Route 7 Trading 105 CC

Draft Basic Assessment Report

Locality: Holding 174 & 175 Eloff Small Holdings, Delmas, Mpumalanga

Departmental Ref No: 17/2/3 N-62

SHANGONI
Management Services (Pty) Ltd

ROUTE 7 TRADING 105 CC: DRAFT BASIC ASSESSMENT REPORT FOR A TRUCK DEPOT

Route 7 Trading 105 CC

Draft Basic Assessment Report

Locality: Holdings 174 &175 Eloff Small Holdings, Delmas, Mpumalanga

Departmental Ref No: 17/2/3 N-62

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PROJECT DETAILS

Mpumalanga Department of Economic Development Environment and Tourism (MPDEDET)

Reference No.: 17/2/3 N-62

Project Title: Proposed construction of Route 7 Truck Depot for the purpose of storage, servicing and washing of Route 7 trucks on Holding 174 and 175 Eloff Small Holdings, Extension I.R., Delmas, Mpumalanga.

Project Number: URS/DEL/24-05-11

Compiled by: Ms. Patricia van der Walt

Date: 14 October 2012

Location: Holding 174 & 175 Eloff Small Holdings, Delmas

Technical Reviewer: Mr. Lourens de Villiers

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HL de Villiers

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DEFINITIONS

Alien Invasive Vegetation

Species that occur outside of their natural habitat and which have the ability to outperform and outgrow indigenous species. Invasive alien species are also known as weeds, exotics or non-indigenous.

Alien Invasive Programme

A maintanaince programme to eradicate and control alien invasive vegetation.

Construction Phase

The period from initiation of physical disturbance of the land, to the completion of construction activities and clearing of work areas.

Decommissioning

Involves the removal of unwanted infrastructure and rehabilitation of land to a state which approximates the state that it was prior to disruption and construction activities.

Demography

The scientific study of human population, esp. with reference to their size, structure and distribution.

Environment

The surroundings (biophysical, social and economic) within which humans exist and that are made up of

i. the land, water and atmosphere of the earth;
ii. micro-organisms, plant and animal life;
iii. any part or combination of (i) and (ii) and the interrelationships among and between them; and
iv. the physical, chemical, aesthetic and cultural properties and conditions of the foregoing that influence human health and wellbeing.

Environmental Aspects

Elements of an organization's activities, products or services that can interact with the environment.

Environmental Control Officer (ECO)

An independanttly appointed environmental consultant assigned to advise on all environmental matters related to the project.

Environmental Degradation

Refers to pollution, disturbance, resource depletion, loss of biodiversity, and other kinds of environmental damage; usually refers to damage occurring accidentally or intentionally as a result of human activities.

Environmental Impacts

Any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organization's activities, products or services.

Environmental Impact Assessment

A study of the environmental consequences of a proposed course of action.

Environmental Impact Report

A report assessing the potential significant impacts as identified during the environmental impact assessment.

Environmental impact

An environmental change caused by some human act.

Eutrophic

Rich in organic and mineral nutrients and supporting an abundant plant life which in the process of decaying depletes the oxygen supply for animal life *(Collins English Dictionary, fourth edition Updated, 2000)*

Human Development Index

The **Human Development Index** (**HDI**) is a composite statistic used to rank countries by level of "human development" and separate developed (high development), developing (middle development), and underdeveloped (low development) countries. The statistic is composed from data on life expectancy, education and per-capita GNI (as an indicator of standard of living) collected at the

national level using the formula given in the Methodology section below. There are also HDI for states, cities, villages, etc. by local organizations or companies. (*http://encyclopedia.thefreedictionary.com)*

Interested and Affected Parties (IAP)

Landowners, business owners, tribal or local authorities, public interest groups and/or any other person who may be directly of indirectly affected by the project, or who has an interest or stake in the area to be affected by the project.

Land use

The various ways in which land may be employed or occupied. Planners compile, classify, study and analyse land use data for many purposes, including the identification of trends, the forecasting of space and infrastructure requirements, the provision of adequate land area for necessary types of land use, and the development or revision of comprehensive plans and land use regulations.

Mesotrophic Soils

Are soils with a moderate inherent fertility.

Mitigation

Is a series of considerations designed to help deal with environmental impacts, which includes the following concepts:

- Avoidance - avoiding the environmental impact
- Minimisation - limiting the intensity of the environmenal impact;
- Rectification - repairing, rehabilitating or restoring the impacted area;
- Reduction - gradually eliminating the environmental impact over time, by conservation and maintenance operations during the life of the operation;
- Offsets - undertaking activities that counterbalance an environmental impact.

Operational Phase

The period following the construction phase, during which the proposed development will be operational.

Planning Phase

The period prior to the construction phase, during which alternatives will be identified and the preparation for the construction phase will take place.

Pollution Prevention

Any activity that reduces or eliminates pollutants prior to recycling, treatment, control or disposal.

Public Participation Process

A process of involving the public in order to identify needs, address concerns, in order to contribute to more informed decision making relating to a proposed project, programme or development.

Rehabilitation

Returning a disturbed area to a state which approximates the state that it was in prior to disruption and construction activities.

Topography

Topography, a term in geography, refers to the "lay of the land" or the physio-geographic characteristics of land in terms of elevation, slope and orientation.

Topsoil

The upper layer (A horizon) of soil from which plants obtain their nutrients for growth. Topsoil, for the purposes of the environmental management plan, is defined as the layer of soil from the surface to the specified depth required for excavation.

Vegetation

All of the plants growing in and characterizing a specific area or region; the combination of different plant communities found there.

Waste

Waste is unwanted or undesired material left over after the completion of a process. "Waste" is a human concept: in natural processes there is no waste, only inert end products.

Wetland

Means land which is transitional between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is periodically covered with shallow water, and which land in normal circumstances supports or would support vegetation typically adapted to life in saturated soil.

ABBREVIATIONS

BID – Background Information Document
BAR – Basic Assessment Report
CRR – Comments Response Report
DEDET – Department of Economic Development, Environment and Tourism, Mpumalanga
DWA – Department of Water Affairs
EAP – Environmental Assessment Practitioner
ECA – Environmental Conservation Act of 1989
EIA – Environmental Impact Assessment
EIR – Environmental Impact Report
EMF – Environmental Management Framework
EMP – Environmental Management Programme
GN – Government Notice
I&AP – Interested and Affected Party
NEMA – National Environmental Management Act, Act 107 of 1998 as amended
R – Regulation
S&EIR – Scoping and Environmental Impact Reporting

EXECUTIVE SUMMARY

Route 7 Trading 105 CC wishes to expand their truck depot for the purpose of storing, servicing and the washing of their trucks. This proposed project falls under a listed activity (Refer to Table 1*Table 1*), in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998):

Table 1: Listed activity in terms of NEMA, 1998.

Listing No	Activity	Description
Listing Notice 1 of 2010 (R544)	23:	The transformation of undeveloped, vacant or derelict land to – i) residential, retail, commercial, recreational, industrial or institutional use, inside an urban area, and where the total area to be transformed is 5 hectares or more, but less than 20 hectares, or ii) residential, retail, commercial, recreational, industrial or institutional use, outside an urban area and where the total area to be transformed is bigger than 1 hectare but less than 20 hectares; - except where such transformation takes place for linear activities.
Listing Notice 1 of 2010 (R544)	24	The transformation of land bigger than 1000 square metres in size, to residential, retail, commercial, industrial or institutional use, where, at the time of the coming into effect of this Schedule such land was zoned open space, conservation or had an equivalent zoning.
EIA Regulations Listing Notice 3 of 2010 (R546)	10	The construction of facilities or infrastructure for the storage, or storage and handling of a dangerous good, where such storage occurs in containers with a combined capacity of 30 but not exceeding 80 cubic metres. i) In an estuary ii) Outside urban areas, in: (aa) A protected area identified in terms of NEMPAA, excluding conservancies; (bb) National Protected Area Expansion Strategy Focus area; (cc) Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority; (dd) Sites or areas identified in terms of an International Convention; (ee) Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans;

		(ff) Core areas in biosphere reserves; (gg) Areas within 10 kilometres from national parks or world heritage sites or 5 kilometres from any other protected area identified in terms of NEMPAA or from the core areas of a biosphere reserve; (hh) Areas seaward of the development setback line or within 1 kilometre from the high-water mark of the sea if no such development setback line is determined; (ii) Areas on the watercourse side of a development setback line or within 100 metres from the edge of a watercourse where no such setback line has been determined; (jj) Within 500 metres of an estuary i) In urban areas: (aa) Areas zoned for use as public open space; (bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority or zoned for a conservation purpose; (cc) Within 500 metres of an estuary.

A person who wishes to commence with an activity listed under Listing Notice 1, R544 of 18 June 2010, must conduct a basic assessment process as stipulated in the Environmental Impact Assessment regulations made under section 24(5) of the National Environmental Management Act, 1998 (Act No. 107 of 1998). Route 7 Trading 105 CC has thus applied for environmental authorization.

The purpose of this document is to supply the Mpumalanga Department of Economic Development, Environment and Tourism (MPDEDET) with the requested information pertaining to the National Environmental Management Act (NEMA), as amended, and Regulation 22 of the Environmental Impact Assessment Regulations, 2010.

Contained in this document is a brief overview of the activity and site specific information pertaining to the proposed truck depot expansion project (location, topography, surrounds, vegetation, etc.). The latter part of the document contains an environmental management framework that includes a description of activities on the site, an identification of environmental aspects and a construction- and operational- EMP for the effective mitigation of identified environmental impacts associated with the activity.

1. INTRODUCTION

1.1 Applicant

Name of Applicant	Route 7 Trading 105 CC
Postal Address	P.O. Box 772, Delmas, 2210
Telephone No.	013 655 4962
Fax No.	086 664 7118
Farm name and portion on which the activities take place	Holding 174 & 175 Eloff Small Holdings, Delmas
Co-ordinates of operation	26° 8'58.89"S, 28°37'23.62"E

1.2 Appointed Environmental Assessment Practitioner

Name of firm	Shangoni Management Services	
Postal address	P.O. Box 74726 Lynnwood Ridge Pretoria 0040	
Telephone No.	(012) 807 7036	
Fax	012 807 1014 / 086 643 5360	
E-mail	lizette@shangoni.co.za	
Team of Environmental Assessment Practitioners on project		
Name	Qualifications	Responsibility
Mr. H.L. de Villiers	BSc. (Hons) (PU for CHE) MSc.(UP)	EIA Project Leader and Co-ordinator
Ms. Lizette Crous	Post Graduate Certificate Environmental Management (University of London)	EAP
Ms. Patricia van der Walt	BSc. (Microbiology and Life Science) (UL) BSc. (Hons: Applied Science) Environmental Science (UP)	EAP

Detailed CV's for the project team are appended (Appendix F).

1.3 Current situation

Route 7 Trading 105 CC currently owns 15 trucks and the intention is to expand its fleet to approximately 25 trucks. Current infrastructure includes the following:

- Offices and ablution facilities (174.7m^2);
- A bunded diesel tank (9m^3);
- A small Wendy house (used by security personnel);
- A wash bay sump;
- A gravel parking area.

At present the sump is not in use. It will however in future be used to capture all water from the wash bay.

