

**TRANSNET’S NEW LEPHALALE RAILWAY YARD, AREA OF  
STEENBOKPAN, LEPHALALE LOCAL MUNICIPALITY, WATERBERG  
DISTRICT, LIMPOPO PROVINCE**

SCOPING PHASE PUBLIC MEETING

**FOCUS GROUP MEETING MINUTES**

<b>MEETING DATE</b>	26 November 2018
<b>VENUE</b>	Beestekraal, Brits
<b>TIME</b>	11:30HRS
<b>MEETING</b>	Focus Group Meeting with majority landowner

**1. MEETING ATTENDEES:**

<b>Name &amp; Surname</b>	<b>Position</b>	<b>Abbreviation</b>
<b>Naledzi Environmental Consultants (NEC)</b>		
Marissa Botha	EAP and Meeting Facilitator	MB
<b>Hendri Hills Boerdery CC</b>		
Hendri Hills	Landowner farm Geelhoutkloof 359LQ, Buffelsjagt 317LQ	HH
<b>REFER TO ANNEXURE A FOR THE SIGNED ATTENDANCE REGISTER</b>		

**2. INTRODUCTION**

**EAP, Marissa Botha\_NEC:**

- 2.1 Naledzi recently hosted a public meeting in Lephalale at the Mogol Golf Club on 13 November 2018. The presentation of the meeting was presented to HH\_Annexure B;
- 2.2 During telephonic discussions it was indicated that you would not be able to attend the meeting since you were in the midst of planting season. NEC agreed to conduct a Focus Group Meeting to discuss key points for the project.
- 2.3 MB stated that Transnet seeks Environmental Authorisation from the Department of Environmental Affairs to develop a new proposed Lephalale Railway Yard south of the existing Lephalale-Thabazimbi railway track.
- 2.4 It will mainly be develop on the farm Geelhoutkloof 359LQ with minor sections thereof located on the farm Enkeldraai 314LQ and Pontes Estate 712LQ. The project will also require fill material from two proposed borrow pits. Borrow Area 1 is proposed on the farm Buffelsjagt 317LQ and Borrow Area 2 on the farm Pontes Estate 712LQ considerably further north of the existing railway track.
- 2.5 MB illustrated the location of the railway yard in relation to the mentioned farms including the portions of land to be acquired as per the ‘Transnet Ellisras Acquisition Plan’-see Annexure C for Acquisition Plan.
- 2.6 The yard will be linear in design, 4km in length and will require a 60m wide strip of land south of the existing railway track. The new railway yard goes beyond Transnet servitude and requires approximately 22 hectares of land to be acquired. Most of the activity of the yard north of the

existing railway track will fall within existing Transnet servitude. Based on Transnet's land acquisition plan they will need to acquire 8.72 ha of Portion 1 and 9.05ha of the Remainder of the farm Geelhoutkloof 359LQ south of the existing railway track to develop the yard. This land as per the title deed searches and previous telephonic discussions Portion 1 and Remainder of the farm Geelhoutkloof 359LQ are registered to Hendri Hills Boerdery CC.

2.7 Importantly the Remainder of the farm Geelhoutkloof 359LQ is a declared the 'Koedoe Nature Reserve'. LEDET: Protected Areas division advised NEC that since it's a declared reserve, the landowner, HH, must ask for deproclamation of the farm or ask that the boundaries of the nature reserve be amended.

**Landowner, HH\_Hendri Hills Boerdery CC:**

2.8 I am now majority landowner of the project site. I have recently acquired a portion of Pontes Estate 712LQ to incorporate into my farm Buffelsjagt 317LQ and Geelhoutkloof 359LQ. In addition I have also exchanged land with Tjaart Sauer of Enkeldraai 314LQ. This means I now also own the Enkeldraai 314LQ and Pontes Estate 317LQ portion of land south of the existing railway track.

2.9 HH illustrated the new land ownership by means of a satellite image. See Annexure D to the minutes for a Satellite image which sets out the discussed landownership.

2.10 There are now only two directly affected landowners namely I north and south of the railway yard and Tjaart Sauer north of the railway yard site.

2.110 Borrow Area 2 is located on Resgen Property.

**EAP, Marissa Botha\_NEC:**

2.12 Thank you for the valuable information. We will record it as such and inform Transnet of the recent ownership changes.

**3. NEED FOR EIA AND SCOPE OF PROJECT**

**EAP, Marissa Botha\_NEC:**

3.1 MB explained that the proposed railway yard triggers listed activities scheduled under National Environmental Management Act, 107 of 1998 (NEMA) and the EIA Regulations of 2014 (GNR. 326, GNR 324, GNR 325 and GNR 327 of 7 April 2018) thus requires an Environmental Authorisation (EA). The EA is subject to a full Scoping and Environmental Impact Assessment Study (EIA) including a public participation process.

3.2 Transnet lodged the application for EA to DEA on 5 November 2018.

3.3 The EIA Study is subject to a Scoping Report, Environmental Impact Report and Environmental Management Program. The draft Scoping Report is currently available for public review and comment until 27 November 2018. It can be downloaded from the Naledzi website.

3.4 Potential risks associated with the project are detailed in the draft Scoping Report. The most significant potential impacts identified relate to noise from hooting, shunting and ideling of locomotives, visual impact and impact on sense of place, quality of living and potential effect on tourism potential of the direct area.

3.5 MB stipulated the key components of the project as presented at the public meeting mainly three buildings namely an office building, administration building (North Facility) and maintenance &

repair building (South Facility), diesel storage and 4 service tracks-see Annexure D for Presentation referred to.

- 3.6 The yard will mainly operate to split train wagons from 200 into 100 wagon trains, conduct on track rolling stock inspections off the mainline. During the operational phase an estimated 50-100 people will work at the yard.
- 3.7 Water will be trucked in from a municipal source then pumped and stored in a steel reservoir. Mention was made by Social Specialist, Equispectives, that the option is also available to source borehole water from Geelhoutkloof 359LQ.
- 3.8 Waste water from wash basins, toilets and showers will be collected in conservancy tanks to be serviced. Yet based on the Lephalale WWTW overload alternatives are considered e.g. a small sewage treatment package plant may be considered to dispose of wastewater.
- 3.9 Electricity will be sourced from Eskom. A Mini-Substation will be developed at the Administration building to cater for electricity requirements.
- 3.10 Drainage around the site will comprise table drains in cuttings, pipes, manholes and culverts. Storm water will be directed away from the tracks and buildings and drained to stormwater channels and low-lying areas. The storm water management system will also cater for acidic stormwater resultant from coal dust onsite.

#### **4. DISCUSSIONS**

##### **Landowner, HH\_Hendri Hills Boerdery CC:**

- 4.1 Economic growth is key to the development of the country. Development of infrastructure should actually be kept north of the existing railway line in the infrastructure corridor. The yard is just outside the corridor.
- 4.2 It is understood that the yard cannot be north since the land up to the power line is Eskom registered servitude.
- 4.3 I can provide the railway yard with dedicated borehole water at a tariff, which will be more cost efficient than trucking water to site.
- 4.4 I operate the farm Buffelsjagt 317LQ, Vergulde Helm, Enkeldraai 314LQ and Geelhoutkloof 359LQ as a unit of hunting farms. Security will be a major issue for me. The railway yard and access road pass through this unit of farms.
- 4.5 The railway yard cannot only provide access control from the start of the yard premises. There must be access control with a boom gate and camera already starting at the Afguns road turnoff the avoid strikes and uncontrolled access of employees/job seekers to/on my land. The entire Afguns road must be tarred. The dust from all the traffic settle on the veld and game will not feed on a large section of veld along the servitude.
- 4.6 Transnet must redesign the railway yard and shift it to an alternative location at Medupi power station where the ambient conditions are more suited for industrial activities.
- 4.7 If the rail yard requires a 60m width of land, there is a 80m width of land along the rail track at Medupi.

4.8 Transnet must first show they have considered the alternative yard location at Medupi and indicate if it's feasible or not. I am convinced it will be more financially viable than to develop the yard at Geelhoutkloof based on all the required mitigations to address the potential impacts on my land.

4.9 A pre-cast wall along the railway yard is not practical; the ammunition will penetrate the wall easily.

4.10 I am particularly concerned of hunting accidents and staff movement at the railway yard, poaching, theft of game, noise, lights from rail yard, uncontrolled access onto my land, dust, impact on tourism, my livelihood, security and safety and particularly strikes at the yard.

4.11 Transnet must first discuss and secure the purchase price for the servitude before any consideration will be given to amend the Koedoe Nature Reserve boundary. I strongly feel the yard should be shifted to Medupi.

**. EAP, Marissa Botha\_NEC:**

4.12 MB thanked HH for his inputs and explained that the discussions would be recorded and included in the final Scoping Report.

