impacts the activity and associated structures and infrastructure will impose on the preferred location development footprint on the approved site as contemplated in the accepted scoping report through the life of the activity, including—</p> <p>(i) a description of all environmental issues and risks that were identified during the environmental impact assessment process; and</p> <p>(ii) an assessment of the significance of each issue and risk and an indication of the extent to which the issue and risk could be avoided or addressed by the adoption of mitigation measures;</p>	<p>Section 10- Environmental Impact Identification and Assessment</p>
<p>(j) an assessment of each identified potentially significant impact and risk, including—</p> <p>(i) cumulative impacts;</p> <p>(ii) the nature, significance and consequences of the impact and risk;</p> <p>(iii) the extent and duration of the impact and risk;</p> <p>(iv) the probability of the impact and risk occurring;</p> <p>(v) the degree to which the impact and risk can be reversed;</p> <p>(vi) the degree to which the impact and risk may cause irreplaceable loss of resources;</p> <p>and</p> <p>(vii) the degree to which the impact and risk can be mitigated;</p>	<p>Section 11- Assessment of Each Identified Potentially Significant Impact Risk</p>
<p>(k) where applicable, a summary of the findings and recommendations of any specialist report</p>	<p>Section 12- Summary of Specialist Reports</p>

Requirement of Appendix 2 - GN 326	EIR sections
<p>complying with Appendix 6 to these Regulations and an indication as to how these findings and recommendations have been included in the final assessment report;</p>	
<p>(l) an environmental impact statement which contains—            (i) a summary of the key findings of the environmental impact assessment;            (ii) a map at an appropriate scale which superimposes the proposed activity and its associated structures and infrastructure on the environmental sensitivities of the preferred site development footprint on the approved site as contemplated in the accepted scoping report indicating any areas that should be avoided, including buffers;            and            (iii) a summary of the positive and negative impacts and risks of the proposed activity and identified alternatives;</p>	<p>Section 13- Environmental Impact Statement</p>
<p>(m) based on the assessment, and where applicable, recommendations from specialist reports, the recording of proposed impact management objectives, and the impact management outcomes for the development for inclusion in the EMPr as well as for inclusion as conditions of authorisation;</p>	<p>Section 12- Summary of Specialist Reports            Section 13- Environmental Impact Statement</p>
<p>(n) the final proposed alternatives which respond to the impact management measures, avoidance, and mitigation measures identified through the assessment;</p>	<p>Section 13- Environmental Impact Statement            13.3- Final Proposed Alternatives</p>
<p>(o) any aspects which were conditional to the findings of the assessment either by the EAP or specialist which are to be included as conditions of authorisation;</p>	<p>Section 13- Environmental Impact Statement            13.4- Aspects for inclusion as conditions in the authorisation</p>
<p>(p) a description of any assumptions, uncertainties and gaps in knowledge which relate to the assessment and mitigation measures proposed;</p>	<p>Section 13- Environmental Impact Statement            13.5- Description of any assumptions, uncertainties, and gaps in knowledge</p>
<p>(q) a reasoned opinion as to whether the proposed activity should or should not be authorised, and if the opinion is that it should be authorised, any conditions that should be made in respect of that authorisation;</p>	<p>Section 13- Environmental Impact Statement            13.6- Reasoned opinion as to whether the proposed activity should or should not be authorised</p>
<p>(r) where the proposed activity does not include operational aspects, the period for which the environmental authorisation is required and the date on which the activity will be concluded and the post construction monitoring requirements finalised;</p>	<p>Section 13- Environmental Impact Statement            13.7- Period for which the environmental authorisation is required</p>
<p>(s) an undertaking under oath or affirmation by the EAP in relation to—            (i) the correctness of the information provided in the report.            (ii) the inclusion of comments and inputs from stakeholders and interested and affected parties; and            (iii) the inclusion of inputs and recommendations from the specialist reports where relevant;            and</p>	<p>Section 17- Undertakings by the EAP</p>

Requirement of Appendix 2 - GN 326	EIR sections
(iv) any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested or affected parties;	
(t) where applicable, details of any financial provision(s) for the rehabilitation, closure, and ongoing post decommissioning management of negative environmental impacts;	N/A
(u) an indication of any deviation from the approved scoping report, including the plan of study, including— (i) any deviation from the methodology used in determining the significance of potential environmental impacts and risks; and (ii) a motivation for the deviation;	Section 14- Deviations from the Approved Scoping Report and Plan of Study
(v) any specific information that may be required by the competent authority; and	Section 15- Other Information Required by Competent Authority
(w) any other matters required in terms of section 24(4)(a) and (b) of the Act.	Section 15- Other Matters Required in Terms of Sections 24(4)(A) And (B) On NEMA