1.4 Proposed Activity

The truck depot will add the following structures:

- An additional above ground diesel tank (approximately 40m^3);
- A wash bay area (25m x 5m = 125m^2);
- A workshop (25m x 25m = 625m^2);
- A parking area with a shading net (30m x 5m = 150m^2);
- The wall, next to Road no 2 on the southern side of the site, will be increased in height by 2.8m;
- The overall development footprint will exceed 1Ha (10 000 m^2).

1.5 Design

The current site layout can be viewed in Figure 1 below.

Figure 1: Current layout of the site.

Figure 2: Propose layout of the site.

1.6 Proposed Locality

The project site is located on 174 and 175 Eloff Small Holdings Extensions I.R, 5km east of the town of Delmas. The site is within Ward 8 of the Victor Khanye Local Municipality, which falls under the jurisdiction of the Nkangala District Municipality.

Table 2: Direction & distance to the nearest town

Closest town	Distance from site	Direction
Delmas	5.0km	West

Figure 3: Google earth image of area surrounding the site.

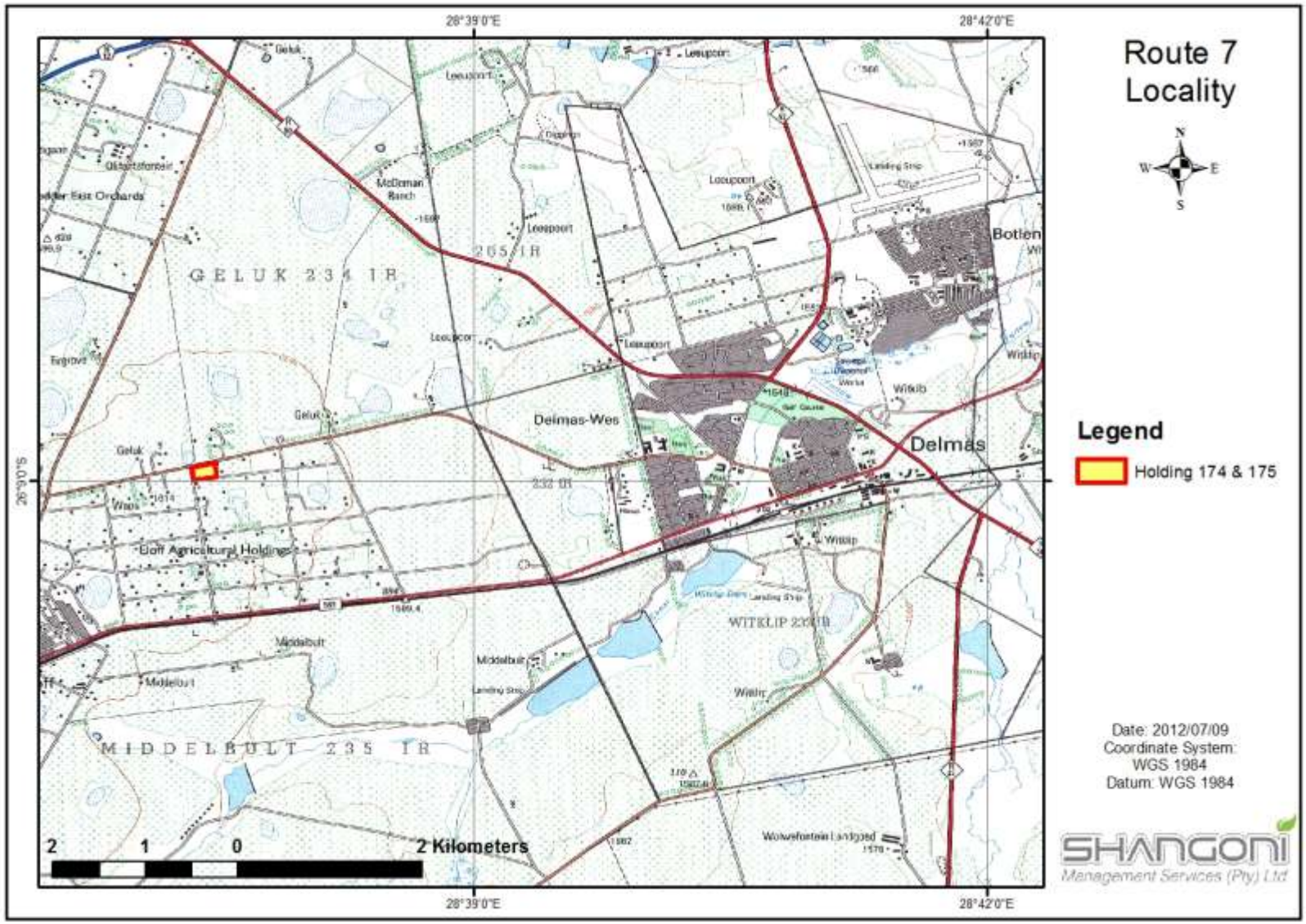


Figure 4: Locality map of the site.

Figure 5: Site photo taken in a north north-western direction.

Figure 6: Site photo taken in a north north-eastern direction.

Figure 7: Site photo taken in a western direction.

Figure 8: Site photo taken in a west south-western direction.

Figure 9: Site photo taken in a west north-western direction.

Figure 10: Site photo taken in a southern direction.

Figure 11: Site photo taken in a south south-western direction.

Figure 12: Site photo taken in a west south-western direction.

Figure 13: Site photo taken in a western direction.

Figure 14: Site photo taken in a south-eastern direction.

1.7 Service infrastructure

1.7.1 Water

No groundwater will be abstracted for use at the truck depot. The site is already serviced by municipal water supply.

1.7.2 Electricity

Electricity is provided by Eskom.

1.7.3 Sewerage

Sewage and wash water generated on site will be collected into a conservancy tank that is then emptied every two weeks by the municipality and taken to the closest treatment facility.

1.7.4 General waste

General waste is removed by the Municipality to a Municipal landfill site.

1.7.5 Hazardous waste

Hazardous waste is taken to the Holfontein landfill approximately 15km from the site.

1.7.6 Roads

The trucks will make use of a tarmac road, Road No 10 to get access to the depot site.

2. NATURE AND EXTENT OF THE ENVIRONMENT AFFECTED BY ACTIVITY

2.1 Biophysical aspects affected

2.1.1 Geology

A geotechnical investigation was undertaken by Vela VKE Consulting Engineers during October 2011. The full report can be viewed in Appendix D.

During the investigation it was found that the site is underlain by sandstone, shale and coal beds that forms part of the Vryheid formation, within the ECCA group. It is known that the Ecca Formation overlies dolomite in this general area. The Council of Geoscience was therefore consulted regarding this matter, and the council confirmed that the average depth of the Dolomite in this area is more than 30 meters.

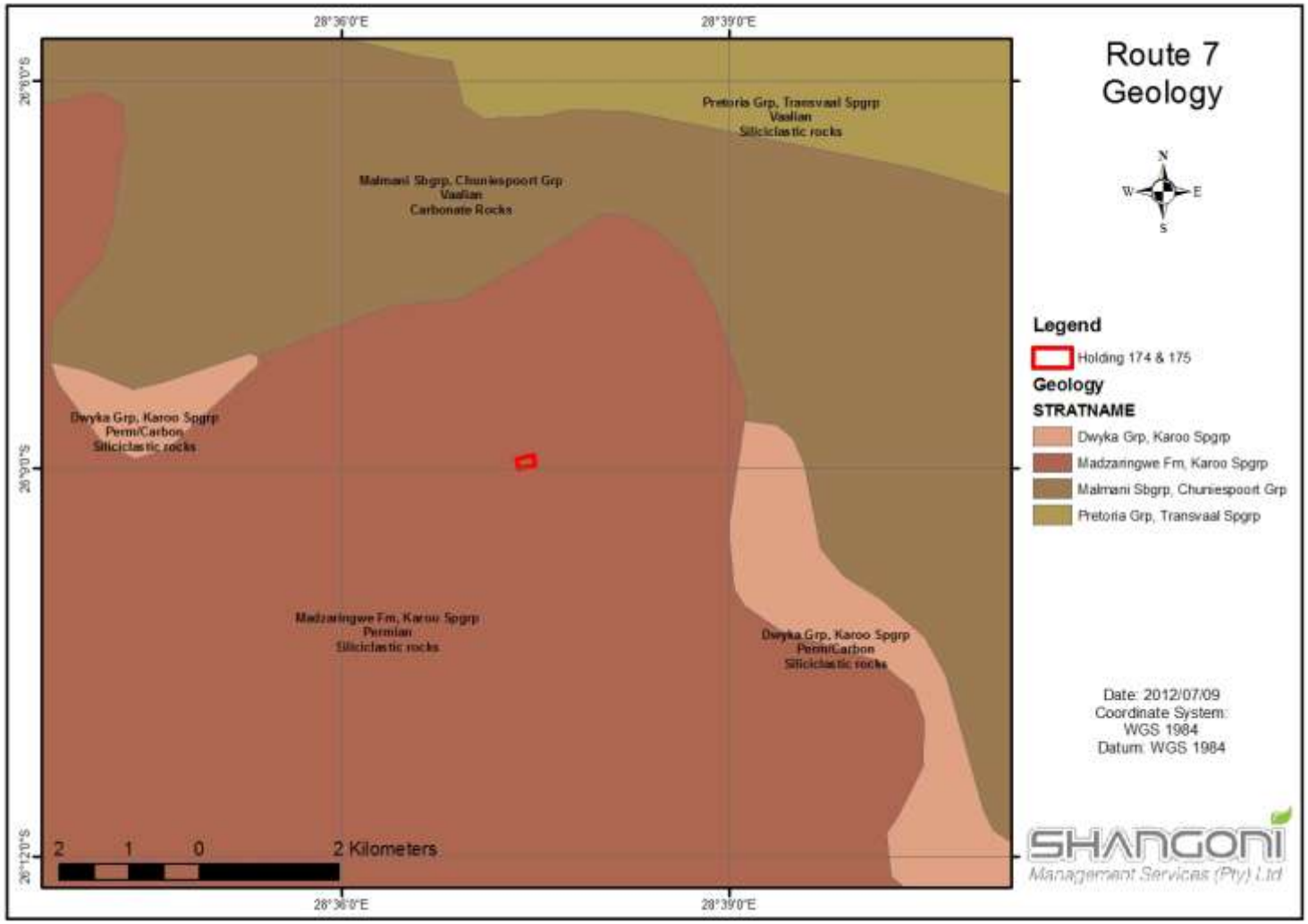


Figure 15: Geology of the area.

2.2 Regional climate

2.2.1 Rainfall

The site occurs in a summer rainfall area receiving a mean average annual rainfall of 426.3mm. The average precipitation, taken over a period of 5 years from 2005 to 2009, was found to be 127mm in January and 6mm in July. The relative humidity varies between a minimum of 12% and a maximum of 93%.

