

MPUMALANGA DEPARTMENT OF PUBLIC WORKS, ROADS AND  
TRANSPORT

# TRAFFIC IMPACT ASSESSMENT PROPOSED REALIGNMENT OF ROAD P15-1, WONDERFONTEIN, MPUMALANGA

JANUARY 26, 2018



REPORT N° 22115








# TRAFFIC IMPACT ASSESSMENT PROPOSED REALIGNMENT OF ROAD P15-1, WONDERFONTEIN, MPUMALANGA

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# LIST OF ABBREVIATIONS

AM	Morning
COTO	Committee of Transport Officials
ELM	Emalahleni Local Municipality
LOS	Level of Service
MDPWRT	Mpumalanga Department of Public Works, Roads and Transport
N/A	Not Applicable
PM	Afternoon
SANRAL	South African National Roads Agency Limited
Sec	Seconds
SIDRA	<u>S</u> ignalised and <u>U</u> nsignalised <u>I</u> ntersection <u>D</u> esign and <u>R</u> esearch <u>A</u> id (Micro-analytical traffic evaluation software)
TIA	Traffic Impact Assessment
TMH	Technical Methods for Highways
TRAC	Trans African Concessions
V/C	Volume/Capacity ratio

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DRAWING C0007:	PROPOSED ALIGNMENT OF D1110, D383 AND P15-1
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ANALYSIS RESULTS

# 1 INTRODUCTION

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## 1.1 BACKGROUND

WSP Group Africa (Pty) Ltd (WSP) was appointed to undertake a traffic impact assessment (TIA) for the proposed realignment of road P15-1 between the N4 freeway and just to the south of Morelig Combined School as a result of the planned Glencore Wonderfontein coal mine expansion. This study also takes into account the Exxaro Belfast mine expansion and its impact on road P15-1 and D1110.

The planned realignment is shown on the locality plan in **Figure 1.1** and **Drawing C0007**.

The realignment of P15-1 is necessitated by discussions and an agreement between the different stakeholders (i.e. South African National Roads Agency Limited (SANRAL), Trans African Concessions (TRAC), Exxaro, Glencore and the Mpumalanga Department of Public Works, Roads and Transport (MDPWRT)) that the existing road P15-1 in its current alignment would not be a feasible option as the coal reserves that will be sterilised will be far too significant and the loss in income makes this option financially not viable.

It is envisaged that the Exxaro coal mine expansion will be developed in two (2) years' time to the south-west of the realignment of P15-1. The Glencore Wonderfontein mine expansion will be implemented by 2023.

As part of the short/medium term planning, road D383 will be extended to the east from its intersection with the current P15-1 alignment to intersect with P15-1 realignment.

The planned realignment of P15-1 will be implemented in the medium term, and the N4 freeway realignment planning by SANRAL will be implemented in the long term. It is planned that the road will form an interchange with the planned realignment of the N4 freeway, and road D1110 is also planned to be realigned to intersect with the realignment of P15-1 as part of the short term planning.

Detailed design of the realignment of P15-1 have been done by WSP and are available for further information and details.

The purpose of this traffic impact assessment is to illustrate the impact of the realignment of road P15-1 on mobility and safety on the surrounding road network and possible mitigation of the anticipated traffic impact as a result of the realignment of road P15-1 and road D1110.

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## 1.2 SUBMISSION AND APPROVAL

This traffic impact assessment report will be subject to approval by the relevant authority listed below:

- Mpumalanga Department of Public Works, Roads and Transport (MDPWRT).

# 2 DATA COLLECTION

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## 2.1 DATA COLLECTION

The following data and information was used in the preparation of this report:

- Traffic count survey done by Messrs Unitraf (June 2017);
  - Letter of comments for the “*Exxaro Belfast Mine Rezoning and Related Roads Matters*” from SANRAL (June 2017);
  - “*Proposed Alignment of D1110, D383 and P15-1 – Option 7*” road network layout drawing prepared by Messrs WSP (August 2017); and
  - Exxaro Belfast mine latent development trips obtained from ITS Engineers (July 2017).
- 

## 2.2 TRAFFIC COUNT DATA

The 13-hour traffic count survey was done on a Thursday, 22 June 2017 at the following key intersections (see **Figure 1.1**):

- N4/P15-1 (4-legged, priority controlled); and
- P15-1/D383 (T-intersection, stop controlled on D383 approach).

Traffic volumes from the following two (2) intersections were interpolated from the intersections of N4/P15-1 and P15-1/D383:

- P15-1/Access road to Wonderfontein mass control site (T-intersection, stop controlled on Wonderfontein mass control site access road approach); and
- N4/D1110/filling station access road (4-legged, priority controlled).

The existing 2017 weekday morning (AM) and afternoon (PM) peak hour traffic volumes are shown in **Figures 2.1** and **2.2**, respectively.

# 3 PLANNED P15-1 REALIGNMENT LOCATION AND SURROUNDING ROAD NETWORK

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## 3.1 P15-1 REALIGNMENT LOCATION

The proposed realignment of P15-1 will be situated between the existing N4 freeway alignment and just after Morelig Combined School to the south, where it will reconnect to its current alignment. The realignment will lie somewhere between its current alignment and road D1110 (see **Figure 1.1** and **Drawing C0007**).

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## 3.2 EXISTING SURROUNDING ROAD NETWORK

The following existing roads are regarded as relevant to this study:

- **N4 Freeway:** This road falls under the jurisdiction of the South African National Roads Agency and TRAC as the concessionaire, and can be classified as a Class R1 principal arterial road that generally follows a north-east/west alignment. The road is a dual carriageway road in both directions separated by a physical median island.

The road intersects with P15-1 to the north-west of the Wonderfontein mass control site to form a four-legged priority controlled intersection with stop controls on P15-1 approaches.

Traffic volumes on this road at its intersection with P15-1 are in the order of **784** ( $\pm 20\%$  heavy vehicles) and **1 105** ( $\pm 16\%$  heavy vehicles) vehicles per hour (total for both directions) during typical weekday morning and afternoon peak hours, respectively.

- **P15-1:** This road falls under the jurisdiction of the Mpumalanga Department of Public Works, Roads and Transport, and can be classified as a Class R2 major arterial road that generally follows a north/south alignment. The road is a single carriageway road in both directions with dedicated turning lanes at its intersection with some of the roads.

The road intersects with the N4 freeway to the north-west of the Wonderfontein mass control site to form a four-legged priority controlled intersection with stop controls on its approaches.

Traffic volumes on this road at its intersection with the N4 freeway are in the order of **129** ( $\pm 36\%$  heavy vehicles) and **200** ( $\pm 22\%$  heavy vehicles) vehicles per hour (total for both directions) during typical weekday morning and afternoon peak hours, respectively.

- **D383:** This road falls under the jurisdiction of the Mpumalanga Department of Public Works, Roads and Transport, and can be classified as a Class R2 major arterial road that generally follows a north-east/south alignment. The road is a single carriageway road in both directions.

The road intersects with P15-1 to the south of the Wonderfontein mass control site to form a priority controlled T-intersection with a stop control on its approach.

Traffic volumes on this road at its intersection with P15-1 are in the order of **148** ( $\pm 48\%$  heavy vehicles) and **157** ( $\pm 38\%$  heavy vehicles) vehicles per hour (total for both directions) during typical weekday morning and afternoon peak hours, respectively.

**D1110**: This road falls under the jurisdiction of the Emalahleni Local Municipality (ELM), and can be classified as a Class R3 minor arterial road that generally follows a north-west/south-east alignment. The road is a gravel road and intersects with the N4 freeway to the north-east of the Wonderfontein mass control site to form a four-legged priority controlled intersection with stop controls on its approaches.

Its north-western approach at its intersection with the N4 freeway provides access to an existing filling station.

# 4 TRAFFIC VOLUMES AND LATENT RIGHTS

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## 4.1 EXISTING TRAFFIC VOLUMES

The 13-hour traffic count survey was done on a Thursday, 22 June 2017 at the following key intersections (see **Figure 1.1**):

- N4/P15-1 (4-legged, priority controlled); and
- P15-1/D383 (T-intersection, stop controlled on D383 approach).

Traffic volumes from the following two (2) intersections were interpolated from the intersections of N4/P15-1 and P15-1/D383:

- P15-1/Access road to Wonderfontein mass control site (T-intersection, stop controlled on Wonderfontein mass control site access road approach); and
- N4/filling station access road/D1110 (4-legged, priority controlled).

Common peak hours were determined (the busiest hours) for the AM and PM periods and were found to be:

- Weekday AM peak hour **08:00 – 09:00**
- Weekday PM peak hour **15:15 – 16:15**

The 2017 weekday morning and afternoon peak hour traffic volumes are shown in **Figures 2.1** and **2.2**, respectively.

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## 4.2 LATENT RIGHTS

Latent developments are situated within the study area. The following latent development was considered within the study area:

- Exxaro Belfast Mine expansion.

A traffic impact assessment for the subject latent development was undertaken by ITS in July 2017.

The weekday morning and afternoon peak hour latent development trips are shown in **Figures 4.1** and **4.2**, respectively.

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## 4.3 PROJECTED FUTURE TRAFFIC VOLUMES

The existing 2017 weekday morning and afternoon peak hour traffic volumes (see **Figures 2.1** and **2.2**, respectively) were thus subjected to a **3%** annual growth rate over a period of five (5) years to a future 2022 horizon year. The annual growth rate applied is in line with an average growth area as illustrated in **Table 1.1** of the Committee of Transport Officials' (COTO) "TMH 17 - South African Trip Data Manual, Version 1.01, September 2013" (TMH 17).

The Exxaro Belfast Mine expansion latent development trips were added to the 2022 peak hour traffic volumes to obtain the 2022 projected future peak hour background traffic volumes.

The weekday morning and afternoon 2022 projected future peak hour background traffic volumes are shown in **Figures 4.3** and **4.4**, respectively.

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## 4.4 REROUTED TRAFFIC VOLUMES

As a result of the proposed realignment of P15-1 and the planned realignment of D1110 to intersect with the realignment of P15-1, some of the traffic volumes will be rerouted.

The weekday morning and afternoon 2022 projected future rerouted peak hour background traffic volumes (including latent development trips) are shown in **Figures 4.5** and **4.6**, respectively.

# 5 TRAFFIC IMPACT AND CAPACITY ANALYSIS

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In order to determine the expected traffic impact as a result of the proposed P15-1 realignment, capacity analyses were carried out using *SIDRA Intersection 7.0* traffic engineering software program.

The following key and planned intersections were analysed:

- N4/P15-1 (4-legged, priority controlled);
- N4/D1110/filling station access road (4-legged, priority controlled);
- P15-1 realignment/D1110 realignment (new T-intersection, priority controlled); and
- P15-1 realignment/D383 (new T-intersection, priority controlled).

The following scenario was analysed for the key and planned intersections:

- 2022 projected future peak hour rerouted background traffic volumes (as per **Figures 4.5** and **4.6**).

The intersections' capacity analysis results are shown in **Table 5.1**. Detailed capacity analysis results are included in **Appendix A**.



**Table 5.1 2022 Projected Future Rerouted Background Traffic Volumes Summary of Capacity Analysis Results**

INTERSECTION			APPROACHES							
			WEEKDAY AM PEAK HOUR				WEEKDAY PM PEAK HOUR			
			S	E	N	W	S	E	N	W
4-LEGGED (PRIORITY CONTROLLED)	N4/P15-1 REALIGNMENT	V/C ratio	0.091	0.085	0.217	0.199	0.157	0.120	0.278	0.252
		LOS	N/A	C	N/A	C	N/A	C	N/A	C
		Ave Delay (sec/veh)	0.8	24.3	2.5	16.3	0.5	21.9	2.5	16.8
<b>Concluding Remarks</b>		Some of the movements on the eastern and western approaches (i.e. P15-1 approaches) will still operate at unacceptable LOS (LOS > D) with the proposed upgrades, but will operate better than its current configuration during the PM peak hour.								
4-LEGGED (PRIORITY CONTROLLED)	N4/D1110/FILLING STATION ACCESS ROAD	V/C ratio	0.150	0.017	0.205	0.022	0.268	0.113	0.251	0.035
		LOS	N/A	C	N/A	B	N/A	F	N/A	D
		Ave Delay (sec/veh)	0.1	22.4	0.2	14.8	0.1	58.3	0.3	27.9
<b>Concluding Remarks</b>		The eastern approach and the through movement on the western approach (i.e. D1110 and filling station access road approaches, respectively) will still operate at unacceptable LOS (LOS > D) with the proposed upgrade, but will operate better than its current configuration during the PM peak hour.								
T-INTERSECTION (PRIORITY CONTROLLED)	P15-1 REALIGNMENT/ D383	V/C ratio	0.034	0.050	-	0.109	0.058	0.070	-	0.115
		LOS	A	N/A	-	N/A	A	N/A	-	N/A
		Ave Delay (sec/veh)	9.1	0.9	-	3.5	8.8	0.7	-	2.2
<b>Concluding Remarks</b>		The intersection will operate satisfactorily with the proposed configuration during both the weekday AM and PM peak hours.								

Legend:

V/C ratio = Volume to capacity ratio

LOS = Level of Service

N/A = Intersection LOS and major road approach LOS values are not applicable for two-way sign control since the average intersection delay is not a good LOS measure for priority controlled intersections due to zero delays associated with major roads.

**Table 5.1 Continued**

INTERSECTION			APPROACHES							
			WEEKDAY AM PEAK HOUR				WEEKDAY PM PEAK HOUR			
			S	E	N	W	S	E	N	W
<b>T-INTERSECTION (PRIORITY CONTROLLED)</b>	P15-1 REALIGNMENT/ D1110 REALIGNMENT	V/C ratio	-	0.043	0.008	0.058	-	0.062	0.013	0.080
		LOS	-	N/A	B	N/A	-	N/A	B	N/A
		Ave Delay (sec/veh)	-	0.1	10.1	1.2	-	0.0	10.6	0.6
<b>Concluding Remarks</b>		The intersection will operate satisfactorily with the proposed configuration during both the weekday AM and PM peak hours.								

*Legend:*

*V/C ratio = Volume to capacity ratio*

*LOS = Level of Service*

*N/A = Intersection LOS and major road approach LOS values are not applicable for two-way sign control since the average intersection delay is not a good LOS measure for priority controlled intersections due to zero delays associated with major roads.*

The capacity analyses results show that the two (2) new intersections will operate satisfactorily with the proposed configurations and control measures (i.e. priority control).

The two (2) existing intersections will experience delay problems with the proposed upgrades, but will operate better than their current configurations with the proposed upgrades.

# 6 INTERSECTION UPGRADES AND CONFIGURATIONS

## 6.1 GENERAL

It is noted that the intersections of N4/P15-1 realignment and N4/D1110/filling station access road require upgrades to mitigate the impact of the 2022 background traffic volumes.

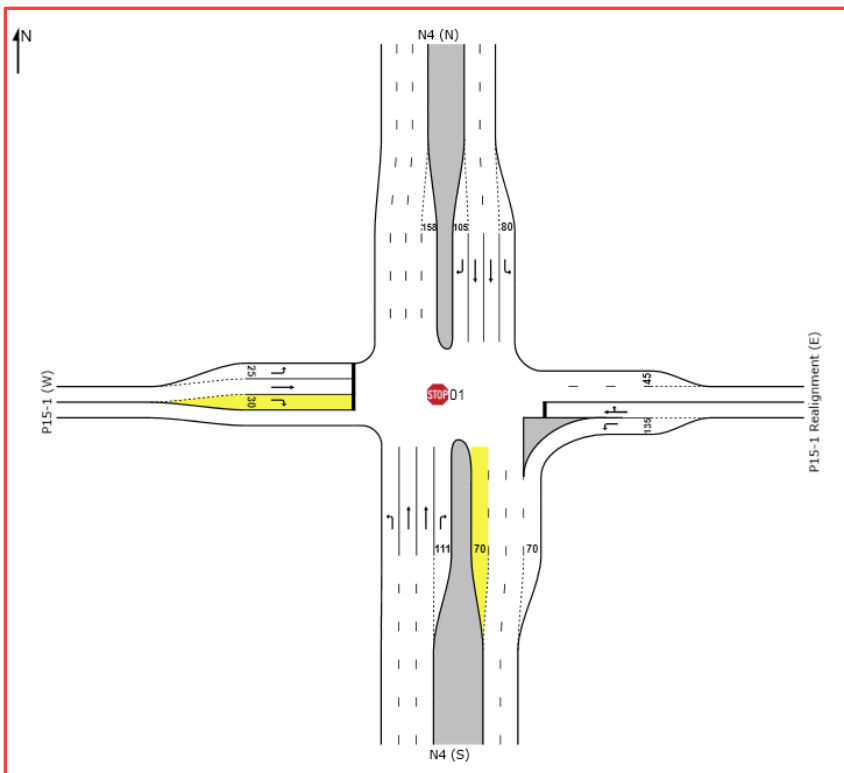
It should be noted that the proposed upgrades will be required as a result of traffic growth to a future 2022 horizon year.

## 6.2 INTERSECTION UPGRADES AND CONFIGURATIONS

Based on the rerouted background traffic volumes as a result of the planned P15-1 realignment and road D1110 realignment during the peak hours, and the capacity analyses results, the following proposed intersection upgrades and configurations will be required:

- **N4/P15-1 (4-legged, priority controlled)**
  - The western approach requires dedicated through and right turning lanes.
  - A portion of the median island on the southern approach should be converted to a short exit lane to provide storage for vehicles turning right from P15-1's western approach.

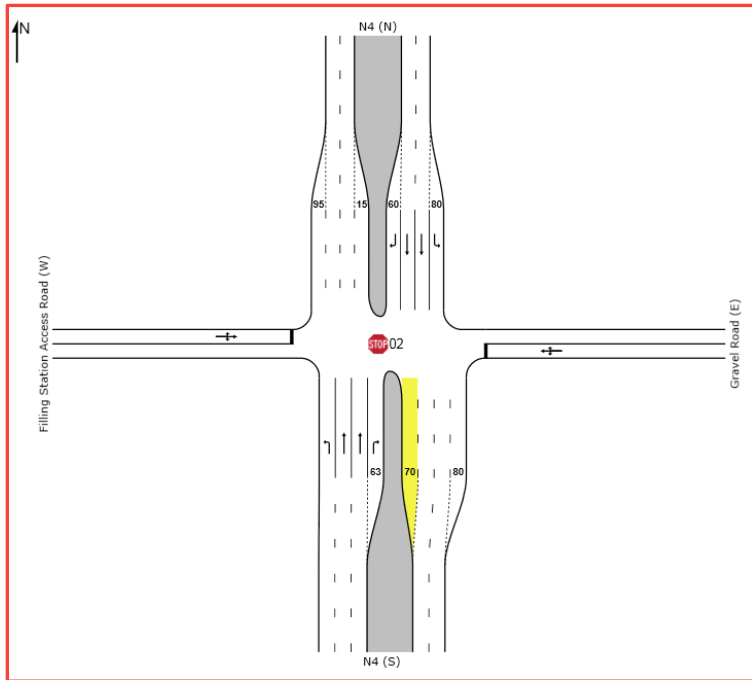
The intersection configuration with the proposed upgrades is schematically depicted below.



- **N4/D1110/filling station access road (4-legged, priority controlled)**

- A portion of the median island on the southern approach should be converted to a short exit lane to provide storage for vehicles turning right from the filling station’s access road approach (i.e. western approach).

The intersection configuration with the proposed upgrade is schematically depicted below.

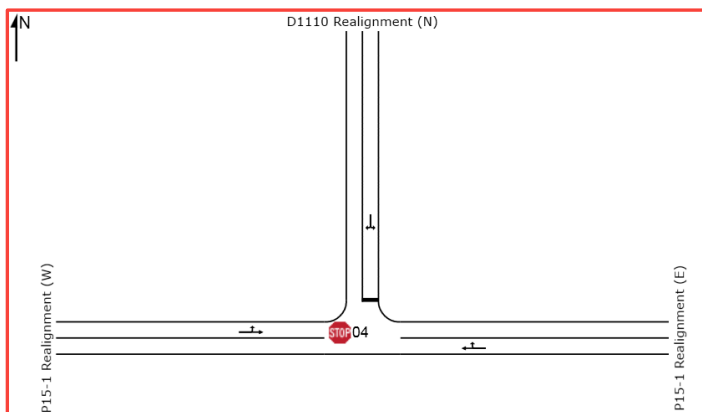


- **P15-1 realignment/D1110 realignment (new T-intersection, priority controlled)**

The new intersection’s configuration is proposed to be as follows:

- The eastern and western approaches (i.e. P15-1 realignment approaches) will require shared lanes with priority on its approaches and single exit lanes.
- The northern approach (i.e. D1110 realignment approach) will require a shared lane with a stop control measure and single exit lane.

The proposed intersection configuration is schematically depicted below.

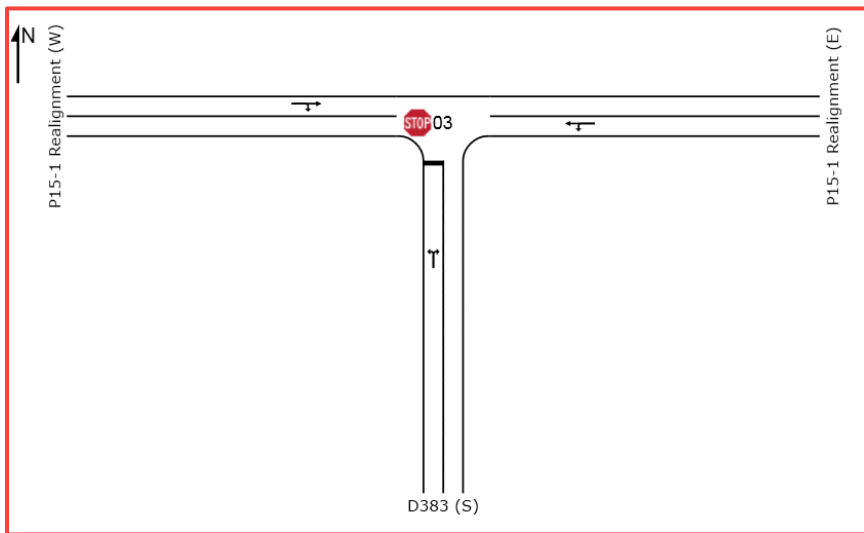


– **P15-1 realignment/D383 (new T-intersection, priority controlled)**

The new intersection's configuration is proposed to be as follows:

- The eastern and western approaches (i.e. P15-1 realignment approaches) will require shared lanes with priority on its approaches and single exit lanes.
- The southern approach (i.e. D383 approach) will require a shared lane with a stop control measure and a single exit lane.

The proposed intersection configuration is schematically depicted below.



# 7 SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

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Based on the contents of this document, the following key conclusions and recommendations are relevant:

- This traffic impact assessment pertains to the planned realignment of road P15-1 as a result of the planned Glencore Wonderfontein mine expansion located in Wonderfontein, Mpumalanga.
- It is envisaged that the mine will be developed in 2023 to the south-west of the realignment of P15-1. The Exxaro Belfast mine expansion was taken into account as a latent development.
- The proposed realignment of road P15-1 will be between the N4 freeway and just to the south of Morelig Combined School.
- As part of the short to medium term planning of the realignment of road P15-1, road D383 will be extended to the east from its intersection with the current P15-1 alignment to intersect with P15-1 realignment, and road D1110 will be realigned to the south-west direction to intersect with the P15-1 realignment. The realignment of D1110 will be done by Exxaro for the expansion of their Belfast mine in two (2) years' time.
- The long term planning by SANRAL and TRAC to construct an interchange to the south of the current N4 freeway alignment has been taken into account during the design process of the realignment of P15-1. Various meetings in 2017 between SANRAL, TRAC, MDPWRT, Exxaro, Glencore and WSP took place to agree on the most appropriate alignment solutions.
- As a result of the planned realignment of P15-1 and the proposed realignment of D1110, some of the background traffic volumes will be rerouted.
- From the analysis carried out, it was found that the impact of the rerouted background traffic volumes on the surrounding road network can be mitigated by means of existing intersection improvements and proposed new intersection configurations as summarised in **Section 6** of the report.

From traffic and transportation engineering point of view, the proposed intersection upgrades and configurations are regarded as feasible, and are therefore recommended to be constructed to the design standards of the Mpumalanga Department of Public Works, Roads and Transport.

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- WSP Group Africa (Pty) Ltd. August 2017. “*Proposed Realignment of D1110, D383 and P15-1 – Option 7*” Drawing No. C0007, Pretoria, South Africa.