4.13 The meeting was closed at 12:30pm.

## **ATTACHMENTS:**

ANNEXURE A\_ ATTENDANCE REGISTER

ANNEXURE B\_ PUBLIC MEETING PRESENTATION

ANNEXURE C\_ TRANSNET LAND ACQUISITION PLAN

ANNEXURE D\_ LANDOWNERSHIP MAP

# ANNEXURE A\_ATTENDANCE REGISTER



ATTENDANCES REGISTER – FOCUS GROUP MEETING				
LANDOWNER – GEELHOUTKLOOF 359LQ				
EIA PROCESS, WULA AND BORROW PIT APPLICATION - TRANSNET'S NEW LEPHALALE RAILWAY YARD, STEENBOKPAN, LEPHALALE LOCAL MUNICIPALITY, WATERBERG DISTRICT MUNICIPALITY, LIMPOPO PROVINCE				
DATE: MONDAY, 26 NOVEMBER 2018, TIME: VENUE: BRITS				
NAME	ORGANISATION	ADDRESS	PHONE	SIGNATURE
HSL Hills	Geelhoutkloof	Postal: Postbus 73 Area: Vorentoe 0257 Email: hills@absamail.co.za	0832325224	
MARISSA BOTHA	NALEDZI ENVIRONMENTAL CONSULTANTS	Postal: Area: Email:	084 226 5584	
		Postal:		




## PROPOSED LEPHALALE RAILWAY YARD

**GEELHOUTKLOOF 359LQ, ENKELDRAAI 314LQ,  
PONTES ESTATES 712LQ (former Kringgatspruit)**

**ENVIRONMENTAL IMPACT ASSESSMENT PROCESS  
SCOPING PHASE PUBLIC MEETING  
HELD AT MOGOL GOLF CLUB,  
13 NOVEMBER 2018 14:00 – 16:00; 18:00 – 20:00**

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## DRAFT AGENDA

- Welcome & Introductions
- Purpose of the Meeting
- What is a railway yard?
- What is an EIA Study?
- Project Description
- Motivation for the Project
- EIA Study and PPP
- Discussion Session
- Way forward & Closure






12/12/2018

## PURPOSE OF THE MEETING

*Transnet lodged an application for EA to DEA on 5 November 2018 to develop the new Lephalele Railway Yard along the existing single Thabazimbi-Lephalele railway track. The application is subject to an EIA Study and public participation process.*


- Provide project information to I&APs
- Give an understanding of what is proposed
- Give an overview of the EIA Process and PPP being followed for the project
- Give opportunity to seek clarity and raise issues that need to be responded to and dealt with in the EIA Process
- To record comments for inclusion in the **Final Scoping Report**


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## WHAT IS A RAILWAY YARD?

A railway yard is a series of railway tracks for storing, sorting train wagons and locomotives (shunting). Railway yards have many tracks in parallel for keeping rolling stock stored off the mainline, so that they do not obstruct the flow of traffic. It also allows for checking rolling stock, has facilities to conduct maintenance of locomotives, refuelling, switching of crew in some cases office and administration buildings.



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**WHAT IS AN ENVIRONMENTAL IMPACT ASSESSMENT PROCESS / EIA STUDY**

**'Process of identifying, predicting and evaluating likely environmental and social risks of a development and then recommending mitigation measures to minimise such risks. EIA informs decision makers of the likely risks of a development before a decision is made'**


**WHEN IS AN EIA STUDY REQUIRED**

- WHEN LISTED DEVELOPMENT ACTIVITIES ARE TRIGGERED IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 107 OF 1998 (NEMA) AND EIA REGULATIONS of 2014 (GNR 326)
- SUCH LISTED ACTIVITIES REQUIRE APPLICATION FOR ENVIRONMENTAL AUTHORISATION (EA)
- WHO AUTHORISES IT? IF APPLICANT IS A SOC, THE DECISION MAKING AUTHORITY IS NATIONAL DEPARTMENT OF ENVIRONMENTAL AFFAIRS (DEA);
- EIA STUDIES ARE REQUIRED FOR EG.
  - ❖ expansion of railway lines/rail infrastructure
  - ❖ Storage of dangerous goods/diesel
  - ❖ Removal indigenous vegetation

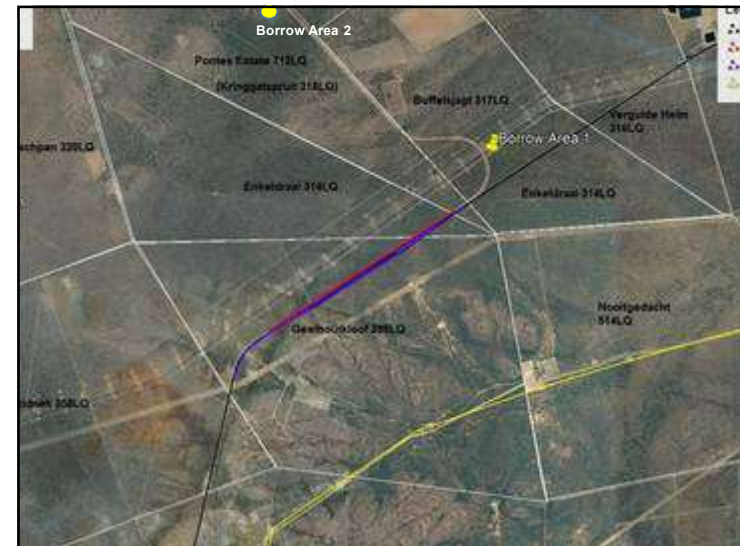
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## PROJECT SCOPE AND LOCATION

- Transnet SOC Limited proposes to develop the new Lephalale Railway Yard alongside the existing Thabazimbi Lephalale railway line south west of Grootgeluk Mine to accommodate 200 train wagons off the mainline;
- The railway yard will go beyond Transnet servitude and requires 22 hectares of land to be acquired;
- Farms affected: Geelhoutkloof 359LQ, Enkeldraai 314LQ, Kringgatspruit 318LQ (now Pontes Estates 712LQ);
- Two borrow areas will also be created to source fill material to level the railway yard site, one on the farm Buffelsjagt 317LQ and one on the farm Kringgatspruit 318LQ(now 712LQ)




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## MOTIVATION AND NEED FOR PROJECT

- There is a substantial growth in volume of high grade coal transported from Lephalale to other provinces.
- Further coal mines are planned at Lephalale. Resgen Boikarabelo coal mine is planned north-east of Lephalale, Sekoko mine is located along the Botswana border. These projects will result in the need for coal transportation when mining commences.
- To meet to transportation demand from the Waterberg region, **additional freight capacity is required;**
- Transnet identified the need to develop a Network Stabilisation Facility (NSF)/yard at Lephalale to increase rail capacity and decongest the mainline to allow more trains to enter and exit Lephalale;
- **Strategic Infrastructure Project (SIP 1) of State:** 'Unlocking the northern mineral belt of the Waterberg as a catalyst' by creating rail capacity to Mpumalanga and Richards Bay. The development of the new railway yard is instrumental to reaching this goal; (SIP - project are of significant economic or social importance given priority for implementation to reach goals of the State.
- Boikarabelo Coal Mine are already building the first part of the railway yard to accommodate 100 train wagons
- Transnet will be undertaking several listed activities that require EA from DEA and is subject to a full EIA Process in terms of NEMA and the EIA Regulations

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## KEY ELEMENTS OF THE PROJECT

- Relocate 33kV Eskom power line, south of the existing track, to make way for the new yard;
- Construct 4 new service tracks
- Construction/extension of **culverts** from the existing single railway track to the new tracks
- Tared access road to yard facilities and gravel service road north of existing line (within Transnet servitude)
- Build Guard House, internal roads and carports
- **North Provisional Facility (office and administration buildings):** North Provision facility, Staff amenities, store room, administration building, Infra Crew Building, 10 x 12 500 litre conservancy tanks
- **South Provisional Facility (Maintenance and Repair Building):** South Provisional facility, sanding facilities, oil storage, staff amenities, 2 x 12 500 litre conservancy tanks
- Water reservoir
- Diesel storage area (2 x 300 000 litres) and 4 rail decanting points and one road decanting point (at one location)
- Fire suppression system
- Phase 1: Bypass line; (alternative route for trains whilst building the new tracks).
- Phase 2: Additional arrival line tracks, the bulk earthworks and building the facilities;
- The yard will require a 60m wide strip of land for 4km south along the existing railway track

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## HOW WILL THE RAIL CAPACITY INCREASE

- Currently 8 trains pass the existing Lephalale-Thabazimbi single railway line in both directions. Once the Lephalale Railway yard is in operation 18 trains will use the facility (increased capacity)

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## SERVICE REQUIREMENTS

- **Fencing:** Fenced off with controlled access via a Guard House at entry to the yard;
- **Water:** Municipal supply. Delivered by truck and pumped into water reservoir. Option also available to use borehole water from adjacent farms
- **Wastewater:** Facilities will have wash basins, toilets and showers. Wastewater will be collected in conservancy tanks to be serviced regularly. Alternatively a small sewage treatment package plant will be considered to dispose of wastewater;
- **Effluent management:** The yard will have a Water & Oil Separator to cater for potential oil / fuel leaks from oil storage areas and provisional facilities to deal with contaminated liquids onsite; (tested and drained to sewer network-accommodate mix of effluent)
- **Electricity:** Source from Eskom. Develop a Mini-Substation 630kVA, 22kV/400V at the Administration building (at North facility) to cater for the North and South facility electricity requirements.
- **Stormwater management:** Drainage around the site will comprise table drains in cuttings, pipes, manholes and culverts. Stormwater is directed away from the tracks and buildings and drained to stormwater channels and low-lying areas.
- **Coal dust/potential acidic stormwater:** The stormwater management system will cater for acidic stormwater. Details will be included in the EIR

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### DURATION OF CONSTRUCTION

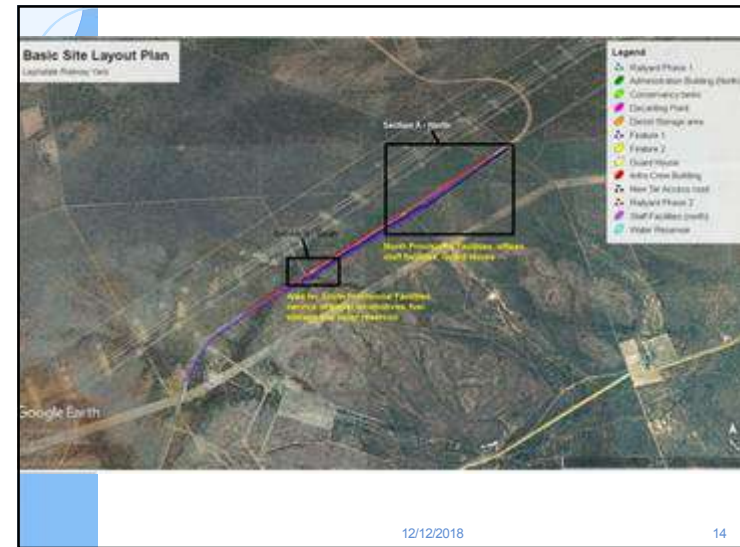
- Phase 1 (southern section) Southern Bypass line (12 months)
- Phase 2 Northern arrival line, earthworks, building facilities (18 Months).
- Total of 2 years 6 months required to develop the railway yard
- Development commencement date: Potentially 2021

### SOCIO ECONOMIC ACTIVITIES

- Local labour will be sourced
- No construction camp will be required.
- Estimated 50-100 people will work at the yard during operation
- Permanent staff will be sourced from the local area as far as possible.
- The railway yard will operate from 7am to 5pm, Monday to Saturday.

