



# GA Environment

**COMMENTS AND RESPONSES REPORT FOR THE PROPOSED  
SCOPING AND ENVIRONMENTAL IMPACT ASSESSMENT  
PROCESS FOR THE PROPOSED MINING OF QUARRIES 6A & 6B  
ASSOCIATED WITH THE UPGRADE OF NATIONAL ROAD R573  
(MOLOTO ROAD), GAUTENG PROVINCE**

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## 1. INTRODUCTION

This Comments and Responses Report (CRR) captures the comments and issues raised by Interested and Affected Parties (I&APs) during the initial notification phase of the Scoping and EIA Process for the clearance of indigenous vegetation associated with the proposed mining of borrow material on Quarry 6A for the upgrade of National road R573 (Moloto road), Gauteng province.

The necessity for the CRR is based on Regulation 44 of the National Environmental Management Act's (NEMA) Environmental Impact Assessment (EIA) Regulations of 2014 (as amended). A summary of the Public Participation Process undertaken for the project to date is as follows:

- Notification letters were compiled and distributed to all adjacent landowners on the 27th of July 2018 (Quarry 6A) and yet again on the 6th of July 2020 for Quarries 6A & 6B. Knock and Drop Registers were completed for all I&APs that received a notification letter on the aforementioned dates. Electronic version of the notification letters have also been sent to I&APs and is currently ongoing;
- A newspaper advertisement notifying I&APs of the proposed development was placed on page 2 of the Pretoria News on the 9th of July 2020 and on Page 4 of the Pretoria North Rekord on the 10th of July 2020;
- Site notices presenting the project were erected on site and at visible and accessible locations close to the site on the 20th of July 2020; and
- A focus group meeting was held with the Ward Councillor of Ward 87 and Ward 96 of the City of Tshwane (CoT) on the 2<sup>nd</sup> of July 2020.

**Table 1** indicates the name of the I&AP, their organisation, the date of the receipt of the comments, their communication methods as well the response of the Environmental Assessment Practitioner (EAP) to the comment. This report contains all comments that have been received to date. All comments received have been acknowledged and responded to by GA Environment. All correspondence between GA Environment and the I&APs have been included in **Appendix D7**.

## 2. COMMENTS AND RESPONSES

Table 1: Comments and responses for the SANRAL R573 Upgrade: 6A

	NAME AND SURNAME OF PARTY/PARTIES	COMMENTS/QUESTIONS/CONCERNS	EAP's RESPONSE
2.1.1	<b>Belinda Boshoff</b>	<p><b>Email dated 27<sup>th</sup> July 2018</b></p> <p>If the road like it is now is going to be used to the quarry, its directly through my property. I am a game and vegetable farmer and the dust from the extra/heavy traffic will severely affect me.</p> <p>My house is also next to the road so the dust is also going to affect my family.</p>	<p><b><u>Haulage of Material</u></b></p> <p>Various haulage route options will be considered for the proposed Quarry. Haulage routes will include, the railway maintenance track towards the north of the site, Tamboti Road, Maroela Road, along the proposed PWV2 alignment (adjacent to the Kameeldrift police station) as well as additional internal road links. Public roads that will be used for the haulage of material will be maintained as needed during material production. Upon vacating the quarry sites, public roads that were used for haulage will be maintained one final time and left in an acceptable condition for public use. Haulage of material will be undertaken during the working daylight hours which excludes Sundays. Future Maroela Road upgrades (extent is yet to be determined) and realignment is planned in order to align the road and urban interchange with future road networks will likely commence in 2023.</p> <p><b><u>Dust</u></b></p> <p>In terms of dust, non-toxic and environmentally friendly dust suppression measures will be undertaken on site and on haulage roads to prevent vegetative dust. Regular dust monitoring will be undertaken on site during the construction and operational phases. Ongoing community forum meetings will be held by the Contractor and the adjacent communities to present the findings of the monitoring. Considering the long-term viability of the Quarry, the surfacing of the haulage routes will be undertaken as a control measure for dust.</p>

		<p>Blasting will also be a problem with the animals on my property.</p> <p><b>Email dated 26<sup>th</sup> August 2020</b>                  With the proposed mining of these quarries your trucks will have to enter my property and will pass my house that is directly adjacent to the gravel road. This will cause a lot of dust and will cause health issue for all of us. Also Moroela road is not suitable for heavy traffic daily as it is long overdue for a fill. If the road situation can be fixed (maintain Maroela and make a plan with the dust at my house) I will not have a problem with this.</p>	<p><b>Blasting</b>                  Blasting will be undertaken to loosen bedrock materials prior to being excavated and crushed/processed. This will be undertaken on site, as per the blasting management plan which will be compiled by the Contractor. This will include notification of the nearby affected communities. No blasting will occur on weekends or on Public Holidays or at night. Blast designs and procedures will be developed to keep noise and blasting to a minimum without compromising blast requirements and will consider appropriate drilling grid, charge size, charging plan, blasting ratio, charge stemming and delay interval.</p> <p>Adjacent landowners and businesses will be notified well in advance about blasting activities and appropriate precautionary measures shall be taken. Blasting will be undertaken as per industry standard methods to control the impact of blasting and limit the risk of damage to buildings and structures by reducing blast vibrations induced in the rock mass, eliminating fly rock and limiting air-blast and noise to acceptable levels. The size of explosive charges used for blasting will be optimised so as to balance breaking capacity against minimising any vibration impact and fly-rock. There will be ground vibration likely within at least 500 to 1000m of the blasting zone. Considering the location of the proposed quarry pit areas and their proximity to residential areas, it will be critical that no over-blasting occurs.</p> <p>A response on the haulage of material and dust has been provided above.</p>
<p>2.1.2</p>	<p><b>Gonda van Ekeren</b></p>	<p><b>Email dated 31 July 2018</b>                  Thank you for the notification we received in our gate last week.</p> <p>We have 2 questions at the moment.</p>	