# FIGURES

**FIGURE 1.1: LOCALITY PLAN**

**FIGURE 2.1: EXISTING 2017 WEEKDAY MORNING (AM) PEAK HOUR TRAFFIC VOLUMES**

**FIGURE 2.2: EXISTING 2017 WEEKDAY AFTERNOON (PM) PEAK HOUR TRAFFIC VOLUMES**

**FIGURE 4.1: EXXARO BELFAST MINE EXPANSION WEEKDAY MORNING (AM) PEAK HOUR LATENT DEVELOPMENT TRIPS**

**FIGURE 4.2: EXXARO BELFAST MINE EXPANSION WEEKDAY AFTERNOON (PM) PEAK HOUR LATENT DEVELOPMENT TRIPS**

**FIGURE 4.3: PROJECTED FUTURE 2022 WEEKDAY MORNING (AM) PEAK HOUR BACKGROUND TRAFFIC VOLUMES (INCLUDING LATENT TRIPS)**

**FIGURE 4.4: PROJECTED FUTURE 2022 WEEKDAY AFTERNOON (PM) PEAK HOUR BACKGROUND TRAFFIC VOLUMES (INCLUDING LATENT TRIPS)**

**FIGURE 4.5: PROJECTED FUTURE 2022 WEEKDAY MORNING (AM) PEAK HOUR REROUTED BACKGROUND TRAFFIC VOLUMES (INCLUDING LATENT TRIPS)**

**FIGURE 4.6: PROJECTED FUTURE 2022 WEEKDAY AFTERNOON (PM) PEAK HOUR REROUTED BACKGROUND TRAFFIC VOLUMES (INCLUDING LATENT TRIPS)**





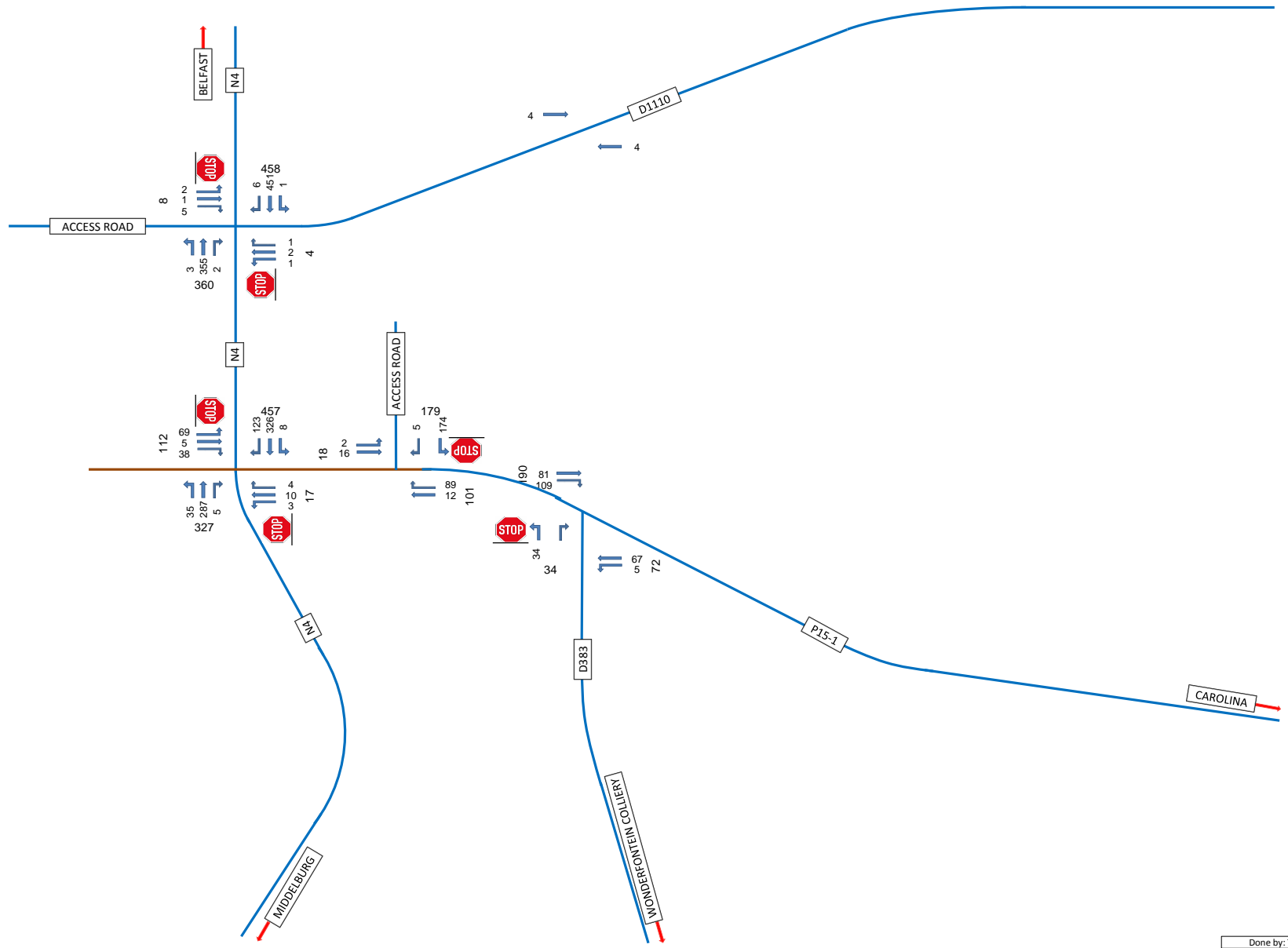
22115\_Wonderfontein Provincial Road P15-1\_1.1



Project:  
**WONDERFONTEIN PROVINCIAL ROAD P15-1**

Figure Description:  
**LOCALITY PLAN**

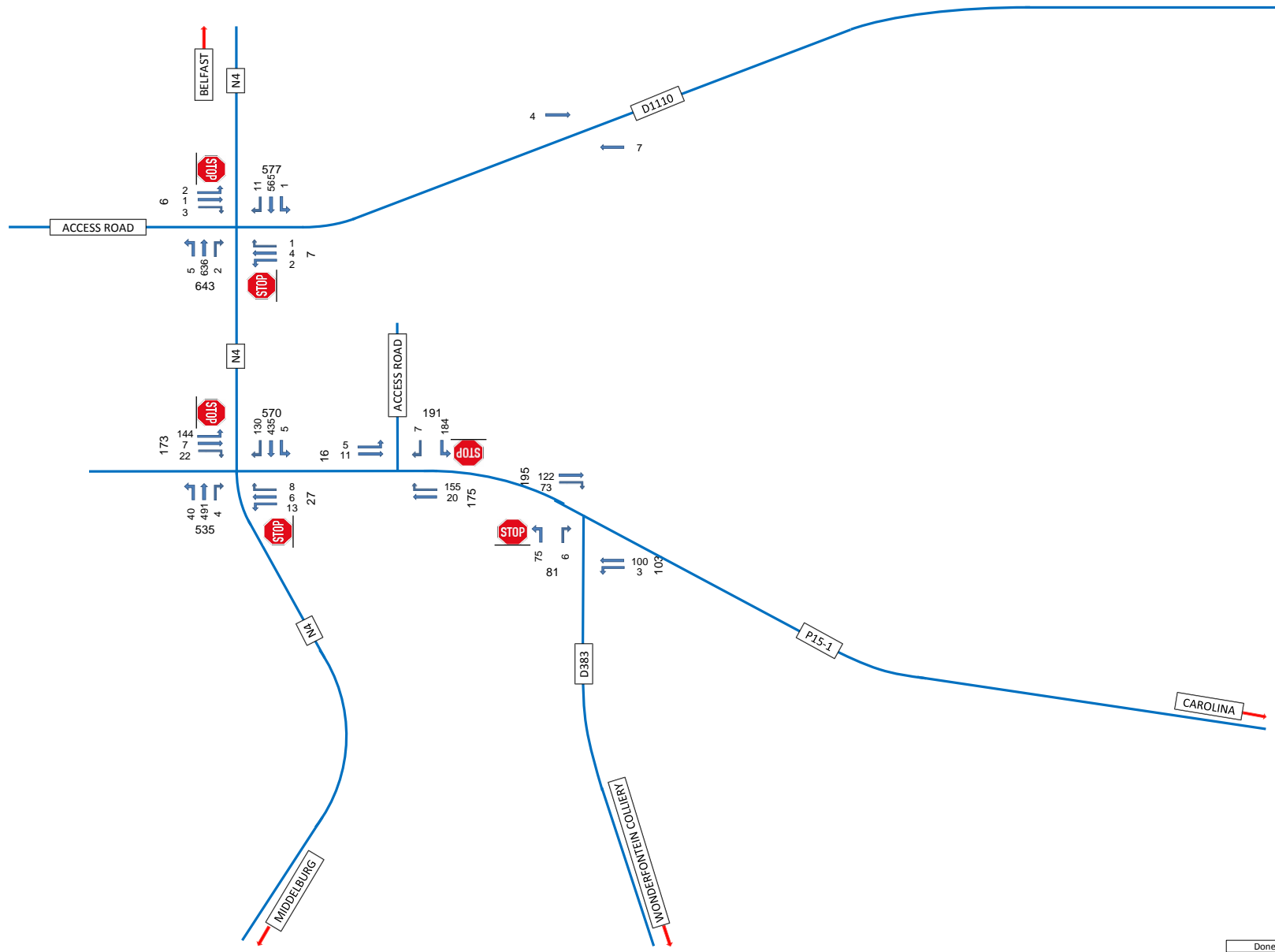
No.  
**1.1**



Done by: T.L. Mamabolo  
 Checked by: E. Kotze Pr. Tech. Eng.



Project: <b>WONDERFONTEIN PROVINCIAL ROAD P15-1</b>	Project No: <b>22115</b>	Figure Description: <b>EXISTING 2017 WEEKDAY MORNING (AM) PEAK HOUR TRAFFIC VOLUMES</b>	Figure No: <b>2.1</b>
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Done by: T.L. Mamabolo  
 Checked by: E. Kotze Pr. Tech. Eng.

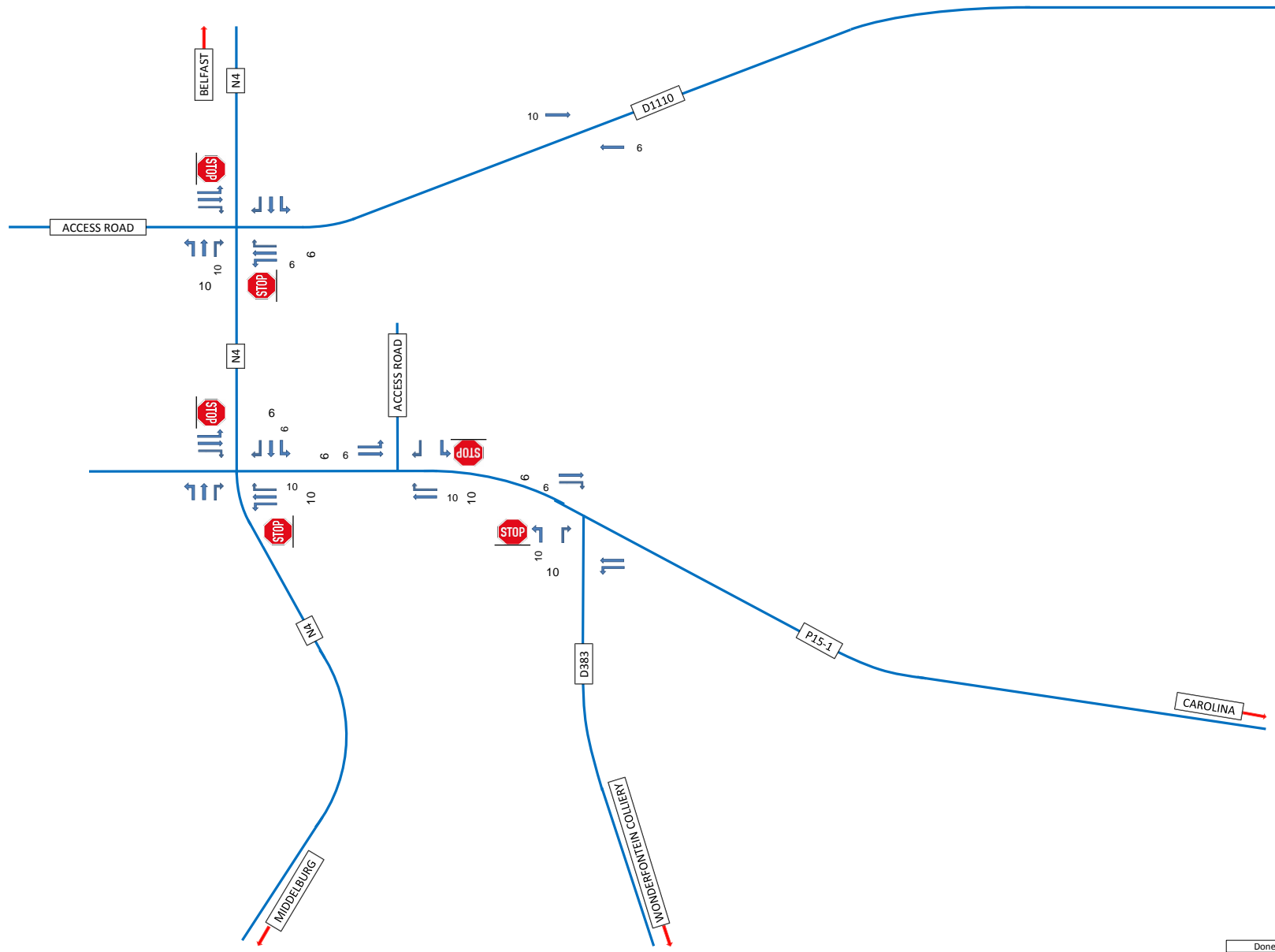


Project: **WONDERFONTEIN PROVINCIAL ROAD P15-1**

Project No: **22115**

Figure Description: **EXISTING 2017 WEEKDAY AFTERNOON (PM) PEAK HOUR TRAFFIC VOLUMES**

Figure No: **2.2**



**LEGEND**

- Stop-controlled

Done by: T.L. Mamabolo  
 Checked by: E. Kotze Pr. Tech. Eng.

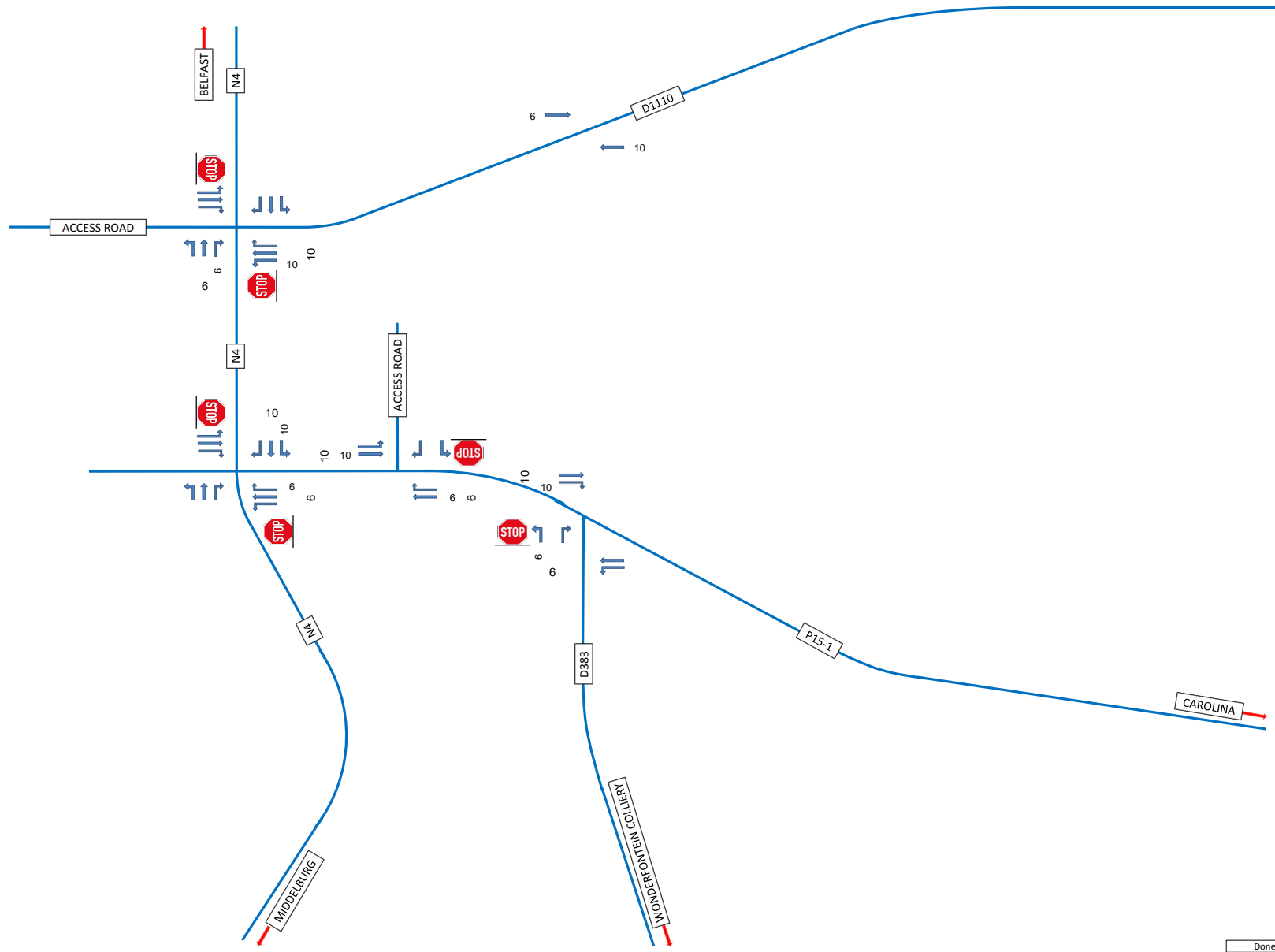


Project: **WONDERFONTEIN PROVINCIAL ROAD P15-1**

Project No: **22115**

Figure Description: **EXXARO BELFAST MINE EXPANSION WEEKDAY MORNING (AM) PEAK HOUR LATENT DEVELOPMENT TRIPS**

Figure No: **4.1**



**LEGEND**

- Stop-controlled

Done by: T.L. Mamabolo  
 Checked by: E. Kotze Pr. Tech. Eng.

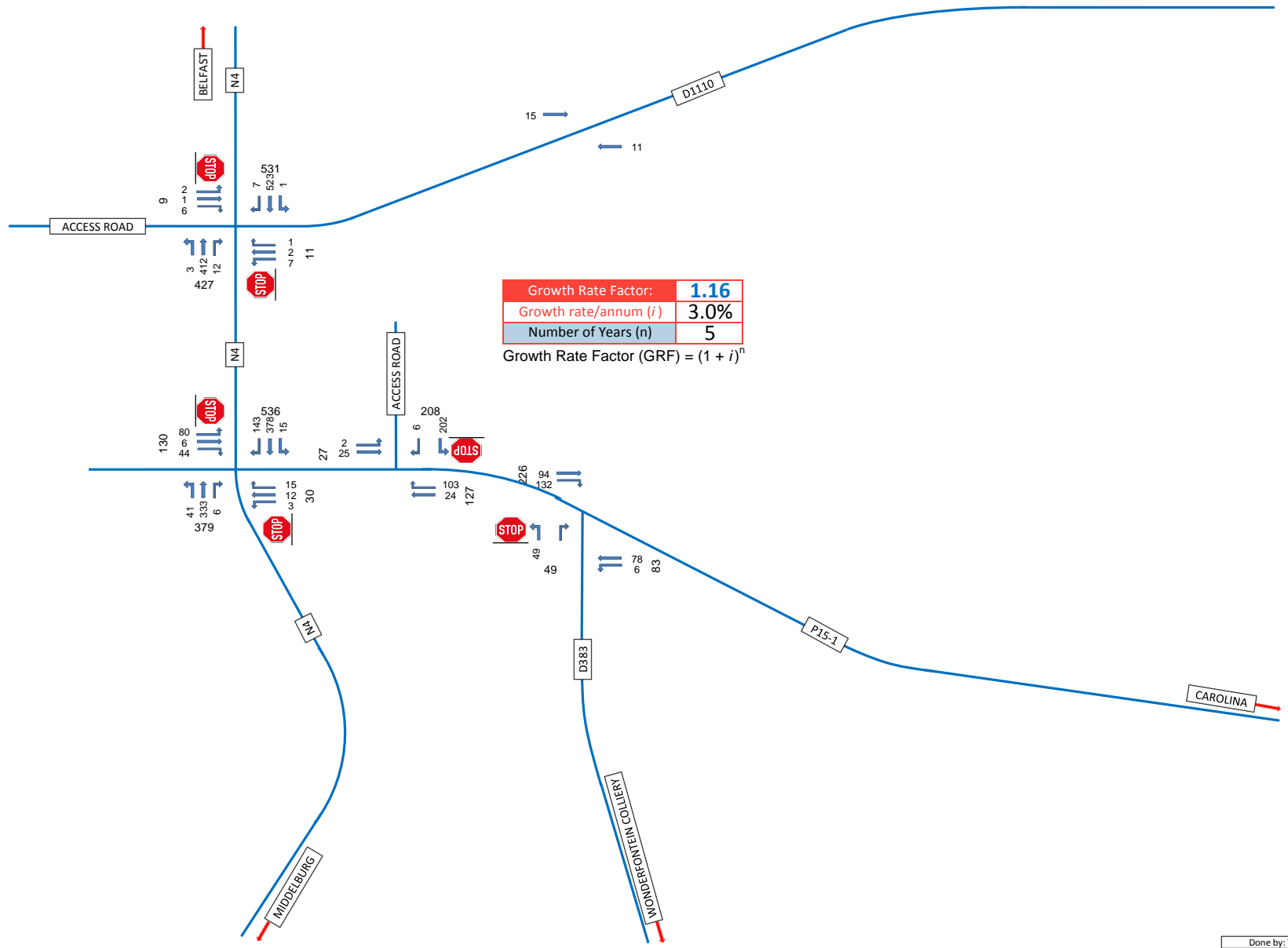


Project: **WONDERFONTEIN PROVINCIAL ROAD P15-1**

Project No: **22115**

Figure Description: **EXXARO BELFAST MINE EXPANSION WEEKDAY AFTERNOON (PM) PEAK HOUR LATENT DEVELOPMENT TRIPS**

Figure No: **4.2**



Growth Rate Factor:	1.16
Growth rate/annum (i)	3.0%
Number of Years (n)	5

Growth Rate Factor (GRF) =  $(1 + i)^n$

**LEGEND**

- Stop-controlled

Done by: T.L. Mamabolo  
 Checked by: E. Kotze Pr. Tech. Eng.

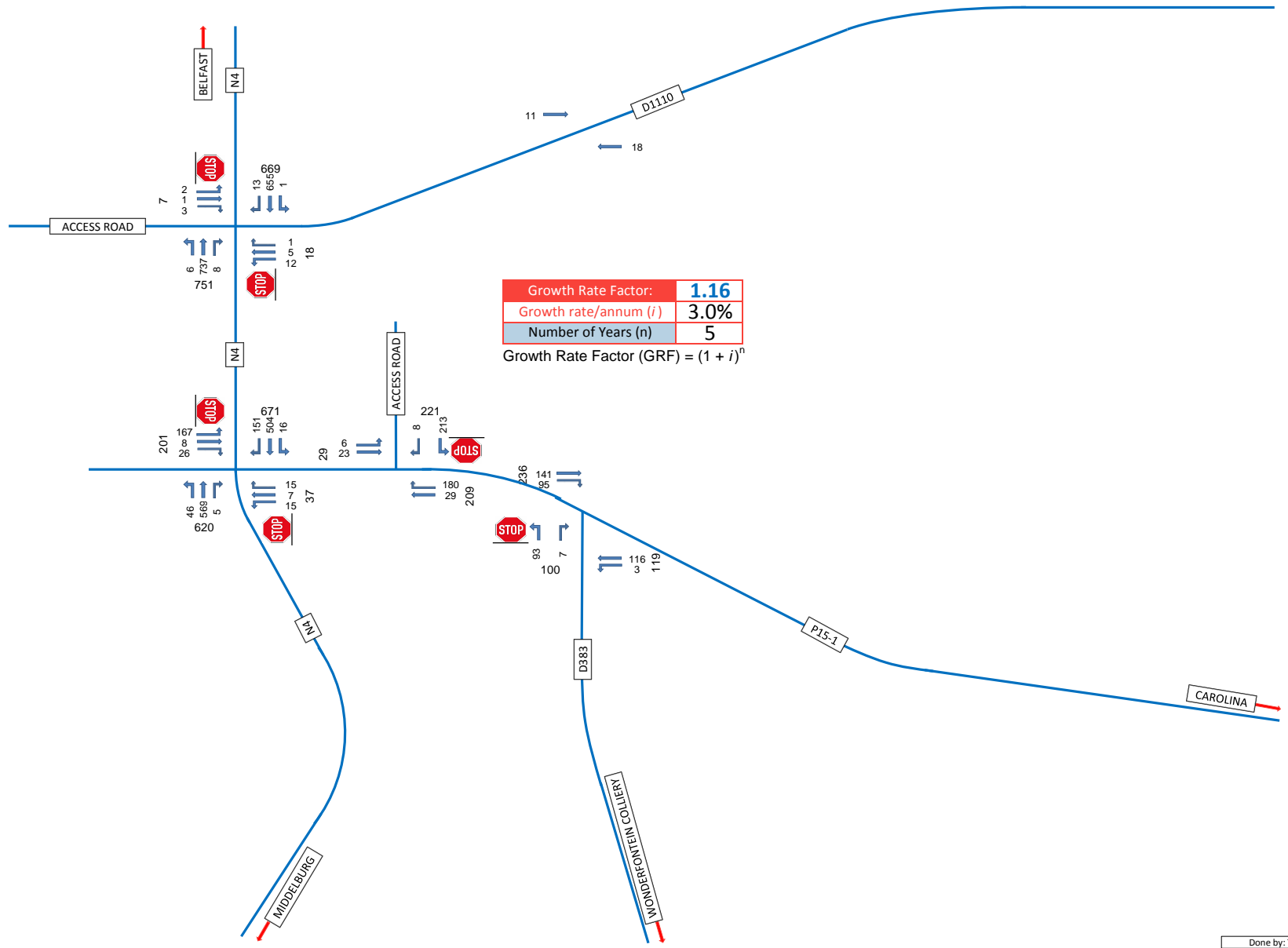


Project: **WONDERFONTEIN PROVINCIAL ROAD P15-1**

Project No: **22115**

Figure Description: **PROJECTED FUTURE 2022 WEEKDAY MORNING (AM) PEAK HOUR BACKGROUND TRAFFIC VOLUMES (INCLUDING LATENT TRIPS)**


Figure No: **4.3**



Growth Rate Factor:	1.16
Growth rate/annum (i)	3.0%
Number of Years (n)	5

Growth Rate Factor (GRF) =  $(1 + i)^n$

**LEGEND**

 - Stop-controlled

Done by: T.L. Mamabolo  
Checked by: E. Kotze Pr. Tech. Eng.

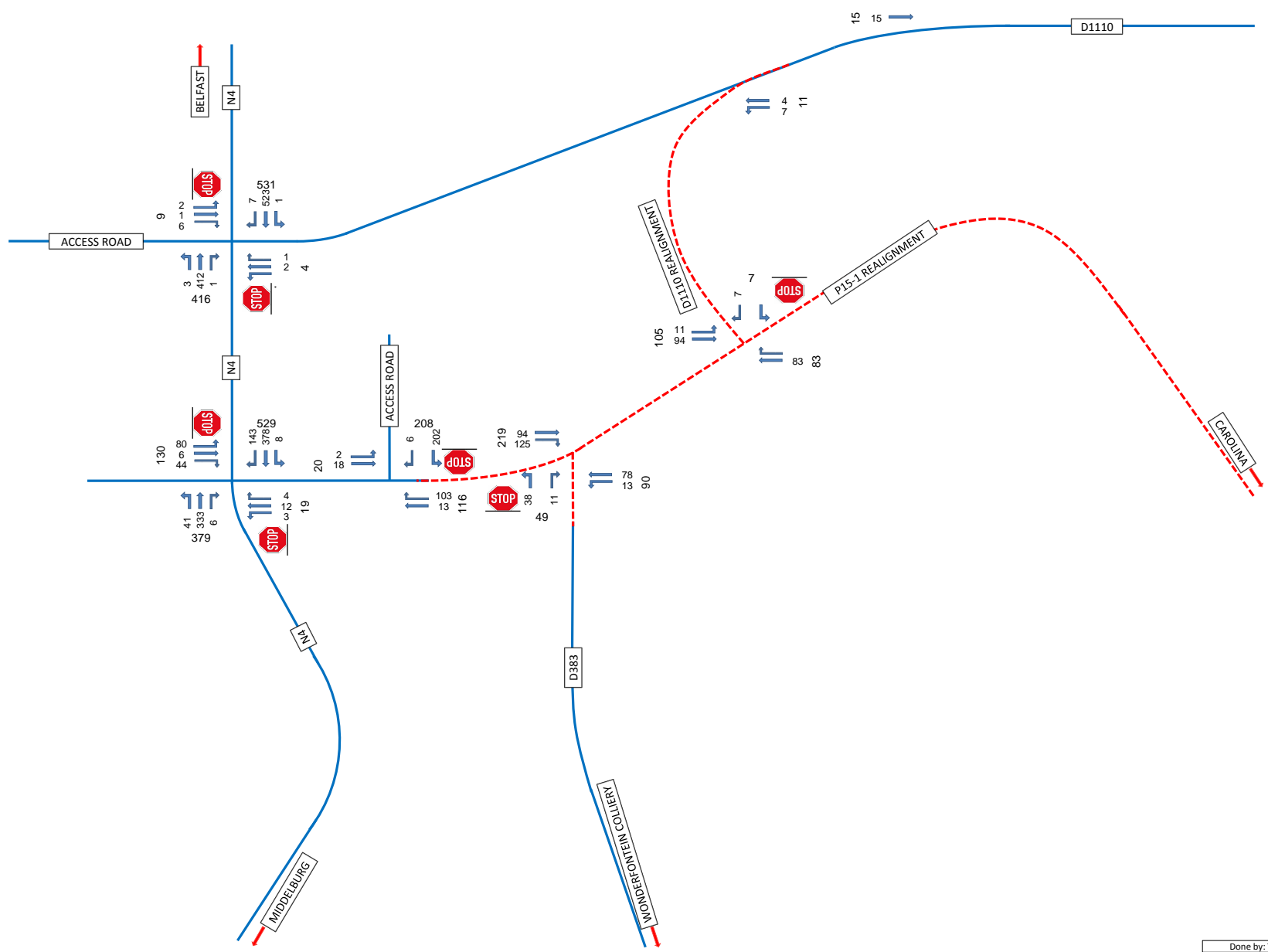


Project: **WONDERFONTEIN PROVINCIAL ROAD P15-1**

Project No: **22115**

Figure Description: **PROJECTED FUTURE 2022 WEEKDAY AFTERNOON (PM) PEAK HOUR BACKGROUND TRAFFIC VOLUMES (INCLUDING LATENT TRIPS)**

Figure No: **4.4**



**LEGEND**

- Stop-controlled

Done by: T.L. Mamabolo  
 Checked by: E. Kotze Pr. Tech. Eng.