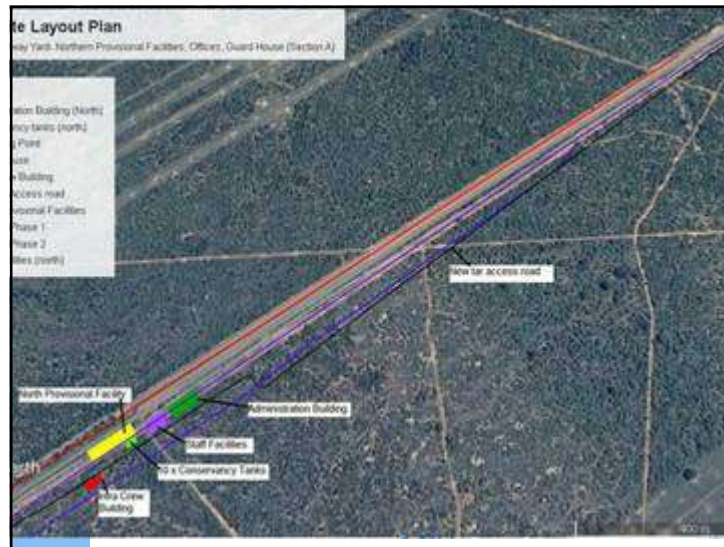
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# ENVIRONMENTAL IMPACT PROCESS AND PUBLIC PARTICIPATION PROCESS

Presented by Naledzi




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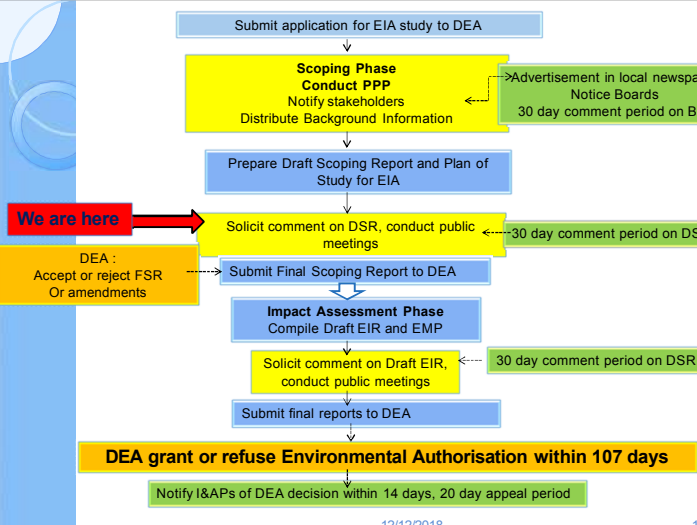
## HOW IS AN EIA STUDY/PROCESS CONDUCTED?

Scoping Phase	EIA Phase	Decision Making
<ul style="list-style-type: none"> <li>- Identify potential environmental risks of project to focus EIA study on through a consultative process.</li> <li>- Determine which specialist studies are required</li> <li>- Presented in Scoping Report</li> </ul> <p style="text-align: center;">1<sup>st</sup> Round</p>	<ul style="list-style-type: none"> <li>- Consider identified environmental risks and assess significance of risks through specialist investigations.</li> <li>- Consolidate and present findings of assessment in Environmental Impact Report</li> <li>- Prepare an EMP which recommends how to operate and implement the project</li> </ul> <p style="text-align: center;">2<sup>nd</sup> Round</p>	<p>Authorities review EIA findings and reach a decision on the application</p>

**PUBLIC ENGAGEMENT THROUGHOUT**



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    graph TD
      A[Submit application for EIA study to DEA] --> B[Scoping Phase  
Conduct PPP  
Notify stakeholders  
Distribute Background Information]
      B --> C[Prepare Draft Scoping Report and Plan of Study for EIA]
      C --> D[Solicit comment on DSR, conduct public meetings]
      D --> E[Submit Final Scoping Report to DEA]
      E --> F[Impact Assessment Phase  
Complete Draft EIR and EMP]
      F --> G[Solicit comment on Draft EIR, conduct public meetings]
      G --> H[Submit final reports to DEA]
      H --> I[DEA grant or refuse Environmental Authorisation within 107 days]
      I --> J[Notify I&APs of DEA decision within 14 days, 20 day appeal period]
      B -.-> B1[Advertisement in local newspaper  
Notice Boards  
30 day comment period on BID]
      D -.-> D1[30 day comment period on DSR]
      G -.-> G1[30 day comment period on DSR]
      E -.-> E1[DEA : Accept or reject FSR Or amendments]
    
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## Draft Scoping Report available for public review

- The Draft Scoping Report is currently available for 30 days public review and comment:  
**29 October to 27 November 2018**
- At the following public venues:
  - ✓ Lephalale Public Library
  - ✓ Marapong Public Library
  - ✓ Lesedi Thusong Centre (Steenbokpan)
  - ✓ Naledzi website: <http://www.naledzi.co.za/public-documents-naledzi.php>
- Notification placed in Mogol Post (29 Oct), site notices have been placed, emailed notifications and bulk sms notifications:

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### POTENTIAL IDENTIFIED ENVIRONMENTAL AND SOCIAL RISKS

- **Environmental and social risks discussed in detail in draft Scoping Report**
- **Biodiversity:** The site comprises indigenous vegetation. Impact on flora, fauna, habitats, are expected from clearing of vegetation for yard and will require removal of protected trees
- The site coincides with the Koedoe Nature Reserve, Ecological support areas. An impact on areas of biodiversity importance is expected.
- **Visual:** The development will alter landscape character result in visual intrusion;
- **Noise:** High risk of noise and vibration impact (infinite noise from activities at yard, hooting, shunting, idling of locomotives –Monday to Saturday);
- **Ground and Surface Water:** Low risk for surface and groundwater pollution due to fuel, hydrocarbon spillages from transport vehicles, diesel storage, septic spillages, acidic stormwater from coal dust). If the package plant for wastewater disposal is selected the impact will be reconsidered
- Generation, storage and disposal of waste (will be catered for in yard design)
- **Traffic:** Increased traffic staff trips to yard on daily basis, trucks delivering water and fuel, service providers;
- **Socio-economic impact:** Risk for change in sense of place, change in quality of living of direct landowners, may affect tourism potential in direct area, increased crime)
- Positive socio-economic impact (job creation in local area)
- **Safety impact:** Risk for influx of people to the area and access control to private land

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### MOST SIGNIFICANT RISKS

- Noise and vibration from yard activities, hooting, shunting, idling locomotives
- Visual impact (industrial viz. natural game farming areas)
- Impact on sense of place, quality of living, affect on tourism potential of direct area

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### SPECIALIST STUDIES – EIA PHASE To be conducted during November 2018

Specialist Study	Specialist	Aspect
Biodiversity Impact Assessment	Holistic Environmental Services – Renier Terblanche	Fauna and Flora Wetland features
Heritage and archaeology Impact Assessment <b>(Completed)</b>	Millennium Heritage Group –Eric Mathoho <b>(no heritage finds)</b>	Cultural and Heritage aspects
Visual Impact Assessment	To be appointed	Visual
Noise and Vibration Impact Assessment	dBAcoustics – Barend van der Merwe <b>(Scoped the area)</b>	Noise and Vibration
Hydrogeological Impact Assessment Study	Naledzi Waterworks – Duncan Munyai <b>(Preliminary study done)</b>	Surface and Groundwater
Socio-Economic Impact Assessment	Equispectives Research and Consulting Services <b>(Started assessment)</b>	Socio-Economic
Traffic Impact Assessment	To be appointed	Traffic
Waste Management Plan	GCS Environmental Engineering – Pieter De Coning	Waste management

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### OTHER PERMITS AND LICENSES

**Water Use License – Department of Water and Sanitation**

Section 21 (c), (i) and (g) water uses under the NWA. Requires a water use license from DWS. (Discharge wastewater into conservancy tanks, a septic tank, potential crossing of drainage lines with the new rail tracks and access roads.

Alternatively, if a small sewage treatment package plant is set up, the treated effluent can be used for irrigation of landscaped areas at the yard or reused in the yard process. The water uses that may be triggered by such alternatives include Section 21 (e) for irrigation with treated water or alternatively Section 21 (f), (c) and (i) if the treated water is discharged to the Sandloop River.