		<p>When are you intending to start this process of upgrading the Moloto Rd and the R573?</p> <p>As the upgrading and mining will have direct effect on us, can you please let us know if the Maroela Rd and the Lalapalm Rd will be tarred? as there is already a lot of traffic on these gravel roads and a lot of dust in winter times and in summer times a lot of mud.</p>	<p>The proposed upgrading of the Moloto Road will be undertaken in phases. Phase 1 is expected to go out to tender within the fourth quarter of 2021 with the start of construction anticipated in mid-2022.</p> <p>Please refer to response on <b>Section 2.1.1</b> on issues relating to the haulage of material during the upgrading of the roads</p>
2.1.3	<b>Adri de Kock</b>	<p><b>Email dated:31 July 2018</b> Access to Quarry 6 Concerns</p> <ol style="list-style-type: none"> <li>1. Condition of Moroela Road and Lalapalm street. We have already a lot of traffic on these roads. As it is it is terrible. Additional trucks will leave us with impossible roads</li> <li>2. School children: there are several bus stops on the road with children walking next to the road. Lalapalm is dangerous and it will be dangerous for the children.</li> <li>3. Use of explosives for mining?</li> <li>4. Dust?</li> </ol> <p>I am not against the use of the Quarry but steps must be taken to keep the road in good condition and avoid accidents.</p>	<p>Refer to response on Section 2.1.1 regarding haulage of material, dust and blasting issues.</p>
2.1.4	<b>Rainer Kreft</b>	<p><b>Email dated 31 July 2018</b></p> <p>I Rainer Kreft object in writing that there will not be making use of the road running through my plot as access to this Quarry the list of reasons why to be set out in points:</p> <ol style="list-style-type: none"> <li>1.Purely as a safety risk for me and the surrounding owners;</li> <li>2. Road will not be able to hold the traffic (and no future upgrades are in the pipeline or brought to the table before this notice was served);</li> <li>3.Also a health risk it will hold in for my daughter that has asthma as well as allergies for dust;</li> </ol>	<p>Refer to response on <b>Section 2.1.1</b> regarding haulage of material and dust issues.</p>

		<p>4. Based on the fact that the council stipulated on their website that the road running through his portion is only for residential use and not primary metropolitan distributor.</p> <p>All of the above points will be put in a full report after proper investigation has been done and points will be added if any. These points will also be delivered and given to the necessary departments for further investigations.</p> <p><b>Email date 9<sup>th</sup> July 2020</b></p> <p>The above comments were re-submitted</p>	
2.1.5	<b>Rhona Brooks</b>	<p><b>Email dated: 01 August 2018</b></p> <p>Requested to be registered as an I&amp;AP.</p>	Ms Rhonda Brooks has been included on the I&AP database and will be informed of all project developments.
2.1.6	<b>Jaap Rademeyer</b>	<p><b>Email dated 14 August 2018</b></p> <p>Would like to be registered on the Project database? YES</p> <p>Here is a few concerns regarding the opening of the quarry six at Kameeldrift.</p> <p>1. Which roads will be used to access the quarry?</p> <p>2. Please confirm how many Squares the quarry will consist off, L x W x D (Length x Width x Depth);</p>	<p>Mr Jaap Rademeyer has been registered on the I&amp;AP database.</p> <ol style="list-style-type: none"> <li>1. Refer to response on section 2.1.1 regarding the haulage of material;</li> <li>2. The proposed Quarry 6A will include various mining areas that are referred to as Borrow Pits 1, 2, 3, &amp; 4 and Quarry 1. Such referencing has been provided by the Design Engineer for ease of identification of the available material on site. The proposed development of Quarry 6A includes the following proposed mining areas as provided below and in the Scoping report. <ul style="list-style-type: none"> <li>• Quarry 6A Borrow Pit 1-includes a crushing area, a spoil area, a generator and fuel storage area and temporary toilets – 18.74ha;</li> </ul> </li> </ol>