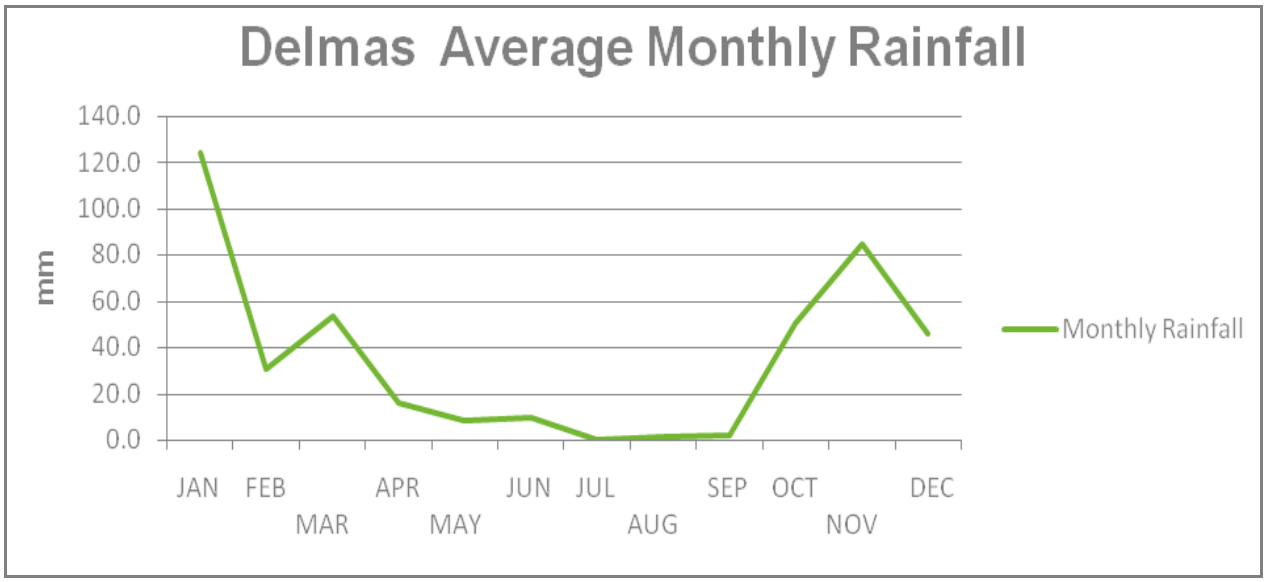


Figure 16: Delmas average monthly rainfall

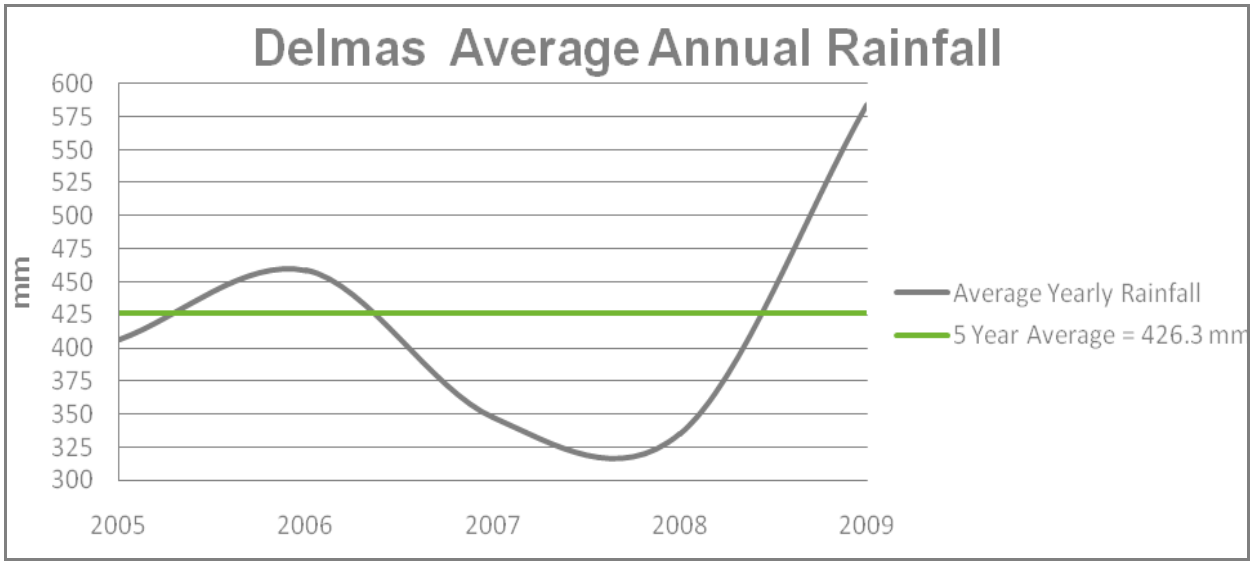


Figure 17: Delmas average annual rainfall

2.2.2 Temperature

The maximum and minimum temperatures for the closest weather station, Delmas, are given to be between 12°C and 27°C during the summer months. In winter the temperature may vary between 2°C and 18°C.

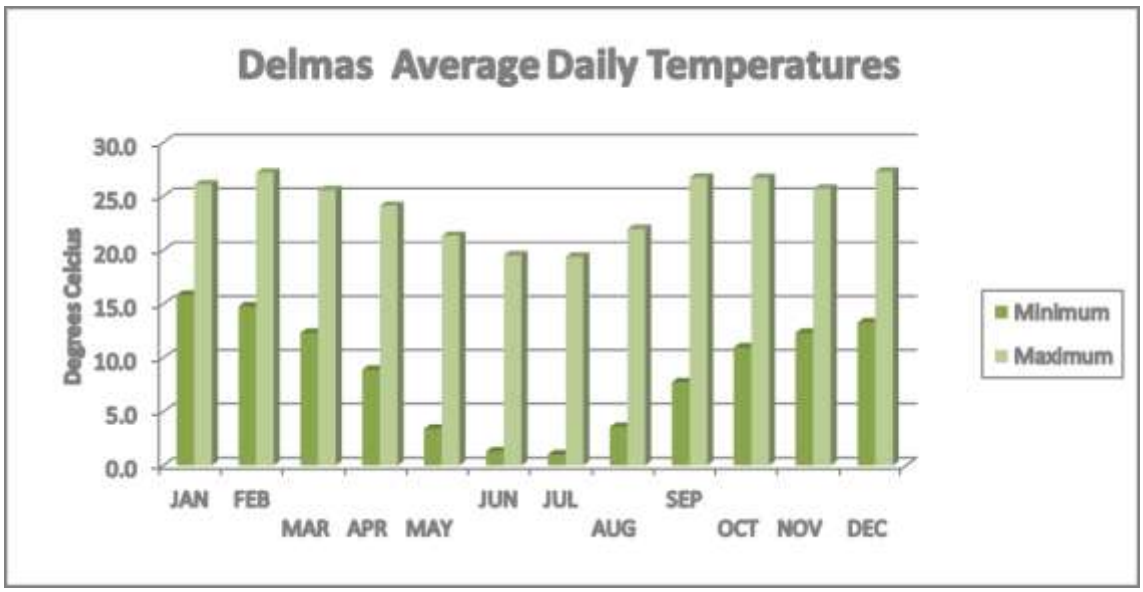


Figure 18: Average Daily temperatures for Delmas

2.2.3 Wind

See the figures below for the Wind Roses of Delmas from January to December. The general wind direction in the area is in an east south-easterly direction.