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## OTHER PERMITS AND LICENSES

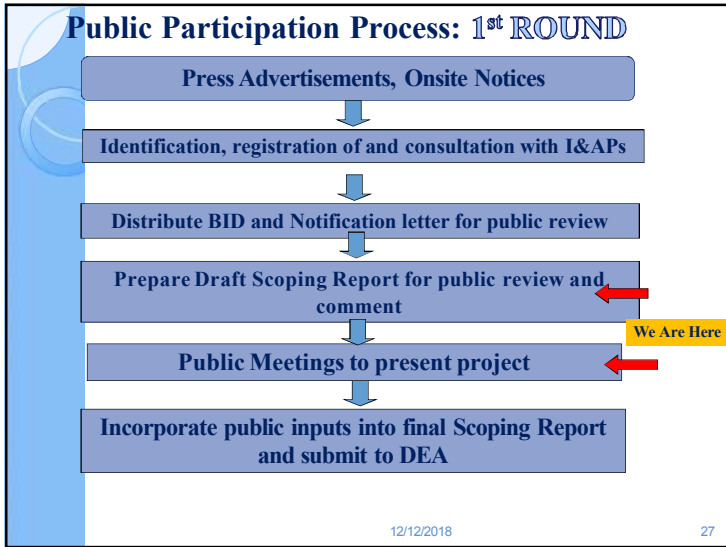
- **(B) Mining Permit (Borrow Pit Application) – Department Mineral Resources (DMR)**  
 A Mining Permit application will be submitted to DMR for the two borrow areas required for the yard cut and fill requirements. The relevant application and subject reporting will be submitted to the DMR in terms of the Mineral and Petroleum Resources Development Act (Act 28 of 2002) (MPRDA) and NEMA EIA Regulations 2014 (GNR 326).
- **(C) Protected Tree Permits for Removal**
- There are several protected tree species identified within the project site namely Marula and Boscia albitrunca. These are not threatened species but are protected.
- Protected Tree Permits will be obtained from the Department of Forestry and Fisheries (DAFF) prior to removal of such within the footprint areas of the yard.

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## PUBLIC PARTICIPATION

- Communication tool to inform I&APs of a project
- Tool to receive and integrate comments from I&APs in the relevant phases of the proposed project;
- **NB:** One consolidated Public Participation Process is undertaken for the different applications, licenses and permits required for the project. The EIA Process Public Participation Report will support the WULA and Borrow Pit application.
- **Public Participation Process involves two rounds of engagement:**
- **We are now in the Scoping Phase (1<sup>st</sup> Round):** I&APs are given the opportunity to comment on the proposal and scope for the EIA phase by reviewing the draft Scoping Report;
- The comments received on the Scoping Report and public engagements will be captured in an Issues and Response Report (IRR) which will accompany the final Scoping Report which is submitted to DEA for approval.
- DEA seeks such input to support their decision making process and determine whether all potential issues have been identified or whether further information is required.

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## DISCUSSION SESSION

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 Cell: 084 226 5584  
 Fax: (015) 296 4021  
 E-mail: [botham@naledzi.co.za](mailto:botham@naledzi.co.za)

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## WAY FORWARD AND CLOSURE

- Current: Public and Authority review of Draft Scoping Report until 27 November 2018;
- Prepare, distribute and finalise the public meeting minutes
- Minutes available for comment - 7 days
- Inclusion of Authority and I&AP comments into final Scoping Report;
- Submit the final Scoping Report and Plan of Study for EIA to DEA
- DEA will approve or reject the Scoping Report within 43 days
- Commence with EIA Phase

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## MAIN ISSUES RECORDED DURING 1<sup>ST</sup> ROUND OF ENGAGEMENT (SOCIAL SCOPING)

- Impact on sense of place (due to noise & visual)
- Impact on livelihoods in terms of hunting, farms exempted to hunt all year round;
- Railway yard result pose a safety risk (cannot hunt in direction of yard – staff at yard)
- Safety and security – Influx of people in the area and access control;
- Positive: Business community is keen for new business opportunities - they are hoping that there will be opportunities for local businesses;
- Steenbokpan community wants opportunities – Yet there is no SLP, phased project

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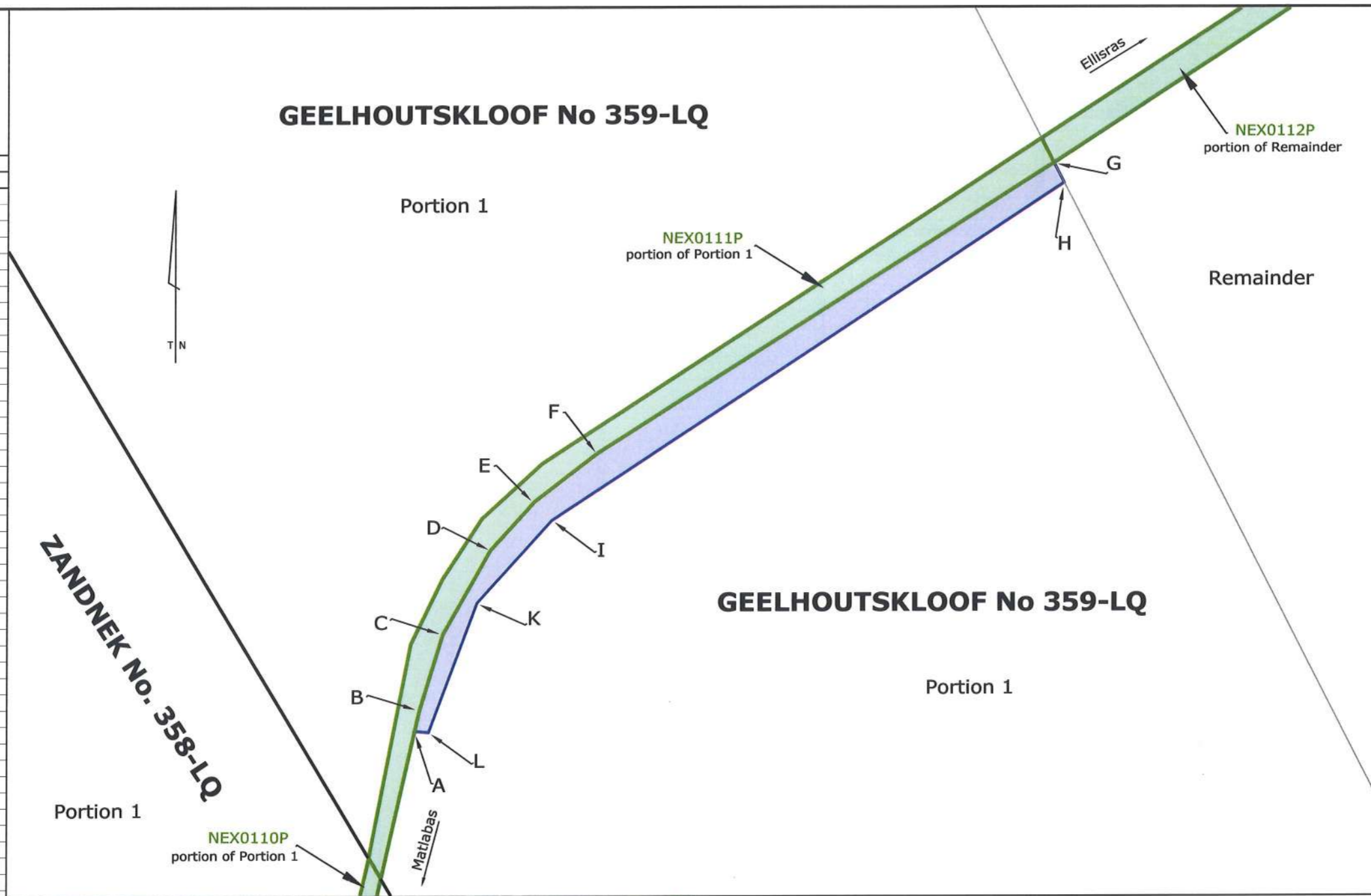
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**COORDINATE LIST**

*Please note:*  
The coordinates of figure A,B,C,D,E,F,G,H,I,K,L as listed below were scaled from existing G.I.S. System  
**COORDINATES ARE PROVISIONAL AND SUBJECT TO FINAL SURVEY**

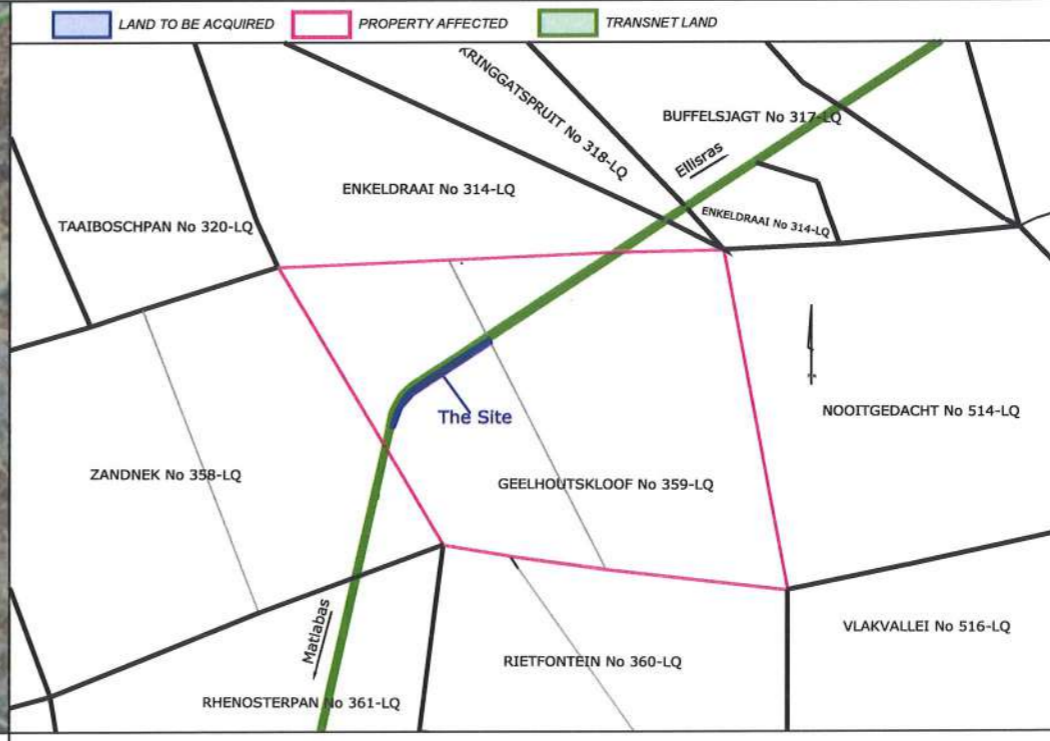
System: WGS84/27°

Pt.	X:	Y:
A	- 44 075.6	+ 2 630 559.8
B	- 44 085.2	+ 2 630 517.6
C	- 44 131.7	+ 2 630 364.4
D	- 44 226.9	+ 2 630 159.2
E	- 44 315.9	+ 2 630 096.5
F	- 44 441.2	+ 2 629 999.8
G	- 45 360.9	+ 2 629 414.1
H	- 45 831.2	+ 2 629 453.9
I	- 44 350.0	+ 2 630 134.4
K	- 44 200.2	+ 2 630 300.4
L	- 44 103.1	+ 2 630 562.4