		<p>3.What will be the operational time be for this quarry, will it be months or years?</p>	<ul style="list-style-type: none"> <li>• Quarry 6A Stockpile 1 -comprises of a topsoil/ overburden stockpile area – 19.52ha;</li> <li>• Quarry 6A Borrow Pit 2- includes a crushing area, a spoil area, a generator and fuel storage area and temporary toilets – 19.81ha;</li> <li>• Quarry 6A Stockpile 2 -comprises of a topsoil/ overburden stockpile area – 17.98ha;</li> <li>• Quarry 6A Quarry 1-includes a crushing area, a spoil area, a generator and fuel storage area and temporary toilets – 19.46ha;</li> <li>• Quarry 6A Quarry Stockpile 1 -comprising a topsoil/ overburden stockpile area – 16.83ha;</li> <li>• Quarry 6A Borrow Pit 3 - includes a crushing area, a spoil area, a generator and fuel storage area and temporary toilets – 18.48ha;</li> <li>• Quarry 6A Stockpile 3- comprises of a topsoil/ overburden stockpile area – 15.71ha;</li> <li>• Quarry 6A Borrow Pit 4 - includes a crushing area, a spoil area, a generator and fuel storage area and temporary toilets – 19.02ha; and</li> <li>• Quarry 6A Stockpile 4 - comprises of a topsoil/ overburden stockpile area – 8.33ha.</li> </ul> <p>Based on the geotechnical investigation undertaken, the intended depth of the Quarry and Borrow Pits will be approximately 30m. A stepped benched approach will be considered for the mining.</p> <p>3. Approximately 6 years from the start of the mining activities for the required roadworks materials related to the R573-1. The use of the quarry for further road construction projects will be determined at the end of the R573-1 construction. Activities can only commence once all required approvals have been obtained. This includes environmental</p>
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		<p>4.From what time will the quarry be opened and closed or will it be a 24 hour cycle?</p> <p>5.Will this quarry be used for the upgrade for the rest of the Moloto Road?</p> <p>6.How many trucks and the size of the trucks will be used to transport the borrow material?</p> <p>7.Will explosives be used at the quarry?</p> <p>8.Will people staying/living at the quarry for the duration of the work?</p> <p>9.If Maroela Road is used as accessed road, what will be put in place for safeguarding the school pupils that made use of the</p>	<p>approvals as well as land acquisition or lease agreements being in place.</p> <p>4. The quarry will be operational from sunrise to sunset Monday to Saturday. Special permission shall be obtained, and prior notification will be undertaken should work be undertaken on Sundays and public holidays.</p> <p>5. The material obtained from the Quarry will be used for the upgrading of the entire Moloto road up to the Mpumalanga boarder which is approximately 48 kilometres. It is important to note that three other Quarries (Quarries 4 &amp; 5 and 6B) are also proposed by SANRAL for the Moloto Road upgrade.</p> <p>6. The optimum number of trucks allowed on the road per day will be informed by the traffic impact assessment undertaken for the entire Moloto Road upgrade project. The size of the trucks cannot be confirmed at this stage as it will be dependent on the appointed Contractor.</p> <p>7. Explosives will be used for the mining of the Quarry. Refer to response 2.1.1 under blasting.</p> <p>8. A Contractors camp will be set up for the purposes of office facilities. Employees will not be staying on site as the nearest town is within reasonable distance for personnel to travel to site on a daily basis.</p> <p>9. Refer to response on Section 2.1.1 regarding the haulage of material. In terms of traffic management on the R573, such will be addressed</p>
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		<p>road as well as what is the plan for action for the trucks to cross or turn right and left into the Moloto Road at the Engen garage?</p> <p>10.The trucks will have a huge impact on Maroela Road and even more on the gravel part of Maroela Road, how will this road be maintained during the duration off the quarry?</p>	<p>during the EIA phase of the project. The Contractor will also be required to operate according to the approved Traffic Management Plan.</p> <p>10. Refer to response 2.1.1 regarding the haulage of material</p>
2.1.7	<b>Christa Droste</b>	<p><b>Email dated: 3 August 2018</b></p> <p>We have serious problems with the proposed quarry in terms of the roads and the extreme dust and noise levels that will go with the mining.</p>	Refer to response provided in Section 2.1.1 regarding dust and haulage of material.
2.1.8	<b>Mr Sipiwe Kusana</b>	<p><b>Telephonic: 7 August 2018</b></p> <p>Mr Kusana requested information on the project as he recently purchased a property in the area.</p>	GA Environment provided Mr Kusana with a Background Information Document and his details are now included in the Project database.
2.1.9	<b>Jurie Wessels/Marie Wessels</b>	<p>Email dated: 16 August 2018</p> <p>I would like to attach my comments regarding the upgrading of Baviaanspoortweg and Stormvoel street.</p> <p>By using Maroela and Lalapalm roads to and from the quarry will create a list of problems for us staying closeby,</p> <p>We already have constant problems with Maroela road because the municipality do not keep it in order. It is impossible to keep your vehicle in order during winter or summer that is a disaster.</p> <p>With all the transport expecting going in during your upgrading we foresee big problems for us and the community.</p> <p>Is there a way that they can upgrade Maroela road as well.</p>	Refer to response provided in Section 2.1.1 regarding the haulage of material.
2.1.10	<b>Dawid Fourie</b>	<p><b>Email dated: 22 August 2018</b></p> <p>Mr Fourie requested to be registered on the I&amp;AP database.</p>	Mr Fourie has been included on the I&AP database and will be informed of any developments regarding the projects
2.1.11	<b>Gideon Fourie</b>	<p><b>Email dated: 21 August 2018</b></p> <p>Mr Fourie requested to be registered on the I&amp;AP database.</p>	