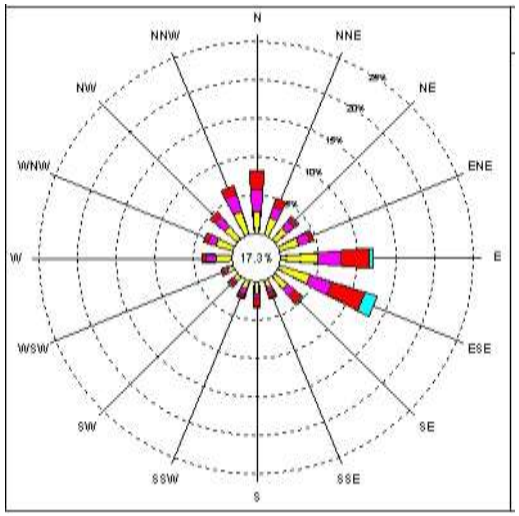


Figure 19: Wind Rose - January

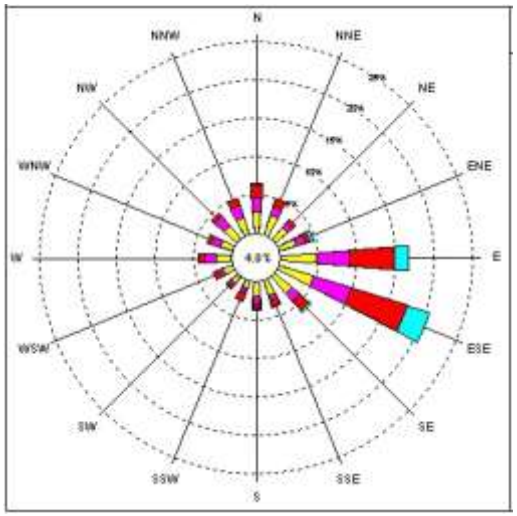


Figure 20: Wind Rose - February

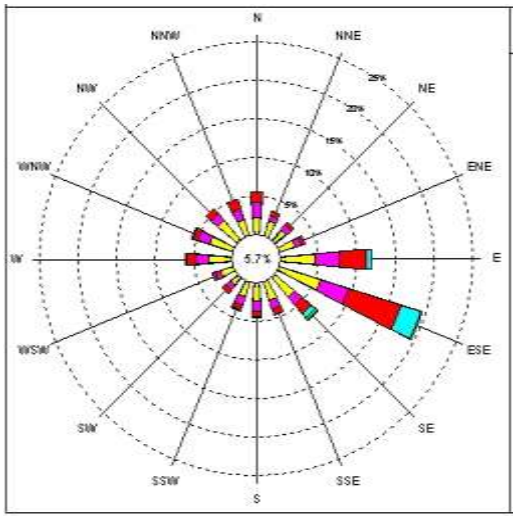


Figure 21: Wind Rose – March

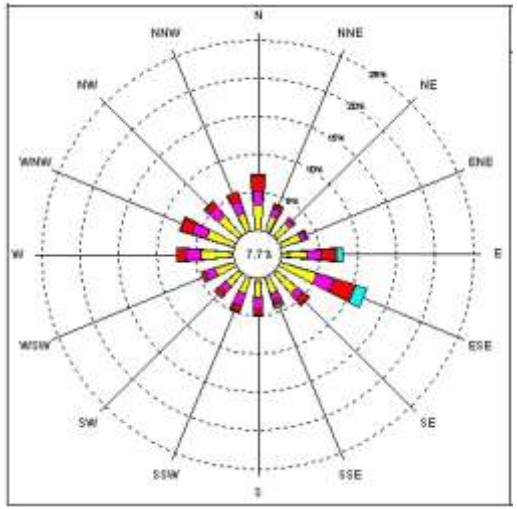


Figure 22: Wind Rose – April

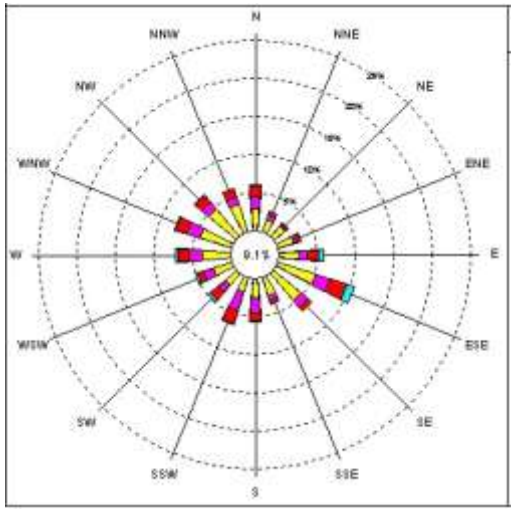


Figure 23: Wind Rose – May

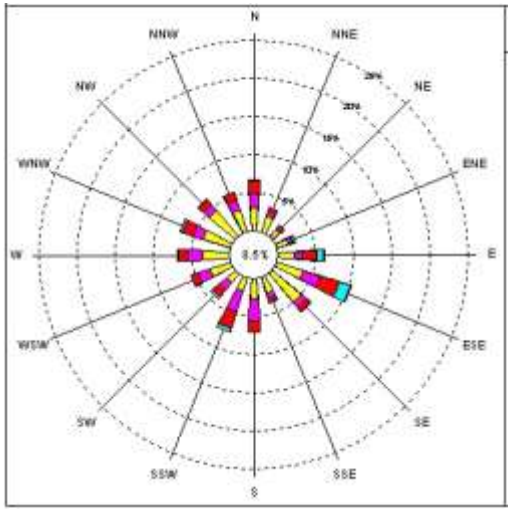


Figure 24: Wind Rose - June

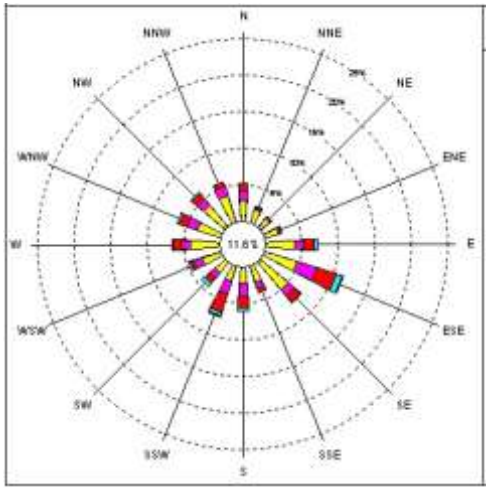


Figure 25: Wind Rose – July

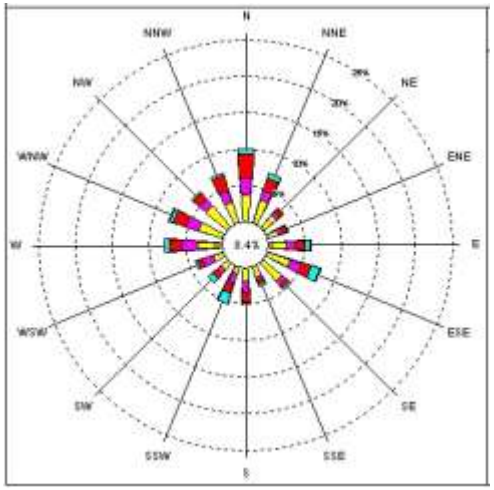


Figure 26: Wind Rose - August

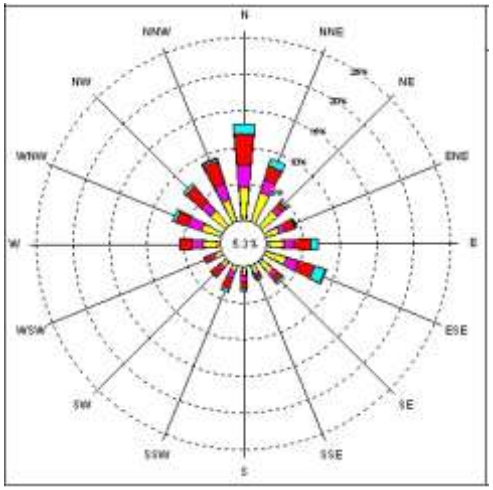


Figure 27: Wind Rose – September

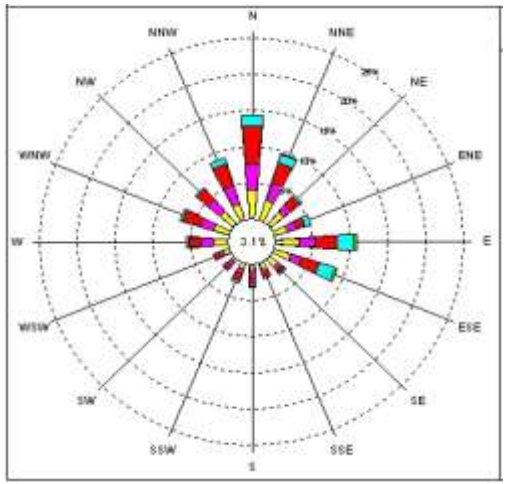


Figure 28: Wind Rose – October

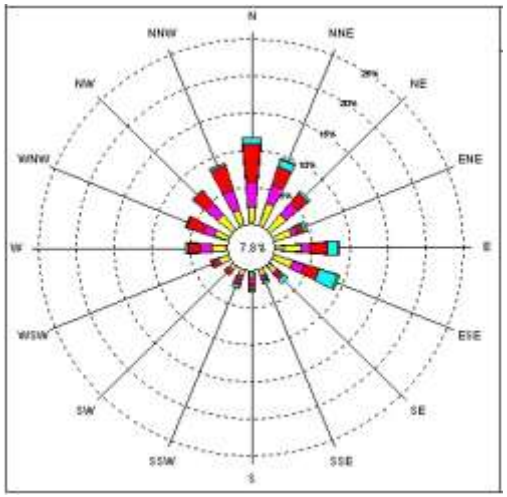


Figure 29: Wind Rose – November

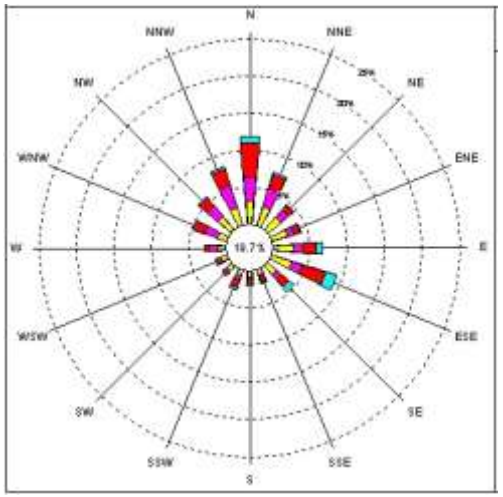


Figure 30: Wind Rose - December

2.3 Topography

The area encompasses slight to moderate undulating plains with low hills and pan depressions. The altitude ranges from 1520m and 1780m above mean sea-level.

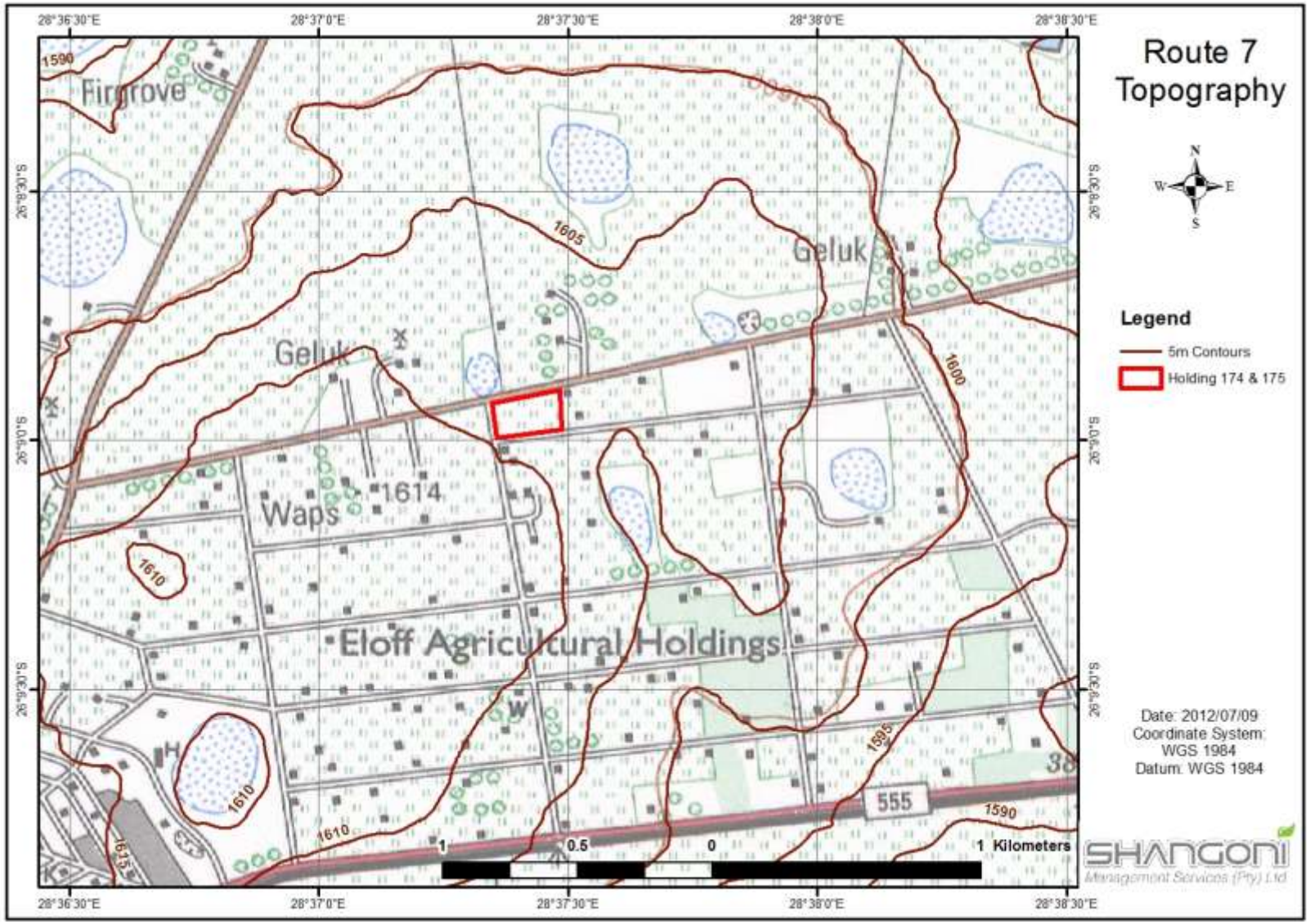


Figure 31: Topography of the area.

2.4 Soils

The excavated pit's profiles comprised of 300mm top soil that overlays medium to dense clayey sand, in some instances indicating a more clayey sandy silt which was between 800mm and 1.2m. Beneath this layer a weakly cemented ferricrete was encountered in grey/orange clayey sand matrix in DT/02-04. In DT/02 the TLB refused on strongly cemented ferricrete at 1.5m, and in DT/01 the TLB refused on hardpan ferricrete at 1.2m, directly below the clayey sandy silt (Vela VKE Consulting Engineers, October 2011).