AERIAL PHOTO

SCALE 1:50 000



LOCALITY PLAN

SCALE 1:100 000

**TRANSNET** Plan prepared for  
Geo-Spatial Services  
35th Floor Carlton Centre  
150 Commissioner Street  
Johannesburg  
2000

**LEGEND**

	Transnet Freight Rail
	Land to be Acquired ± 8,72 ha

**PROPERTY DETAIL**

Property Description	Portion 1 of the farm GEELHOUTSKLOOF No. 359-LQ
Extend	± 838,3128 ha
Zonning	Agriculture
Current Use	Farming
Servitudes	
Local Authority	LEPHALALE

**OWNERSHIP DETAIL**

Current Owner	H J L HILLS BOERDERY CC
Property Description	Portion 1 of the farm GEELHOUTSKLOOF No. 359-LQ
Reg No.	200700673423
Local Authority	LEPHALALE
Company Name	H J L HILLS BOERDERY CC
Title Deed No.	T52917/2007
Mineral Rights Owner	-
Registration Date	2007/04/23
Diagram Deed	T3636/952

**NOTE:**

SELLER	DATE
1. WITNESS	2. WITNESS
TRANSNET SOC LTD.	DATE
1. WITNESS	2. WITNESS



**MATLABAS-ELLISRAS ACQUISITION PLAN**  
SHOWING LAND TO BE ACQUIRED OVER PORTION 1 OF THE FARM GEELHOUTSKLOOF No. 359-LQ

Compiled: S.A.Y.	Rev.:
Checked: C.J.B.	Signed:
Date: 2016-08-16	SCALE - 1 : 10 000

Plan prepared by:  
GEO-SPATIAL SERVICES  
Room 518  
NZASM Building  
5 Milnagar Street  
PRETORIA  
0002  
Tel: (012) 315-2682  
Fax: (012) 315-2316  
E-mail: ptaenquiries@transnet.net

PLAN No. **NEX0276E**

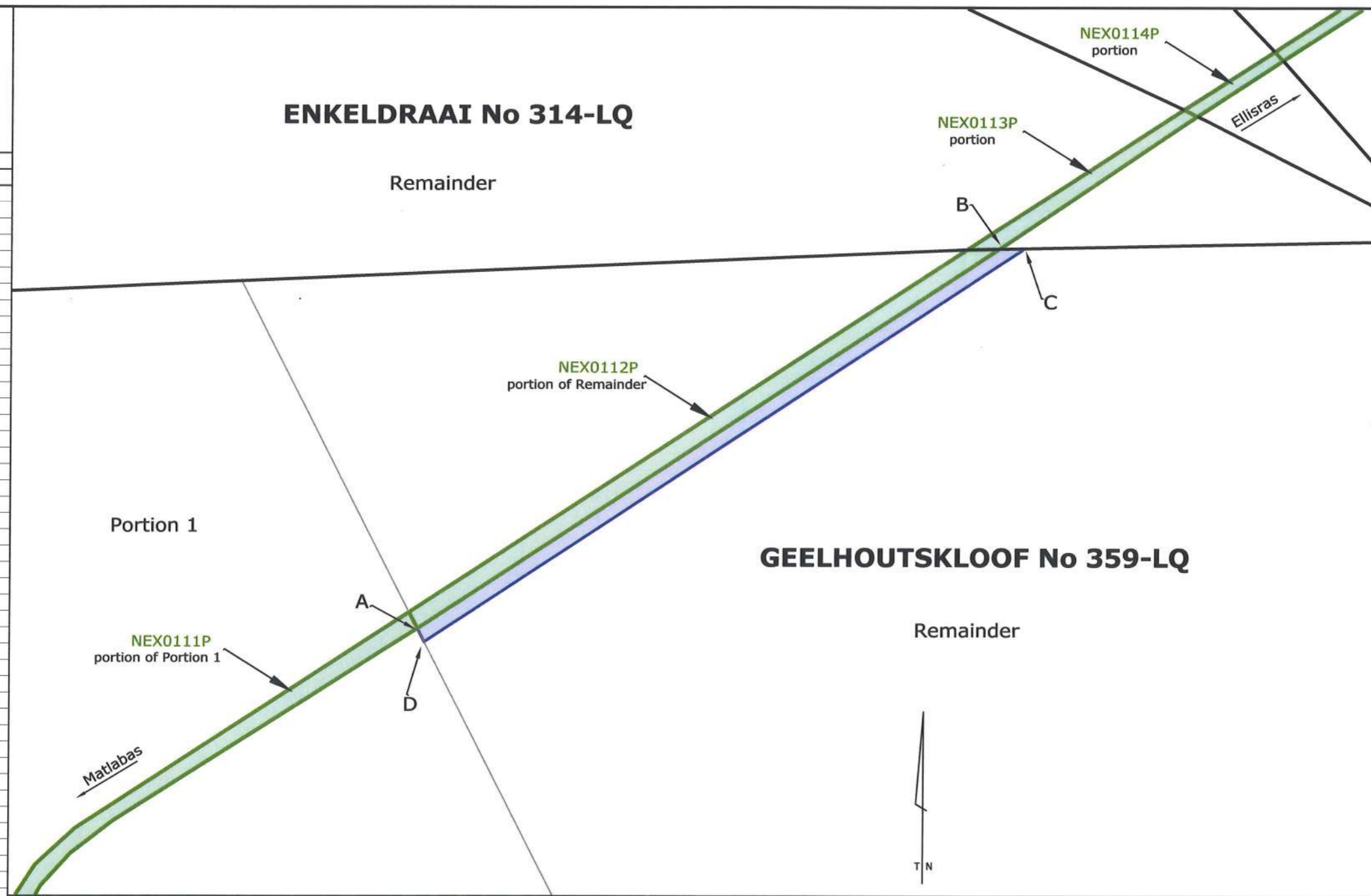
**COORDINATE LIST**

*Please note:*  
The coordinates of figure A,B,C,D as listed below were scaled from existing G.I.S. System  
**COORDINATES ARE PROVISIONAL AND SUBJECT TO FINAL SURVEY**

System: WGS84/27°

Pt.	X:	Y:
A	- 45 360.9	+ 2 629 414.1
B	- 47 111.2	+ 2 628 263.6
C	- 47 187.2	+ 2 628 262.1
D	- 45 831.2	+ 2 629 453.9

**ENKELDRAAI No 314-LQ**



Plan prepared for  
**TRANSNET** Geo-Spatial Services  
35th Floor Carlton Centre  
150 Commissioner Street  
Johannesburg  
2000

**LEGEND**

- Transnet Freight Rail
- Land to be Acquired ± 9,05 ha

**PROPERTY DETAIL**

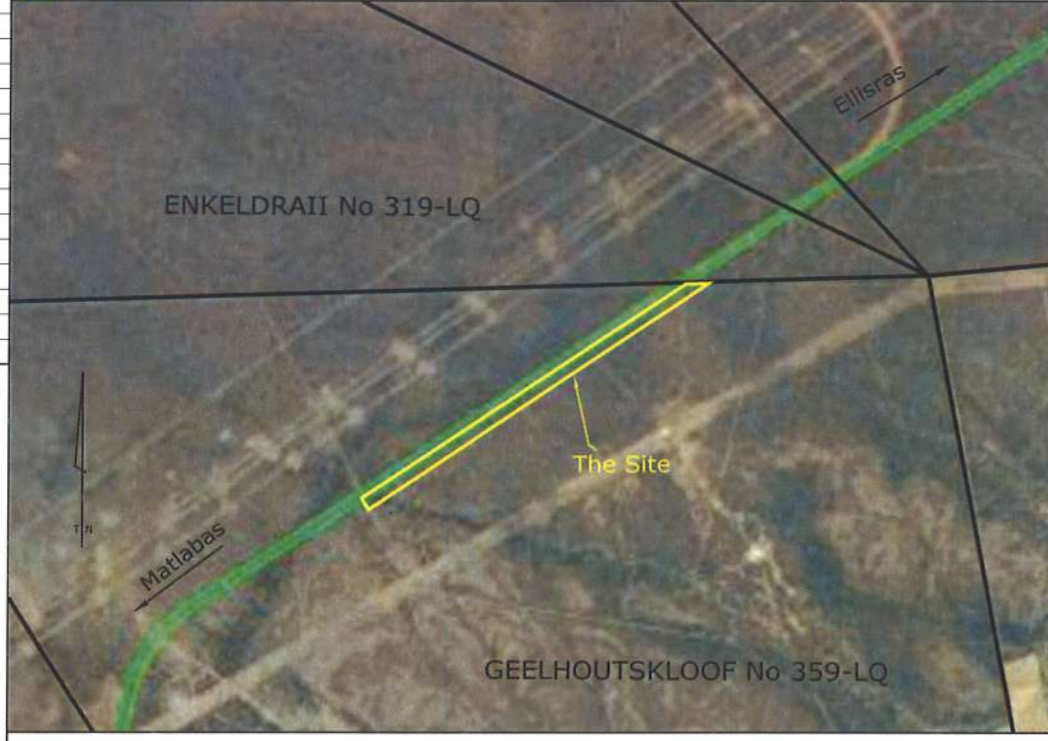
Property Description	Portion of Remainder of the farm GEELHOUTSKLOOF No. 359-LQ
Extend	± 1228,7209 ha
Zonning	Agriculture
Current Use	Farming
Servitudes	
Local Authority	LEPHALALE