			Mr Fourie has been included on the I&AP database and will be informed of any developments regarding the projects.
2.1.12	<b>Raymond Plisic</b>	<b>Email dated 27<sup>th</sup> July 2020</b>  Could you please register The Sphinx Farmers Association on the Proposed Mining Quarries 6A and 6B with the upgrade of National Road R 573 (Moloto Road) GAUTENG PROVINCE	Sphinx Farmers Association has been included on the I&AP database and will be informed of any developments regarding the projects.
2.1.13	<b>Mr Theo Strauss</b>	<b>Email dated 2<sup>nd</sup> August 2020</b>  Could you send more info please.	A notification letter was made available to Mr Strauss on the 18 <sup>th</sup> of August 2020. Mr Strauss has been informed of the availability of this Draft scoping report for his comment.
2.1.14	<b>Steven Geldenhuys</b>	<b>Email dated 10 August 2020</b>  I would like to object to the quarrying of Farm Doornpoort. Could you please send particulars as to how I may officially object.	Your objection has been noted. The Scoping and EIA Process undertaken to seek Environmental Authorisation for the proposed quarries makes provision for public participation, which includes the opportunity for Interested & Affected Parties (I&APs) to raise their concerns. Should Authorisation be granted by the Department of Mineral Resources and Energy (DMRE) for the quarries, all registered I&APs will be granted an opportunity to appeal the decision.  Chapter 2 of the National Appeal Regulations 2014 makes provision for any affected person to appeal against the decision. Within 20 days of being notified of the decision by DMRE, the appellant must submit the appeal to the appeal administrator. An appeal panel may be appointed at the discretion of the delegated organ of state to handle the case. The appeal panel will then submit its recommendations to that organ of state for a final decision on the appeal to be reached. GA Environment will communicate the decision of the DMRE and the manner in which appeals should be submitted to the Minister and to all I&APs as soon as reasonably possible after the final decision has been received.  The Scoping phase of a project identifies potentially significant environmental issues/aspects for further consideration and prioritization during the EIA stage. Hence the Scoping phase is the first opportunity for the members of the public to provide their comments of the proposed

		<p>Will there be blasting; use of explosives to facilitate the quarrying process?</p> <p>What entrance and exit routes will the trucks travel to and from the quarry site?</p> <p>What measures will be taken to prevent the spread of dust during the quarrying process, as well as during the transport of the materials via trucks?</p> <p>Would it not be more viable to decrease the toll fees on the N1 north from the Doornpoort plaza onwards so that more vehicles can make use of this national road, rather than spending billions on revamping the R573? The increased stream of cars on the N1 will make up for this deficit in toll fees, and then one could spend a fraction of the proposed budget to expand the on/off routes to Moloto and extended towns.</p> <p><b>Email dated 18<sup>th</sup> August 2020</b> Thanks for the info.</p> <p>I sent you a mail because I object to the excavation of a quarry on the property across the railway line from me, as this activity will have a direct impact on my life. My question to you is this:</p>	<p>project. All comments provided by the stakeholders, including your objection. is captured in the Scoping report that will be submitted to the Department of Mineral Resources and Energy (DMRE). The onus is on the DMRE to reject or approve the application.</p> <p>Please refer to response provided on Section 2.1.1 under dust and blasting.</p> <p>Please refer to response provided on Section 2.1.1 under the haulage of material.</p> <p>Please refer to response provided on Section 2.1.1 under dust.</p> <p>Issues pertaining to the control of toll fees within the Doornpoort Plaza are regarded to be outside the scope of the EIA. Fundamental project assessments were undertaken by the Gauteng Department of Roads and Transport and SANRAL to assess provincial and national traffic as well as safety needs prior to commissioning of this project.</p> <p>Mr Geldenhuys was referred to the appeal process detailed above.</p>
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		<p>“As a citizen of South Africa, do I have a right to object as to what happens around me? And if so, what more can I do to stop the formation of a quarry 200m from my property?”</p> <p><b>Email dated 25<sup>th</sup> August 2020</b></p> <p>Our house is about 200 metres from the proposed quarry site. The use of explosives on the site will no doubt crack the foundations and walls of the dwellings around the quarry site. One cannot really compensate for this calamity as the financial and physical damage to the dwelling makes it obsolete – it becomes worthless. In terms of environmental assessment, how does your department solve such a problem, where years of working to pay off a bond become worthless, as the property is damaged beyond repair by the explosives used as part of the quarrying process?</p>	<p>Please refer to response provided on Section 2.1.1 on blasting.</p>
2.115	<b>Mr Zak Labuschagne</b>	<p><b>Email dated 14<sup>th</sup> August 2020</b></p> <p>I hereby want to register as an interested and affected party and request that you send me more information regarding the proposed operations and logistics of these potential quarries. I saw your notice by chance today, as it is almost hidden on a portion of road very rarely used by the majority of residents in this area. Please send the information urgently.</p> <p><b>Email dated 18<sup>th</sup> August 2020</b></p> <p>Thank you for the letter.</p> <p>Please send more information regarding the expected impact on the rural roads in the Kameeldrift and Rynoue agricultural holdings.</p>	<p>Mr Zak Labuschagne has been registered as an Interested and Affected Party and his details have been included on the project database. A copy of the notification letter was made available to Mr Labuschagne on the 18<sup>th</sup> of August 2020 which included a background to the project.</p> <p>Please refer to the response provided on Section 2.1.1 under haulage of material.</p>