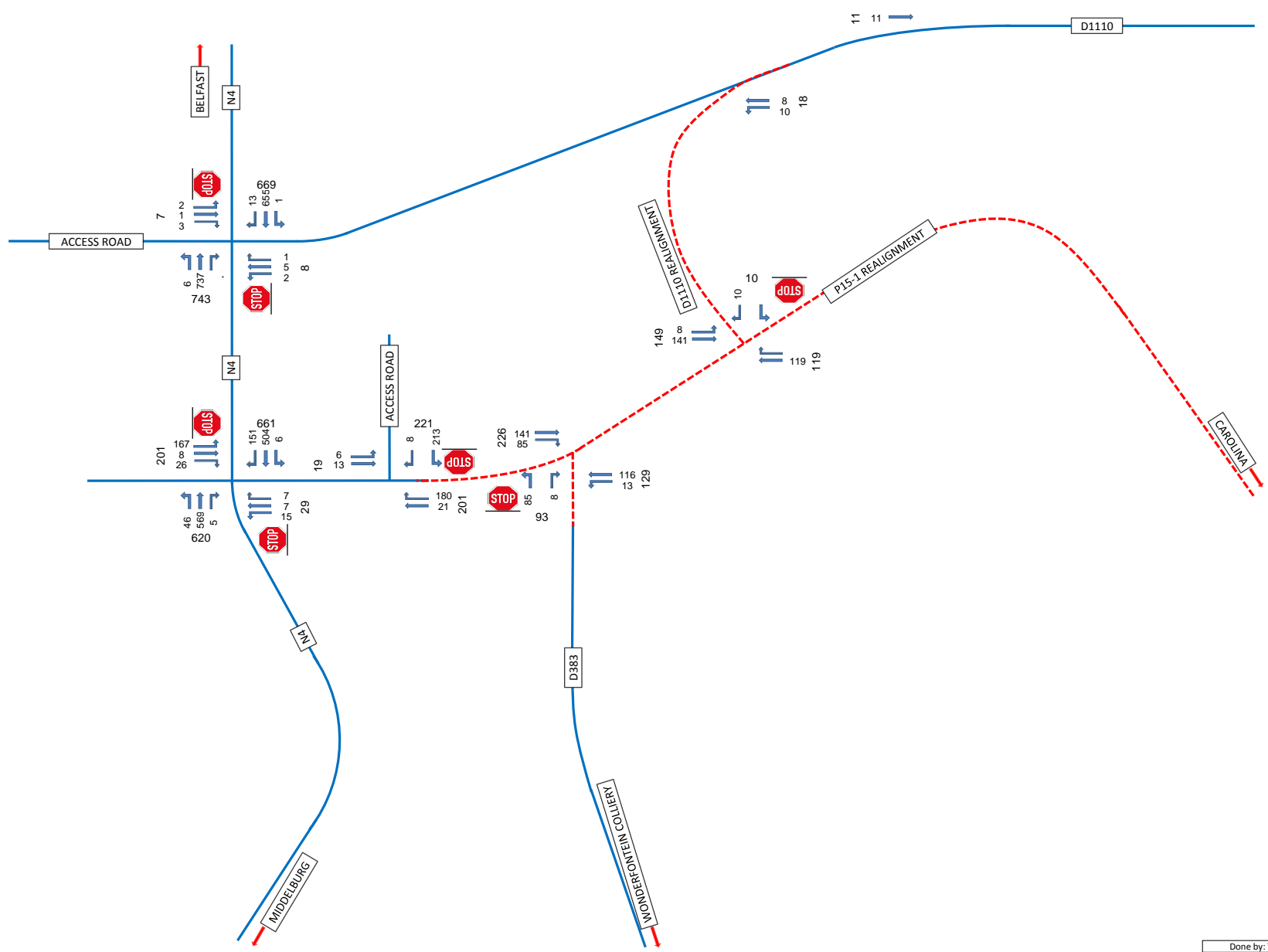
Project: **WONDERFONTEIN PROVINCIAL ROAD P15-1**

Project No: **22115**

Figure Description: **PROJECTED FUTURE 2022 WEEKDAY MORNING (AM) PEAK HOUR REROUTED BACKGROUND TRAFFIC VOLUMES (INCLUDING LATENT TRIPS)**

Figure No: **4.5**





**LEGEND**

- Stop-controlled

Done by: T.L. Mamabolo  
 Checked by: E. Kotze Pr. Tech. Eng.



Project: **WONDERFONTEIN PROVINCIAL ROAD P15-1**

Project No: **22115**

Figure Description: **PROJECTED FUTURE 2022 WEEKDAY AFTERNOON (PM) PEAK HOUR REROUTED BACKGROUND TRAFFIC VOLUMES (INCLUDING LATENT TRIPS)**

Figure No: **4.6**

# DRAWINGS

DRAWING C0007: PROPOSED ALIGNMENT OF D1110, D383 AND P15-1

LEGEND	
PROPOSED RESPONSIBILITY	
IMMEDIATE SHORT TERM	
SHORT/MEDIUM TERM	
MEDIUM TERM	
LONG TERM (SANRAL/TRAC)	
EXISTING ROAD	



AS SOON AS THE CONSTRUCTION PLANNING IS IN PLACE FOR SHORT/MEDIUM TERM THE D110 WILL BE CLOSED AT THE M4 INTERSECTION

IMMEDIATE SHORT TERM 2017/2018 EXXARO

LONG TERM (SANRAL/TRAC)

MEDIUM TERM

SHORT - MEDIUM TERM EXXARO

WONDERFONTEIN  
No. 428-JS

REV	DATE	BY	DESCRIPTION	CHK	APP
A	-	-	INITIAL ISSUE	-	-

A signed version of construction drawings are available in electronic format at the WSP office of origin as well as at the WSP office of issue.

DRAWING STATUS: FOR INFORMATION

**wsp**

WSP Group Africa (Pty) Ltd  
Commercial Civils  
314 Glenwood Road, Lynnwood Park, Pretoria, 0081  
Postal Suite 287, Private Bag 4025, Lynnwood Ridge, 0040  
Tel: +27(0)12-762-0200 Fax: +27(0)12-762-1301 www.wsp.com

CLIENT: -

ARCHITECT: -

PROJECT:  
RE-ALIGNMENT OF PROVINCIAL ROAD P15-1 AT WONDERFONTEIN

TITLE:  
PROPOSED ALIGNMENT OF D110, D383 AND P15-1-OPTION 7

SCALE @ A0:	CHECKED:	APPROVED:
1:3500	E. KOTZE	E. KOTZE
DESIGN:	DATE:	DATE:
A. KRAFFT	A. KRAFFT	2017/08/07
PROJECT No:	DRAWING No:	REV:
22115	C0007	A

# APPENDICES

## APPENDIX A: SIDRA 7.0 DETAILED CAPACITY ANALYSIS RESULTS

# ***APPENDIX A***

## ***SIDRA 7.0 DETAILED CAPACITY ANALYSIS RESULTS***

# MOVEMENT SUMMARY

**STOP** Site: 01 [2022 AM Peak Background Traffic Volumes]

N4/P15-1 Realignment Intersection  
 Projected Future 2022 AM Peak Hour Background Traffic Volumes  
 Proposed Configuration  
 Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Prop. Queued Distance m	Effective Stop Rate per veh	Average Speed km/h	
<b>South: N4 (S)</b>											
1	L2	41	46.3	0.029	6.1	LOS A	0.0	0.0	0.00	0.57	55.5
2	T1	333	13.2	0.091	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
3	R2	6	0.0	0.008	7.3	LOS A	0.0	0.2	0.37	0.58	56.2
Approach		380	16.6	0.091	0.8	NA	0.0	0.2	0.01	0.07	59.4
<b>East: P15-1 Realignment (E)</b>											
4	L2	3	0.0	0.002	5.6	LOS A	0.0	0.0	0.00	0.53	57.3
5	T1	12	8.3	0.085	28.2	LOS D	0.3	2.0	0.81	1.00	49.1
6	R2	4	0.0	0.085	26.7	LOS D	0.3	2.0	0.81	1.00	49.1
Approach		19	5.3	0.085	24.3	LOS C	0.3	2.0	0.68	0.93	50.3
<b>North: N4 (N)</b>											
7	L2	8	0.0	0.004	5.5	LOS A	0.0	0.0	0.00	0.58	56.6
8	T1	378	13.5	0.105	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
9	R2	143	30.1	0.217	8.7	LOS A	0.7	6.4	0.45	0.72	55.1
Approach		529	17.8	0.217	2.5	NA	0.7	6.4	0.12	0.20	58.5
<b>West: P15-1 (W)</b>											
10	L2	80	16.3	0.069	9.7	LOS A	0.3	2.8	0.36	0.85	55.0
11	T1	6	33.3	0.041	34.4	LOS D	0.1	1.2	0.83	1.00	46.9
12	R2	44	68.2	0.199	25.7	LOS D	0.7	7.5	0.71	1.03	49.5
Approach		130	34.6	0.199	16.3	LOS C	0.7	7.5	0.50	0.92	52.6
All Vehicles		1058	19.2	0.217	3.9	NA	0.7	7.5	0.14	0.26	57.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

**STOP** Site: 01 [2022 PM Peak Background Traffic Volumes]

N4/P15-1 Realignment Intersection  
 Projected Future 2022 PM Peak Hour Background Traffic Volumes  
 Proposed Configuration  
 Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
<b>South: N4 (S)</b>											
1	L2	46	30.4	0.030	5.9	LOS A	0.0	0.0	0.00	0.57	55.9
2	T1	569	14.8	0.157	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
3	R2	5	20.0	0.008	8.8	LOS A	0.0	0.2	0.45	0.63	55.3
Approach		620	16.0	0.157	0.5	NA	0.0	0.2	0.00	0.05	59.6
<b>East: P15-1 Realignment (E)</b>											
4	L2	15	6.7	0.008	5.7	LOS A	0.0	0.0	0.00	0.53	57.2
5	T1	7	14.3	0.120	56.5	LOS F	0.4	2.7	0.88	1.00	45.6
6	R2	7	0.0	0.120	21.9	LOS C	0.4	2.7	0.88	1.00	45.7
Approach		29	6.9	0.120	21.9	LOS C	0.4	2.7	0.42	0.75	51.0
<b>North: N4 (N)</b>											
7	L2	6	0.0	0.003	5.5	LOS A	0.0	0.0	0.00	0.58	56.6
8	T1	504	10.5	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
9	R2	151	13.9	0.278	10.8	LOS B	1.0	8.0	0.58	0.84	54.5
Approach		661	11.2	0.278	2.5	NA	1.0	8.0	0.13	0.20	58.6
<b>West: P15-1 (W)</b>											
10	L2	167	11.4	0.166	10.6	LOS B	0.9	6.6	0.50	0.88	54.8
11	T1	8	0.0	0.076	43.5	LOS E	0.2	1.6	0.90	1.00	44.6
12	R2	26	80.8	0.252	48.5	LOS E	0.8	9.6	0.87	1.04	42.9
Approach		201	19.9	0.252	16.8	LOS C	0.9	9.6	0.56	0.90	52.5
All Vehicles		1511	14.2	0.278	4.0	NA	1.0	9.6	0.14	0.24	57.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

**STOP** Site: 02 [2022 AM Peak Background Traffic Volumes]

N4/D1110/Filling Station Access Road Intersection  
 Projected Future 2022 AM Peak Hour Background Traffic Volumes  
 Existing Configuration  
 Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
<b>South: N4 (S)</b>											
1	L2	3	33.3	0.002	5.9	LOS A	0.0	0.0	0.00	0.57	55.8
2	T1	412	13.6	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
3	R2	1	0.0	0.001	8.1	LOS A	0.0	0.0	0.44	0.58	55.8
Approach		416	13.7	0.150	0.1	NA	0.0	0.0	0.00	0.01	59.9
<b>East: D1110 (E)</b>											
4	L2	1	0.0	0.017	8.8	LOS A	0.1	0.4	0.65	0.90	50.5
5	T1	2	0.0	0.017	27.3	LOS D	0.1	0.4	0.65	0.90	50.9
6	R2	1	0.0	0.017	26.3	LOS D	0.1	0.4	0.65	0.90	50.7
Approach		4	0.0	0.017	22.4	LOS C	0.1	0.4	0.65	0.90	50.8
<b>North: N4 (N)</b>											
7	L2	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	56.6
8	T1	523	14.3	0.205	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
9	R2	7	28.6	0.011	8.4	LOS A	0.0	0.3	0.42	0.62	55.1
Approach		531	14.5	0.205	0.2	NA	0.0	0.3	0.01	0.01	59.9
<b>West: Filling Station Access Road (W)</b>											
10	L2	2	0.0	0.022	8.7	LOS A	0.1	0.6	0.47	0.89	53.4
11	T1	1	0.0	0.022	27.7	LOS D	0.1	0.6	0.47	0.89	53.8
12	R2	6	16.7	0.022	14.7	LOS B	0.1	0.6	0.47	0.89	53.3
Approach		9	11.1	0.022	14.8	LOS B	0.1	0.6	0.47	0.89	53.4
All Vehicles		960	14.1	0.205	0.4	NA	0.1	0.6	0.01	0.02	59.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



# MOVEMENT SUMMARY

**STOP** Site: 02 [2022 PM Peak Background Traffic Volumes]

N4/D1110/Filling Station Access Road Intersection  
 Projected Future 2022 PM Peak Hour Background Traffic Volumes  
 Existing Configuration  
 Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
<b>South: N4 (S)</b>												
1	L2	6	33.3	0.004	5.9	LOS A	0.0	0.0	0.00	0.57	55.8	
2	T1	737	12.9	0.268	0.1	LOS A	0.0	0.0	0.00	0.00	59.9	
3	R2	1	0.0	0.002	9.1	LOS A	0.0	0.0	0.51	0.61	55.4	
Approach		744	13.0	0.268	0.1	NA	0.0	0.0	0.00	0.01	59.9	
<b>East: D1110 (E)</b>												
4	L2	2	0.0	0.113	9.0	LOS A	0.3	2.5	0.87	0.90	40.7	
5	T1	5	20.0	0.113	86.2	LOS F	0.3	2.5	0.87	0.90	40.7	
6	R2	1	0.0	0.113	17.9	LOS C	0.3	2.5	0.87	0.90	40.8	
Approach		8	12.5	0.113	58.3	LOS F	0.3	2.5	0.87	0.90	40.7	
<b>North: N4 (N)</b>												
7	L2	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	56.6	
8	T1	655	10.5	0.251	0.0	LOS A	0.0	0.0	0.00	0.00	59.9	
9	R2	13	38.5	0.037	13.2	LOS B	0.1	1.0	0.64	0.84	53.0	
Approach		669	11.1	0.251	0.3	NA	0.1	1.0	0.01	0.02	59.8	
<b>West: Filling Station Access Road (W)</b>												
10	L2	2	0.0	0.035	9.3	LOS A	0.1	0.8	0.73	0.88	49.0	
11	T1	1	0.0	0.035	61.0	LOS F	0.1	0.8	0.73	0.88	49.3	
12	R2	3	33.3	0.035	29.2	LOS D	0.1	0.8	0.73	0.88	48.6	
Approach		6	16.7	0.035	27.9	LOS D	0.1	0.8	0.73	0.88	48.9	
All Vehicles		1427	12.1	0.268	0.6	NA	0.3	2.5	0.01	0.02	59.6	

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

**STOP** Site: 03 [2022 AM Peak Background Traffic Volumes]

P15-1 Realignment/D383 Intersection  
 Projected Future 2022 AM Peak Hour Background Traffic Volumes  
 Proposed Configuration  
 Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
South: D383 (S)												
1	L2	38	0.0	0.034	8.3	LOS A	0.1	0.6	0.19	0.91	54.2	
3	R2	11	100.0	0.034	11.0	LOS B	0.1	0.6	0.19	0.91	54.0	
Approach		49	22.4	0.034	9.1	LOS A	0.1	0.6	0.19	0.91	54.1	
East: P15-1 Realignment (E)												
4	L2	13	53.8	0.050	6.2	LOS A	0.0	0.0	0.00	0.08	57.6	
5	T1	78	0.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.08	59.7	
Approach		91	7.7	0.050	0.9	NA	0.0	0.0	0.00	0.08	59.3	
West: P15-1 Realignment (W)												
11	T1	94	0.0	0.109	0.1	LOS A	0.2	1.2	0.15	0.33	57.6	
12	R2	125	0.0	0.109	5.6	LOS A	0.2	1.2	0.15	0.33	56.2	
Approach		219	0.0	0.109	3.3	NA	0.2	1.2	0.15	0.33	56.8	
All Vehicles		359	5.0	0.109	3.4	NA	0.2	1.2	0.12	0.35	57.0	

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

**STOP** Site: 03 [2022 PM Peak Background Traffic Volumes]

P15-1 Realignment/D383 Intersection  
 Projected Future 2022 PM Peak Hour Background Traffic Volumes  
 Proposed Configuration  
 Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Prop. of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
<b>South: D383 (S)</b>											
1	L2	85	0.0	0.058	8.4	LOS A	0.1	1.0	0.26	0.86	54.2
3	R2	8	100.0	0.058	11.4	LOS B	0.1	1.0	0.26	0.86	54.0
Approach		93	8.6	0.058	8.8	LOS A	0.1	1.0	0.26	0.86	54.2
<b>East: P15-1 Realignment (E)</b>											
4	L2	13	76.9	0.070	6.4	LOS A	0.0	0.0	0.00	0.06	57.1
5	T1	116	0.0	0.070	0.0	LOS A	0.0	0.0	0.00	0.06	59.9
Approach		129	7.8	0.070	0.7	NA	0.0	0.0	0.00	0.06	59.5
<b>West: P15-1 Realignment (W)</b>											
11	T1	141	0.0	0.115	0.1	LOS A	0.1	0.9	0.14	0.22	58.3
12	R2	85	0.0	0.115	5.7	LOS A	0.1	0.9	0.14	0.22	56.9
Approach		226	0.0	0.115	2.2	NA	0.1	0.9	0.14	0.22	57.8
All Vehicles		448	4.0	0.115	3.1	NA	0.1	1.0	0.13	0.31	57.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: WSP GROUP AFRICA (PTY) LTD | Processed: 18 January 2018 12:17:01 PM

Project: Z:\22000\22115 Wonderfontein Provincial Road P15-1\21 CC\03-CALCS\02-Calculations\SIDRA\03 P15-1 Realignment\_D383 (2018.01.18).sip7

# MOVEMENT SUMMARY

**STOP** Site: 04 [2022 AM Peak Background Traffic Volumes]

P15-1 Realignment/D1110 Realignment Intersection  
 Projected Future 2022 AM Peak Hour Background Traffic Volumes  
 Proposed Configuration  
 Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Vehicles	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: P15-1 Realignment (E)											
5	T1	83	0.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.01	59.9
6	R2	1	0.0	0.043	5.6	LOS A	0.0	0.0	0.00	0.01	58.4
Approach		84	0.0	0.043	0.1	NA	0.0	0.0	0.00	0.01	59.9
North: D1110 Realignment (N)											
7	L2	1	0.0	0.008	8.3	LOS A	0.0	0.1	0.24	0.94	54.3
9	R2	7	100.0	0.008	10.3	LOS B	0.0	0.1	0.24	0.94	49.3
Approach		8	87.5	0.008	10.1	LOS B	0.0	0.1	0.24	0.94	50.1
West: P15-1 Realignment (W)											
10	L2	11	100.0	0.058	6.1	LOS A	0.0	0.0	0.00	0.11	55.4
11	T1	94	0.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.11	59.6
Approach		105	10.5	0.058	1.2	NA	0.0	0.0	0.00	0.11	59.3
All Vehicles		197	9.1	0.058	0.8	NA	0.0	0.1	0.01	0.10	59.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

**STOP** Site: 04 [2022 PM Peak Background Traffic Volumes]

P15-1 Realignment/D1110 Realignment Intersection  
 Projected Future 2022 PM Peak Hour Background Traffic Volumes  
 Proposed Configuration  
 Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Vehicles	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
East: P15-1 Realignment (E)												
5	T1	119	0.0	0.062	0.0	LOS A	0.0	0.0	0.00	0.01	60.0	
6	R2	1	0.0	0.062	5.7	LOS A	0.0	0.0	0.00	0.01	58.4	
Approach		120	0.0	0.062	0.0	NA	0.0	0.0	0.00	0.01	59.9	
North: D1110 Realignment (N)												
7	L2	1	0.0	0.013	8.5	LOS A	0.0	0.2	0.31	0.93	54.2	
9	R2	10	100.0	0.013	10.7	LOS B	0.0	0.2	0.31	0.93	49.1	
Approach		11	90.9	0.013	10.6	LOS B	0.0	0.2	0.31	0.93	49.7	
West: P15-1 Realignment (W)												
10	L2	8	100.0	0.080	6.1	LOS A	0.0	0.0	0.00	0.06	55.6	
11	T1	141	0.0	0.080	0.0	LOS A	0.0	0.0	0.00	0.06	59.8	
Approach		149	5.4	0.080	0.6	NA	0.0	0.0	0.00	0.06	59.6	
All Vehicles		280	6.4	0.080	0.6	NA	0.0	0.2	0.01	0.07	59.4	

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

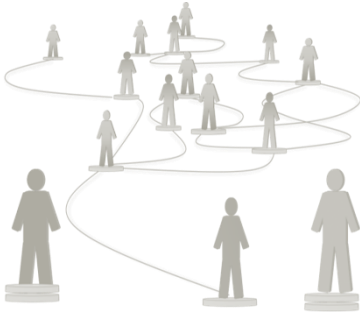
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



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**NAME OF THE  
APPLICANT:**

**Umsimbithi Mining (Pty)  
LTD**

---

**REFERENCE NUMBER:**

**MP 30/5/1/2/2/359 MR**

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**PUBLIC PARTICIPATION REPORT IN SUPPORT FOR  
PROPOSED ROAD DIVERSION**

**March 2020**

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# **APPENDICES**

APPENDIX 1-1: INTERESTED AND AFFECTED PARTY REGISTER

APPENDIX 1-2: NOTIFICATIONS

APPENDIX 1-3: ADVERTISEMENT

APPENDIX 1-4: ON-SITE NOTICE REPORT

APPENDIX 1-5: MEETINGS HELD

APPENDIX 1-6: COMMENTS AND RESPONSE REPORT

APPENDIX 1-7: WRITTEN SUBMISSIONS



# A. PUBLIC PARTICIPATION REPORT

## 1 APPLICANT INFORMATION

<b>Name of Company / Applicant</b>	Umsimbithi Mining (Pty) Limited
<b>Name of the Mine / Production Operation</b>	Wonderfontein Road Diversion Project
<b>Responsible Person</b>	Phillip Venter
<b>Physical Address</b>	Farm Wonderfontein
<b>Postal Address</b>	Suite MW 118, Private Bag X 1838 Middelburg 1050
<b>Cell Number</b>	(084) 556 6590
<b>Telephone Number</b>	(013) 686 3524
<b>E-Mail</b>	<a href="mailto:Phillip.Venter@glencore.co.za">Phillip.Venter@glencore.co.za</a>
<b>Location of the mine or production operation</b>	Wonderfontein Mine, located within the Emakhazeni Local Municipality and the Albert Luthuli Local Municipality Boundaries, and located in the jurisdictional area of the Nkangala District Municipality and the Gert Sibande District Municipality, respectively, is authorised to expand its mining area in order to utilise the coal reserve located in the north-east region of the mining boundary. However, the existing P15-1 road, part of the R33 between Wonderfontein and Carolina, currently crosses over a large portion of the coal reserve, resulting in the sterilisation of the reserve along the alignment of the road.

## **2 INTRODUCTION**

Public participation provides the opportunity for Interested and Affected Parties (IAPs) to participate on an informed basis, and to ensure that their needs and concerns are considered during the impact assessment process. The Public Participation Process is aimed at achieving the following:

- Provide an overview of the baseline conditions to IAPs and authorities
- Provide opportunities for IAPs and the authorities to obtain clear, accurate and understandable information about the expected environmental and socioeconomic impacts of the proposed road diversion;
- Establish a formal platform for the public and communities with the opportunity to voice their concerns and to raise questions regarding the project;
- Utilise the opportunity to formulate ways for reducing or mitigating any negative impacts of the project, and for enhancing its benefits;
- Enable project proponent to consider the needs, preferences and values of IAPs in their decisions; and
- Clear up any misunderstandings about technical issues.

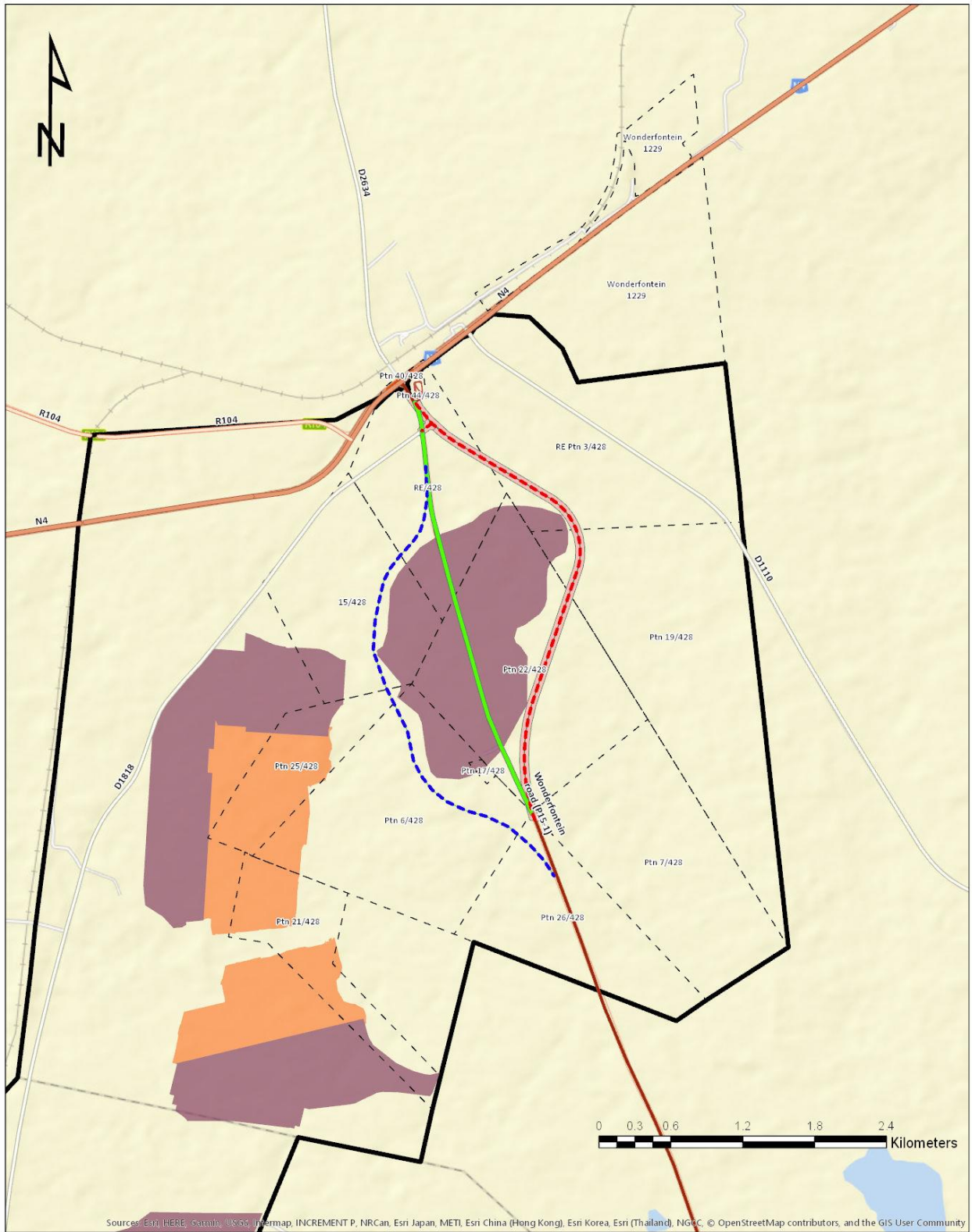
It should be noted that this report is provided with the Road Diversion Application. Comments made through the previous process have been included as far as it is related to impacts.