**OWNERSHIP DETAIL**

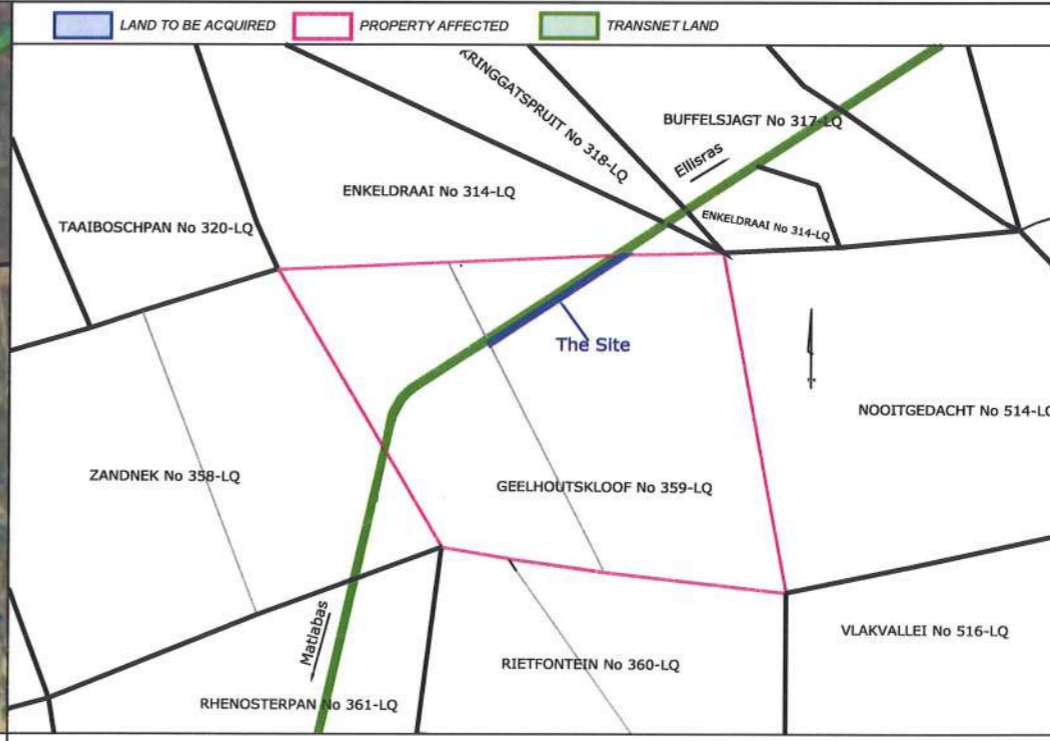
Current Owner	GEELHOUTSKLOOF TRUST
Property Description	Remainder of the farm GEELHOUTSKLOOF No. 359-LQ
Reg No.	242/2005
Local Authority	LEPHALALE
Company Name	GEELHOUTSKLOOF TRUST
Title Deed No.	T53434/2005
Mineral Rights Owner	-
Registration Date	2005/05/03
Diagram Deed	DB382/15

**NOTE:**

SELLER	DATE
1. WITNESS	2. WITNESS
TRANSNET SOC LTD.	DATE
1. WITNESS	2. WITNESS



**AERIAL PHOTO** SCALE 1:50 000



**LOCALITY PLAN** SCALE 1:100 000



**MATLABAS-ELLISRAS ACQUISITION PLAN**  
SHOWING LAND TO BE ACQUIRED OVER PORTION OF REMAINDER THE FARM **GEELHOUTSKLOOF No. 359-LQ**

Compiled: S.A.Y.	Rev.:
Checked: C.J.B.	Signed:
Date: 2016-08-17	SCALE - 1 : 15 000

Plan prepared by:  
GEO-SPATIAL SERVICES  
PO Box 9842  
PRETORIA 0001  
Tel: (012) 315-2682  
Fax: (012) 315-2316  
E-mail: ptaenquiries@transnet.net

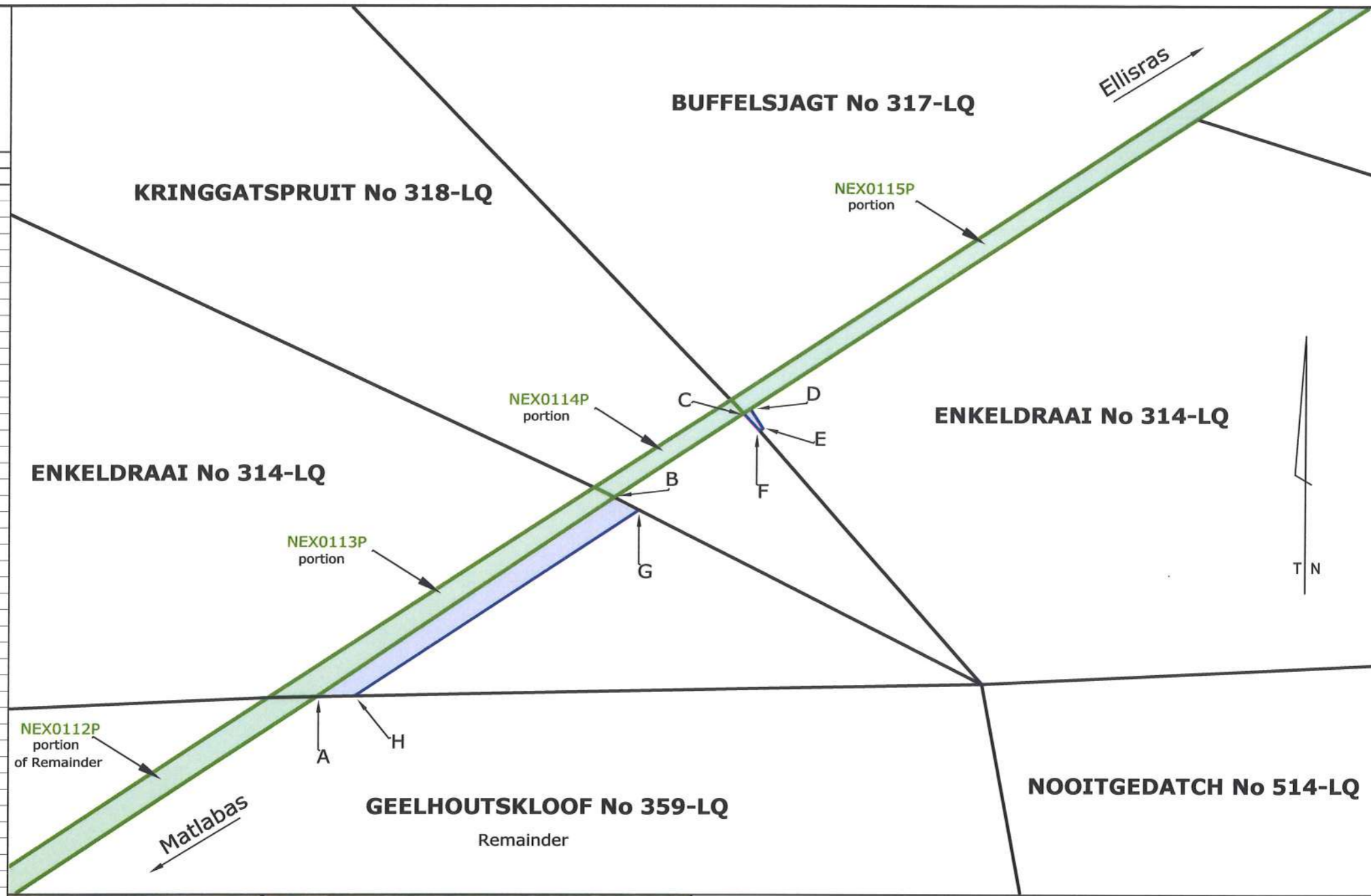
PLAN No. **NEX0277E**

**COORDINATE LIST**

*Please note:*  
The coordinates of figure A,B,C,D,E,F,G,H as listed below were scaled from existing G.I.S. System  
**COORDINATES ARE PROVISIONAL AND SUBJECT TO FINAL SURVEY**

System: WGS84/27°

Pt.	X:	Y:
A	- 47 111.2	+ 2 628 263.6
B	- 47 708.2	+ 2 627 860.0
C	- 47 968.1	+ 2 627 690.4
D	- 47 981.8	+ 2 627 681.4
E	- 48 007.5	+ 2 627 720.1
F	- 48 000.6	+ 2 627 725.3
G	- 47 759.2	+ 2 627 885.5
H	- 47 187.2	+ 2 628 262.1



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35th Floor Carlton Centre  
150 Commissioner Street  
Johannesburg  
2000