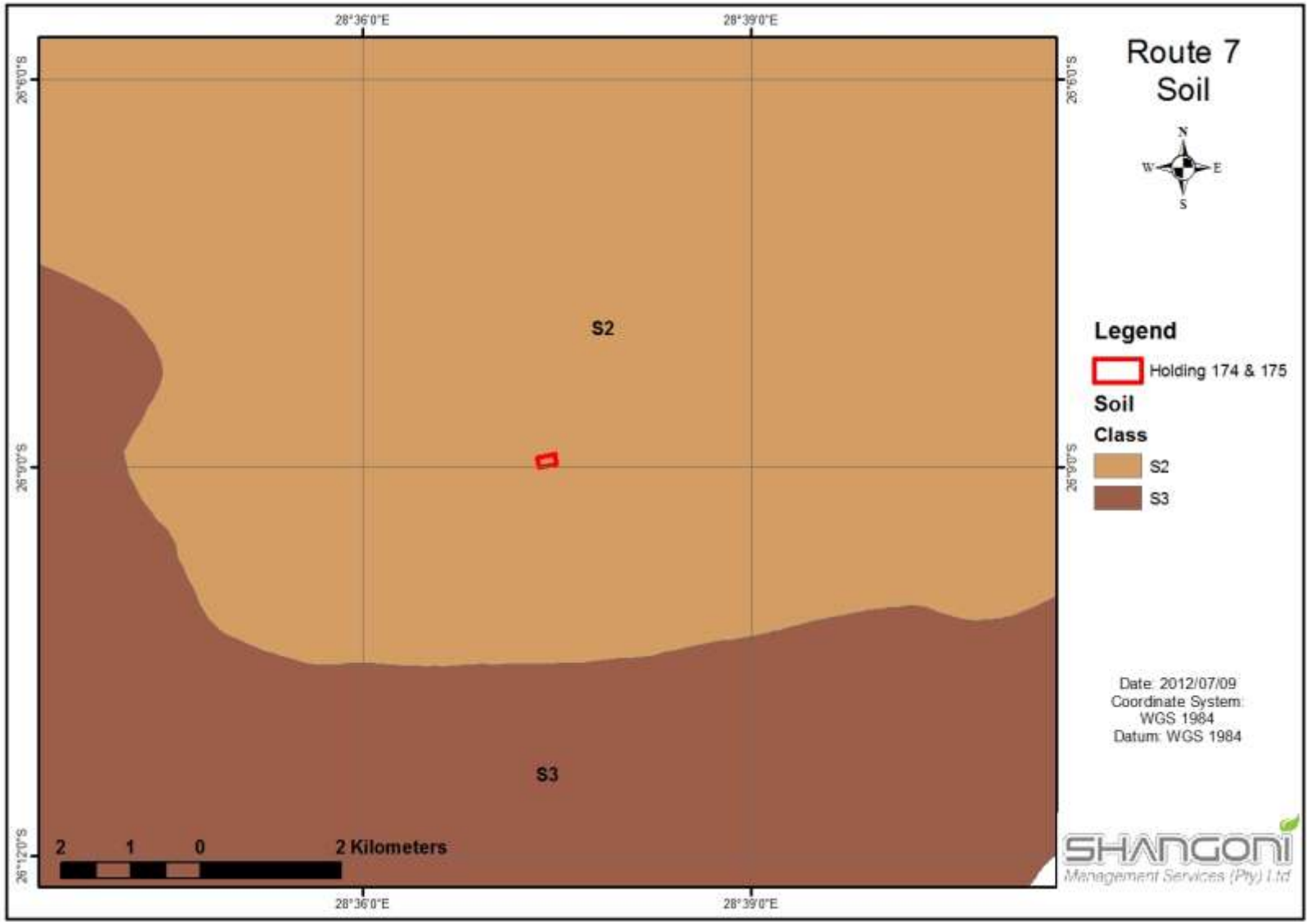


Figure 32: Soil classification of the area.

2.5 Land use and land capability

Route 7 Trading 105 CC currently owns 15 trucks and would like to expand to approximately 25 trucks in the near future.

The footprint of the site currently comprises offices, ablution facilities, a diesel storage tank, a Wendy house and parking area (Refer to Figure 1).

The land use in the area entails agricultural holdings, small businesses, truck depots and workshops. The area is zoned as Agricultural land, thus the current use of the land, as a truck depot, is not in compliance with existing approved Spatial Development Framework (SDF).

2.6 Fauna and Flora

This site falls within the Grass Land biome region, more specifically within the Eastern Highveld Grassland (Musina & Rutherford, 2006). Topographically the area encompasses slight to moderate undulating plains, including some low hills and pan depressions. The topography lends itself to the short dense grassland vegetation, dominated by species such as *Aristida, Digitaria, Eragrostis, Themeda, Tristachya,Diospyros,* with small croppy outcrop with wiry sour grasses and woody species such as *Acacia caffra, Celtis Africana, lycioides* subsp *Lycioides, Parinari capensis, Protea caffra, P. welwitshii* and *Rhus magalismontanum.*

The natural grasslands are classified as endangered and are poorly conserved at present (Mucina & Rutherford, 2006). An Ecological fauna and flora habitat survey was conducted to determine the impact of the proposed development on natural vegetation onsite and in the surrounding environment. It was established during the survey that the proposed development site cannot be classified as native Eastern Highveld Grassland as a result of its disturbed state. The table below outlines the main landscape and characteristics of the site as documented during the survey.

Table 3: Outline of main landscape and habitat characteristics of the site

Habitat feature	Description
Topography	The proposed site is located on very gentle slopes (flat).
Rockiness	No rocky ridges or outcrops were encountered onsite.
Presence of wetlands	Shallow depressions are present north and east of the site. There is no conspicuous concentration of wetland plant species or animal species particular to wetlands on the site.
Broad overview of vegetation	Grassland with low species richness is present on the site. Most conspicuous grass species are *Hyparrhenia hirta*, *Eragrostis curvula, Cynodon dactylon* and *Sporobolus africana.* Most of the herbaceous plant species are either exotic weeds or indigenous pioneer species. Such

	herbaceous weeds include *Senecio inaequidens* (canary weed), *Sonchus oleraceus* (sowthistle), *Lepidium africanum* (pepperweed), *Conyza albida* (tall fleabane) and *Plantago lanceolata* (buckhorn plantain). Exotic trees are found in, but especially around the site and include mainly *Eucalyptus camaldulensis* (red river gum trees/ "bloekoms"). Slight depressions at the eastern part of the site and adjacent to the site, are often covered by patches of exotic *Pennisetum clandestinum* (kikuyu grass).
Signs of disturbances	The area of which the site forms part is in general disturbed and modified by residential developments and agricultural activities. A variety of herbaceous weeds are present where the soil has been disturbed.
Connectivity of natural vegetation in the site and between the site and surrounding areas	There is little scope for this site to be a conservation corridor of any particular significance. The remaining grassland patch is small, isolated and does not contain any diversity of plants and animals of particular known conservation priority.

The Ecological fauna and flora survey took in consideration the likely occurrence of vertebrates and invertebrate on site (Refer to Table 4).

Table 4: Presence of vertebrates and invertebrates.

Vertebrates	
Mammals	No small mammals of particular high conservation value are likely to appear on site.
Birds	The site does form part of any habitat of particular importance for threatened bird species or any other bird species of conservation value.
Reptiles	There appears to be no threat to any reptile species of particularly high conservation importance.
Amphibians	There are no suitable habitats present on the project site for threatened or near threatened species, thus it is unlikely that any amphibian species of high conservation importance will be impacted upon as a result of the development on site.
Invertebrates	
Butterflies	There appears to be no threat to any red listed species on the site.
Fruit chafer beetles	There are no threat to any fruit chafer beetle of high conservation value

The survey showed the site to have a low microhabitat diversity. No plant, vertebrate or invertebrate specie of particular priority was found on the site. The overall diversity of indigenous plants and animal species is thus expected to be low. It is unlikely that any fauna or flora specie of particular value would be threatened by the proposed development.

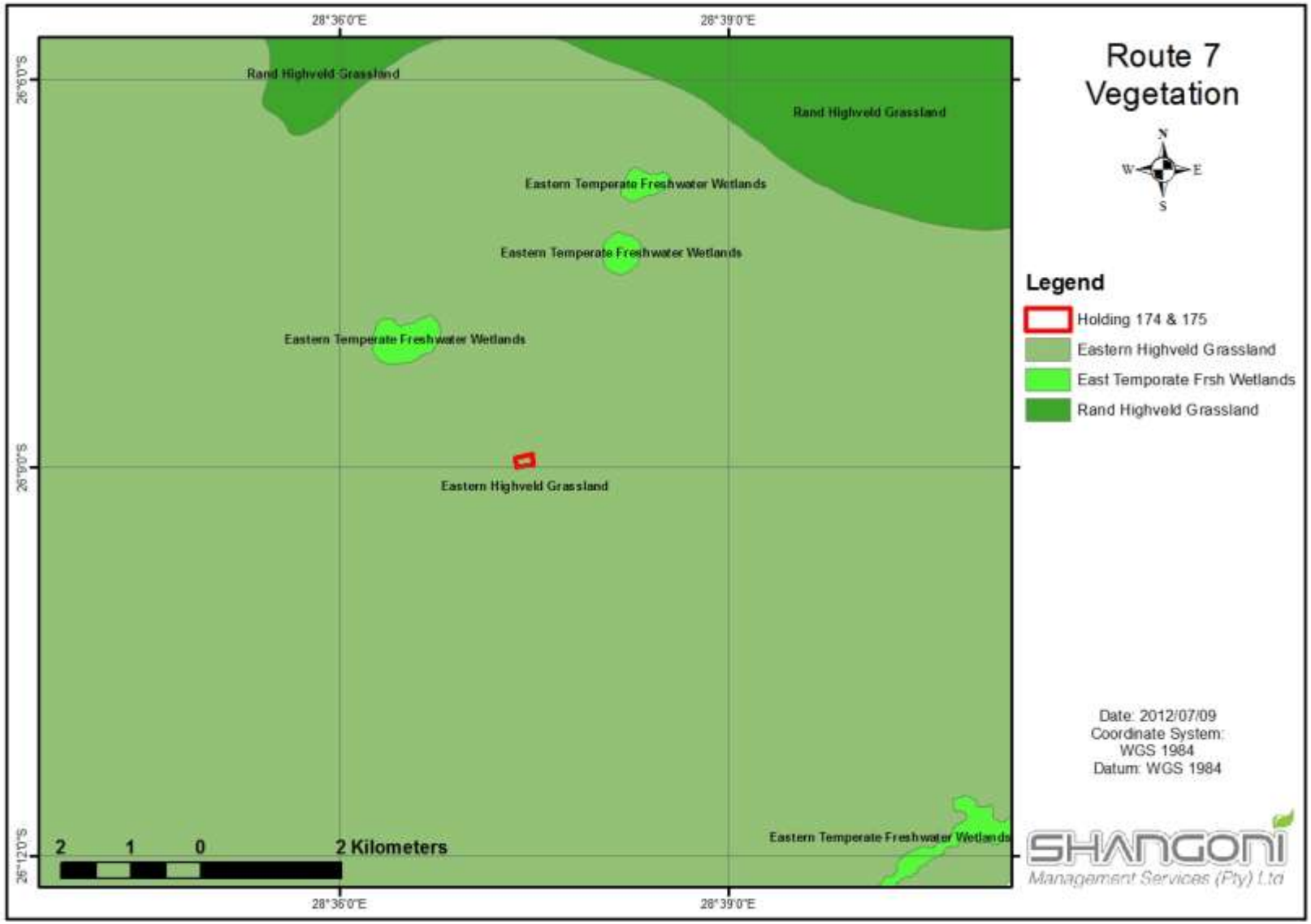


Figure 33: Vegetation classification of the area.