## **3 BACKGROUND TO THE STAKEHOLDER ENVIRONMENT**

### **3.1 Introduction and Locality**

Umsimbithi Wonderfontein Colliery is located in the Emakhazeni Local Municipality and the Albert Luthuli Local Municipality Boundaries, within the jurisdictional area of the Nkangala District Municipality and the Gert Sibande District Municipality respectively. Umsimbithi Wonderfontein Mine is situated in the Mpumalanga province between Wonderfontein and Carolina.

Wonderfontein Colliery plans to expand the existing mining area to the north east of the existing mine, south of the N4. This expansion will necessitate the realignment of the existing P15-1 road between Wonderfontein and Carolina. Two alternatives have been identified, a western and an eastern option. The eastern diversion is the preferred option and is illustrated in the figure on the next page.



- Affected Road
- District Roads
- National Road
- Provincial Road
- Existing Road
- - - Road Diversion Alternative 1
- - - Road Diversion Alternative 2
- Road to be demolished
- Existing N4 Intersection
- Open Cast (Mined)
- Open Cast (Planned)
- Mining Right Area

Figure 1: Project Locality

### 3.2 Landowner

Property	Portion	Title Deed Landowner	Title Deed
Wonderfontein 428 JS	19	Hoogenoeg Boerdery CC	T11209/1979
Wonderfontein 428 JS	22	Corlouis Boerderye Pty Ltd	T486/2012
Wonderfontein 428 JS	15	Johan Steele Familie Trust	T11252/2013
Wonderfontein 428 JS	25	Umsimbithi Mining Pty Ltd	T13526/2012
Wonderfontein 428 JS	26	Corlouis Boerderye Pty Ltd	T486/2012
Wonderfontein 428 JS	RE	Johan Steele Familie Trust	T11252/2013
Wonderfontein 428 JS	RE 6	Johan Steele Familie Trust	T14013/2009
Wonderfontein 428 JS	RE 7	Corlouis Boerderye Pty Ltd	T486/2012
Wonderfontein 428 JS	RE 3	Anna Catharina van Vreden	T42810/1988

### 3.3 Land Claimants

A request was sent to Department of Rural Development and Land Reform with recognition of receipt of the request on 12 September 2019. No formal reply has been received to date.

### 3.4 Neighbouring Traditional Leadership and Communities

Landowners and their employees are living on the adjacent properties. The Wonderfontein Railway Station is located to the north east of the mine. A community centre, commercial properties and businesses, farm hall, railway line station and grain silos are present in that area. The Môlelig School is located just west of the P15-1, south of the planned road diversion.

The community at Wonderfontein has established the Wonderfontein Community Association that is chaired by Mr. K Mahlangu.

### 3.5 Local Government

Umsimbithi Wonderfontein Colliery is located in the Emakhazeni Local Municipality and the Albert Luthuli Local Municipality Boundaries, within the jurisdictional area of the Nkangala District Municipality and the Gert Sibande District Municipality respectively.

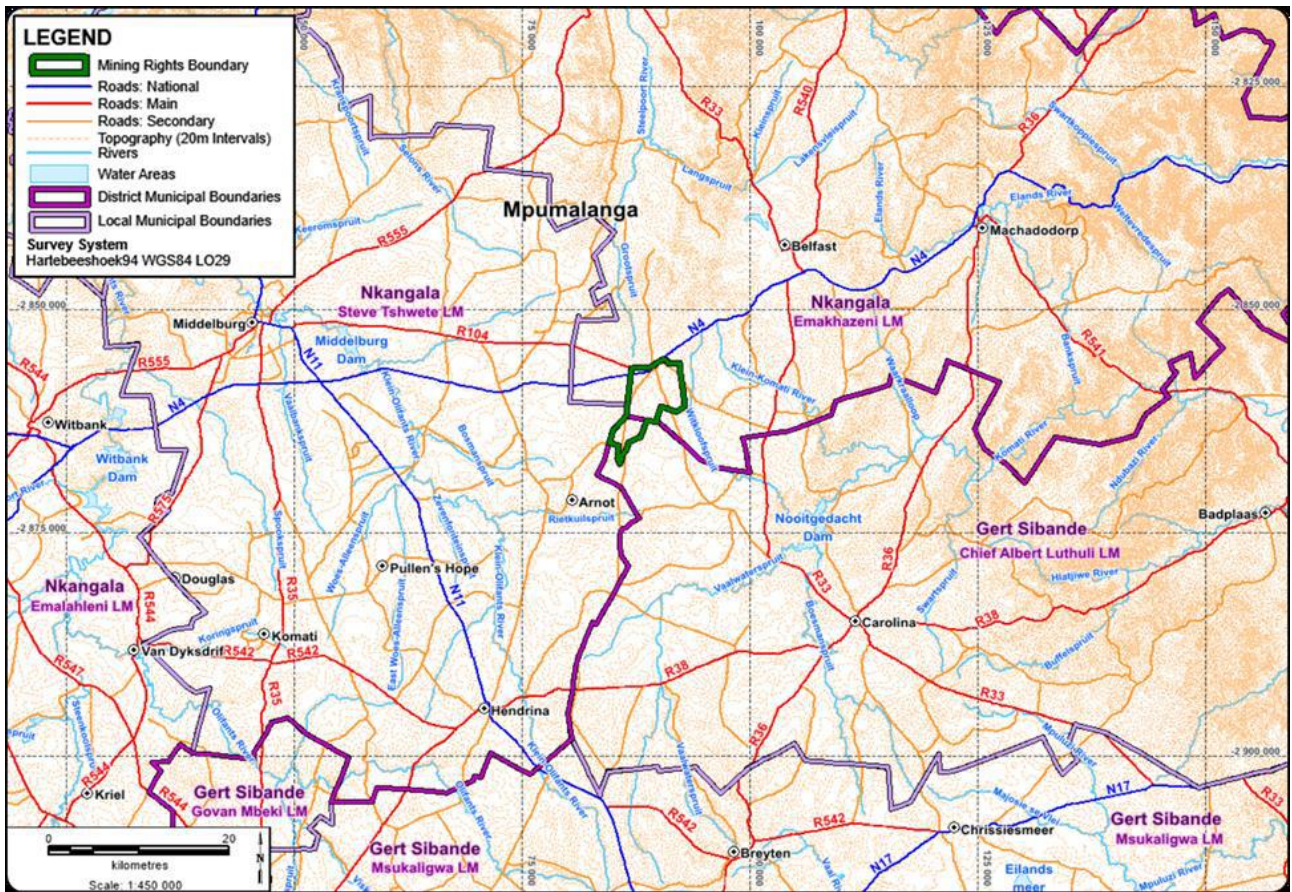


Figure 2: Municipal boundaries

### 3.6 Relevant National and Provincial Authorities

The following Government Departments are included in the Interested and Affected Party Register due to their relevancy to the project:

- Mpumalanga Department of Mineral Resources
- Mpumalanga Department of Rural Development and Land Reform: Regional Land Claims Commission
- Mpumalanga Tourism and Parks Agency
- Mpumalanga Department of Roads and Transport (DRT)
- Department of Agriculture Forestry & Fisheries (DAFF)
- Department of Water & Sanitation (DWS)
- Emakhazeni Local Municipality
- Albert Luthuli Local Municipality
- Gert Sibande District Municipality
- Nkangala District Municipality

Additional Authorities and Agencies included in the IAP register are:

- Business Associations

- Inkomati Usuthu Catchment Management Agency

### 3.7 Adjacent Affected Landowners and Parties

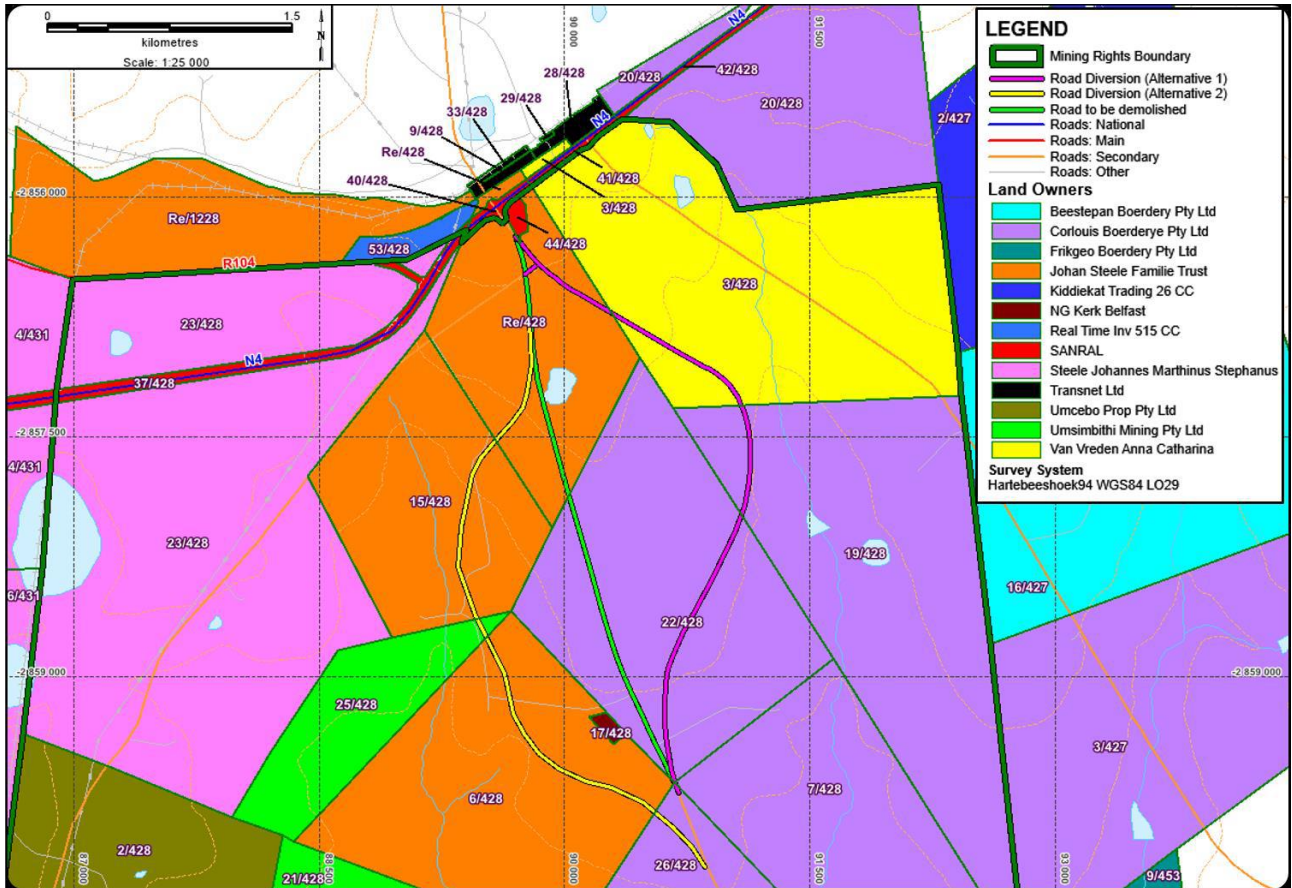


Figure 3: Neighbouring Landowners

The adjacent properties are currently utilised for agricultural and mining activities. The landowners of the properties are available in the I&AP list attached as Appendix 1-1.

## 4 PUBLIC PARTICIPATION PROCESS

The following diagram indicate the process and the steps to follow.

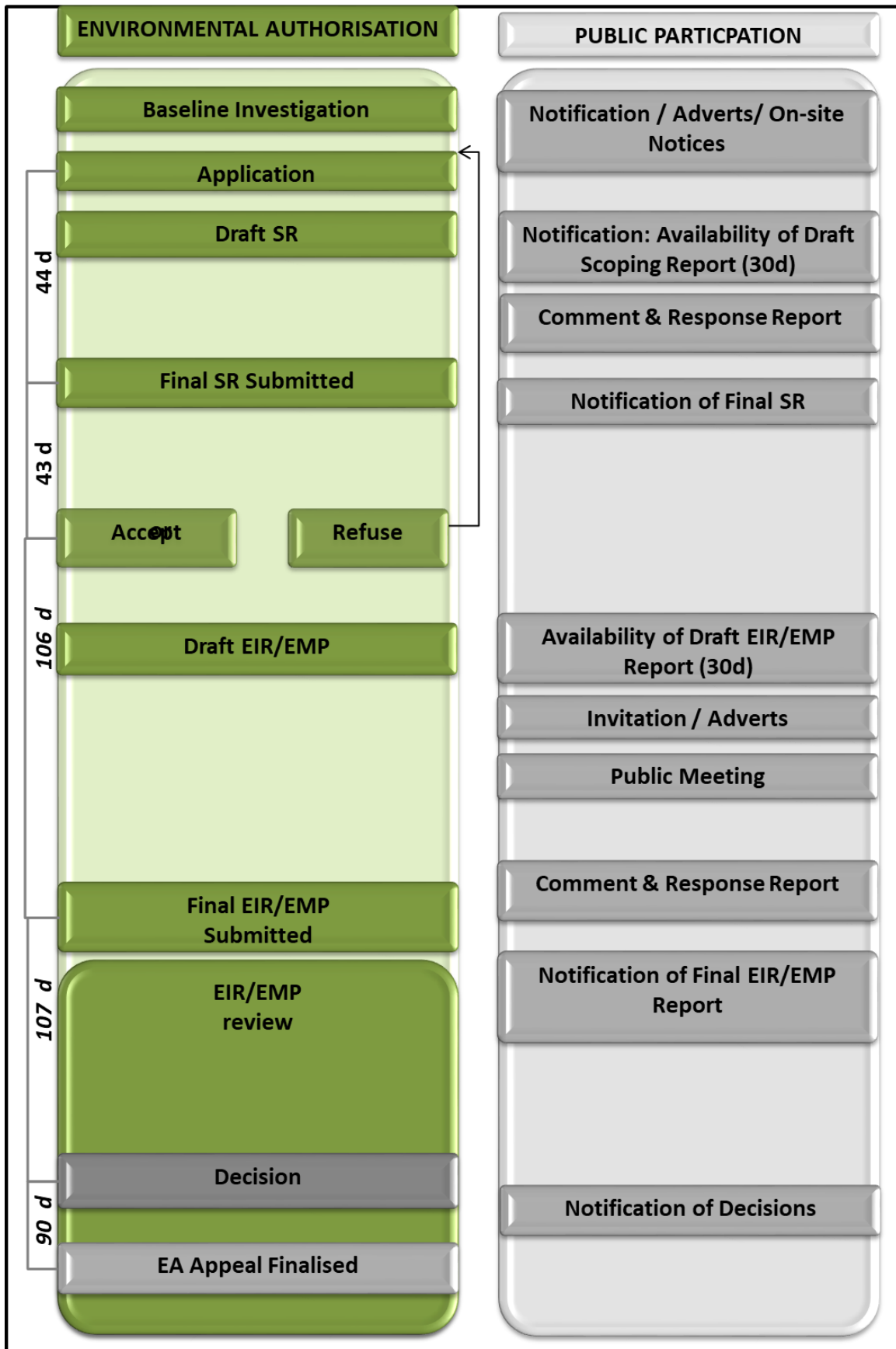


Figure 4: Public Participation Process



## 5 RESULTS OF THE PUBLIC PARTICIPATION PROCESS

### 5.1 Register of Interested and Affected Parties (IAPs)

A preliminary list of potential interested and affected parties was compiled during August – September 2019. The register includes all relevant Government Departments and other agencies, landowner, neighbouring landowners, communities and Environmental Interest groups / NGO's.

The I&AP register will be maintained and updated throughout the process as required by the National Environmental Management Act, and EIA Regulations, 2014. Please refer to Appendix 1-1 for a copy of the I&AP Register.

### 5.2 Written Notice of the Application

The following written notifications were sent before and in the announcement of the project and application:

- A Background Information Documents including information on the availability of the Draft Scoping Report (Appendix 1-2)

*Table 1: Notification table*

Stakeholder Group	Interested & Affected Party	Method of Notification	Date of Notification
Organs of State	All relevant Authorities contained in the Authority Register	Background Information Documents and notification of the availability of the Draft Scoping Report e-mailed	9 Sept 2019
Municipalities	All District and Local Municipalities as contained in the I&AP Register	Background Information Documents and notification of the availability of the Draft Scoping Report e-mailed	9 Sept 2019
Landowner, Lawful Occupier, Community	All landowners identified as contained in the Property Register	Background Information Documents and notification of the availability of the Draft Scoping Report e-mailed	9 Sept 2019
	Traditional Authorities / Leaders	Not applicable	
	Communities	Advertisement placed Middelburg Observer	13 Sept 2019
Other Interested and Affected Parties	Environmental NGO's / Conservation Organisations	Advertisement placed / Background Information Documents and notification of the availability of the Draft Scoping Report e-mailed	9 Sept 2019
	Other, as registered	Advertisement placed / Background Information Documents and notification of the availability of the Draft Scoping Report e-mailed	9 Sept 2019

The Background Information Document and Announcement of the availability of the Draft Scoping Report was sent to all I&As and contained the following information:

- Details of the proposed application which is subjected to public participation
- Explanation of the proposed project's nature, location and planned activity
- Stating the required regulated processes in terms of the relevant legislation

- Stating where further information on the application can be obtained
- Stating how a person can become involved / register as an Interested and Affected Party

### 5.3 Advertisements

The following advertisements (Appendix 1-3) were placed for announcing the project and application:

*Table 2: Advertisement Table*

Type of Media	Name of Media	Distribution	Date of placement
Newspaper	Middelburg Observer	Mpumalanga Province	13 September 2019

### 5.4 On-site Notifications

An on-site notification (Appendix 1-5) was placed for announcing the project and application:

*Table 3: On-site notices table*

Location of Notice	Name of Location	Coordinate Placement	of	Date of placement
Activity Boundary	Next to road at proposed diversion	25°48'50.5"S 29°53'42.3"E		9 Sept 2019

### 5.5 Availability of Project Documentation

The following documents were made available throughout the process:

*Table 4: Public Documents table*

Document	Timeframe	Date of Availability	Date of Comment Closure
Background Information Document	Application Phase	9 September 2019	
Draft Scoping Report	Scoping Phase	9 September 2019	10 October 2019

### 5.6 I&AP Engagements and Meetings

The following Engagements have been held and records are attached as follows:

- Background Information Documents and notification of the availability of the Draft Scoping Report (Appendix 1-2)
- Pre-application meetings held, minutes of these meetings are attached (Appendix 1-5)
- Comments received during the Pre-application Phase, Application Announcement Phase and Scoping Phase, to date as contained in the Comments and Response Report attached (Appendix 1-6)
- Written submissions received on the above notifications and meetings (Appendix 1-7)

*Table 5: Engagement session table*

<b>Party</b>	<b>Type of Engagement</b>	<b>Date of Engagement</b>
<b>AFFECTED PARTIES</b>		
<b>Landowners</b>		
Project Landowners	Background Information Documents and notification of the availability of the Draft Scoping Report	9 September 2019
Lawful occupier/s of the land	Background Information Documents and notification of the availability of the Draft Scoping Report	9 September 2019
<b>Municipality</b>		
Ward Councillors	Background Information Documents and notification of the availability of the Draft Scoping Report	9 September 2019
Local Municipality	Background Information Documents and notification of the availability of the Draft Scoping Report	9 September 2019
District Municipality	Background Information Documents and notification of the availability of the Draft Scoping Report	9 September 2019
<b>Organs of State</b>		
Department of Mineral Resources	Background Information Documents and notification of the availability of the Draft Scoping Report	9 September 2019
Department of Rural Development and Land Reform	Background Information Documents and notification of the availability of the Draft Scoping Report	9 September 2019
Mpumalanga Tourism and Parks Agency	Background Information Documents and notification of the availability of the Draft Scoping Report	9 September 2019
<b>Traditional Leaders</b>		
Traditional Authorities	No Traditional Authority on property	Not applicable
<b>Communities</b>		
Communities residing on Application area	No communities residing on property	Not applicable
<b>OTHER AFFECTED PARTIES</b>		
<b>Adjacent landowners</b>		
Pentonville 216 LQ	Background Information Documents and notification of the availability of the Draft Scoping Report	9 September 2019
<b>INTERESTED PARTIES</b>		
All other parties on the register	Background Information Documents and notification of the availability of the Draft Scoping Report	9 September 2019

## 5.7 Comments and Response Report Summary

*Table 6: Comments and Response Summary*

Interested and Affected Parties	Date Comments Received	Issues raised	EAPs response to issues as mandated by applicant	Consultation Status (consensus, dispute, not finalised)	
<b>AFFECTED PARTIES</b>					
<b>Landowners</b>					
Project Landowners	X	None received to date			
<b>Organs of State</b>					
Department of Mineral Resources	X	11 Sep 2019	Once evaluation is concluded, you shall be informed in due course of the outcome of your application.	Noted	Not finalised
	X	7 Jan 2020	The Department has evaluated the submitted SR and Plan of the study for environmental Impact Assessment and is satisfied that the documents comply with the minimum requirements of Appendix 2(2) of the National Environmental Management Act, 1998 (as amended) (NEMA) Environmental Impact Assessment (EIA) Regulations, 2014. The SR is hereby accepted by the Department in terms of Regulation 22(a) of the NEMA EIA Regulations, 2014.	Noted	Not finalised
	X	7 Jan 2020	You may proceed with the environmental impact assessment process in accordance with the task contemplated in the Plan of study for environmental Impact Assessment as required in terms of NEMA EIA Regulations, 2014.	Noted	Not finalised
Mpumalanga Tourism and Parks Agency	X	7 Oct 2019	No objection to this proposal.	Noted	Not finalised
			CBA irreplaceable areas and the ESA wetlands must be avoided.	The roads will not impede any of the wetlands and migration measures will be recommended to avoid disturbance as far as possible to adjacent wetlands.	Not finalised

Interested and Affected Parties					Date Comments Received	Issues raised	EAPs response to issues as mandated by applicant	Consultation Status (consensus, dispute, not finalised)
						Must be mindful of the numerous seepage areas and rainwater drainage lines.	An extensive list of mitigation measures will be developed for the construction of the road, this will include the prevention of siltation.	Not finalised
Department Transport	Public Works and	X	10 Sep 2019		Please note that currently, the affected road, P15-1 (R33), now falls under the jurisdiction of the South African Roads Agency Limited (SANRAL)	Noted	Not finalised	
Department Governance and Traditional Affairs	Co-Operative	X	2 Sep 2019		We are in support of the impact assessment phase.	Noted	Not finalised	
						Applicant must comply with all provisions of the Municipal Spatial Planning and Land Use Management By-Law and Town Planning Scheme.	Noted	Not finalised
						All other laws that may be triggered must be complied with.	Noted	Not finalised
						The applicant must engage with I&APs and take responsibility that the application proceeds to a full EIA.	Noted	Not finalised
SANRAL		x	12 Feb 2020		It was suggested that WSP make use of the Butterfly Intersection design. From a safety point of view it will be the best option.	This is already being implemented on other projects and will also be included in this design.	Not finalised	
		x	12 Feb 2020		The P15-1 is a provincial road and SANRAL has no jurisdiction there. The N4 does fall under their jurisdiction and that will be where their interest lies.	Noted	Not finalised	
<b>OTHER AFFECTED PARTIES</b>								
<b>Adjacent landowners</b>								
Landowners adjacent to the project area		X	13 Sep 2019		The property on which the Morelig School is located belongs to the Dutch Reformed Church. Want to know if the school is in danger.	The school will not be directly impacted by the road diversion, therefore no direct danger is expected. Measures will be in place to ensure the safety of all road users and/or pedestrians.	Not finalised	
<b>INTERESTED PARTIES</b>								
All other parties on register		X	9 Oct 2019		TRAC require consultation with the appointed design engineers and our engineers to	The concerns specified are noted. Various steps have been taken to consult with the responsible authority of the road.	Not finalised	

Interested and Affected Parties	Date Comments Received	Issues raised	EAPs response to issues as mandated by applicant	Consultation Status (consensus, dispute, not finalised)
		discuss a suitable/ acceptable alternative route and access to the N4 Toll Route.		
		TRAC objects against the proposed deviation of the road as per the BID.	It is important to note that a detailed consultation process will be undertaken during the EIA Phase and a meeting can be scheduled to discuss the concerns. The draft documents will also provide more detail.	Not finalised
	x 12 Feb 2020	TRAC raised concerns regarding the increase in traffic during the construction phase. Where will the trucks come from. What impact will it have on the N4?	The impact the construction vehicles will have during construction phase is limited. Especially if compared to the trucks already using the road. This will be investigated and included in the EIA.	Not finalised

A detailed Comment and Response Report (CRR) is attached as Appendix 1-6. Copies of written submissions are included in Appendix 1-7.

## **B. PUBLIC PARTICIPATION PLAN**

### **5.8 Methods of Public Participation**

The following methods will be utilised throughout the Public Participation process, as required:

- Advertisements and Notices;
- Authority meetings;
- Community meetings;
- Public Meetings and/or Open Days;
- Community Forums and Group Presentations;
- One-on-One interviews / engagements;
- Electronic and email correspondence; and
- Other Methods.

### **5.9 Scoping Phase**

#### ***5.9.1 Comments and responses on the draft Scoping Report***

A CRR has been compiled from all the comments received on the draft Scoping Report. This report was included in the Final Scoping Report.

### **5.10 EIA Phase**

#### ***5.10.1 EIA results information dissemination***

The results from the specialist studies will be made available for comment as attachments in the Draft EIA/EMPr Report. The draft EIA/EMPr will be made available for comment for 30 days.

#### ***5.10.2 Further IAP Engagement Sessions***

##### ***5.10.2.1 Authority Engagement***

The draft EIA/EMPr will be provided to all relevant Departments (including District and Local Municipal representatives) for their comments and inputs.

##### ***5.10.2.2 Community Engagement***

The background information document will be distributed in the local community, and community members invited to the meeting

### **5.11 Public Meeting**

A combined Community and Public Meeting will be held where all IAPs will be provided with an opportunity to raise concerns, make comments and or suggestions to the EAP and the Applicant. The meeting will be held within the Municipal area in proximity to the communities.

### **5.12 Availability of the EIAR/EMPr**

The draft EIAR/EMPr will be made available for 30 calendar days. Notification will be sent to all registered IAPs indicating where copies of the report can be accessed. Hard copies of the reports will be submitted to relevant Authorities and will also be placed at the Belfast Library for public viewing. The report will be available for download or a Compact Disc can be posted on request.

### **5.13 Comments and Responses**

All comments received during the Scoping and EIA Phases will be included in the CRR for the project and process. Responses to questions and comments will be provided in these reports, and where relevant, inputs will be incorporated into the final EIAR/EMPr.