		<p>Which roads will be used to transport the mined aggregate to the construction areas?</p> <p>How many people will be employed by the quarries? Are new residential areas being created for the quarry employees?</p> <p>Please also forward me the list of Interested and Affected Parties currently registered.</p> <p>19<sup>th</sup> August 2020</p> <ol style="list-style-type: none"> <li>1. Will there be blasting?</li> <li>2. What is the life time of the Quarry?</li> </ol> <p>3. Will the rural road network in the Rynoue Agricultural holdings be used for construction and mining vehicles</p>	<p>Please refer to the response provided on Section 2.1.1 under haulage of material.</p> <p>The number of employees that will be employed at the Quarry is unknown at this stage. However, a Contractor will be appointed by SANRAL to undertake material production and stockpiling. Such contractors generally have skilled or semi-skilled labourers and employ unskilled local labourers for the duration of the crushing contract. The employees will not be staying on site as the nearest town is within reasonable distance for personnel to travel to site on a daily basis.</p> <p>A copy of the Interested and Affected Party database was made available to Mr Labuschagne. However, contact details of all registered I&amp;APs were withheld due to privacy reasons.</p> <ol style="list-style-type: none"> <li>1. Blasting will be undertaken for the mining of the Quarries. Please refer to response provided in Section 2.1.1 under blasting</li> <li>2. Approximately 6 years from the start of the mining activities in terms of provision of material for the R573-1 roadworks. The use of the quarry for further road construction projects will be determined at the end of the R573-1 construction. Activities can only commence once all required approvals have been obtained. This includes environmental approvals as well as landowner consent.</li> <li>3. Please refer to response provided on Section 2.1.1 under haulage of material.</li> </ol>
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2.1.6	Ms Sonja Scheepers	<p><b>Email dated 17<sup>th</sup> August 2020</b></p> <p><b><u>Opening Statement</u></b>  With regards to the notice of an environmental impact assessment and water use authorisation process for the proposed mining of quarries 6A &amp; 6B associated with the upgrade of the National Road R573 (Moloto Road) Gauteng Province, <u>I strongly decline</u> and unfortunately <u>do not give my permission</u> or consent for the impact assessment to be conducted.</p> <p><b><u>The simple reason</u></b> is, that once this impact assessment has been approved, activities will commence irrespective of the outcome and or proof that the environment will be destroyed. Whilst construction and destruction of the environment continues and claims occur from unsatisfied parties arises, authorities and or affected parties as revealed in the past will always refer to the Environmental impact assessment which will either give permission that such occurrence is irrelevant and or in a previous statement whereby I handed my concern to the proposed Mining will CONCLUDE that no damages to our properties will be</p>	<p>GA Environment takes note of all comments including those related to matters outside the scope of this assessment. It is important to note that the current Scoping and EIA process is for the proposed mining of Quarries for the upgrade of the <b>existing</b> R573 Moloto Road. The Scoping phase of a project identifies potentially significant environmental issues/aspects for further consideration and prioritization during the EIA stage.</p>

		<p>done and our property values will NOT decrease, and no dust molecules that would cause health issues will actually do harm. “Everything will be reasonably controlled and according to such statements has a LOW RISK”. I cannot help but wonder if those individuals who make such statements would like to make an offer to purchase my property whereby a National Road will run in front of my gate? How can they conclude that a road on your doorstep will not decrease your property value? Who in their right mind would exchange beautiful sunset scenery for a project of mining activities with dust, smoke and an unbearable smell facing and make part of your front yard?</p> <p>I challenge any of those individuals who make such statements to make me an offer to purchase my property. Better yet. If this was your property and I decide to continue with these projects, would you feel that your properties value will increase? In the morning I hear nature greets me, and now you expect me to approve your impact assessment and to approve for your activities to commence by allowing a greeting of cars, and a noisy road in the morning? I purchased this property to be close to nature and enjoy the quietness thereof, not to allow affected parties to change my quality of life on my behalf. <u>Where and what happened to our human rights as individuals, to protect our property and quality of life?</u></p>	
		<p>Whilst our general citizens think we understand and or want to be made to believe that the purpose and aim of the Environmental impact assessment is there <b>to identify and assess</b> the potential environmental impacts that <b>may arise</b> as a result of the proposed mining of materials for the proposed upgrading of the road, this assessment has a far <b>larger and complicated impact and power</b> than what we as citizens are made to believe, by your authorities and or affected parties.</p> <p>How can the GA Environment and or the affected parties even <b>consider</b> and or <b>publicly announce this notice</b> of an assessment, if both quarries are situated on <b>privately owned land</b> and the</p>	<p>Your comment regarding “both quarries are situated on privately owned” land bears reference. The applicant, SANRAL, requires confirmation that the proposed Quarry site is environmentally feasible before they can start to engage with the landowners regarding the land acquisition. The public participation process and ultimately the environmental approval by the DMRE (if granted) is by no means the final approval for SANRAL to start to mine on the property. It only allows SANRAL to proceed with coming to an agreement with the landowner. The landowners for Quarry 6A &amp; 6B have been notified of the proposed project and meetings are currently underway.</p>