2.7 Surface water

The Bronkhorstspruit- and Koffiespruit watercourse runs approximately 6km to the west and 7.7km to the east of the site, respectively.

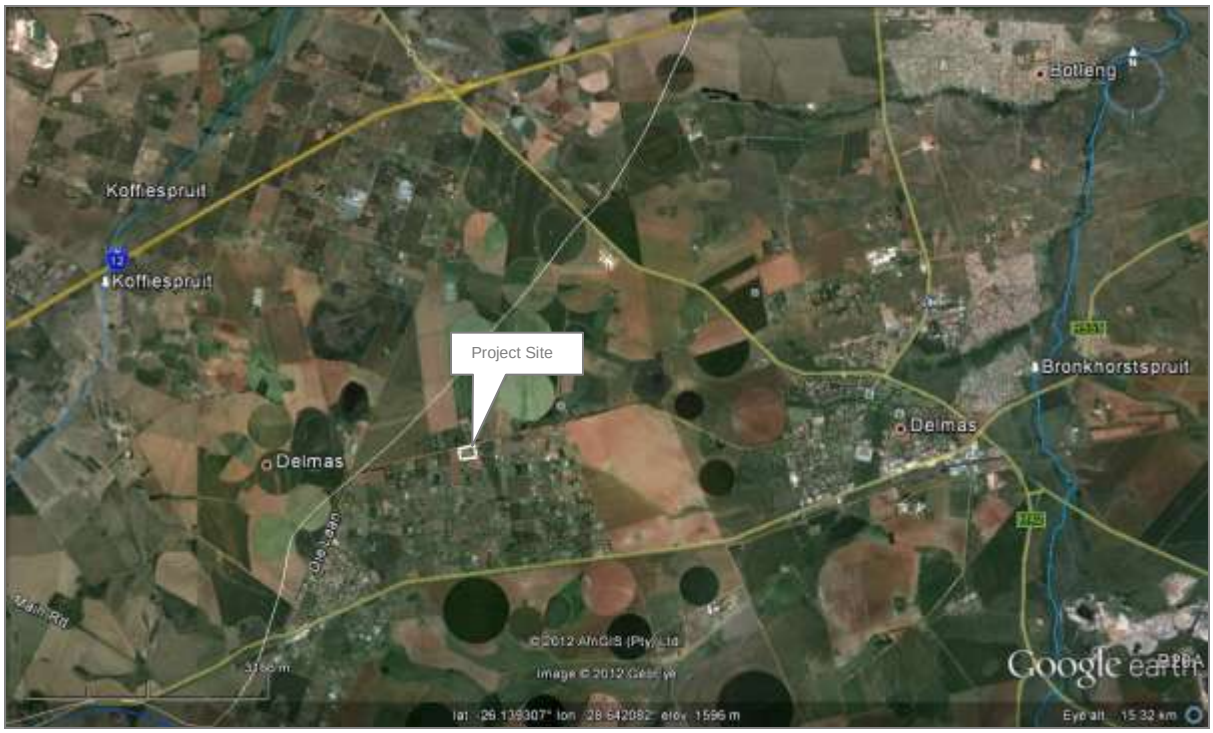


Figure 34: Illustration of the surface water in the surrounding area.

2.8 Water Authority

Water used on the site is obtained from the Victor Kenya local municipality.

2.9 Groundwater

The site falls within the Olifants Catchment, more specifically the B20A quaternary catchment area. This catchment area has an allowed abstraction rate of 0 cubic meters per hectare per year. No groundwater is currently abstracted or will be abstracted for use at the truck depot.

2.10 Wetlands

A wetland delineation study done in September 2011 found a wetland to the north of the site. The delineated wetland with its 30 meter “no development” buffer can be seen in Figure 35.

If proper care is not taken in order to isolate potential polutants from surface water runoff, the surface water quality as well as wetland faunal species could be negatively affected by the activities relating to the proposed project. Potential risks involved with the proposed development include:

- The improper storage of chemicals outside designated bunded areas resulting in the contamination of surface water and topsoil as a result of the leaking of or accidental spillages of hazardous chemicals onto bare soil.
- Negligence from staff in the proper usage of spill kits and overall housekeeping onsite with specific reference to waste seperation (general and hazardous waste) and management.
- During rain events surface runoff from the site can pose a negative impact on the above mentioned wetland area. The potential negative impact could result from pollutants/contaminants (oil, grease, brake fluid etc.) being transported as dilutents into the stormwater runoff reaching the wetland.

Figure 35: 30m Wetland Bufferzone

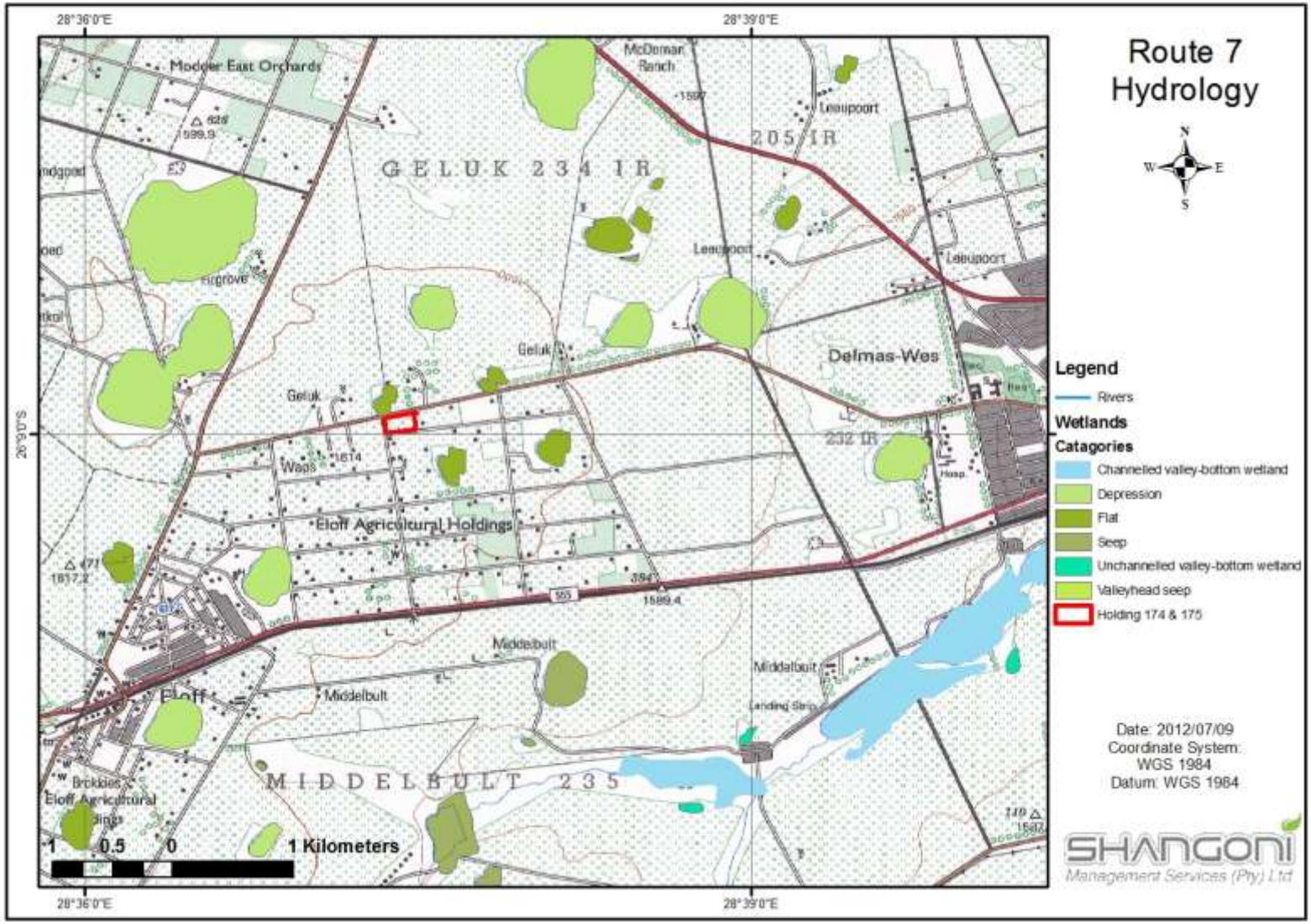


Figure 36: Hydrology of the area.

2.11 Noise

2.11.1 Noise during the construction phase

According to Jorgensen & Johnson (1981), the noise levels generated by heavy vehicles and or machinery can reach levels of approximately 70 dB. It can therefore be assumed that the current and future operation of the truck depot has and will have a negative impact on the environmental noise of the area.

Sound is inversely proportional to the distance from the source and can get absorbed by buildings and vegetation barriers. Noise intensities (dB) will be at their highest on site at the source (trucks) and will decrease as one move away from the source.

The decline curve below (Refer to Figure 37) gives an indication of how noise generated at the site will decrease with distance. This gives a clear indication of the distance that the sound would have travelled upon reaching an acceptable level of 60 dB.

According to Figure 37, at a distance of 27 metres from the depot, the generated noise would have decreased to a level of 60 dB and at a distance of 45 metres it would have decreased to approximately 55dB. It can therefore be said that noise travelling further than 45 metres will have a low impact on neighbouring farms and residential areas.