# APPENDIX 1-1: INTERESTED AND AFFECTED PARTY REGISTER

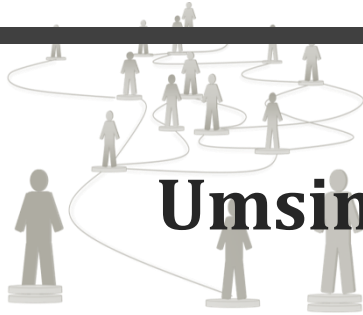
Nu	Category	Stakeholder	Organisation / Farm Name	Farm Portions	Designation
1	Local Government	Mr MS Dlamini	Albert Luthuli Local Municipality		Municipal Manager
2	Local Government	Cllr DP Nkosi	Albert Luthuli Local Municipality		Mayor
3	Local Government	Ms W Mkhwanazi	Albert Luthuli Local Municipality		LED Manager
4	Local Government	Ms N Thabethe	Albert Luthuli Local Municipality		IDP Manager
5	Local Government	Ms V Nkosi	Albert Luthuli Local Municipality		Ward 21 Coucillor
6	Local Government	Ms K Shilubane	Albert Luthuli Local Municipality		Planning and Development Manager
7	Local Government	Mr L Monareng	Department of Agriculture Forestry & Fisheries (DAFF)		HOD
8	Provincial Government	Mr Vusumuzi Shongwe	Department of Agriculture Forestry & Fisheries (DAFF)		MEC (PA: Amira)
9	Provincial Government	Ms P Ntuli	Department of Agriculture Forestry & Fisheries (DAFF)		Environmental Services
10	Provincial Government	Mr Speedy Mashilo	Department of Cooperative Governance, Human Settlement & Traditional Affairs		MEC
11	Provincial Government	Mr TP Nyoni	Department of Cooperative Governance, Human Settlement & Traditional Affairs		HOD
12	Provincial Government	Mr N Sebitso	Department of Economic Development, Environment & Tourism		HOD
13	Provincial Government	Mr SE Kholwane	Department of Economic Development, Environment & Tourism		MEC
14	Provincial Government	Mr J Mnisi	Department of Economic Development, Environment & Tourism		Trade Sector Development
15	Provincial Government	Adv Mmadikeledi Malebe	Department of Mineral Resources		DDG: Mineral Regulation
16	Provincial Government	Mr L Mdluli	Department of Mineral Resources		Chief Director: Enterprize Development
17	Provincial Government	Mr A Tshivhandekano	Department of Mineral Resources		
18	Provincial Government	Mr P Mashiane	Department of Public Works, Roads and Transport		Regional Manager
19	Provincial Government	Mr KM Mohlasedi	Department of Public Works, Roads and Transport		HOD
20	Provincial Government	Mr S Shongwe	Department of Rural Development and Land Reform		Chief Director: Land Claims Commissioner
21	Provincial Government	Mr Molimisi Mathedimosa	Department of Rural Development and Land Reform		Head: Restitution - Ehlanzeni District
22	Provincial Government	Mr Benjamin Mlomo	Department of Rural Development and Land Reform		Operations Manager: Gert Sibande District (Restitution)
23	Provincial Government	Mr M Chonco	Department of Rural Development and Land Reform		Deputy Director: Gert Sibande District (REID)
24	Provincial Government	Ms X Nyathi	Department of Rural Development and Land Reform		Deputy Director: Ehlanzeni District (REID)
25	Provincial Government	Mr Harold Skhosana	Department of Rural Development and Land Reform		Director: Nkangala District (Land Reform)
26	Provincial Government	Mr L Shezi	Department of Rural Development and Land Reform		Deputy Director: Gert Sibande District (Land Reform)
27	Provincial Government	Mr SJ Singh	Department of Sport, Arts & Culture		Senior Manager: Museums & Heritage Services
28	Provincial Government	Mr S Kheva	Department of Water & Sanitation (DWS)		Senior Manager: Water Allocation
29	Local Government	Mrs EK Tshabalala	Emakhazeni Local Municipality		Municipal Manager
30	Local Government	Hon. Exec. Mayor T D Ngwenya	Emakhazeni Local Municipality		Mayor

Nu	Category	Stakeholder	Organisation / Farm Name	Farm Portions	Designation
31	Local Government	Mr TLO Sindane	Emakhazeni Local Municipality		LED & IDP Manager (Acting)
32	Local Government	Clr T Ngonane	Emakhazeni Local Municipality		Ward 1 Coucillor
33	Local Government	Mr ML Mamaleka	Emakhazeni Local Municipality		Planning and Development Manager
34	Local Government	Ms M	Gert Sibande District Municipality		Municipal Manager (PA)
35	Local Government	Mr	Gert Sibande District Municipality		LED Manager / Planning / IDP
36	Local Government	Mr M Melato	Gert Sibande District Municipality		Environmental Management official
37	Local Government	Mr M Jabu	Gert Sibande District Municipality		Mayor
38	Provincial Government	Mr Benjamin Moduka	Mpumalanga Heritage Resource Agency (MHRA)		
39	Local Government	Ms MM Skosana	Nkangala District Municipality		Municipal Manager
40	Local Government	Mr A Matjiya	Nkangala District Municipality		General Manager Planning & Economic Development
41	Local Government	F Shabangu	Nkangala District Municipality		IDP Manager
42	Local Government	Mr Vusi Mahlangu	Nkangala District Municipality		Environmental Management
43	Local Government	Clr TS Masilela	Nkangala District Municipality		Executive Mayor
44	Provincial Government	Mr K Mohlasedi	Office of the Premier, Mpumalanga		Director General
45	Provincial Government	Mr P Hine	South African Heritage Resources Agency (SAHRA)		Heritage Officer
46	Provincial Government	Ms F Nemathaga	Inkomati Usuthu Catchment Management Agency		Water Catchment Manager
47	Provincial Government	K Narasoo	Mpumalanga Tourism & Parks Agency		
48	Provincial Government	Ms D Sithole	Department of Agriculture Forestry & Fisheries (DAFF)		Directorate Land Use and Soil Management
49	Provincial Government	Ms M Maduka	Department of Mineral Resources		Regional Manager
50	Provincial Government	Ms G Masemola	Department of Rural Development and Land Reform		Operations Manager: Gert Sibande District (Restitution)
51	Provincial Government	Ms P Lindoor	Department of Rural Development and Land Reform		
52	Provincial Government	Ms M Senyane	Department of Water & Sanitation (DWS)		Case Officer
53	Provincial Government	Ms MC Mutengwe	Department of Mineral Resources		Mine Environmental Management obo Regional Manager
54	Provincial Government	MJ Mojapelo	Department of Public Works, Roads and Transport		o.b.o. Deputy Director General: Public Infrastructure - MC Morolo
55	Provincial Government	Mr E Nqenqa	NRA		Project Manager
56	Provincial Government	Mr JJ Eksteen	Mpumalanga Tourism & Parks Agency		Manager Scientific Services
57	Provincial Government	Mr F Krige	Mpumalanga Tourism & Parks Agency		
58	Provincial Government	Mr W Mtshweni	Emakhazeni Local Municipality		Manager
59	Provincial Government	Mrs E Kekana	Emakhazeni Local Municipality		Deputy Manager
60	MRA Landowner	Mr J Steele	Wonderfontein 428, JS	RE6	Johan Steele Familie Trust
61	MRA Landowner	Mr L Bezuidenhout	Wonderfontein 428, JS	RE7	Corlouis Boerders (Pty) Ltd
62	MRA Landowner	Mr P Venter	Wonderfontein 428, JS	RE11 (2)	Umsimbithi Mining (Pty) Ltd
63	MRA Landowner	Mr J Steele	Wonderfontein 428, JS	15	Johan Steele Familie Trust

Nu	Category	Stakeholder	Organisation / Farm Name	Farm Portions	Designation
64	MRA Landowner	Mr L Bezuidenhout	Wonderfontein 428, JS	19 (3)	Hooggenoeg Boerdery CC
65	MRA Landowner	Mr P Venter	Wonderfontein 428, JS	21 (11)	Umsimbithi Mining (Pty) Ltd
66	MRA Landowner	Mr L Bezuidenhout	Wonderfontein 428, JS	22 (7)	Corlouis Boerdery (Pty) Ltd
67	MRA Landowner	Mr P Venter	Wonderfontein 428, JS	25 (6)	Umsimbithi Mining (Pty) Ltd
68	MRA Landowner	Mr L Bezuidenhout	Wonderfontein 428, JS	26 (6)	Corlouis Boerdery (Pty) Ltd
69	MRA Landowner	Mrs T Mathebula	Wonderfontein 428, JS	40	Sanral
70	MRA Landowner	Mrs T Mathebula	Wonderfontein 428, JS	44	Sanral
71	MRA Landowner	Mr J Steele	Wonderfontein 428, JS	RE	Johan Steele Familie Trust
72	MRA Landowner	Mr W Terblanc	Wonderfontein 428, JS	RE3	AC van Vreeden (Owner) / Danie van Wyk (Tenant)
73	Neighbour	Mr L Bezuidenhout	Wonderfontein 428 JS	53	Kiddiekat Trading 26 CC
74	Neighbour	Mr J Steele	Wonderfontein 428 JS	RE	J.M.S. Steele Familie Trust
75	Neighbour	Mr B Louw	Wonderfontein 428 JS	9	Transnet Ltd
76	Neighbour	Mr B Louw	Wonderfontein 428 JS	33	Transnet Ltd
77	Neighbour	Mr W Honu	Wonderfontein 428 JS	29	Transnet Ltd
78	Neighbour	Mr W Honu	Wonderfontein 428 JS	28	Transnet Ltd
79	Neighbour	Mr L Bezuidenhout	Wonderfontein 428 JS	20	Corlouis Boerdery (Pty) Ltd
80	Neighbour	Mr L Pretorius	Wonderfontein 428 JS	17	Dutch Reformed Church Belfast
81	Neighbour	Mrs T Mathebula	Wonderfontein 428 JS	40	Sanral
82	Neighbour	Mrs V Botha	Wonderfontein 428 JS	44	Sanral
83	Neighbour	Mrs V Botha	Wonderfontein 428 JS	42	Sanral
84	Neighbour	Mrs V Botha	Wonderfontein 428 JS	41	Sanral
85	Neighbour	Mr J Steele	Wonderfontein 428 JS	49	Steelecoal Pty Ltd
86	Neighbour	Mr J Steele	Wonderfontein 428 JS	10	Steele Johannes Marthinus Stephanus
87	Neighbour	Mr L Bezuidenhout	Leeuwbank	2	Kiddiekat Trading 26 CC
88	Neighbour		Leeuwbank	16	Beeste Boerdery Pty Ltd
89	Neighbour	Mr L Bezuidenhout	Leeuwbank	3	Corlouis Boerdery (Pty) Ltd
90	Neighbour		Kaalplaats	9	Frigeo Boerdery (Pty) Ltd
91	Neighbour	Mr J Steele	Kaalplaats	3	Lynette Steele
92	Neighbour	Mr G Kleinhans	Wonderfontein 428 JS	17	Dutch Reformed Church Belfast
93	NGO / Civil Society	Mr Karools	Middelburg Distriks Landbou Unie		
94	NGO / Civil Society	Endangered Wildlife Trust	Endangered Wildlife Trust		
95	NGO / Civil Society	Wildlife and Environment Society of South Africa (WESSA)	Wildlife and Environment Society of South Africa (WESSA)		
96	NGO / Civil Society	Earthlife Africa	Earthlife Africa		
97	NGO / Civil Society	SA National Biodiversity Institute (SANBI)	SA National Biodiversity Institute (SANBI)		
98	NGO / Civil Society	Association of South Africa Professional Archeologists	Association of South Africa Professional Archeologists		
99	NGO / Civil Society	Birdlife SA	Birdlife SA		
100	NGO / Civil Society		Agri		Secretary
101	Mining Sector	Mr P Venter	Glencore Coal		

Nu	Category	Stakeholder	Organisation / Farm Name	Farm Portions	Designation
102	Mining Sector	Mr M Pappas	Glencore Coal		
103	Mining Sector	Mr H Grobler	Izimbiwa		
104	Mining Sector	Mr T Mogoatlhe	Izimbiwa		
105	NGO / Civil Society	Mr G Sithole	Golden Electrical Supply		
106	Other Sectors	Mrs C Davis	Trans African Concessions		Traffic Engineer
107	Other Sectors	Mr W Janse van Rensburg	Trans African Concessions		
108	Other Sectors	Mr D van Huyssteen	Trans African Concessions		
109	Other Sectors	Mr G Esterhuysen	Trans African Concessions		
110	Other Sectors	Mr K Schmid	Trans African Concessions		
111	Other Sectors	Mr R Nkosi	Trans African Concessions		

# APPENDIX 1-2: NOTIFICATIONS



# Umsimbithi Wonderfontein Colliery Road Diversion Project

Ref nr: R001

September 2019

## Purpose of the Document

The purpose of this Background Information Document (BID) is to provide Interested and Affected Parties (IAPs) with background information about the proposed project, introduce the Environmental Impact Assessment (EIA) process to be followed and notify IAPs of the availability of the Draft Scoping Report. It also aims to inform IAPs on how to fully participate in the EIA and encourages response to documents distributed for review and active attendance at meetings.

## Introduction and Project Description

Umsimbithi Wonderfontein Colliery is located in the Emakhazeni Local Municipality and the Albert Luthuli Local Municipality Boundaries, within the jurisdictional area of the Nkangala District Municipality and the Gert Sibande District Municipality respectively. Umsimbithi Wonderfontein Mine is situated in the Mpumalanga province between Wonderfontein and Carolina.

Wonderfontein Colliery plans to expand the existing mining area to the north east of the existing mine, south of the N4. This expansion will necessitate the realignment of the existing P15-1 road between Wonderfontein and Carolina. Two alternatives have been identified, a western and an eastern option. The eastern diversion is the preferred option and is illustrated in the figure on the next page.

## Motivation for the Project

The expansion of the mine will be done to utilise the coal reserve located to the north-east of the existing mine, south of the N4. The existing P15-1 road currently traverses a large section of the coal reserve essentially sterilising the reserve along its current alignment. The re-alignment of this road will enable Wonderfontein Colliery to utilise the coal reserve and realise the potential financial and socio-economic benefits.

## Structure of the Environmental Impact Assessment Process

The EIA is a legislative tool used to ensure that the potential Environmental impacts that may occur due to the proposed road diversion are avoided or mitigated, if authorisation is granted. The 'environment' includes social, economic and biophysical aspects which the EIA must assess equitably.

The EIA process is divided into two phases, the Scoping Phase and the Impact Assessment Phase. This EIA for the proposed road diversion is currently in the Scoping Phase of the assessment.

### SCOPING PHASE

The Scoping Phase aims to:

- Investigate and gather information on the proposed site, to establish an understanding of the area
- Establish how the proposed development activities will potentially impact on the environment
- Identify IAPs and relevant authorities by conducting a Public Participation Process
- Identify potential environmental impacts through investigation and PPP
- Describe the proposed project and potential alternatives

## **IMPACT ASSESSMENT PHASE**

During this phase, all issues/impacts and proposed alternatives identified in the Scoping Phase are assessed and are rated in terms of their significance. Where necessary, recommendations are made for the mitigation of potential negative impacts, or enhancement of potential positive impacts.

An Environmental Management Plan will also be compiled that will prescribe environmental specifications for the construction, operational and decommissioning phases of the project. As with the Scoping phase, a PPP is an integral part of the Assessment Phase.

## **Public Participation Process (PPP)**

The PPP aims to inform IAPs about the proposed development and the environmental process to be followed. It is a tool to allow the public to exchange information and to express their views and concerns on the proposed development for which the Basic Assessment is being conducted. The PPP assists in identifying potential issues and concerns that need to be addressed in the impact assessment by highlighting relevant information to be included in the assessment.

PPP enables more accurate and descriptive analysis and helps to focus and enhance decision-making. The Basic Assessment will be open and transparent to the public through this process with all registered IAPs continuously updated on events throughout the process. All contributions from IAPs must be fully documented, evaluated and responded to in the Basic Assessment.

## **Activities of the PPP**

The public is invited to register as an IAP and take part in the PPP through:

- Respond to the Media Notices placed in the Mpumalanga Mirror
- Respond to the circulation of the Background Information Document by completing the attached Registration form
- Attend the meetings to be held during the course of the process
- Contact the PP Officer regarding any query, comment or request for further project information
- Review the draft Basic Assessment Report within the review period that will be stipulated in the notifications and providing written comments on the document.

## **Register as an Interested and Affected Party**

IAPs may forward their written comments along with their name, contact details and an indication of any direct business, financial, personal or other interest which they have in the application by filling in the attached Registration and Comments form and posting, faxing or emailing it to the details below.

## **Availability of the Draft Scoping Report**

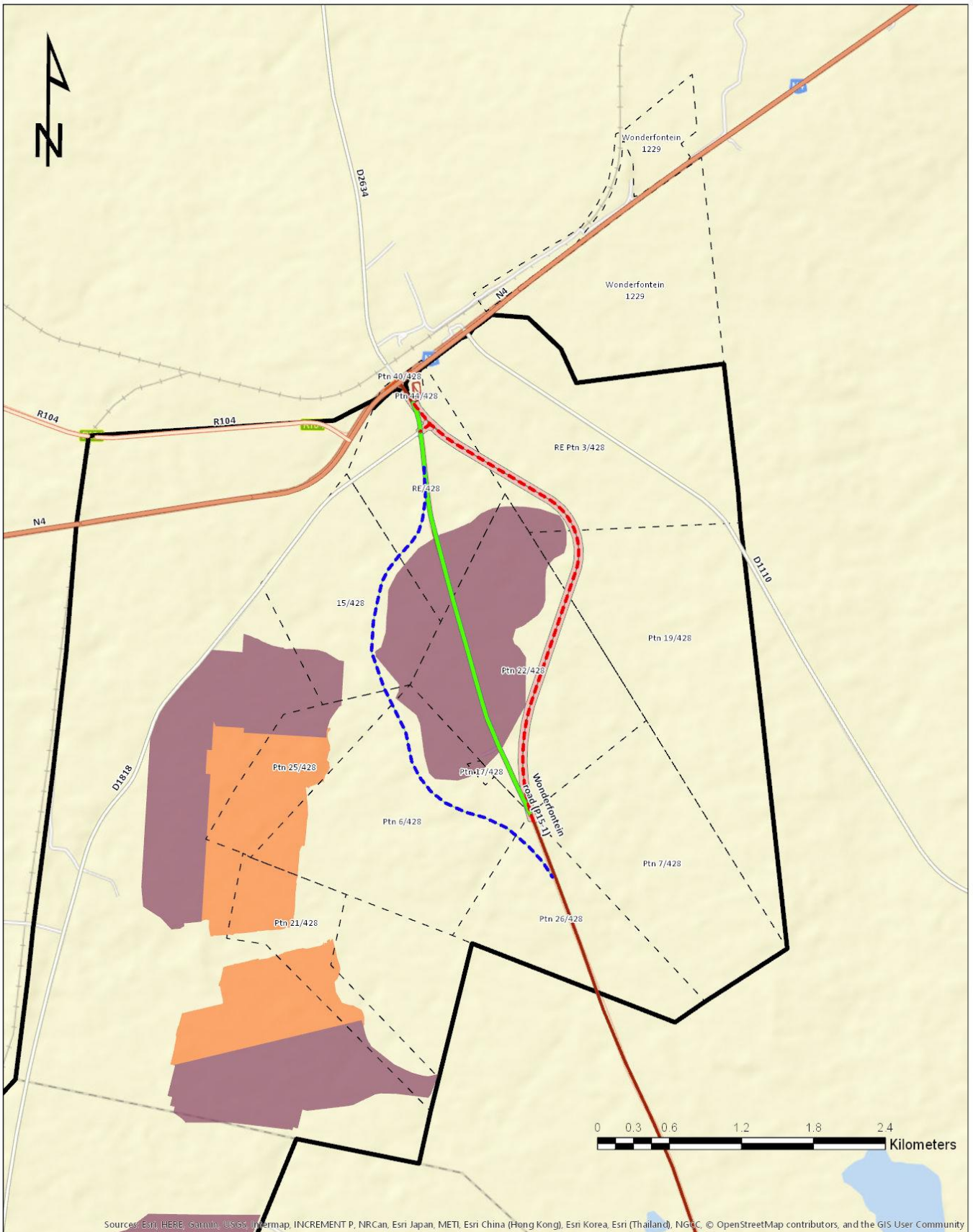
IAPs are hereby also notified of the availability of the Draft Scoping Report that can be downloaded from the following link: <https://document.sharefile.com/d-s1a3df1f93d84a0e8>

**Comments** should be submitted to the details below on or before **10 October 2019**

**Ms Fransis de la Rosa**

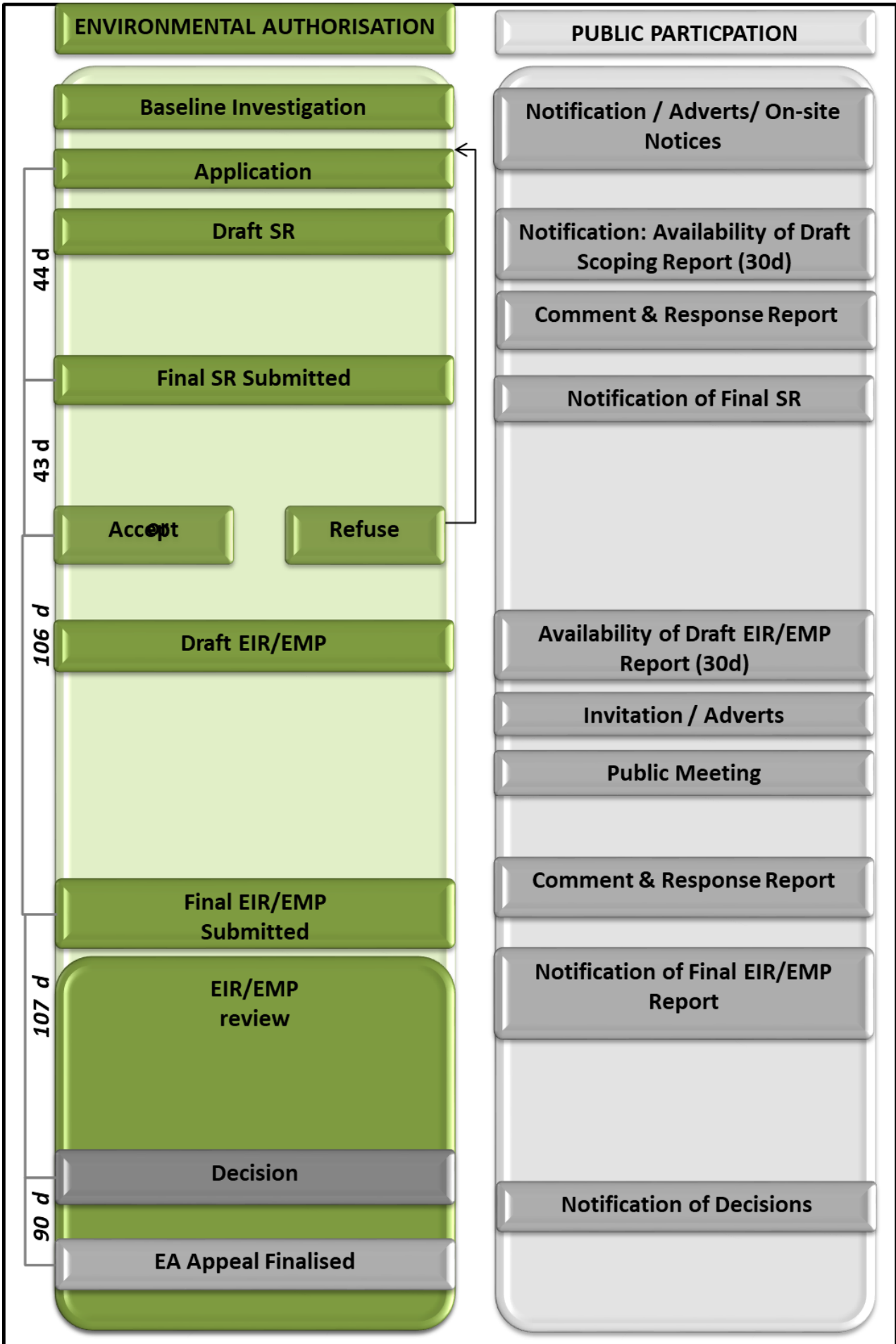
**Email:** [wonderfontein.road@gmail.com](mailto:wonderfontein.road@gmail.com) **Post:** PO Box 13509, Sinoville, Pretoria **Tel:** (012) 543 9093, **Fax:** (086) 602 5566





Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

- Affected Road
- District Roads
- National Road
- Provincial Road
- Existing Road
- - - Road Diversion Alternative 1
- - - Road Diversion Alternative 2
- Road to be demolished
- Existing N4 Intersection
- Open Cast (Mined)
- Open Cast (Planned)
- Mining Right Area





# Umsimbithi Wonderfontein Colliery Road Diversion Project

April 2019

## IAP REGISTRATION AND COMMENT FORUM

Title		First Name:		Surname	
Company / Organisation:					
Designation:					
Home town / Property					
Postal Address					Postal Code
Physical Address					Postal Code
Contact details	Tel:		Fax:		
	Email:		Cell:		
I would like to receive my notification by (mark X):			Post	Email	Fax
Please indicate why you have interest in this project?					
Please write comments and questions here?					
Please feel free to attached a separate written submission					
Please add any person you think may be interested and affected parties					
Full Name		Company / Organisation			
Company / Organisation:					
Contact details	Tel:		Fax:		
	Email:		Cell:		
Please send your Registration and Comments to:					
Fransis de la Rosa					
Address	PO Box 13509, Sinoville, Pretoria	Email	<a href="mailto:wonderfontein.road@gmail.com">wonderfontein.road@gmail.com</a>		
Tel:	(012) 543 9093	Fax:	086 602 5566		

# APPENDIX 1-3: ADVERTISEMENT

# NOTICES • TENDERS

## PUBLIC PARTICIPATION NOTIFICATION PROPOSED WONDERFONTEIN ROAD DIVERSION PROJECT

**APPLICANT:** Umsimbithi Mining (Pty) Limited  
**NATURE OF APPLICATION:** Environmental Authorisation to divert a section of the P15-1 Road located between Wonderfontein and Carolina.

**APPLICATION:** Notice is given of the following application, in terms of the following acts (as amended), the:

- Environmental Authorisation Application to the DMR in terms of the National Environmental Management Act (Act 107 of 1998) and the Environment Impact Assessment Regulations promulgated in Government Notice R983, R984 and R985 of 4 December 2014, as amended ("2014 EIA Regulations").

**APPLICATION PROCEDURES:** A Scoping and Environmental Impact Assessment Report is required for the listed activities that are triggered under the 2014 EIA Regulations (as amended).

**LOCATION:** Umsimbithi Wonderfontein Colliery is located in the Emakhazeni Local Municipality and the Albert Luthul Local Municipality boundaries, within the jurisdictional area of the Nkangala District Municipality and the Gert Sibande District Municipality respectively. Umsimbithi Wonderfontein Mine is situated in the Mpumalanga province between Wonderfontein and Carolina.