		<p>consultation with the potentially affected landowners has not yet been <b>finalized</b>? In fact it is still “underway”?                  This action to continue with the notice whilst an official agreement has not yet been concluded proves, that irrespective of the consequences and the damage these proposed mining of Quarries 6A &amp; 6B will have, that the environmental impact assessments (individually or not) <b>will</b> continue. This environmental impact assessment is just another official legal binding formality that has to take place in order for the main purpose of the proposed mining and the upgrade of the Moloto Road to continue.</p>	
		<p>It is clear from previous environmental assessments in the past, that the GA environment is <b>not for the protection of our environment</b> but are forced and obliged to be manipulated by Parliament/Government to give way to their continuous destruction of our country and environment.</p>	<p>GA Environment has been appointed by KBK Engineers on behalf of SANRAL as independent Environmental Assessment Practitioners in terms of National Environmental Management Act (107 of 1998), Regulation 13 of the Environmental Impact Assessment Regulations (EIA) 2014 as amended. A declaration of interest as required in terms of NEMA has been completed by the Environmental Assessment Practitioner and included in the Scoping report.</p>
		<p>In your letter of notice you mentioning “Rehabilitation of affected areas will be undertaken following the completion of the <b>mining activities</b>”. Once again...you continue with your “PROPOSED MINING ACTIVITIES” as if it is a done and finalized matter between the landowners who’s privately owned land you want to use to destroy our environment, which has not yet been <b>finalized</b>.  <b>Furthermore you state</b> that, “In <b>some cases</b>, there <b>may</b>, be a requirement for a <b>final environmental audit</b> covering the extend of the project”.                  Very “profound” words to <b>confuse and mislead our ordinary citizens</b> who does not have a degree in LAW and or understand the consequences of words such as “Some cases and or “May”. Unless this statement changes to “a Final environmental audit <b>will</b> be submitted to cover the extend of the project”, your</p>	<p>Your comment regarding the “Rehabilitation of affected areas will be undertaken following the completion of the <b>mining activities</b>” bears reference. Your comment is noted and GA Environment acknowledges that the statement regarding rehabilitation and final environmental audit should have read “<i>if the proposed project be authorisation rehabilitation will be undertaken</i>”.                   It is important to note that the main objective of EIA process is to obtain the required Environmental Authorisation from the Competent Authority (i.e. Department of Mineral Resources and Energy), <b>before activities commence</b>. The process aims to identify and assess potential environmental impacts associated with the activities of the development; as well as any alternatives to the development / activity and to compile appropriate mitigation measures. The statement regarding rehabilitation and final environmental audit was to merely notify Interested and Affected</p>

		<p>statement above has no interest to prepare such audit, which is just another “short cut” to get this project to commence.</p>	<p>Parties that should the proposed project be authorisation rehabilitation will be undertaken.</p>
		<p><b><u>Please find further reasons for not agreeing that the impact assessment continues, and or the proposed project.</u></b></p> <p><b><u>No Consultation</u></b>                  I received no consultation, notices, letters, maps, alternative amendments and or documents from the deeds offices or any affected parties explaining the affect the servitude or the impact it would have when I purchase my property, 5 years ago. If I received consultation and it was explained to me that this property would be in front of a National Road and that my front door would face a mining site, I would most definitely not have bought this property. In fact, <b>no one would have bought it.</b></p>	<p>GA Environment is unable to comment on the procedures of the deeds office.</p>
		<p><b><u>Traffic Pollution causes health issues</u></b>                  Living near a road with heavy traffic is risky compared with being in other places in a community. Growing evidence shows that many different pollutants along busy roads is higher than in the community as a whole, increasing the risk of harm to people who live near busy roads.                  America been a first world Country and the leaders of all nations conducted a study in January 2010, whereby the Health Effects Institute published a major review of the evidence put together by a panel of <b>expert scientists</b>. The panel looked at over <b>700 studies from around the world</b>, examining the health effects of <b>traffic pollution</b>.                  They concluded that traffic pollution causes asthma attacks and a wide range of other effects including the onset of childhood asthma, impaired lung function, premature death and death from cardiovascular diseases and cardiovascular morbidity.</p>	<p>Based on the proposed mining of Quarries 6A &amp; 6B, the proposed project will include the haulage of material to and from site. A Traffic Management Plan will be compiled by the appointed contractor whereby the total number of haulage vehicles will be controlled per day. An Environmental Management Programme (EMPr) will be compiled during the EIA phase of the project. The EMPr will set out actions, responsibilities and schedules for the implementation of mitigation measures including traffic pollution.</p>