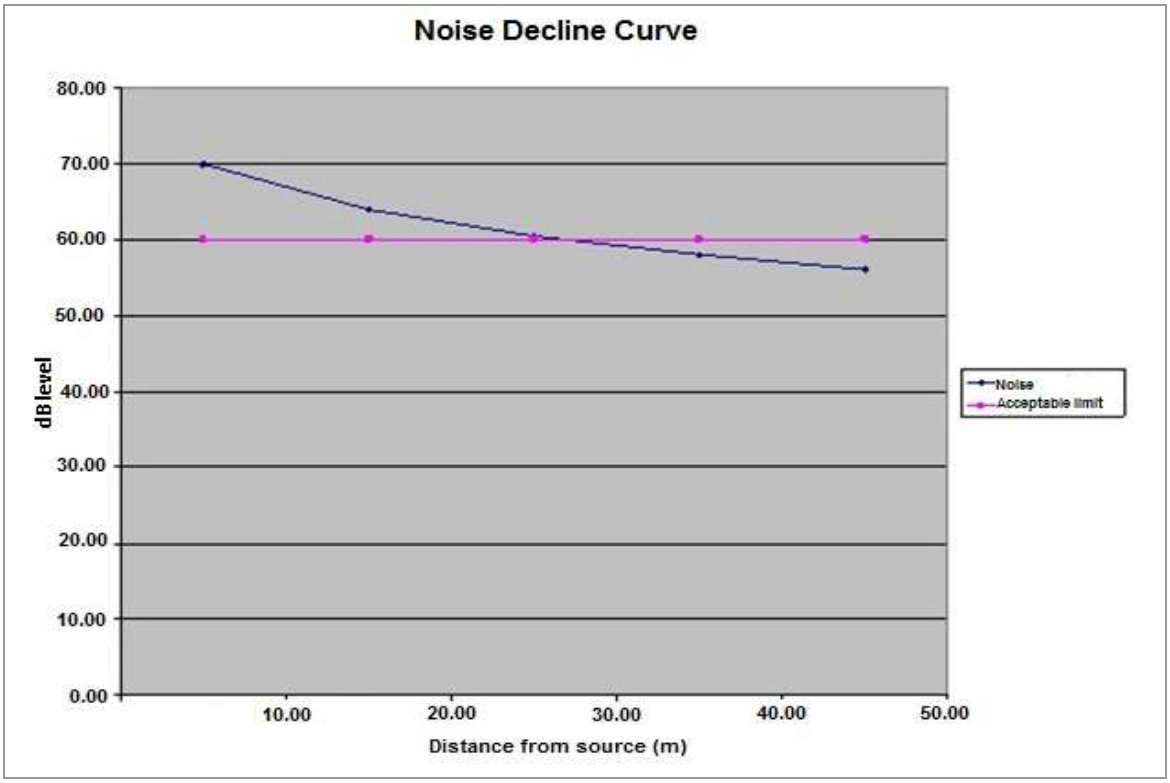


Figure 37: Noise decline curve.

2.11.1 Noise during the operational phase

The noise created by the trucks, the hooters and the air breaks at certain times of the day has been highlighted as an issue of high concern among the adjacent landowners. Strict mitigation measures are stipulated in the environmental management plan to mitigate the noise impact as far as possible.

2.12 Sites of archaeological and cultural interest

A site walk-through of the proposed development was undertaken to identify possible archaeological, cultural and historic sites within the proposed development areas. No obvious features, sites, graves or artefacts of cultural significance that could be impacted on by the proposed development were found. If any archaeological or other heritage remains are exposed during the operational phase, the South African Heritage Resources Agency (SAHRA) must be contacted.

2.13 Visual aspects

The land use in the area mostly comprise of agricultural small holdings. Because of the nature of the activity, the truck depot is very conspicuous and thus will have a negative visual impact on the surrounding farming neighbours.

2.14 Air Quality

The construction phase of the proposed expansions will have a short-term, negative impact on the ambient air quality as a result of dust from excavation activities and emissions of nitrogen oxides (NO_x), hydrocarbons, suspended particulates and small amounts of sulphur dioxide (SO_2) from construction equipment. During the operational phase, the primary emission source will be the increased number of trucks and their associated emissions.

2.15 Socio-economic aspects

2.15.1 Demography

The site falls within ward 8 of the Victor Khanye local municipality which falls under the jurisdiction of the Nkangala District Municipality. Ward 8 has a population of approximately 4 808 people which is 8.5 % of the total population of the Victor Khanye local municipality.

2.15.2 Major economic activities

The major economic activities in the area include mining, manufacturing, agriculture, transport, financing, wholesale, retail and private businesses.

2.15.3 Unemployment and employment

The unemployment rate for Victor Khanye has decreased from the 2001 from 42% to 26% in 2007. Approximately 6% of the employment opportunities in the area come from within the transport sector.

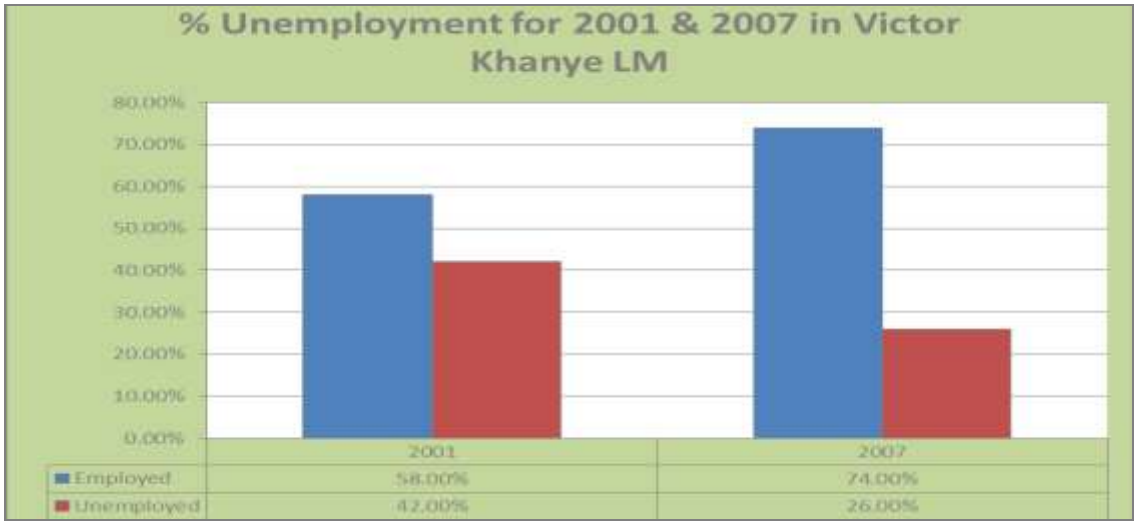


Figure 38: Percentage Unemployment for Victor Khanye Local Municipality.

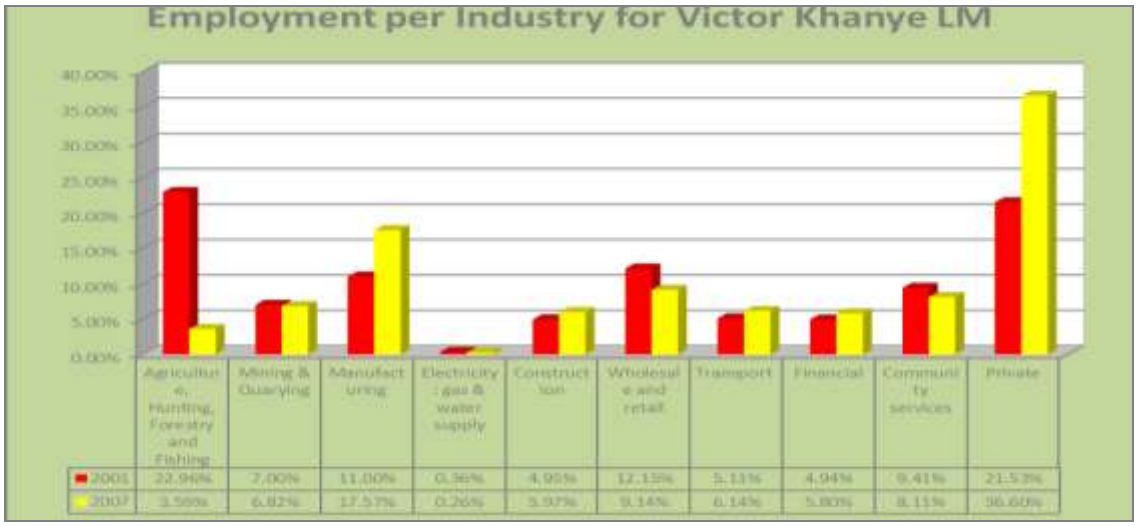


Figure 39: Employment per Industry for Victor Khanye Local Municipality.

3. LEGISLATION & GUIDELINES APPLICABLE

3.1 Laws of general application

- Constitution of the RSA, 1996 (Act No 108 of 1996)
- National Environmental Management Act, 1998 (Act No 107 of 1998)
- Environment Conservation Act, 1989 (Act No 73 of 1989 as amended)
- Promotion of Access to Information Act, 2000 (Act No 2 of 2000 as amended)

3.2 Atmospheric emissions

- National Environmental Management: Air Quality Act (Act No 39 of 2004)
- Environment Conservation Act, 1989 (Act No 73 of 1989) – Noise Control
- Regulations in terms of Section 25 of the Environment Conservation Act, 1989

3.3 Water Management

- National Water Act, 1998 (Act No 36 of 1998)

3.4 Waste Management

- National Environmental Management: Waste Act (Act No 59 of 2008)

3.5 Planning of new activities

- National Environmental Management Act, 1998 (Act No 107 of 1998)

3.6 Biodiversity

- National Environmental Management Biodiversity Act, 2004 (Act No 10 of 2004)
- Conservation of Agricultural Resources Act, 1983 (Act No 43 of 1983)
- National Veld and Forest Fire Act, 1998 (Act No 101 of 1998)
- Agricultural Pest Act, 1983 (Act No 36 of 1983 as amended) – GN R276 of 5 March 2004
- National Fencing Act, 1963 (Act No 31 of 1963 as amended)
- National Forest and Fire Laws Amendment Act (Act No 12 of 2001)

3.7 Land and Soil Management

- National Environmental Management Act, 1998 (Act No 107 of 1998)
- Environmental Conservation Act, 1989 (Act No 73 of 1989)

3.8 Heritage resources

- National Heritage Resources Act No 25 of 1999 (Act No 25 of 1999 as amended)

3.9 Protected areas

- National Environmental Management: Protected Areas Act, 2003 (Act No 57 of 2003 as amended)

During the course of the development, the developer and contractors must comply with all other relevant legislation (including the bylaws of the Local Municipality)

4. PUBLIC PARTICIPATION PROCESS

4.1 Introduction

A Public Participation Process (PPP) is a requirement in terms of the 2010 EIA Regulations of the National Environmental Management Act,1998 (Act No. 107 of 1998) and it forms an integral part of any EIA process.

This section provides information pertaining to the PPP that was conducted by Shangoni Management Services during this particular assessment.

The purpose of this process is to gather information from the community and relevant Stakeholders that could ultimately affect the decision-making process concerning the Planning, Construction and Operational Phases of the proposed truck depot. The community and public have been identified as I&APs and have been given the opportunity to participate in this process. Their comments, whether positive or negative, will influence the decision of the Authorities and the developer's final actions.

4.2 Objectives of the PPP

The PPP has the following objectives:

- To inform I&APs as well as all Stakeholders of the proposed project;
- To provide an opportunity for I&APs and Stakeholders to raise environmental issues or concerns and make suggestions;
- To promote transparency and an understanding of the project and its consequences;
- To serve as a structure for liaison and communication with I&APs and Stakeholders.

To summarise, the objective of the on-going PPP is to promote openness and transparency concerning the proposed truck depot for the duration of the project. The process should by no means be regarded as a vehicle to temper opposition or objections. Any conclusions agreed upon must be socially, financially and technically acceptable and feasible in order to meet the requirements of the National Environmental Management Act (NEMA), 1998 (Act No. 107 of 1998).

4.3 The Guidelines Followed for the PPP

The PPP for this project was conducted by Shangoni Management Services and undertaken strictly according to the guidelines in terms of the National Environmental Management Act (NEMA), No. 107 of 1998, Chapter 6:

4.4 Public Participation Process

54. (1) This regulation only applies in instances where adherence to the provisions of this regulation is specifically required.