**ACCESS INFORMATION:** Interested and Affected Parties (IAPs) are hereby notified of the Environmental Authorisation Application and availability of the Draft Scoping Report ("DSR"). Comments to reach the Public Participation Office on or before **10 October 2019**. Methods to obtain access to the DSR can be requested from the Public Participation Office: 012 543 9093 (t); 086 607 6464 (f) or email at wonderfontein.road@gmail.com

www.environment.gov.za

## NOTICE OF SALE IN EXECUTION IN THE HIGH COURT OF SOUTH AFRICA MPUMALANGA DIVISION MIDDELBURG (LOCAL SEAT)

In the matter between:

Case no: 3814/2018

ORICOL ENVIRONMENTAL SERVICES (PTY) LTD      APPLICANT

# NOTICES

## Kennisgewing in verband met 'n lisensie-aansoek In terme van die Petroleum Produkte Wet, 1977 (Wet Nr.120 van 1977)

Hierdie kennisgewing het ten doel om partye wat geïnteresseerd of geaffekteer mag wees in te lig dat NOLADA 54 BK (Registrasie nommer: 2008/238532/23) hierna verwys as "die applikant" aansoek ingedien het vir 'n besigheids lisensie ("retail license") met aansoeknommer G/2019/08/23/0001

GEDEELTE 20 RIETFONTEIN 286 JS VERLENGING VAN BHIMY DAMANSTRAT, MHLUZI, MIDDELBURG  
Die doel van die aansoek is dat 'n lisensie toe gestaan word aan die applikant om petroleum handelsaktiwiteite te onderneem soos uiteengesit in die aansoek. Inligtings-om die aansoekdokumentasie te bevestig, te die fisiese adres hieronder, kan gemaak word by die Kontroleerder van Petroleum Produkte te:

Tel: (013) 658 1400; of Faks: (013) 656 4898; of

Epos: Mohudi.Machete@energy.gov.za  
Enige besware teen die uitreiking van die lisensie wat duidelik die aansoeknommer hierbo aandui, moet binne twintig (20) werksdae, vanaf datum van publikasie hiervan, by die Kontroleerder van Petroleum Produkte ingedien word. Sulke besware moet by die volgende fisiese adres ingedien word, of na die volgende posbus adres gestuur word:

**Fisiese adres:**

Die Kontroleerder van Petroleum Produkte  
Departement van Energie  
HV Haig & Rhodesaan, Ou ABSA-gebou, Witbank

**Posbus adres:**

Die Kontroleerder van Petroleum produkte  
Departement van Energie  
Posbus 17851, Witbank, 1035

## Notice in respect of a license application in terms of the Petroleum Products Act, 1977 (Act no. 120 of 1977)

This notice serves to inform parties that may be interested or affected that NOLADA 54 CC (Registration number: 2008/238532/23) hereinafter referred to as "the applicant" has submitted an application for a retail license, application number G/2019/08/23/0001 pertaining to:

PTN 20 RIETFONTEIN 286 JS  
EXT OF BHIMY DAMANE STREET MHLUZI, MIDDELBURG

CMR ROOSSENEKAL office is requesting anyone with information with regards to the biological parents / family of the following children to call the SOCIAL WORKER during office hours on 066 489 5683 or email to: [cmrlimpopo.roossekak@gmail.com](mailto:cmrlimpopo.roossekak@gmail.com)

Mahlangu Linda Juliet born 2008/04/25  
Sepudumo Phorwana Jan born 2004/12/13  
Masha Lesedi Kamogelo born 2016/05/01  
Sepudumo Lebo born 2009/02/04  
Sethole Northandazo Jeanette born 2014/08/26  
Tau Tumelo born 2005/10/25  
Mokwana Tebatsot born 2003/01/03

ISSUED BY:  
CMR ROOSSENEKAL  
KENNETH MABUSELA  
013 262 3 185  
066 489 5683  
[midi13sept@cmr/e](mailto:midi13sept@cmr/e)

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Digital,  
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exceed your  
advertising

# C L A S S I F I E D S

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CLASSIFIEDS  
CLASSIFIEDS

# APPENDIX 1-4: ON-SITE NOTICE REPORT

# PUBLIC NOTICE REPORT

LOCATION OF NOTICE	NAME OF LOCATION	COORDINATE OF PLACEMENT	DATE OF PLACEMENT	PHOTO
Activity Boundary	Next to road at proposed diversion	25°48'50.5"S 29°53'42.3"E	9 Sept 2019	

# APPENDIX 1-5: MEETINGS HELD





Jaco-K Consulting

## MINUTES

<b>CLIENT:</b> GLENCORE (UMCEBO MINING)	<b>REFERENCE NO. :A0946</b>
<b>PROJECT:</b> WONDERFONTEIN ROAD DIVERSION	

<b>VENUE:</b> VCB	<b>DATE:</b> 01 APRIL 2019
<b>SUBJECT:</b> MIDDELKRAAL WATER USES AND COMPLIANCE	<b>TIME:</b> 09H00

Nr	NAME & SURNAME	REPRESENTING	CELL	E-Mail
1	Jaco Kleynhans	Jaco – K Consulting	0824176901	<a href="mailto:jaco@jacokconsulting.co.za">jaco@jacokconsulting.co.za</a>
2	Angelique Francis	Jaco – K Consulting	0727007599	<a href="mailto:angie@jacokconsulting.co.za">angie@jacokconsulting.co.za</a>
3	Philip Venter	Glencore Coal	0845566590	<a href="mailto:phillip.venter@glencore.co.za">phillip.venter@glencore.co.za</a>
4	Michael Pappas	Glencore Coal	0829529984	<a href="mailto:michael.pappas@glencore.co.za">michael.pappas@glencore.co.za</a>
5	Hugo Grobler	Izimbiwa	0823320604	<a href="mailto:hugo.grobler@izimbiwacoal.co.za">hugo.grobler@izimbiwacoal.co.za</a>
6	Thabiso Mogoatlhe	Izimbiwa	0712644746	<a href="mailto:thabiso.mogoatlhe@glencore.co.za">thabiso.mogoatlhe@glencore.co.za</a>

<b>APPOLOGIES</b>
None

Registration # 2017/102604/07 ♦ VAT # 4720244591

Telephone & Fax 013 243 7110

Suite 445 MW, Private Bag X1838, Middelburg, 1050 ♦ Midlands Office Park, Building A, Unit 3, 2 Walter Sisulu Street, Middelburg, MP

[www.jacokconsulting.co.za](http://www.jacokconsulting.co.za)

Directors: AD Davis, EPJ Kleynhans, GS Nhlapo

**PURPOSE AND BACKGROUND OF THE MEETING**

To discuss the requirements of SANRAL and the public participation process pertaining to the Wonderfontein Road Diversion

<b>Speaker</b>	<b>Comment</b>	<b>Action</b>
Philip Venter (PV)	Sanral and Exxaro must be a part of the process.	JK
Michael Pappas (MP)	There must be two different newspaper advertisements.	JK
Thabiso Mogoathe (TM)	Look at the linear activities.	JK
Michael Pappas (MP)	Must have a cover letter, design report and a pavement design.	JK
	Phillip and Michael will set up a meeting with the roads department.	
The meeting adjourned at 09h45		



# WONDERFONTEIN ROAD DIVERSION PROJECT



**Applicant:** Umsimbithi Wonderfontein Colliery

**Applications:** Expansion of the existing mining area

**Location:** Mpumalanga province between Wonderfontein and Carolina, Nkangala District Municipality and the Gert Sibande District Municipality

**Environmental Assessment Practitioner:** Jaco-K Consulting

**Public Participation Office:** 012 543 9093 (t); 086 460 6243 (f) or email at [wonderfontein.road@gmail.com](mailto:wonderfontein.road@gmail.com)

## Meeting: SANRAL Consultation Meeting

**Meeting Date:** 12 Feb 2020

**Time:** 10h00

**Venue:** SANRAL Northern Region Office

## AGENDA

1. Opening and Welcome
2. Attendees
3. Presentation
4. Comments and Questions
5. Conclusion

## MINUTES

### 1. Opening and Welcome

Victoria Bota from SANRAL welcomed all attendees and asked everyone to introduce themselves before handing over to Lizinda Dickson whom acted as chairperson. The attendance register was circulated for everyone to sign.

### 2. Attendees

Name and Surname	Company	Designation
Fransis de la Rosa	Diphororo Development	Public Participation
Lizinda Dickson	Diphororo Development	Public Participation
Jaco Kleynhans	Jaco-K Consulting	EAP
Phillip Venter	Glencore Coal	Program manager
Michael Pappas	Glencore Coal	Civil Engineer
Kyle Nesbitt	WSP	Civil Engineer
Klaus Schmitt	SANRAL	Geometric Design
Okkie Stevens	SANRAL	Survey and Land
Lethu Dlanjwa	SANRAL	Geometric Design
Izak van der Linde	SANRAL	PM: Transportation and Traffic
Victoria Bota	SANRAL	Environmental CoOrdinator
Carla Davis	TRAC	Trafficing / Environmental Rep

## MINUTES: WONDERFONTEIN ROAD DIVERSION

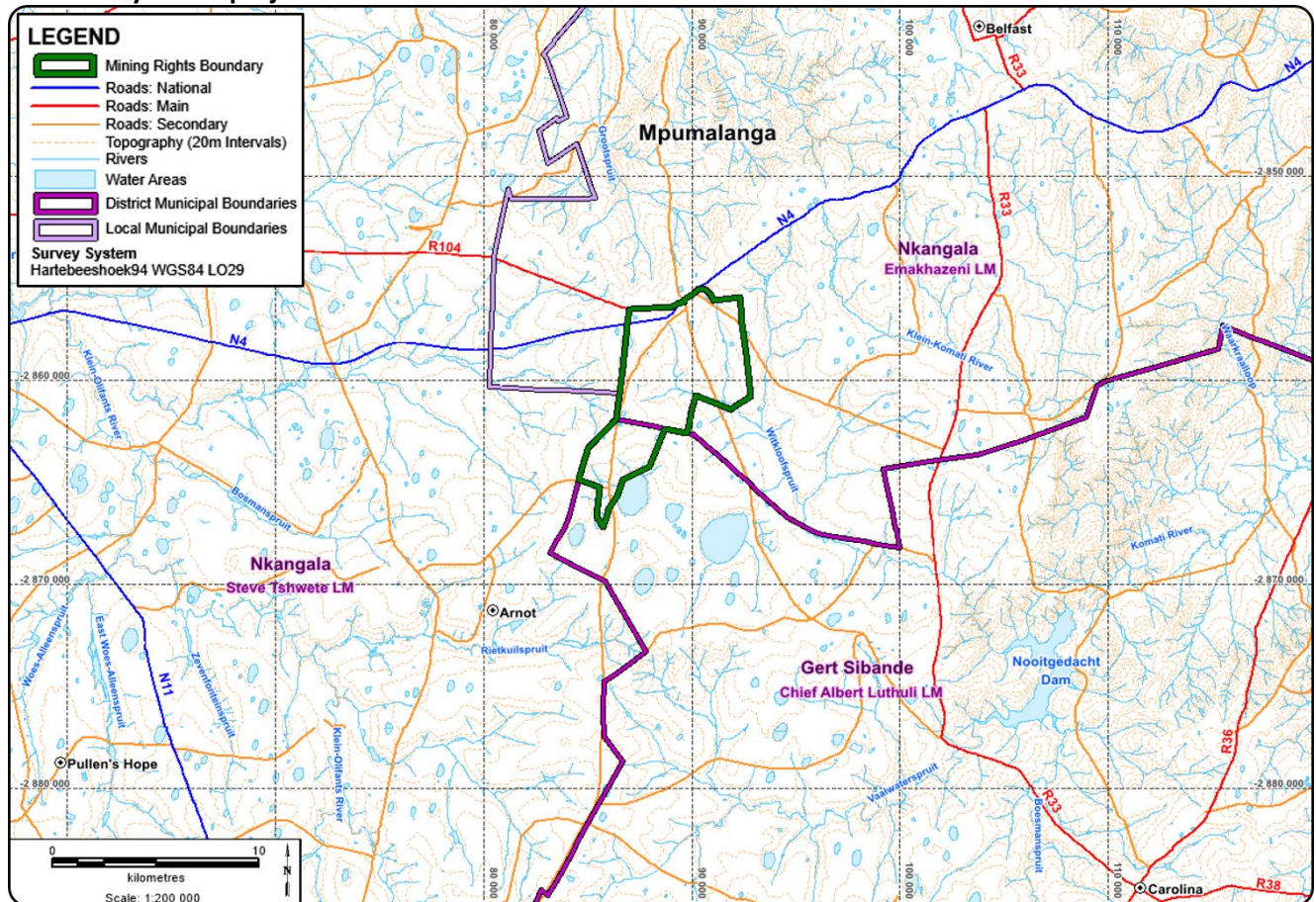
### 3. Presentation

Jaco Kleynhans presented the following project information:

#### 3.1 Project Description

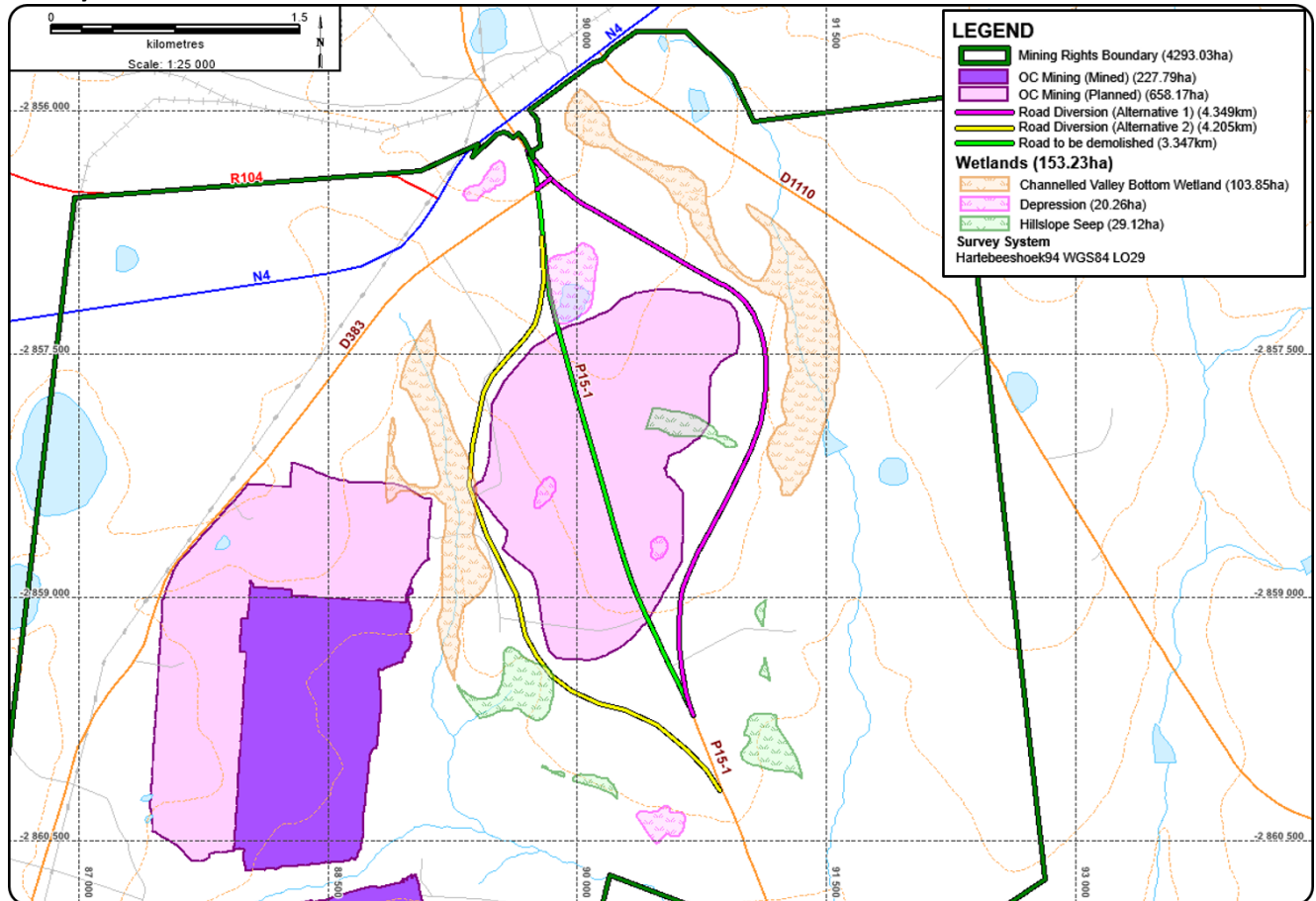
- Planned diversion of the P15-1, R33 between Wonderfontein and Carolina.
- Length of diversion 4.349 km
- Diversion over Portions 3, 7, 19, 22, 26, 44 and the Remaining Extent of the Farm Wonderfontein 428 JS
- Diversion required as part of the mining of Wonderfontein

#### 3.2 Locality of the project



## MINUTES: WONDERFONTEIN ROAD DIVERSION

### 3.3 Layout and alternatives



### 3.4 Process undertaken to date

- An application for re-alignment of P15-1 (R33) was submitted to Mpumalanga Department of Public Works, Roads and Transport. The application contained design drawings, environmental screening and traffic impact assessment (compiled by WSP)
- Approval in principal was granted by the Department subjected to final submission of design drawings, letter dated 13 February 2017.
- An application for environmental authorisation was submitted to the DMR on 30 August 2019
- Final scoping submitted to DMR on 11 October 2019
- DMR accepted scoping report on 7 January 2020
- Currently busy with the Environmental Impact Assessment Report (EIAR) and Environmental Management Programme Report (EMPr). Drafts will be issued for comments to I&APs on 6 March 2020, commenting period closes on 6 April 2020. Final EIAR and EMPr to be submitted by 22 April 2020.
- General authorisation in terms of NWA for activities within 500m of wetlands is in progress. DWS already confirmed that a general authorisation is required and not a water use licence. This was as a result of the recommendation made by the wetland and ecological specialist. Draft application will be issued for comments on 6 March 2020, commenting period to last until 11 May 2020 (60 days).

### 3.5 Next Steps

- Consultation with I&APs
- PPP in accordance with Mpumalanga Roads Department
- Confirming SANRAL requirements and further engagement if required
- Finalisation of EIA and EMPr and submission on 22 April 2020
- Finalisation of water use authorisation and submission on 22 May 2020
- DMR to issue decision by 12 August 2020
- DWS to issue decision by 30 September 2020
- If authorisations are granted and no objections are received, notice of closure and declaration of new public provincial road, issued and approved by the MEC is published in the government gazette.

## MINUTES: WONDERFONTEIN ROAD DIVERSION

- Note that the approval involves the General Manager – Roads Infrastructure, the legal Officer, the Deputy Director General, the Head of the Department and ultimately the Executive Council (MEC)

Jaco Kleynhaus ended the presentation by opening the floor for comments and questions.

### 4. Comments and Questions

Comment	Response
<b>Traffic</b>	
The Traffic Impact Assessment was done in 2017, is that the final report?	The report was done on Scoping Report Level. An updated study will be done during the EIA phase. Updated data and maps will be made available for comment during this phase.
The intersection is dangerous and causes safety issues.	Whether the alignment of the new road is done or not, it will not change traffic density. The diversion will not be the cause of accidents that happen at the current intersection. An upgrade needs to be done by SANRAL to address this.
Concerns raised regarding the increase in traffic during the construction phase. Where will the trucks come from. What impact will it have on the N4?	The impact the construction vehicles will have during construction phase is limited. Especially if compared to the trucks already using the road. This will be investigated and included in the EIA.
How will the construction trucks access the new alignment?	The current road will still be in service during the construction phase. More information on routes and what level of traffic construction will generate will be available in the EIA.
Traffic from Carolina will be affected.	The road construction will take place while the existing road is still in service, therefore impact on traffic will be limited.
<b>Designs</b>	
It was suggested that WSP make use of the Butterfly Intersection design. From a safety point of view it will be the best option.	This is already being implemented on other projects and will also be included in this design.
It was unclear whether the diversion will be permanent or not.	The road will be permanently diverted.
It is not permitted to mine within 100m from a road.	Original plans in the approved EMP did not include mining over the road. Therefore the need to now apply for an Environmental Authorisation for the diversion.
SANRAL would suggest a storage lane into the weighbridge from the Carolina direction.	Our designs include double lanes to accommodate traffic that needs to turn. Usually our designs include a dedicated right turn lane.
Existing road is a two lane road and you will be building it as a four lane?	The road leading to the weighbridge has already been doubled up. From this point up to the new proposed road it will also be double lanes.
<b>Ownership</b>	
The P15-1 is a provincial road and SANRAL has no jurisdiction there. The N4 does fall under their jurisdiction and that will be where their interest lies.	Noted
A portion of land that the diversion will have an impact on will need to be bought from SANRAL and an alternative piece of land should be donated to them.	Alternatives will be looked at on how the design can be adjusted to not impact on this piece of land.

**MINUTES: WONDERFONTEIN ROAD DIVERSION**

<b>Comment</b>	<b>Response</b>
<b>Documentation</b>	
Updated plans must be circulated.	Updated plans will be made available in the Draft EIA documentation but will be distributed to this meeting sooner if available.
<b>Weighbridge</b>	
Concerns were raised about the impact on the weighbridge. The site/portion on which the weighbridge is belongs to SANRAL. Therefore SANRAL is also affected as a land owner.	Noted
Is the realignment affecting the weighbridge side and will a portion of land belonging to SANRAL be affected.	Dxf files can be provided to confirm the impacts. Final designs will be available in the EIA.
Are you starting after the access of the weighbridge?	Yes
Need to confirm that the designs do not overlap on our property to the weighbridge side. Or that the realignment does not overlap on our road reserve.	Final designs will be made available.
If the re-alignment overlaps on our area of jurisdiction, it will need to be approved by SANRAL.	Agreed
How will you tie in with the current road without affecting the weighbridge during construction?	Note that the current plans does not include upgrades recently done. The road was upgraded and widened so we do not foresee the diversion impacting on the weighbridge.
<b>General</b>	
Formal comments will be submitted during the comment period of the EIA phase.	Noted
Does your activity not require an amendment? Explain DMR Authorisations	The activity constitutes a new listed activity, as it was not previously applied for, therefore it cannot be an amendment and must be a new Environmental Authorisation Application.
Concerns about mining companies that goes ahead with road constructions even though it was not agreed to by SANRAL or TRAC.	This meeting is to consult with all involved and to look at a option that all parties can agree on. SANRAL and TRAC will be notified of all available documents and future meetings for them to comment on and or attend.
Is the decision to mine the road based on economics on the mines side?	Yes

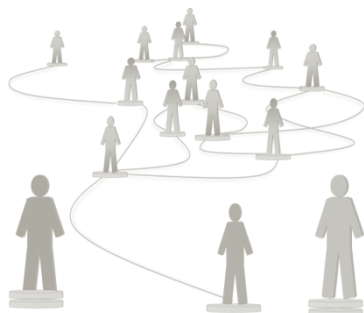
**5. Conclusion**

The meeting was closed with Klaus Schmid concluding that SANRAL and TRAC will submit formal comments during the Draft EIA Phase.

Meeting was adjourned.

# APPENDIX 1-6: COMMENTS AND RESPONSE REPORT





## WONDERFONTEIN ROAD DIVERSION PROJECT

### Comments and Response Report for Draft EIA/EMP Report March 2020

COMMENTS	STAKEHOLDER	RESPONSE	PHASE
We are at this stage unable to give comprehensive comments as we do not know as yet what the final route of the road will be.	MJ Mojapelo Public Infrastructure Department Public Works, Roads and Transport 10 September 2019	Noted	Environmental Authorisation
Please note that currently, the affected road, P 15-1 (R33), now falls under the jurisdiction of the South African Roads Agency Limited (SANRAL)	MJ Mojapelo Public Infrastructure Department Public Works, Roads and Transport 10 September 2019	Noted	Environmental Authorisation
This letter serves to inform you that your application for and Environmental Authorisation lodged is hereby acknowledged.	Ms MC Mutengwe Mine Environmental Management Department Mineral Resources 11 September 2019	Noted with thanks.	Environmental Authorisation
Kindly be informed that the above-mentioned application has not yet been evaluated. Once the evaluation is concluded, you shall be informed in due course of the outcome thereof. Notwithstanding this, you are reminded that all documents must be submitted in accordance with	Ms MC Mutengwe Mine Environmental Management Department Mineral Resources 11 September 2019	Noted	Environmental Authorisation

*Public Participation Process*

*Comments and Response Report including historical content comments and newer comments received prior to the Draft EIA/EMP Report*

<b>COMMENTS</b>	<b>STAKEHOLDER</b>	<b>RESPONSE</b>	<b>PHASE</b>
the timeframes stipulated on the NEMA: EIA Regulations, 2014			
The property on which the Morelig School is located belongs to the Dutch Reformed Church. Want to know if the school is in danger.	Gert Kleinhans Chairman for Dutch Reformed Church Belfast 13 September 2019	The school will not be directly impacted by the road diversion; therefore, no direct danger is expected. Measures will be in place to ensure the safety of all road users and/or pedestrians. Mitigation measures will be implemented during the all the phases of the project to ensure the safety of both the surrounding land owners/users as well as the environment.	Draft Scoping Report
The MTPA has no objection to this proposal and support the preferred option, alternative 1 such as is indicated in your report in page 37, figure 8.	Mr JJ Eksteen Manager Scientific Services Mpumalanga Tourism and Parks Agency 7 October 2019	Noted	Draft Scoping Report
The information from the Mpumalanga Biodiversity Sector Plan, Figure 1 Terrestrial biodiversity assessment and the figure 2 freshwater assessment indicates the Protected Area, the CBA irreplaceable areas and the ESA wetlands that must be avoided.	Mr JJ Eksteen Manager Scientific Services Mpumalanga Tourism and Parks Agency 7 October 2019	The roads will not impede any of the wetlands and migration measures will be recommended to avoid disturbance as far as possible to adjacent wetlands.	Draft Scoping Report
The company responsible for the construction of the road diversion must be mindful of the numerous seepage areas and rainwater drainage lines. Prevention of siltation of the freshwater systems during construction is important.	Mr JJ Eksteen Manager Scientific Services Mpumalanga Tourism and Parks Agency 7 October 2019	An extensive list of mitigation measures will be developed for the construction of the road, this will include the prevention of siltation.	Draft Scoping Report
Your cooperation will be appreciated.	Mr JJ Eksteen Manager Scientific Services Mpumalanga Tourism and Parks Agency	Noted	Draft Scoping Report

## Comments and Response Report including historical content comments and newer comments received prior to the Draft EIA/EMP Report

COMMENTS	STAKEHOLDER	RESPONSE	PHASE
	7 October 2019		
From TRAC's side the planned diversion of the P15/1 Carolina road is problematic.	Mrs Carla Davis Traffic Engineer Trans African Concession 9 October 2019	The concerns specified are noted. Various steps have been taken to consult with the responsible authority of the road.	Draft Scoping Report
We require consultation with the appointed design engineers and our engineers to discuss a suitable/ acceptable alternative route and access to the N4 Toll Route.	Mrs Carla Davis Traffic Engineer Trans African Concession 9 October 2019	It is important to note that a detailed consultation process will be undertaken during the EIA Phase and a meeting can be scheduled to discuss the concerns. The draft documents will also provide more detail.	Draft Scoping Report
Kindly provide details of the road design consultants to enable further discussions with them on the alignment and access.	Mrs Carla Davis Traffic Engineer Trans African Concession 9 October 2019		Draft Scoping Report
TRAC is the concessionaire appointed by SANRAL for the N4 Toll Road operations, maintenance and upgrading.	Mrs Carla Davis Traffic Engineer Trans African Concession 9 October 2019		Draft Scoping Report
TRAC objects against the proposed deviation of the road as per the BID.	Mrs Carla Davis Traffic Engineer Trans African Concession 9 October 2019		Draft Scoping Report
The route bypasses the existing Load Control Centre / lay-bye. The existing intersection already has safety issues due to the high number of coal trucks. We need to be consulted regarding a proposed alignment and improvements to the N4 intersection at Wonderfontein with Carolina Road.	Mrs Carla Davis Traffic Engineer Trans African Concession 9 October 2019		Draft Scoping Report

*Public Participation Process*  
*Comments and Response Report including historical content comments and newer comments received prior to the Draft EIA/EMP Report*