**LEGEND**

- Transnet Freight Rail
- Land to be Acquired ± 3,23 ha

**PROPERTY DETAIL**

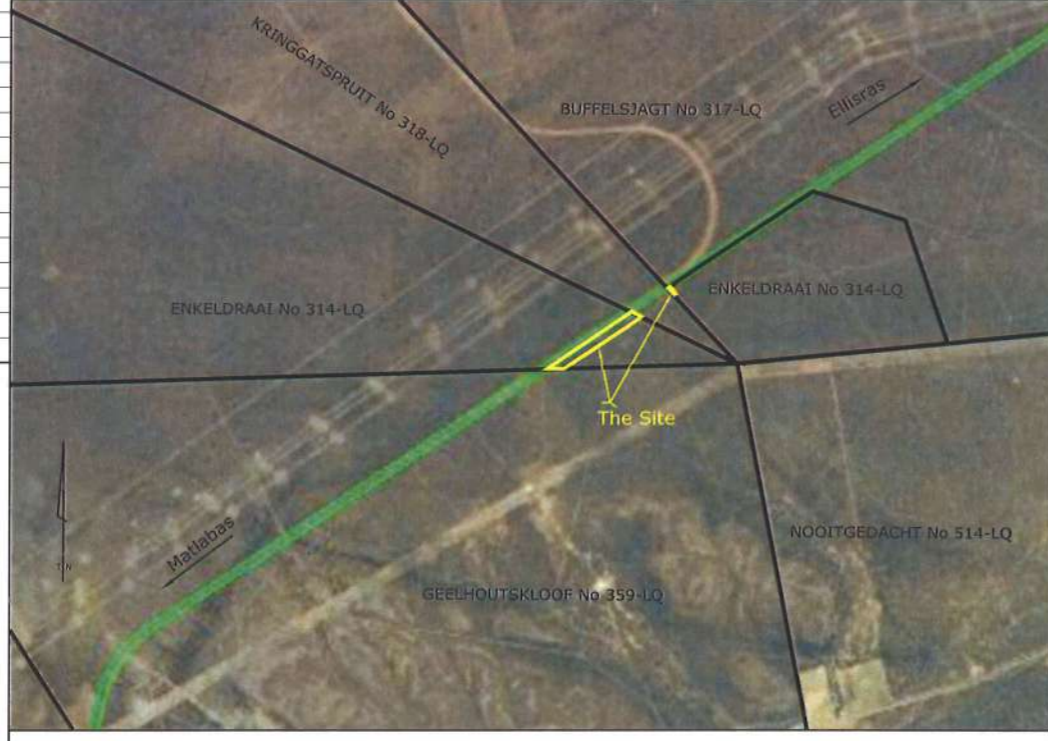
Property Description	ENKELDRAAI No 314-LQ
Extend	± 1284,3312 ha
Zonning	Agriculture
Current Use	Farming
Servitudes	
Local Authority	LEPHALALE

**OWNERSHIP DETAIL**

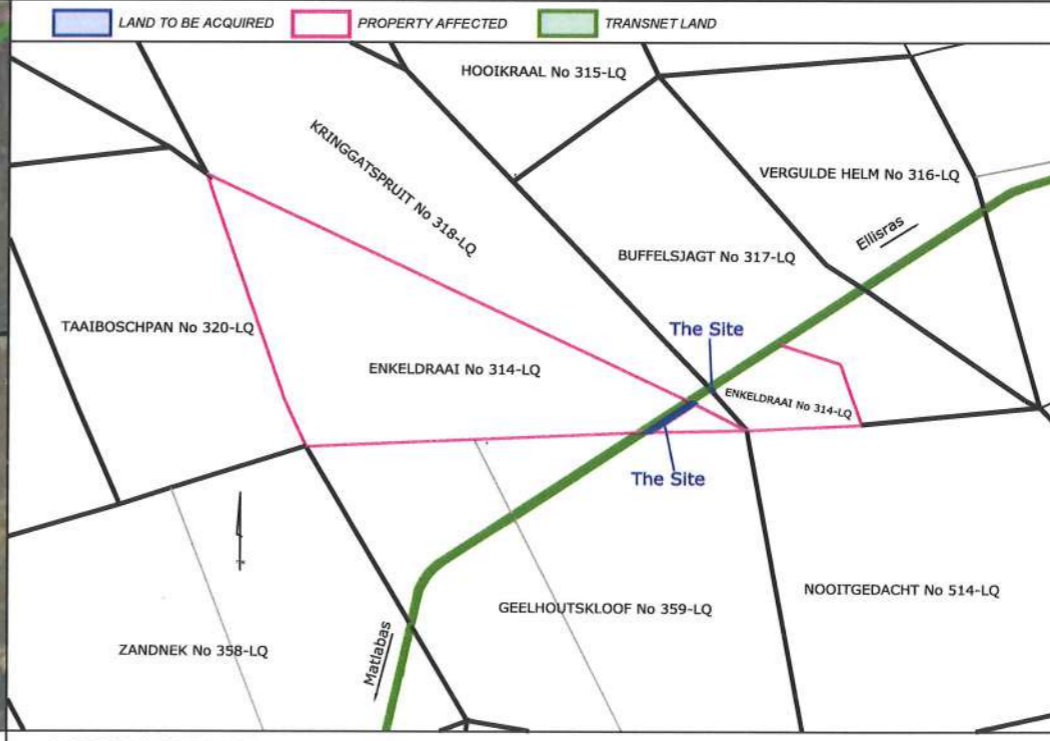
Current Owner	SAUER JOHANNES JACOBUS
Property Description	ENKELDRAAI No 314-LQ
Reg No.	3312255011088
Local Authority	LEPHALALE
Company Name	PRIVATE PERSON
Title Deed No.	T39336/1980
Mineral Rights Owner	-
Registration Date	1980/08/19
Diagram Deed	T39334/980

**NOTE:**

SELLER	DATE
T. WITNESS	2. WITNESS
TRANSNET SOC LTD.	DATE
T. WITNESS	2. WITNESS



**AERIAL PHOTO** SCALE 1:50 000



**LOCALITY PLAN** SCALE 1:100 000



**MATLABAS-ELLISRAS ACQUISITION PLAN**  
SHOWING LAND TO BE ACQUIRED OVER PORTION THE FARM ENKELDRAAI No. 314-LQ

Compiled: S.A.Y.	Rev.:
Checked: C.J.B.	Signed:
Date: 2016-08-17	SCALE - 1 : 10 000

Plan prepared by:  
GEO-SPATIAL SERVICES  
PO Box 9842  
PRETORIA  
0001  
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Fax: (012) 315-2316  
E-mail: ptaenquiries@transnet.net

PLAN No. **NEX0278E**

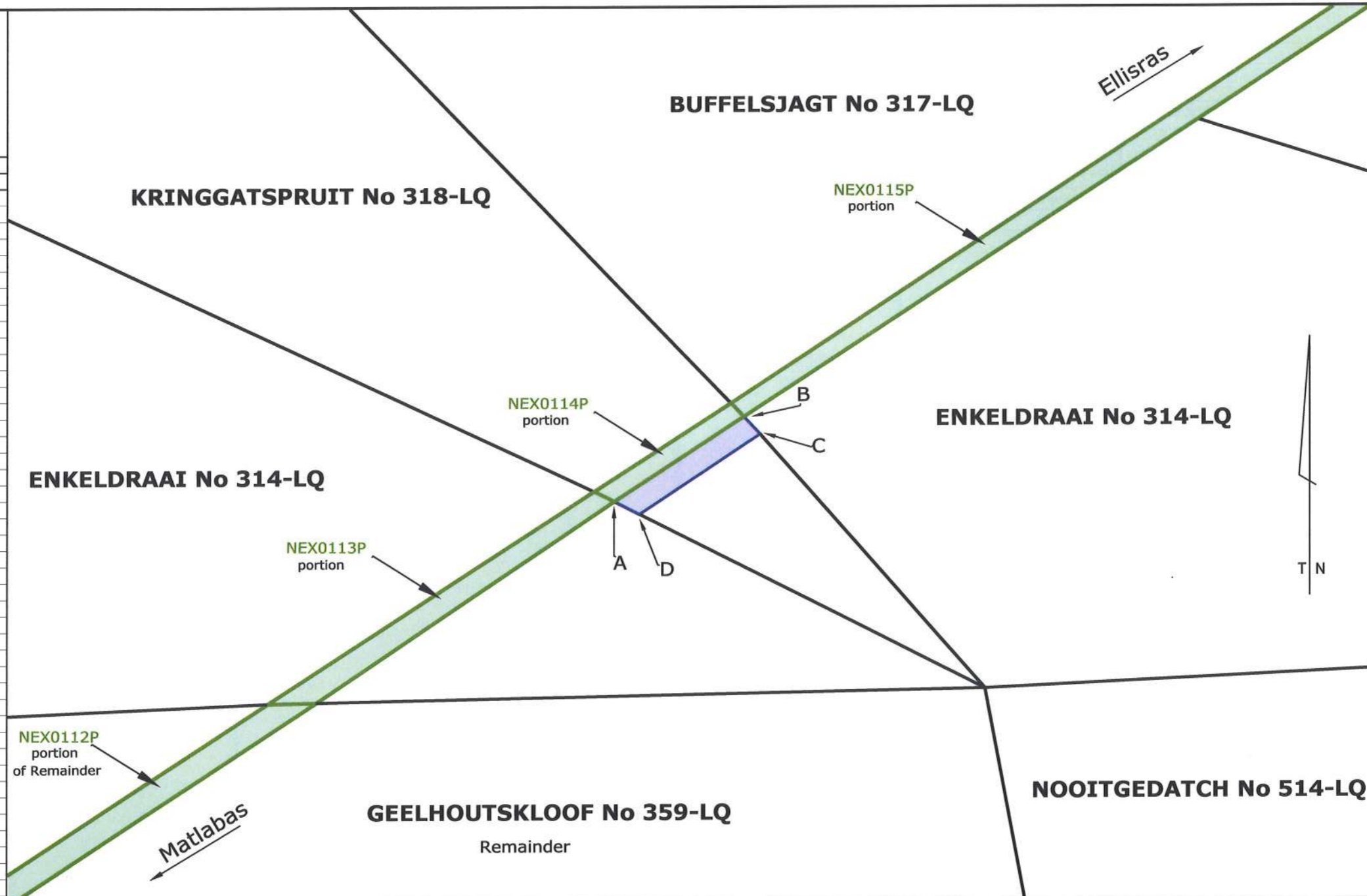


**COORDINATE LIST**

*Please note:*  
The coordinates of figure A,B,C,D as listed below were scaled from existing G.I.S. System  
**COORDINATES ARE PROVISIONAL AND SUBJECT TO FINAL SURVEY**