		<p><b><u>The area most affected, they concluded, was roughly the band within 0.2 to 0.3 miles (300 to 500 meters) of the highway.</u></b>                  A Danish study found that <b>long-term exposure to traffic air pollution</b> increase the risk of chronic obstructive pulmonary disease (COPD). They found that those most at risk were people who already have asthma or diabetes. Studies have found increased risk of premature death from living near a major highway or an urban road.                  Researches, found that adults living within 300 - 500 meters <b>risk dementia and having poor cognition.</b></p>	
		<p><b><u>Climate and environmental damages / changes</u></b>                  Increase in vehicles will result in increased pollution and increased carbon emissions and detrimental to climate change. Therefore I plea to the respective interested and affected parties to <b>Stop</b> destroying our environment, especially relatively to bird species (threatened or otherwise), other animal species: amphibians, reptiles, mammals &amp; invertebrates.</p>	<p>The current Scoping and EIA process is for the clearance of indigenous vegetation associated with the proposed mining of borrow material on Quarry 6A &amp; 6B associated with the upgrade of National road R573 (Moloto road). The Scoping phase of a project identifies potentially significant environmental issues/aspects including air quality impacts for further consideration and prioritization during the EIA stage. During the EIA phase independent specialists assessment will be commissioned to further assess all the potential impacts of the proposed activities. The findings of the specialist assessment will be detailed in the EIA report which will be made available to the public for review and comment and to the DMRE for decision making.</p> <p>The administration and management of the identified mitigation measures (by specialists and as identified as part of the EIA) will be facilitated by means of the Draft EMPr to be submitted to the competent environmental authority (DMRE). The approved EMPr will become a legally binding document should the proposed project be authorised.</p>
		<p><b><u>Mist levels</u></b></p>	<p>The project is not located on high altitudes that will commonly experience misty events. Although occasionally misty events will occur, it is not expected to occur frequently. Mist is a natural phenomenon, it is not</p>

		<p>At high altitudes, the mist levels become thick and almost impenetrable; this poses a major safety threat on roads high wind levels pose threats in terms of expropriation of land.</p>	<p>anticipated that the proposed mining activities will alter the mist levels within the proposed study area.</p>
		<p><b>Noise</b> Traffic noise is a concern for landowners/farmers residing within close proximity of the proposed road and the perceived impact on livestock feeding patterns. Roads have an indirect impact through the noise and movement that they introduce into an area. This can be significant in areas where species that are sensitive to such disturbances are present within wetlands (or any other habitat in close proximity to the road).</p>	<p>It is anticipated that the haulage of vehicles will result in noise related to traffic. A Traffic Management Plan will be compiled by the appointed contractor whereby the total number of haulage vehicles will be controlled per day. An Environmental Management Programme will be compiled during the EIA phase of the project. The EMPr would set out actions, responsibilities and schedules for the implementation of mitigation measures including noise pollution.</p>
		<p><b>Closing</b> A qualified <b>unbiased</b> archaeologist and heritage specialist must be appointed to identify and assess potential archaeological sites and material, and other resources such as graves. <i>I request the right to conduct my own investigation and credibility of such individuals appointed.</i> Decisions taken up to <b>15 years ago cannot be up to date</b> anymore because our Country has changed and it is clear that increasing carbon emissions is very detrimental to our climate and the wellbeing of all living creatures on this planet. The decision taken up to 15 years ago to build a road in front and through my property should be investigated, <b>reviewed and removed</b> by the registrar Deed’s offices from my property. This property was registered for agricultural purposes <b>NOT a NATIONAL Road?</b>  South Africa has signed several agreements on <b>international level</b> and <b>agreed to take great effort to reduce such emissions (NOT INCREASE IT)</b>. The upgrade of the National Road R573 (Moloto Road) is diametrical to this, and therefore contradict South Africa’s responsibility to fulfill this <b>international agreement</b>. I therefore require the right for actual evidence and</p>	<p>The plan of study for the Environmental Impact Assessment is prepared to meet the requirements for a plan of study as prescribed in Regulation 22 (a) and Appendix 2 (2)(i) of Government Notice R982 promulgated in terms of chapter 5 of the National Environmental Management Act, 1998 (Act No 107 of 1998). The specialist assessment identified thus far includes the following:</p> <ul style="list-style-type: none"> <li>• Heritage Impact Assessment;</li> <li>• Wetland and Aquatic Assessment;</li> <li>• Terrestrial Biodiversity Assessment.</li> </ul> <p>The Heritage Impact Assessment will be undertaken by an independent specialist Dr Johnny van Schalkwyk. The Curriculum Vitae of the specialists are available upon request.</p> <p>It is a fundamental principle that sustainable development requires consideration of the social, economic and environmental impacts of an activity. The promulgation of the National Environmental Management Act (Act 107 of 1998) enshrines the principles of Sustainable development. In terms of the current EIA process impacts emanating from the planning, design, construction, and operation will be undertaken with a sustainable</p>

		<p>proof of statistics to be made public to all interested parties that this road will in fact <b>reduce such emissions and not increase it.</b></p>	<p>concept in mind. These will be fulfilled as Specialists assessments taking cognisance of the potential impacts within the ambits of the pillars of sustainability will be undertaken during the Impact Assessment phase of the EIA process.</p>
		<p><b><u>Without prejudice</u></b>                  I as the owner shall not be liable for any damage, including consequential loss or damage whether direct or indirect, which might be caused to the applicant’s service during the environmental impact assessment or the <u>proposed</u> mining of Quarries 6A &amp; 6B, associated with the upgrade of National Road R573 (Moloto Road).                  The APPLICANT, affected, interested and or third parties shall and hereby does indemnify me as the owner against any damage to my property, whether movable or immovable, including any consequential damage directly flowing from physical damage to my property, as well as any legal costs of any of the foregoing; whenever such damage, injury or death is due to or arises out of the construction, or existence of the WORKS or any portion thereof, or the use thereof by the APPLICANT.                  I shall notify the APPLICANT forthwith of the occurrence of any damage, and or claim(s) against which the APPLICANT is liable to indemnify me, in respect of such claim or demand abide by the directions of the APPLICANT as to whether and on what terms it shall be settled, compromised or contested, it being understood and agreed that whatever action may be taken by myself pursuant to such directions of the APPLICANT shall be at the APPLICANT’s risk and expense.                  This will included but not be limited from health issues, property damage, increase on my bond insurance and or environmental changes directly or indirectly. This condition includes the construction of the applicant’s service across my properties servitude/s and I do not grant you the right to do any excavations in future for repair or maintenance purposes. Should such future excavations within the servitude area/s of my property be</p>	<p>The proposed road upgrade will improve the condition of the existing Moloto road and road safety. Mitigation measures on the negative impacts from the use of this road will be assessed and included in the draft EIR that will be compiled. This road will also benefit all road users and to the local community in particular. Before construction, a baseline study will be undertaken to look at the existing structures and infrastructures within the project footprint. A forum between the local Residents Association and the main contractor will be established. A Community Liaison Officer will also be appointed by the Contactor, to manage communication between the community and the Contractor.</p>