<b>COMMENTS</b>	<b>STAKEHOLDER</b>	<b>RESPONSE</b>	<b>PHASE</b>
This serves to inform you that the department is in support of the impact assessment phase.	Mr TP Nyoni Head: Co-Operative Governance and Traditional Affairs 2 October 2019	Noted	Draft Scoping Report
The application must comply with all provision of the municipal Spatial Planning and Land Use Management By-law and town planning scheme.	Mr TP Nyoni Head: Co-Operative Governance and Traditional Affairs 2 October 2019	Noted	Draft Scoping Report
All other law that may be triggered by the proposed use must be complied with the relevant departments.	Mr TP Nyoni Head: Co-Operative Governance and Traditional Affairs 2 October 2019	Noted	Draft Scoping Report
The applicant must take responsibility for engaging in interested and affected parties and that the application proceeds to a full Environmental Impact Assessment to expedite more accurate analysis and impact.	Mr TP Nyoni Head: Co-Operative Governance and Traditional Affairs 2 October 2019	Noted	Draft Scoping Report
Kindly note that the above mentioned road belong to the department of Public Works, Roads and Transport.	Walter Mtshweni Deputy Manager: PMU Emakhazeni Local Municipality 10 Oct 2019	Further communications will follow between Department of Public Works, Roads and Transport and the applicant to resolve any queries.	Draft Scoping Report
The proposed project will affect SANRAL Roads. SANRAL should be contacted to discuss implications.	Ms Victoria Bota Environmental Coordinator SANRAL	Meeting was scheduled.	Draft Scoping Report

*Public Participation Process*  
*Comments and Response Report including historical content comments and newer comments received prior to the Draft EIA/EMP Report*

COMMENTS	STAKEHOLDER	RESPONSE	PHASE
	16 Oct 2019		
The Department has evaluated the submitted SR and Plan of the study for environmental Impact Assessment and is satisfied that the documents comply with the minimum requirements of Appendix 2(2) of the National Environmental Management Act, 1998 (as amended) (NEMA) Environmental Impact Assessment (EIA) Regulations, 2014. The SR is hereby accepted by the Department in terms of Regulation 22(a) of the NEMA EIA Regulations, 2014.	Department Mineral Resources Mrs MC Mutengwe Mine Environmental Management: Mpumalanga Region 7 Jan 2020	Noted	Final Scoping Report
You may proceed with the environmental impact assessment process in accordance with the task contemplated in the Plan of study for environmental Impact Assessment as required in terms of NEMA EIA Regulations, 2014.	Department Mineral Resources Mrs MC Mutengwe Mine Environmental Management: Mpumalanga Region 7 Jan 2020	Noted	Final Scoping Report
Please ensure that comments from all relevant stakeholders are submitted to the Department with the Environmental Impact Assessment Report (EIAR). This includes but is not limited to the Provincial Heritage Authority, Department of Agriculture, Forestry and Fisheries (DAFF), Department of Water and Sanitation (DWS), Mpumalanga Parks Agency and the local Municipality. Proof of correspondence with the various stakeholders must be included in the EIAR.	Department Mineral Resources Mrs MC Mutengwe Mine Environmental Management: Mpumalanga Region 7 Jan 2020	All proof of submissions and comments received will be included in the Public Participation Report as annexures.	Final Scoping Report

*Public Participation Process*

*Comments and Response Report including historical content comments and newer comments received prior to the Draft EIA/EMP Report*

COMMENTS	STAKEHOLDER	RESPONSE	PHASE
Should you be unable to obtain comments, proof of the attempts that were made to obtain comments should be submitted to the Department.			
<p>It should be noted that the Department requires the following to be provided/included and form part of the final EIR and EMPr to be submitted:</p> <ul style="list-style-type: none"> <li>▪ Financial provision calculations must be provided for the proposed activities.</li> <li>▪ The plan to be submitted must depict the location and aerial extent of all proposed mining activities.</li> <li>▪ A map at an appropriate scale which superimposes the proposed activity and its associated structures and infrastructures on the environmental sensitivities of the preferred site indicating any areas that should be avoided, including buffers. All maps must be visible in A3 with clear legend.</li> <li>▪ Public Participation Process must be transparent and all comments received during the process must be incorporated into the comments and response report of the final EIAR.</li> <li>▪ Traffic impact assessment study must be conducted and recommendation must be incorporated in the EIA/EMPr to be submitted.</li> <li>▪ Proof of correspondence with the various stakeholders must be included in the EIAR. Should you be unable to obtain comment, proof</li> </ul>	<p>Department Mineral Resources Mrs MC Mutengwe Mine Environmental Management: Mpumalanga Region 7 Jan 2020</p>	Noted	Final Scoping Report

COMMENTS	STAKEHOLDER	RESPONSE	PHASE
<p>of the attempts that were made to obtain comments should be submitted to the Department.</p> <ul style="list-style-type: none"> <li>▪ All comments from interested and affected parties must be adequately addressed in the final environmental Impact Report.</li> <li>▪ Furthermore, it must be reiterated that, should an application for Environmental Authorisation be subjected to any permits or authorisations in terms of the provisions of any Specific Environmental Management Acts (SEMAs), proof of such application will be required.</li> <li>▪ Any other matters required in terms of Appendix 4 (3) and Appendix 4 (1) of the EIA Regulation 2014.</li> </ul>			
<p>The applicant is hereby reminded to comply with the requirements of regulation 3 of the EIA regulations, 2014 with regards to the time and period allowed for complying with the requirements of the Regulations.</p>	<p>Department Mineral Resources Mrs MC Mutengwe Mine Environmental Management: Mpumalanga Region 7 Jan 2020</p>	Noted	Final Scoping Report
<p>Please be ensure that the EIAR includes the A3 size locality map of the area and illustrates the exact location of the proposed development. The map must be of acceptable quality and as a minimum, have the following attributes, maps are related to one another, co-ordinates, legible legends, indicate</p>	<p>Department Mineral Resources Mrs MC Mutengwe Mine Environmental Management: Mpumalanga Region</p>	Noted	Final Scoping Report

*Public Participation Process*

*Comments and Response Report including historical content comments and newer comments received prior to the Draft EIA/EMP Report*

COMMENTS	STAKEHOLDER	RESPONSE	PHASE
alternative, scale and vegetation types of the study area.	7 Jan 2020		
Your attention is brought to Section 24F of the NEMA which stipulates “that no activity may commence prior to an environmental authorisation being granted by the competent authority”.	Department Mineral Resources Mrs MC Mutengwe Mine Environmental Management: Mpumalanga Region 7 Jan 2020	Noted	Final Scoping Report
The Traffic Impact Assessment was done in 2017, is that the final report?	Mrs Carla Davis Traffic Engineer TRAC 12 Feb 2020	The report was done on Scoping Report Level. An updated study will be done during the EIA phase. Updated data and maps will be made available for comment during this phase.	Pre-EIA Phase
The intersection is dangerous and causes safety issues.	Mrs Carla Davis Traffic Engineer TRAC 12 Feb 2020	Whether the alignment of the new road is done or not, it will not change traffic density. The diversion will not be the cause of accidents that happen at the current intersection. An upgrade needs to be done by SANRAL to address this.	Pre-EIA Phase
Concerns raised regarding the increase in traffic during the construction phase. Where will the trucks come from? What impact will it have on the N4?	Mrs Carla Davis Traffic Engineer TRAC 12 Feb 2020	The impact the construction vehicles will have during construction phase is limited. Especially if compared to the trucks already using the road. This will be investigated and included in the EIA.	Pre-EIA Phase
How will the construction trucks access the new alignment?	Mrs Carla Davis Traffic Engineer TRAC 12 Feb 2020	The current road will still be in service during the construction phase. More information on routes and what level of traffic construction will generate will be available in the EIA.	Pre-EIA Phase



*Public Participation Process*

*Comments and Response Report including historical content comments and newer comments received prior to the Draft EIA/EMP Report*

<b>COMMENTS</b>	<b>STAKEHOLDER</b>	<b>RESPONSE</b>	<b>PHASE</b>
Traffic from Carolina will be affected.	Mrs Carla Davis Traffic Engineer TRAC 12 Feb 2020	The road construction will take place while the existing road is still in service, therefore impact on traffic will be limited.	Pre-EIA Phase
It was suggested that WSP make use of the Butterfly Intersection design. From a safety point of view, it will be the best option.	SANRAL 12 Feb 2020	This is already being implemented on other projects and will also be included in this design.	Pre-EIA Phase
It was unclear whether the diversion will be permanent or not.	SANRAL 12 Feb 2020	The road will be permanently diverted.	Pre-EIA Phase
It is not permitted to mine within 100m from a road.	Mrs Carla Davis Traffic Engineer TRAC 12 Feb 2020	Original plans in the approved EMP did not include mining over the road. Therefore the need to now apply for an Environmental Authorisation for the diversion.	Pre-EIA Phase
SANRAL would suggest a storage lane into the weighbridge from the Carolina direction.	SANRAL 12 Feb 2020	Our designs include double lanes to accommodate traffic that needs to turn. Usually our designs include a dedicated right turn lane.	Pre-EIA Phase
Existing road is a two-lane road and you will be building it as a four lane?	SANRAL 12 Feb 2020	The road leading to the weighbridge has already been doubled up. From this point up to the new proposed road it will also be double lanes.	Pre-EIA Phase
The P15-1 is a provincial road and SANRAL has no jurisdiction there. The N4 does fall under their jurisdiction and that will be where their interest lies.	SANRAL 12 Feb 2020	Noted	Pre-EIA Phase
A portion of land that the diversion will have an impact on will need to be bought from SANRAL and an alternative piece of land should be donated to them.	SANRAL 12 Feb 2020	Alternatives will be looked at on how the design can be adjusted to not impact on this piece of land.	Pre-EIA Phase

*Public Participation Process*

*Comments and Response Report including historical content comments and newer comments received prior to the Draft EIA/EMP Report*

<b>COMMENTS</b>	<b>STAKEHOLDER</b>	<b>RESPONSE</b>	<b>PHASE</b>
Updated plans must be circulated.	SANRAL 12 Feb 2020	Updated plans will be made available in the Draft EIA documentation but will be distributed to this meeting sooner if available.	Pre-EIA Phase
Concerns were raised about the impact on the weighbridge. The site/portion on which the weighbridge is belongs to SANRAL. Therefore, SANRAL is also affected as a land owner.	SANRAL 12 Feb 2020	Noted	Pre-EIA Phase
Is the realignment affecting the weighbridge side and will a portion of land belonging to SANRAL be affected?	SANRAL 12 Feb 2020	Dxf files can be provided to confirm the impacts. Final designs will be available in the EIA.	Pre-EIA Phase
Are you starting after the access of the weighbridge?	SANRAL 12 Feb 2020	Yes	Pre-EIA Phase
Need to confirm that the designs do not overlap on our property to the weighbridge side. Or that the realignment does not overlap on our road reserve.	SANRAL 12 Feb 2020	Final designs will be made available.	Pre-EIA Phase
If the re-alignment overlaps on our area of jurisdiction, it will need to be approved by SANRAL.	SANRAL 12 Feb 2020	Agreed	Pre-EIA Phase
How will you tie in with the current road without affecting the weighbridge during construction?	SANRAL 12 Feb 2020	Note that the current plans do not include upgrades recently done. The road was upgraded and widened so we do not foresee the diversion impacting on the weighbridge.	Pre-EIA Phase
Formal comments will be submitted during the comment period of the EIA phase.	SANRAL 12 Feb 2020	Noted	Pre-EIA Phase
Does your activity not require an amendment? Explain DMR Authorisations	SANRAL 12 Feb 2020	The activity constitutes a new listed activity, as it was not previously applied for, therefore it cannot be an amendment and must be a new Environmental Authorisation Application.	Pre-EIA Phase

*Public Participation Process*  
*Comments and Response Report including historical content comments and newer comments received prior to the Draft EIA/EMP Report*

<b>COMMENTS</b>	<b>STAKEHOLDER</b>	<b>RESPONSE</b>	<b>PHASE</b>
Concerns about mining companies that goes ahead with road constructions even though it was not agreed to by SANRAL or TRAC.	TRAC 12 Feb 2020	This meeting is to consult with all involved and to look at an option that all parties can agree on. SANRAL and TRAC will be notified of all available documents and future meetings for them to comment on and or attend.	Pre-EIA Phase
Is the decision to mine the road based on economics on the mines side?	SANRAL 12 Feb 2020	Yes	Pre-EIA Phase

# APPENDIX 1-7: WRITTEN SUBMISSIONS



# mineral resources

Department:  
Mineral Resources  
**REPUBLIC OF SOUTH AFRICA**

Private Bag X7279, Emalahleni, 1035, Tel: 013 653 0500, Fax: 013 656 1474  
1<sup>st</sup> Floor, Saveways Crescent Centre, Mandela Drive, Emalahleni 1035

**Enquiries:** Mrs. M.C Mutengwe **Email:** mashudu.mutengwe@dmr.gov.za  
**Ref number: (MP) 30/5/1/2/3/2/1 (359) EM**  
**Directorate:** Mine Environmental Management: Mpumalanga Region

## **BY REGISTERED MAIL**

The Directors  
Umsimbithi Mining (Pty) Ltd  
P.O Box 37119  
**BIRNAM PARK**  
2015

**Attention:** Ms Phillip Venter

**Email:** Phillip.Venter@glencore.co.za

## **ACCEPTANCE OF THE SCOPING REPORT SUBMITTED IN TERMS OF REGULATION 21 OF THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014 FOR THE MINING RIGHT IN RESPECT OF PORTIONS 3,7,19,22,26 AND REMAINING EXTENT OF THE FARM WONDERFONTEIN 428 JS FOR UMSIMBITHI MINING (PTY) LTD, SITUATED IN THE MAGISTERIAL DISTRICT OF BELFAST : MPUMALANGA REGION**

The Scoping Report (SR) and Plan of study for Environmental Impact Assessment received by the Department on 21 November 2019 refers.

- a) The Department has evaluated the submitted SR and Plan of the study for environmental Impact Assessment and is satisfied that the documents comply with the minimum requirements of Appendix 2(2) of the National Environmental Management Act, 1998 (as amended) (NEMA) Environmental Impact assessment (EIA) Regulations, 2014. The SR is hereby accepted by the Department in terms of Regulation 22(a) of the NEMA EIA Regulations, 2014.
- b) You may proceed with the environmental impact assessment process in accordance with the tasks contemplated in the Plan of study for environmental Impact assessment as required in terms of the NEMA EIA regulations, 2014.

- c) Please ensure that comments from all relevant stakeholders are submitted to the Department with the Environmental Impact Assessment Report (EIAR). This includes but is not limited to the Provincial Heritage Resources Authority, Department of Agriculture, Forestry and Fisheries (DAFF), Department of Water and Sanitation (DWS), Mpumalanga Department of Public Works, Roads and Transport, Mpumalanga Tourism and Parks Agency and the local municipality. Proof of correspondence with the various stakeholders must be included in the EIAR. Should you be unable to obtain comments, proof of the attempts that were made to obtain comments should be submitted to the Department.
- d) It should be noted that the Department requires the following to be provided/included and form part of the final EIR and EMPr to be submitted.
- The financial provision calculations must be provided for the proposed activities.
  - The plan to be submitted must depict the location and aerial extent of all proposed mining activities.
  - 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 indicating any areas that should be avoided, including buffers. All maps must be visible in A3 with clear legend.
  - Public Participation Process must be transparent and all comments received during the process must be incorporated into the comments and response report of the final Environmental Impact Report.
  - Traffic impact assessment study must be conducted and recommendation must be incorporated in the EIA/EMPr to be submitted.
  - Proof of correspondence with the various stakeholders must be included in the EIAR. Should you be unable to obtain comments, proof of the attempts that were made to obtain comments should be submitted to the Department.
  - All comments from interested and affected parties must be adequately addressed in the final environmental Impact Report.

- Furthermore, it must be reiterated that, should an application for Environmental Authorisation be subjected to any permits or authorisations in terms of the provisions of any Specific Environmental Management Acts (SEMAs), proof of such application will be required.
  - Any other matters required in terms of Appendix 3 (3) and Appendix 4 (1) of the EIA Regulation 2014.
- e) The applicant is hereby reminded to comply with the requirements of regulation 3 of the EIA regulations, 2014 with regards to the time and period allowed for complying with the requirements of the Regulations.
- f) Please be ensure that the EIAR includes the A3 size locality map of the area and illustrates the exact location of the proposed development. The map must be of acceptable quality and as a minimum, have the following attributes , maps are related to one another, Co-ordinates, Legible legends, Indicate alternative, Scale and Vegetation types of the study area.
- g) Your attention is brought to Section 24F of the NEMA which stipulates “that no activity may commence prio to an environmental authoriwsation being granted by the competent authority”.

For any enquiry regarding this application please contact the above mentioned Official

Yours faithfully

.....  
  
At REGIONAL MANAGER: MINERAL REGULATION  
MPUMALANGA REGION  
DATE 07/01/2020



co-operative governance  
& traditional affairs  
**MPUMALANGA PROVINCE**  
REPUBLIC OF SOUTH AFRICA

Samora Machel Building, Ext 2, No. 7 Government Boulevard, Riverside Park, Mbombela, 1200, Mpumalanga Province  
Private Bag X11304, Mbombela, 1200. Tel: 013 766 0000, Int Tel: +27 (13) 766 6087, Tel: 013 766 6087  
Tel: 013 766 8252, Int: Fax: +27 (13) 766 8252

Litiko  
Lekubusa  
ngekubambisana  
netebuholi bendzabuko

Departement van  
Koöperatiewe Regering  
en Tradisionele Sake

umNyango  
wezekuBusa  
ngokuHlanganyela  
neeNdaba zamaKhosi

Ref: 12/1/4/1/6/2/4/2  
Enquiries: TP Berlington  
Contact: 013 766 1773

Ms Fransis de la Rosa  
P.O. BOX 13509  
Sinoville  
Pretoria

Dear Madam

**COMMENTS ON ENVIRONMENTAL IMPACT ASSESSMENT FOR UMSIMBITHI  
WONDERFONTEIN COLLIERY ROAD DIVERSION PROJECT, EMAKHAZENI  
LOCAL MUNICIPALITY**

1. Your written request in the above-mentioned regard has reference.
2. This letter serves to inform you that the department is in support of the impact assessment phase.
3. The application must comply with all provision of the municipal Spatial Planning and Land Use Management By-law and town planning scheme.
4. All other laws that may be triggered by the proposed use must be complied with the relevant departments.
5. The applicant must take responsibility for engaging in interested and affected parties and that the application proceeds to a full Environmental Impact Assessment to expedite more accurate analysis and impact.
6. Trust the above is in order.

Regards,

  
**MR. T.P NYONI**  
**HEAD: CO-OPERATIVE GOVERNANCE AND TRADITIONAL AFFAIRS**

2/10/2019  
DATE





## **mineral resources**

Department:  
Mineral Resources  
**REPUBLIC OF SOUTH AFRICA**

Private Bag X7279, Emalahleni, 1035, Tel: 013-653 0500, Fax: (013) 656 1474  
Saveways Crescent Centre, Mandela Drive, Emalahleni, 1035

**Enquiries: Ms. M.C Mutengwe Ref: MP 30/5/1/2/3/2/1 (359) EM**

**Sub directorate: Mine Environmental Management**

### **Registered Mail**

The Directors  
Umsimbithi Mining (Pty) Ltd  
P.O Box 37119  
**BIRNAM PARK**  
2015

**Attention:** Ms Thabiso Mogoatlhe email: Thabiso.Mogoatlhe@glencore.co.za

**ACKNOWLEDGEMENT RECEIPT OF AN APPLICATION FOR ENVIRONMENTAL AUTHORISATION IN RESPECT OF PORTIONS 3,7,19,22,26 AND REMAINING EXTENT OF THE FARM WONDERFONTEIN 428 JS, SITUATED WITHIN THE MAGISTERIAL DISTRICT OF BELFAST, AS REQUIRED IN TERMS OF REGULATION 3(6) OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO.107 OF 1998): ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014 LODGED IN TERMS OF REGULATION 19 OF THE ABOVE-MENTIONED REGULATIONS AS READ TOGETHER WITH SECTION 12 OF THE MINERAL AND PETROLEUM RESOURCES DEVELOPMENT ACT, 2008 (ACT NO.49 OF 2008) AS AMENDED.**


The above-mentioned matter refers.

1. This letter serves to inform you that your application for an Environmental Authorisation lodged is hereby acknowledged.
2. Kindly be informed that the above-mentioned application has not yet been evaluated. Once the evaluation is concluded, you shall be informed in due course of the outcome thereof. Notwithstanding this, you are reminded that all documents must be submitted in accordance with the timeframes stipulated on the NEMA: EIA Regulations, 2014.

Umsimbithi Mining (Pty) Ltd Ref: MP 30/5/1/2/3/2/1 (359) EM

3. For any enquire regarding this application please contact the above mentioned Official.

Yours faithfully

  
PP REGIONAL MANAGER:  
MINERAL REGULATION  
MPUMALANGA REGION  
DATE: 11/09/2019

EPJ Kleyhans

086 665 9703

**ALL THE CORRESPONDENCE SHOULD BE ADDRESSED TO THE ATTENTION OF THE REGIONAL MANAGER  
OF DEPARTMENT OF MINERAL RESOURCES: MPUMALANGA.**



Wonderfontein Road Diversion &lt;wonderfontein.road@gmail.com&gt;

---

## Wonderfontein Project Information

---

**Walter M. Mtshweni** <mtshweniwm@emakhazeni.gov.za>  
To: Wonderfontein Road Diversion <wonderfontein.road@gmail.com>  
Cc: kekanae@emakhazeni.gov.za

Thu, Oct 10, 2019 at 11:56 AM

Good Morning Sir

Kindly note that the above mentioned road belong to the department of Public Works, Roads and Transport.

You can kindly call the manager for the Belfast areas on the following numbers

Mr. Mthimunye on 083 575 2066

Kind Regards

Walter Mtshweni  
Deputy Manager: PMU  
Emakhazeni Local Municipality  
013 253 7674/073 461 4782  
[mtshweniwm@emakhazeni.gov.za](mailto:mtshweniwm@emakhazeni.gov.za)

25 Scheepers Street  
Emakhazeni (Belfast) 1100  
Mpumalanga  
Rep. of South Africa  
Tel: +27 (0) 13 253 7600  
Fax: +27 (0) 13 253 1889



**Emakhazeni  
Local Municipality**

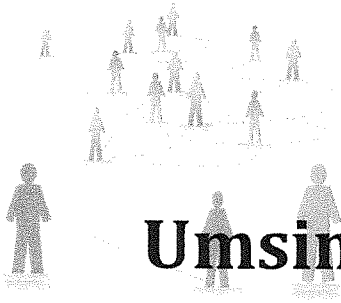
[www.emakhazeni.gov.za](http://www.emakhazeni.gov.za)  
[municipality@emakhazenilm.co.za](mailto:municipality@emakhazenilm.co.za)

**Disclaimer** This message and any attachments relating to official business of Emakhazeni Local Municipality (ELM) are proprietary to ELM and intended for the original addressee only. The message may contain information that is confidential and subject to legal privilege. Any views expressed in this message are those of the individual sender. If you receive this message in error, please notify the original sender immediately and destroy the original message. If you are not the intended recipient of this message, you are hereby notified that you must not disseminate copy, use, distribute, or take any action in connection therewith. ELM cannot insure that the integrity of this communication has been maintained, nor that it is free of errors, viruses, interception and / or interference. ELM is not liable whatsoever for loss or damage resulting from the opening of this message and / or attachments and / or the use of the information contained in this message and / or attachments.

---

**From:** "Wonderfontein Road Diversion" <wonderfontein.road@gmail.com>  
**To:** "Walter Mtshweni" <mtshweniwm@emakhazeni.gov.za>, [kekanae@emakhazeni.gov.za](mailto:kekanae@emakhazeni.gov.za)  
**Sent:** Wednesday, October 9, 2019 3:21:14 PM  
**Subject:** Fwd: Wonderfontein Project Information

[Quoted text hidden]



# Umsimbithi Wonderfontein Colliery Road Diversion Project

April 2019

## IAP REGISTRATION AND COMMENT FORUM

Title	MR.	First Name:	GERT	Surname	KLEINHANS
Company / Organisation:	Dutch Reformed Church.				
Designation:	Chairman of the Dutch Reformed church's Executive Committee.				
Home town / Property	BELFAST				
Postal Address					Postal Code
Physical Address					Postal Code
Contact details	Tel:	01325 30449	Fax:	01325 30449	
	Email:	ngkbelfast@lantic.net	Cell:	082 8922431	
I would like to receive my notification by (mark X):			Post	<input checked="" type="checkbox"/> Email	Fax <input type="checkbox"/> SMS <input type="checkbox"/>
Please indicate why you have interest in this project?					
The property on which the Morelig School is located belongs to the Dutch Reformed Church.					
Please write comments and questions here?					
Wants to know if the school is in danger					
Please feel free to attached a separate written submission					
Please add any person you think may be interested and affected parties					
Full Name				Company / Organisation	
Company / Organisation:					
Contact details	Tel:		Fax:		
	Email:		Cell:		
Please send your Registration and Comments to:					
Fransis de la Rosa					
Address	PO Box 13509, Sinoville, Pretoria		Email	wonderfontein.road@gmail.com	
Tel:	(012) 543 9093		Fax:	086 602 5566	

**Ref:** LUA 19 /2362  
**Unit:** LUA/SS  
**Enquiries:** F.N. Krige  
**Tel/ Fax:** 013 2540279  
**E-Mail:** [frans@mtpa.co.za](mailto:frans@mtpa.co.za)

Attention: Mr. E.P.J. Kleynhans

**Jaco-K. Consulting**  
Private Bag X1838  
**Middelburg**  
2052

Fax: 013 243 7110

Email: [jaco@jacokconsulting.co.za](mailto:jaco@jacokconsulting.co.za)

Dear Mr. Kleynhans

**SUBJECT: MTPA COMMENTS ON THE CONSULTATION SCOPING REPORT FOR THE PROPOSED WONDERFONTEIN 428 JS ROAD DIVERSION PROJECT FOR THE UMSIMBITHI MINING (PTY)LTD ON PORTIONS OF THE FARM WONDERFONTEIN 428 JS, NEAR BELFAST, MPUMALANGA PROVINCE. DMR REFERENCE NO MP30/5/1/2/2/359 MR.**

With reference to your scoping report, your reference: AO946 JKC and DMR MP30/5/1/2/2/359 MR of September 2019 herewith our comments:

The MTPA has no objection to this proposal and support the preferred option, alternative 1 such as is indicated in your report in page 37, figure 8.

The information from the Mpumalanga Biodiversity Sector Plan, Figure 1 Terrestrial biodiversity assessment and the figure 2 freshwater assessment below indicates the Protected Area, the CBA irreplaceable areas and the ESA wetlands that must be avoided.

The company responsible for the construction of the road diversion must be mindful of the numerous seepage areas and rainwater drainage lines. Prevention of siltation of the freshwater systems during construction is important.

Your cooperation will be appreciated.