System: WGS84/27°

Pt.	X:	Y:
A	- 47 708.2	+ 2 627 860.0
B	- 47 968.1	+ 2 627 690.4
C	- 48 000.6	+ 2 627 725.3
D	- 47 759.2	+ 2 627 885.5



**TRANSNET** Plan prepared for  
Geo-Spatial Services  
35th Floor Carlton Centre  
150 Commissioner Street  
Johannesburg  
2000

**LEGEND**

- Transnet Freight Rail
- Land to be Acquired ± 1,44 ha

**PROPERTY DETAIL**

Property Description	KRINGGATSPRUIT No 318-LQ
Extend	± 1526,2915 ha
Zonning	Agriculture
Current Use	Farming
Servitudes	
Local Authority	LEPHALALE

**OWNERSHIP DETAIL**

Current Owner	PONTES ESTATES CC
Property Description	KRINGGATSPRUIT No. 318-LQ
Reg No.	199403211023
Local Authority	LEPHALALE
Company Name	PONTES ESTATES CC
Title Deed No.	T70472/2004
Mineral Rights Owner	-
Registration Date	2004/05/26
Diagram Deed	DB347/35

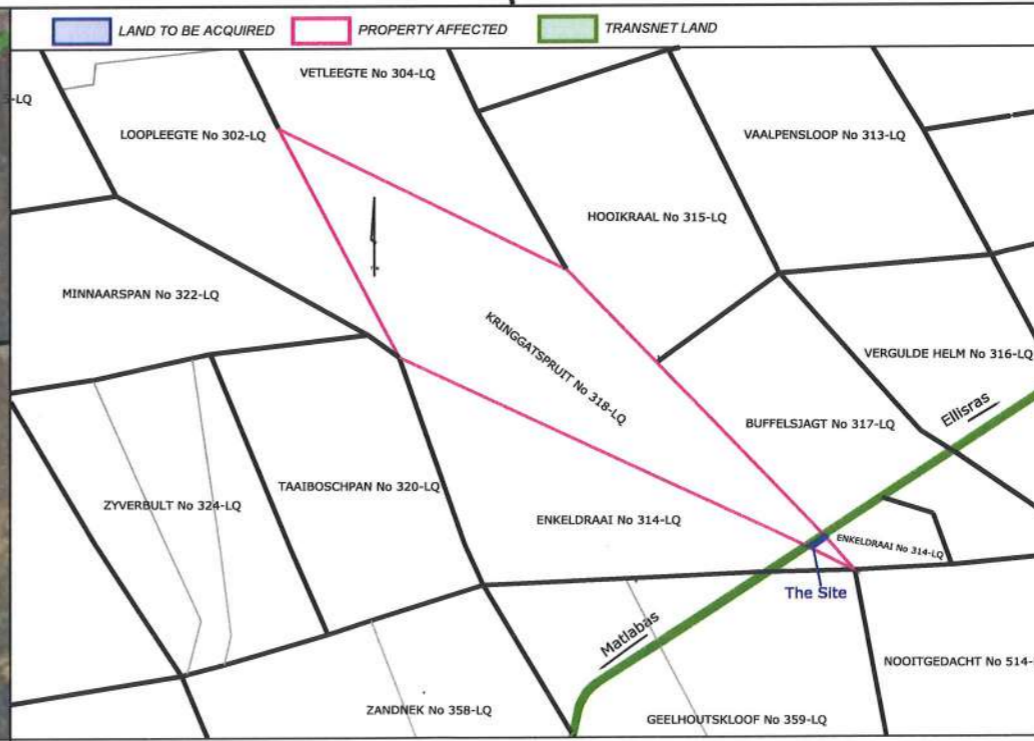
**NOTE:**

SELLER	DATE
T. WITNESS	2. WITNESS
TRANSNET SOC LTD.	DATE
T. WITNESS	2. WITNESS



AERIAL PHOTO

SCALE 1:50 000



LOCALITY PLAN

SCALE 1:120 000



**MATLABAS-ELLISRAS ACQUISITION PLAN**  
SHOWING LAND TO BE ACQUIRED OVER PORTION OF THE FARM KRINGGATSPRUIT No. 318-LQ

Compiled: S.A.Y.	Rev.:
Checked: C.J.B.	Signed:
Date: 2016-08-18	SCALE - 1 : 10 000

Plan prepared by:  
GEO-SPATIAL SERVICES  
PO Box 9842  
PRETORIA  
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E-mail: ptaenquiries@transnet.net

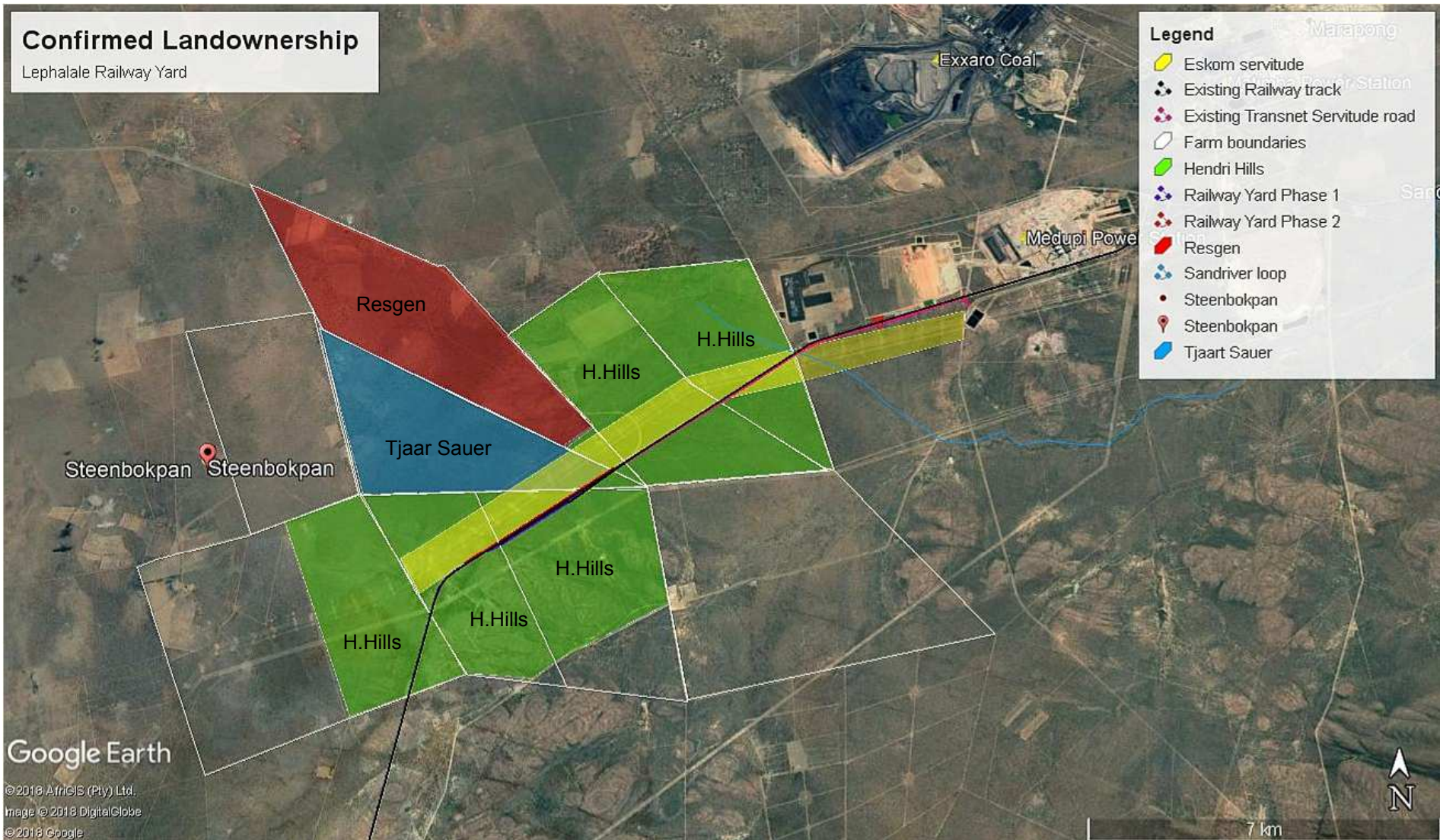
PLAN No. **NEX0279E**

# Confirmed Landownership

Lephalale Railway Yard

### Legend

- Eskom servitude
- Existing Railway track
- Existing Transnet Servitude road
- Farm boundaries
- Hendri Hills
- Railway Yard Phase 1
- Railway Yard Phase 2
- Resgen
- Sandriver loop
- Steenbokpan
- Steenbokpan
- Tjaart Sauer



Google Earth

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