		necessary, permission will have to be requested timorously and in writing to myself.	
2.1.17	Mr Skosana, Sipiwe	<p><b>Email dated 19<sup>th</sup> August 2020</b></p> <p>Hi Kirthi and thanks for sending us this update. Which road names from Maroela Road is 6A going to be accessed</p>	Refer to response provided in Section 2.1.1 regarding haulage of material.
2.1.18	Mr Tom Muller	<p><b>Email dated 26<sup>th</sup> August 2020</b></p> <p>Please provide me more detail on the Proposed Quarry</p> <p>As we live on Maroela road that will possibly be used to access the quarry 6A. The road is already in a Very Bad state. What would be done regarding the additional heavy duty traffic on the road and the safety of the intersection with R573, very accident prone.</p> <p>What would the impact be on Ground water as this will effect our Agriculture in the Area.</p> <p>Your response regarding the above will be appreciated.</p> <p>We stay at 47 Maroela ave, Kameeldrift East.</p>	<p>A notification letter was made available to Mr Muller on the 5<sup>th</sup> of October 2020.</p> <p>Refer to response provided in Section 2.1.1 regarding haulage of material.</p> <p>According to KBK Engineers and as far as could be determined, there are no active boreholes in the immediate vicinity of the proposed quarry pit areas. Prior to the commencement of construction activities, a baseline study will be undertaken to look at the existing structures and infrastructures within the project footprint. Blasting activities will then be designed accordingly. The size of explosive charges used for blasting (if required) shall be optimised so as to balance breaking capacity against minimising any vibration impact.</p>
2.1.19	Councillor Freddie Pienaar (Ward 87 CoT)	<p><b>Focus group meeting held on the 2<sup>nd</sup> of July 2020</b></p>	Refer to response provided in Section 2.1.1 regarding blasting issues.

		<p>Blasting could be a concern as the adjacent plots are currently using groundwater. What is be the radius of the potential impact.</p> <p>Dust will be a problem for the haulage of vehicles.</p> <p>Community upliftment in the area, e.g., re-gravelling of the Road, look at providing the CoT with G5 for upgrading of the CoT roads. Community upliftment and Job creation is important.</p>	<p>Refer to response provided in Section 2.1.1 regarding the dust issues.</p> <p>In terms of community development, SANRAL has procedures in place in accordance with National Treasury regulations and requirements:</p> <ol style="list-style-type: none"> <li>1. Community Development Projects (CDPs) will be identified and included within the larger project, which will include works for smaller contractors only (with lower CIDB grades); and</li> <li>2. Contract Participation Goal (CPG) targets will be applicable to each construction project, which will require the Contractor to utilize local labour, sub-contractors and suppliers relative to the total Contract value.</li> </ol>
2.1.20	Johannes PJ Labuschagne	<p><b>Email dated: 15<sup>th</sup> September 2020</b></p> <p>I oppose the planned Quarry as it will have a negative impact on the environment and the community of Rynoue.</p>	<p>A response regarding the appeal process and the objectives of the scoping process is provided in response in <b>Section 2.1.14</b>.</p>
2.1.21	Modipadi Maboko	<p><b>Email dated 19<sup>th</sup> August 2020</b></p> <p>Modipadi provided a response from Transnet Freight Rail regarding the project.</p> <p>‘The attached notification from SANRAL and TFR requirements dated 01 July 2016 now attached, refers.</p> <p>From Transnet site, they must submit their official application with clear indications on what will the nearest distances be between the blasting points on site to our TFR railway line, together with all drawings, aerial photos, etc.</p> <p>Once received, the application can be evaluated and TFR will submit our comments, requirements and specifications on the proposed blasting.</p>	<p>The proposed 6A borders the Transnet railway line. The site layout plan has been presented in Appendix C of the Scoping report. The project engineers (KBK Engineers) and SANRAL will undertake consultation with Transnet regarding the proposed Quarry and the requirements for blasting.</p>

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### 3 SUMMARY COMMENTS AND CONCLUSION

The comments captured in this report were obtained during the Notification Phase of the Scoping and EIA process. The comments received were limited to the routes for the haulage of material, blasting activities on site, as well as dust pollution. It is anticipated that additional comments will be obtained subsequent to the review of the Scoping Report by the public and key Stakeholders.