Kind Regards



.....  
**MR. J.J. EKSTEEN**  
**MANAGER SCIENTIFIC SERVICES**  
**DATE: 07 OCTOBER 2019**

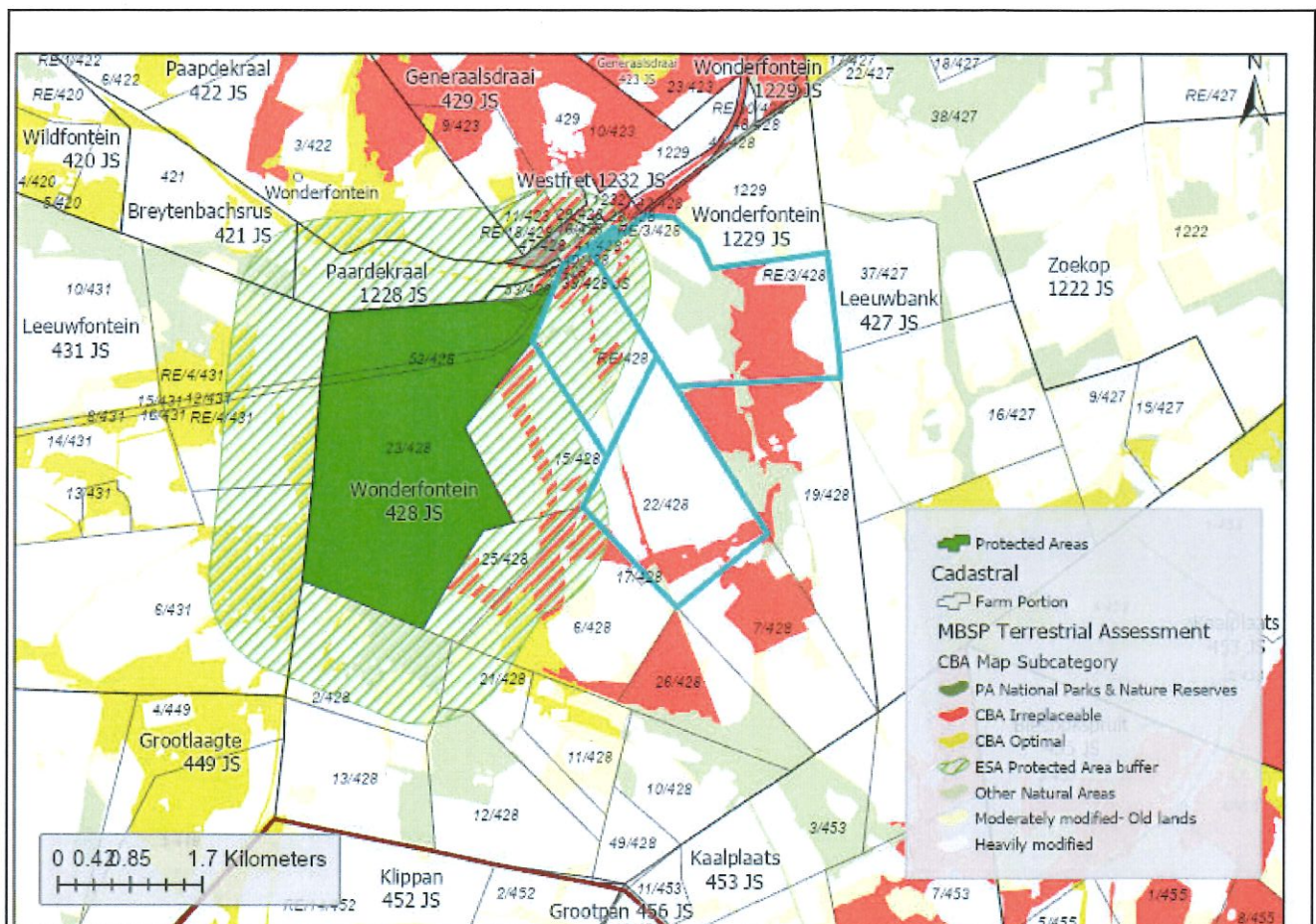


Figure 1. Terrestrial biodiversity assessment indicating the Terrestrial biodiversity status of the highlighted Areas.

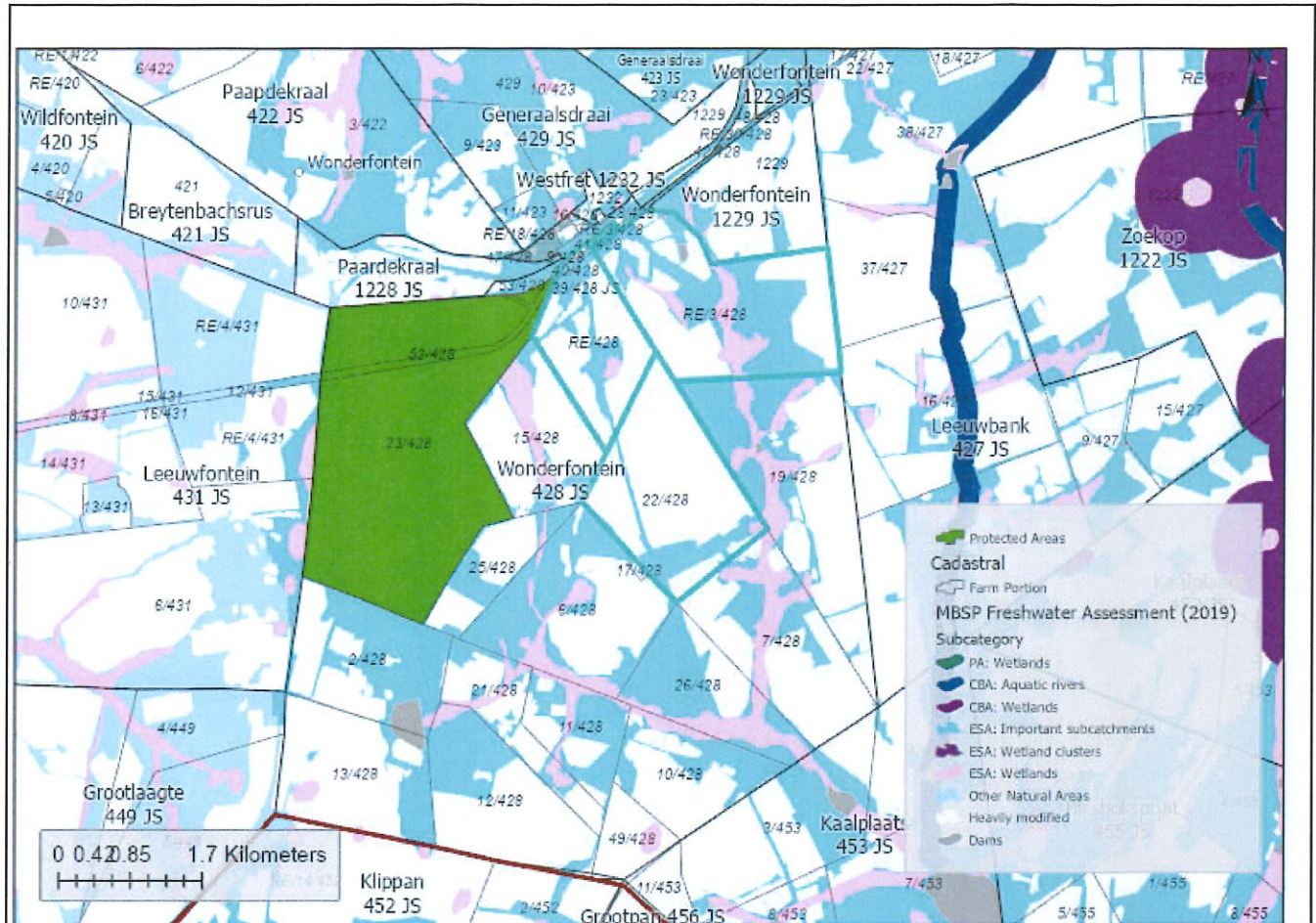


Figure 2. Freshwater assessment indicating the position of the, ESA wetlands and pans.



public works,  
roads & transport

MPUMALANGA PROVINCE  
REPUBLIC OF SOUTH AFRICA

16 Hope Street, Mbombela, 1200, Mpumalanga Province  
Private Bag X11310, Mbombela, 1200, Mpumalanga Province  
Tel I: +27 (13) 766 8525, Fax: +27 (13) 766 8648

TRANSPORT INFRASTRUCTURE

Litiko Letemisebenti Yemphakatsi,  
Temigwaco Netekutfutsa

Departement van Openbare Werke,  
Paaie en Vervoer

UmNyango wezemiSebenzi yomPhakathi,  
zeeNdlela nezokuThutha

Ref: F05/11/2/2 -- P 15-1  
Enq: M.J. Mojapelo

Jaco -K Consulting  
Suite 445 MW  
Private Bag X 1838  
Middelburg  
1050

Attention: EPJ Kleynhans (Pr. Eng.)

RE: ENVIRONMENTAL AUTHORIZATION FOR PROPOSED DIVERSION OF NATIONAL ROAD P 15-1

This is with reference to your EIA, A0946, dated 09 September 2019

We are at this stage unable to give comprehensive comments as we do not know as yet what the final route of the above will be.

Please note that currently, the affected road, P 15-1 (R33), now falls under the jurisdiction of the South African Roads Agency Limited (SANRAL)

Regards

  
MC Morolo  
Deputy Director General  
Public Infrastructure

Date: 10.09.2019.





# Umsimbithi Wonderfontein Colliery Road Diversion Project

April 2019

## IAP REGISTRATION AND COMMENT FORUM

Title	Ms	First Name:	Victoria	Surname	BOTA	
Company / Organisation:	SANRAL					
Designation:	Env. Coordinator					
Home town / Property						
Postal Address	P/Bag X17 LYNNWOOD RIDGE				Postal Code	0040
Physical Address	38 IDA STR MENLO PARK PRETORIA				Postal Code	0081
Contact details	Tel:	012 844 8031	Fax:			
	Email:	Botava@nrta.co.za	Cell:	061 647 5212		
I would like to receive my notification by (mark X):			Post	Email <input checked="" type="checkbox"/>	Fax	SMS
Please indicate why you have interest in this project?						
The proposed project will affect SANRAL Roads. SANRAL should be contacted to discuss implications.						
Please write comments and questions here?						
Please contact SANRAL						
Please feel free to attached a separate written submission						
Please add any person you think may be interested and affected parties						
Full Name				Company / Organisation		
Company / Organisation:						
Contact details	Tel:				Fax:	
	Email:				Cell:	
Please send your Registration and Comments to:						
Fransis de la Rosa						
Address	PO Box 13509, Sinoville, Pretoria		Email	<a href="mailto:wonderfontein.road@gmail.com">wonderfontein.road@gmail.com</a>		
Tel:	(012) 543 9093		Fax:	086 602 5566		



# Umsimbithi Wonderfontein Colliery Road Diversion Project

April 2019

## IAP REGISTRATION AND COMMENT FORUM

Title	MRS	First Name:	Carla	Surname	Davis	
Company / Organisation:	Trans African Concessions					
Designation:	Traffic Engineer					
Home town / Property	TRAC N4 Toll Route Concessionaire					
Postal Address	PO Box 4356 Nelspruit				Postal Code	1200
Physical Address	TRAC Regional Office 2C Matatiele Rd, Nelspruit				Postal Code	1201
Contact details	Tel:	013 755 3316	Fax:	-		
	Email:	cdavis@tracn4.co.za	Cell:	082 887 4941		
I would like to receive my notification by (mark X):			Post	<input checked="" type="checkbox"/> Email	Fax	SMS
Please indicate why you have interest in this project?		TRAC is the concessionaire appointed by SANRAL for the N4 Toll Road operations, maintenance and upgrading				
Please write comments and questions here?		TRAC objects against the proposed deviation of the road as per the BID. The route bypasses the existing LCC (load control centre / lay-bye). The existing intersection already has safety issues due to the high number of coal trucks. We need to be consulted regarding a proposed alignment and improvements to the N4 intersection at Wonderfontein with Caroline Rd.				
Please add any person you think may be interested and affected parties		Intersection at Wonderfontein with Caroline Rd.				
Full Name			Company / Organisation			
Company / Organisation:						
Contact details	Tel:			Fax:		
	Email:			Cell:		
Please send your Registration and Comments to:						
Fransis de la Rosa						
Address	PO Box 13509, Sinoville, Pretoria		Email	wonderfontein.road@gmail.com		
Tel:	(012) 543 9093		Fax:	086 602 5566		

Insufficient time since receipt of the BID to provide more comments. We propose a meeting to be arranged with designers.

6 September 2019

**Attention: Me. Mashudu Maduka**

The Regional Manager

Department of Mineral Resources

Private Bag X7279

**WITBANK**

1035

<b>Dept. of Mineral Resources</b>
Private Bag X7279
<b>2019 -09- 06</b>
Witbank 1035
<b>Dept. of Mineral Resources</b>



**Jaco-K Consulting**

Our Ref: A0946

Your Ref: A0946\_JKC

Dear Me. Maduka,

**RE: CONSULTATION SCOPING REPORT – FOR THE PROPOSED WONDERFONTEIN ROAD DIVERSION – SCOPING AND EIA APPLICATION DMR REFERENCE NO. MP 30/5/1/2/2/359 MR & NEMA REFERENCE NO. A0946\_JKC**

Jaco – K Consulting has been appointed by Umsimbithi Mining (Pty) Ltd to compile the Consultation Scoping Report proposed for Wonderfontein Road Diversion.

Please find attached one (1) hard copy of the Consultation Scoping Report, for your comments. The commenting period starts 9 September 2019 and your comments must reach our office by 10 October 2019.

Please forward any comments/issues that you may have to the following contact details: - [admin@jacokconsulting.co.za](mailto:admin@jacokconsulting.co.za), or phone Jaco-K Consulting on 013 243 7110.

Regards,

**Jaco Kleynhans**

Director

Registration # 2017/102604/07 ♦ VAT # 4720244591

Telephone & Fax 013 243 7110

Suite 445 MW, Private Bag X1838, Middelburg, 1050 ♦ Midlands Office Park, Building A, Unit 3, 2 Walter Sisulu Street, Middelburg, MP

[www.jacokconsulting.co.za](http://www.jacokconsulting.co.za)

Directors: AD Davis, EPJ Kleynhans; GS Nhlapo

9 September 2019

**Attention: Mr. M. L. Mamaleka**

Emakhazeni Local Municipality

Planning, Infrastructure and Social Development

25 Scheepers Street

**BELFAST**

1100

Tel: (013) 253 7676



**Jaco-K Consulting**

Our Ref: A0946

Your Ref: A0946\_JKC

Dear Mr. Mamaleka,

**RE: CONSULTATION SCOPING REPORT – FOR THE PROPOSED WONDERFONTEIN ROAD DIVERSION – SCOPING AND EIA APPLICATION DMR REFERENCE NO. MP 30/5/1/2/2/359 MR & NEMA REFERENCE NO. A0946\_JKC**

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Regards,

**Jaco Kleynhans**  
Director

Received P.M. Msibi  
09/09/2019

Registration # 2017/102604/07 ♦ VAT # 4720244591  
Telephone 013 243 7110 Fax 086 410 8267

Suite 445 MW, Private Bag X1838, Middelburg, 1050 ♦ Midlands Office Park, Building A, Unit 3, 2 Walter Sisulu Street, Middelburg, MP

[www.jacokconsulting.co.za](http://www.jacokconsulting.co.za)

Directors: AD Davis, EPJ Kleynhans; GS Nhlapo

11 October 2019



**Jaco-K Consulting**

**Attention: Me. Mashudu Maduka**

The Regional Manager

Department of Mineral Resources

Private Bag X7279

**WITBANK**

1035

Our Ref: A0946

Your Ref: A0946\_JKC

Dear Me. Maduka,

**RE: FINAL SCOPING REPORT – FOR THE PROPOSED WONDERFONTEIN ROAD DIVERSION – SCOPING AND EIA APPLICATION DMR REFERENCE NO. MP 30/5/1/2/2/359 MR & NEMA REFERENCE NO. A0946\_JKC**

Jaco – K Consulting has been appointed by Umsimbithi Mining (Pty) Ltd to compile the Final Scoping Report proposed for Wonderfontein Road Diversion.

Please find attached two (2) hard copies of the Final Scoping Report.

Please do not hesitate to contact us should you require any additional information.

Regards,

**Jaco Kleynhans**  
Director

*DMR/MP4/LG/10532*

<b>Dept. of Mineral Resources</b>
Private Bag X7279 <i>G. Goliath</i> 2019 -10- 11
Witbank 1035
<b>Dept. of Mineral Resources</b>

9 September 2019

**Attention: Sonnyboy Mhlongo**

Inkomati-Usuthu Catchment Management Agency

Suite 801, MAXSA Building

13 Streak Street

**NELSPRUIT**

1200



**Jaco-K Consulting**

Our Ref: A0946

Your Ref: A0946\_JKC

Dear Sonnyboy,

**RE: CONSULTATION SCOPING REPORT – FOR THE PROPOSED WONDERFONTEIN ROAD DIVERSION – SCOPING AND EIA APPLICATION DMR REFERENCE NO. MP 30/5/1/2/2/359 MR & NEMA REFERENCE NO. A0946\_JKC**

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Regards,

**Jaco Kleynhans**  
Director

Inkomati Usuthu Catchment  
Management Agency  
Private Bag X 11214  
Nelspruit 1200

09/09/19

Registration # 2017/102604/07 ♦ VAT # 4720244591  
Telephone & Fax 013 243 7110

Suite 445 MW, Private Bag X1838, Middelburg, 1050 ♦ Midlands Office Park, Building A, Unit 3, 2 Walter Sisulu Street, Middelburg, MP

[www.jacokconsulting.co.za](http://www.jacokconsulting.co.za)

Directors: AD Davis, EPJ Kleynhans; GS Nhlapo

9 September 2019

**Attention: Komilla Narasoo**

Mpumalanga Tourism & Parks Agency

Block G25

N4 Halls Gateway

Mataffin

**NELSPRUIT**

1200

Tel: (013) 759 5472



**Jaco-K Consulting**

*Our Ref: A0946*

*Your Ref: A0946\_JKC*

Dear Komilla,

**RE: CONSULTATION SCOPING REPORT – FOR THE PROPOSED WONDERFONTEIN ROAD DIVERSION – SCOPING AND EIA APPLICATION DMR REFERENCE NO. MP 30/5/1/2/2/359 MR & NEMA REFERENCE NO. A0946\_JKC**

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Regards,

**Jaco Kleynhans**  
*Director*

Registration # 2017/102604/07 ♦ VAT # 4720244591  
Telephone 013 243 7110 Fax 086 410 8267

Suite 445 MW, Private Bag X1838, Middelburg, 1050 ♦ Midlands Office Park, Building A, Unit 3, 2 Walter Sisulu Street, Middelburg, MP

[www.jacokconsulting.co.za](http://www.jacokconsulting.co.za)

Directors: AD Davis, EPJ Kleynhans; GS Nhlapo

9 September 2019

**Attention: Doreen Sithole**

Department of Agriculture, Forestry and Fisheries:  
Directorate Land Use and Soil Management  
2<sup>nd</sup> Floor Permanent Building, 27 Brown Street

**NELSPRUIT**

1200

Tel: (013) 754 0701 / 0727



**Jaco-K Consulting**

*Our Ref: A0946*

*Your Ref: A0946\_JKC*

Dear Doreen,

**RE: CONSULTATION SCOPING REPORT – FOR THE PROPOSED WONDERFONTEIN ROAD DIVERSION – SCOPING AND EIA APPLICATION DMR REFERENCE NO. MP 30/5/1/1/2/2/359 MR & NEMA REFERENCE NO. A0946\_JKC**

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Regards,

**Jaco Kleynhans**  
Director

09/9/2019

Registration # 2017/102604/07 ♦ VAT # 4720244591

Telephone & Fax 013 243 7110

Suite 445 MW, Private Bag X1838, Middelburg, 1050 ♦ Midlands Office Park, Building A, Unit 3, 2 Walter Sisulu Street, Middelburg, MP

[www.jacokconsulting.co.za](http://www.jacokconsulting.co.za)

Directors: AD Davis, EPJ Kleynhans; GS Nhlapo



9 September 2019

**Attention: Mr John Mojapelo**

The Department of Public Works,  
Road and Transport  
1616 Hope Street

**NELSPRUIT**

1200

Tel: (013) 766 8620



Our Ref: A0946

Your Ref: A0946\_JKC

Dear John,

**RE: CONSULTATION SCOPING REPORT – FOR THE PROPOSED WONDERFONTEIN ROAD DIVERSION – SCOPING AND EIA APPLICATION DMR REFERENCE NO. MP 30/5/1/2/2/359 MR & NEMA REFERENCE NO. A0946\_JKC**

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Regards,

**Jaco Kleynhans**  
Director

JOHN MOJAPELO  
09/09/2019

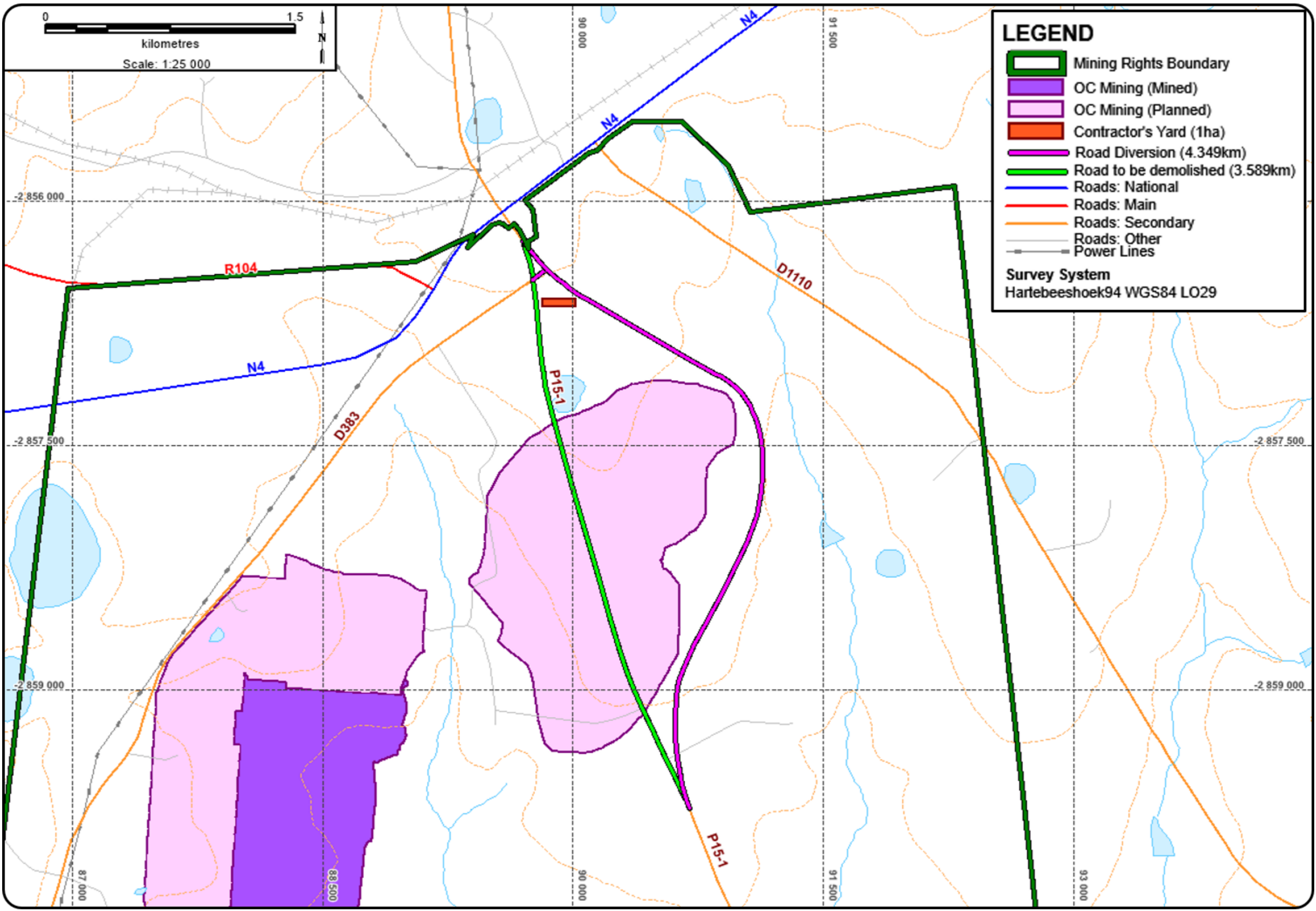
Registration # 2017/102604/07 ♦ VAT # 4720244591

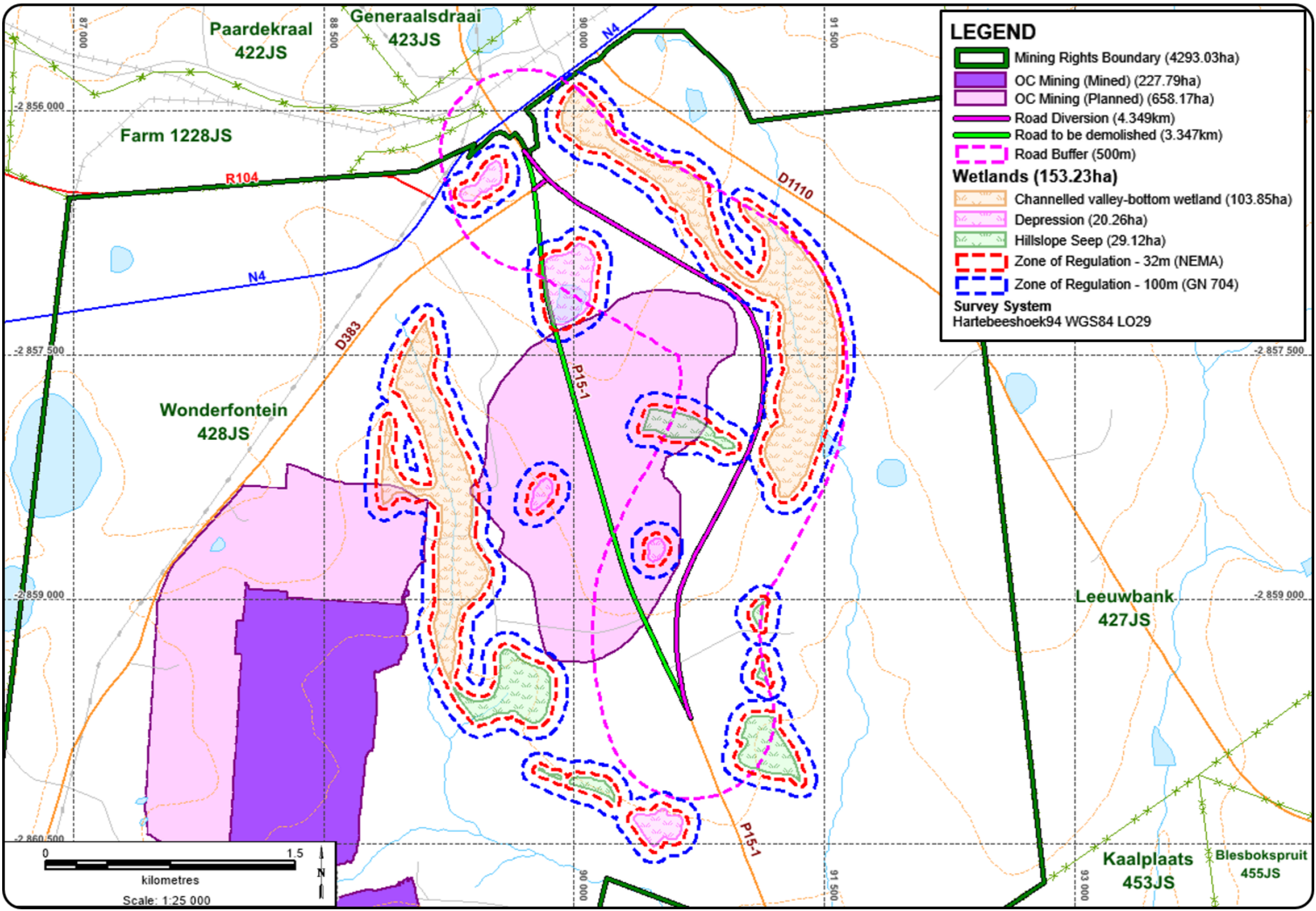
Telephone 013 243 7110 Fax 086 410 8267

Suite 445 MW, Private Bag X1838, Middelburg, 1050 ♦ Midlands Office Park, Building A, Unit 3, 2 Walter Sisulu Street, Middelburg, MP

[www.jacokconsulting.co.za](http://www.jacokconsulting.co.za)

Directors: AD Davis, EPJ Kleynhans; GS Nhlapo





**LEGEND**

- Mining Rights Boundary (4293.03ha)
- OC Mining (Mined) (227.79ha)
- OC Mining (Planned) (658.17ha)
- Road Diversion (4.349km)
- Road to be demolished (3.347km)
- Road Buffer (500m)

**Wetlands (153.23ha)**

- Channelled valley-bottom wetland (103.85ha)
- Depression (20.26ha)
- Hillslope Seep (29.12ha)
- Zone of Regulation - 32m (NEMA)
- Zone of Regulation - 100m (GN 704)

**Survey System**  
Hartebeeshoek94 WGS84 LO29