(2) The person conducting a public participation process must take into account any guidelines applicable to public participation as contemplated in section 24J of the Act and must give notice to all potential interested and affected parties of the application which is subjected to public participation by-

(a) fixing a notice board at a place conspicuous to the public at the boundary or on the fence of -
  (i) the site where the activity to which the application relates is or is to be undertaken; and
  (ii) any alternative site mentioned in the application;

(b) giving written notice to -
  (i) the owner or person in control of that land if the applicant is not the owner or person in control of the land;
  (ii) the occupiers of the site where the activity is or is to be undertaken or to any alternative site where the activity is to be undertaken;
  (iii) owners and occupiers of land adjacent to the site where the activity is or is to be undertaken or to any alternative site where the activity is to be undertaken;
  (iv) the municipal councillor of the ward in which the site or alternative site is situated and any organisation of ratepayers that represent the community in the area;
  (v) the municipality which has jurisdiction in the area;
  (vi) any organ of state having jurisdiction in respect of any aspect of the activity; and
  (vii) any other party as required by the competent authority;

(c) placing an advertisement in –
  (i) one local newspaper; or
  (ii) any official *Gazette* that is published specifically for the purpose of providing public notice of applications or other submissions made in terms of these Regulations;

(d) placing an advertisement in at least one provincial newspaper or national newspaper, if the activity has or may have an impact that extends beyond the boundaries of the metropolitan or local municipality in which it is or will be undertaken: Provided that this paragraph need not be complied with if an advertisement has been placed in an official *Gazette* referred to in sub regulation (c)(ii); and

(e) using reasonable alternative methods, as agreed to by the competent authority, in those instances where a person is desiring of but unable to participate in the process due to
(i) illiteracy;
(ii) disability;
(iii) or any other disadvantage.

(3) A notice, notice board or advertisement referred to in sub regulation (2) must

(a) give details of the application which is subjected to public participation; and

(b) state-
(i) that the application has been submitted to the competent authority in terms of these Regulations, as the case may be;
(ii) whether basic assessment or scoping procedures are being applied to the application, in the case of an application for environmental authorisation;
(iii) the nature and location of the activity to which the application relates;
(iv) where further information on the application or activity can be obtained; and
(vi) the manner in which and the person to whom representations in respect of the application may be made.

(4) A notice board referred to in sub regulation (2) must-

(a) be of a size at least 60cm by 42cm; and

(b) display the required information in lettering and in a format as may be determined by the competent authority.

(5) Where deviation from sub regulation (2) may be appropriate, the person conducting the public participation process may deviate from the requirements of that sub regulation to the extent and in the manner as may be agreed to by the competent authority.

(6) Where a basic assessment report, scoping report or environmental impact assessment report as contemplated in regulations 22, 28 and 31 respectively is amended because it has been rejected or because of a request for additional information by the competent authority, and such amended report contains new information, the amended basic assessment report, scoping report or environmental impact assessment report must be subjected to the processes contemplated in regulations 21, 27 and 31, as the case may be, on the understanding that the application form need not be resubmitted.

(7) When complying with this regulation, the person conducting, the public participation process must ensure that-

(a) information containing all relevant facts in respect of the application is made available to potential interested and affected parties; and
(b) participation by potential interested and affected parties is facilitated in such a manner that all potential interested and affected parties are provided with a reasonable opportunity to comment on the application.

(8)Unless justified by exceptional circumstances, as agreed to by the competent authority, the applicant and EAP managing the environmental assessment process must refrain from conducting any public participation process during the period of 15 December to 2 January.

Register of interested and affected parties

55.(1) An EAP managing an application must open and maintain a register which contains the names, contact details and addresses of -
(a) all persons who, as a consequence of the public participation process conducted in respect of that application in terms of regulation 54, have submitted written comments or attended meetings with the applicant or EAP;
(b) all persons who, after completion of the public participation process referred to in paragraph (a), have requested the applicant or the EAP managing the application, in writing, for their names to be placed on the register; and
(c) all organs of state which have jurisdiction in respect of the *activity* to which the application relates.

(2) An EAP managing an application must give access to the register to any person who submits a request for access to the register in writing.

Registered interested and affected parties entitled to comment on submissions

56.(1) A registered interested and affected party is entitled to comment, in writing, on all written submissions, including draft reports made to the competent authority by the applicant or the EAP managing an application, and to bring to the attention of the competent authority any issues which that party believes may be of significance to the consideration of the application, provided that-
(a) comments are submitted within-
  (i) the timeframes that have been approved or set by the competent authority; or
  (ii) any extension of a timeframe agreed to by the applicant or EAP;
(b) a copy of comments submitted directly to the competent authority is served on the EAP; and
(c) the interested and affected party discloses any direct business, financial, personal or other interest which that party may have in the approval or refusal of the application.

(2) Before the EAP managing an application for environmental authorisation submits a final report compiled in terms of these Regulations to the competent authority, the EAP must give

registered interested and affected parties access to, and an opportunity to comment on the report in writing.

(3) The report referred to in sub regulation (2) include-

(a) basic assessment reports;
(b basic assessment reports amended and resubmitted in terms of regulation 24 (4);
(c) scoping reports;
(d) scoping reports amended and resubmitted in terms of regulation 30(3);
(e) specialist reports and reports on specialised processes compiled in terms of regulation 32;
(f) environmental impact assessment reports submitted in terms of regulation 31;
(g) environmental impact assessment reports amended and resubmitted in terms of regulation 34(4); and
(h) draft environmental management programmes compiled in terms of regulation 33.

(4) The draft versions of reports referred to in sub regulation (3) must be submitted to the competent authority prior to awarding registered interested and affected parties an opportunity to comment.

(5) Registered interested and affected parties must submit comments on draft reports contemplated in sub regulation (4) to the EAP, who should record it in accordance with regulations 21, 28 or 31.

(6) Registered interested and affected parties must submit comments on final reports contemplated in sub regulation (3) to the competent authority and provide a copy of such comments to the applicant or EAP.

(7) The competent authority must, in order to give effect to section 24O of the Act, on receipt of the draft reports contemplated in sub regulation (5), request any State department that administers a law relating to a matter affecting the environment to comment within 40 days.

(8) The timeframe of 40 days as contemplated in sub regulation (7) must be read as 60 days in the case of waste management activities as contemplated in the National Environmental Management: Waste Act, 2008 (Act No. 59 of 2008), on which the Department of Water Affairs must concur and issue a record of decision in terms of section 49(2) of the National Environmental Management: Waste Management Act, 2008 (Act No. 59 of 2008).

(9)(a)When a State department is requested by the competent authority to comment, such State department must, within 40 days or in the case of Department of Water Affairs, 60 days for waste management activities, of being requested to comment by the competent authority, provide comments to the competent authority.

(b)If a State department fails to submit comments within 40, or 60 days for waste management activities, from the date on which the Minister, MEC, Minister of Mineral Resources or identified competent authority requests such State department in writing to submit comment, it will be regarded that there are no comments.

Comments of interested and affected parties to be recorded in reports submitted to competent authority

57. (1) The EAP managing an application for environmental authorisation must ensure that the comments of interested and affected parties are recorded in reports and that such written comments, including records of meetings, are attached to the report, submitted to the competent authority in terms of these Regulations.

(2) Where a person is desiring but unable to access written comments as contemplated in sub regulation (1) due to-

(i) a lack of skills to read or write;

(ii) disability; or

(iii) any other disadvantage,

reasonable alternative methods of recording comments must be provided for.

4.5 Public Participation Process Followed

The following PPP was conducted for the proposed truck depot project:

- Identification of key Interested and Affected Parties (all adjacent landowners);
- Identification of key Stakeholders;
- Informing the key Stakeholders of the process by means of correspondence;
- Placement of a press notice in the Beeld Newspaper, informing the public of the process;
- Placement of site notices at the site; and
- Correspondence with I&APs and Stakeholders and the addressing of their comments.

4.5.1 Identification & Registration of I&APs on a Database

Through networking and advertising, I&APs were registered on a database. Shangoni ensured that individuals or organisations from an institutional as well as a geographical point of view were identified.

Geographically, Shangoni focused on nearby or adjacent landowners, communities and structures that represents them. Institutionally, the focus was on those organisations or individuals that may influence policies and decisions or make a contribution to the project. Not all of these organisations were necessarily in the direct project sphere of impact.

4.5.2 Notification of key stakeholders and IAPs

Stakeholders are all the relevant Authorities and land owners which may possibly be affected by the proposed truck depot expansion project. The following stakeholders were identified (Refer to Table 5):

Table 5: Stakeholder database.

Name	Stakeholder	Postal Address	Contact Details
Mr Lebona Mosia	Department of Agriculture, Rural Development and Land Administration Office of the Premier	Private Bag X 11291 Nelspruit 1200	Tel: (013) 766 2242 Email: LMosia@mpg.gov.za
Ms Nelisiwe Sithole	Department of Agriculture, Rural Development and Land Administration	Private Bag X 11219 Nelspruit 1200	Tel: (013) 766 6067/6068 Email: sitholenl@mpg.gov.za
Mr David Mahlobo	Department of Co-operative Governance and Traditional Affairs	Private Bag X 11304 Nelspruit 1200	Tel: (013) 766 6087 and (013) 766 6675 Fax: (013) 766 8441/2 Email: ILSetlogelo@mpg.gov.za
Mr. ST Sibiya / Mr. Isaiah Khoza	Department of Safety, Security and Liason	Private Bag X 11269 Nelspruit 1200	Tel: (013) 766 4062/4600 Fax: (013) 766 4615/8422 Email: phiwe@mpg.gov.za
Ms Sibongile Nkosi	Department of Culture, Sport and Recreation	P.O. Box 1243 Nelspruit 1200	Tel: (013) 766 5242 Fax: (013) 766 5591/8253
Ms Mahlasedi Mhlabane	Department of Education	Private Bag X 11341 Nelspruit 1200	Tel: 0800 203 116 Email: L.brits@education.mpu.gov.za
Mr J. Mbatha	Department of Finance	Private Bag X 11205 Nelspruit 1200	Tel: (013) 766 4229 Fax: (013) 766 9424 Email: jbmbatha@mpg.gov.za
Mr. M.R Mnisi/Dr. Johnson Jerry Mahlangu	Department of Health and Social Development	Private Bag X 11285 Nelspruit 1200	Tel: (013) 766 3429/30/28 Fax: (013) 766 3458 Email: pauleckm@social.mpu.gov.za florencekh@social.mpu.gov.za
Mr David	Department of Human	Private Bag X	Tel: (013) 766 6233

Dube	Settlements	11328 Nelspruit 1200	Fax: (013) 766 8430 Email: apohl@mpg.gov.za
Mr. Kgopana Mathew Mohlasedi	Department of Public Works, Roads and Transport	Private Bag X 11310 Nelspruit 1200	Tel: (013) 766 6978/9 Fax: (013) 766 8471/67
Diane Bath	Victor Khanye Local Municipality Delmas	P.O. Box 263 Sundra 2200	Cell: 082 571 5616 Fax: 086 271 8059 Email: dianeb@conteltech.co.za
Yolanda Segami	Victor Khanye Local Municipality (Delmas)	P.O. Box 6 Delmas 2210	Tel: (013) 665 6000 Email: envirohealth@delmasmunic.co.za
Mr T.C Makola	Nkangala District Municipality	P.O. Box 437 Middelburg 1050	Tel: (013) 249 2000
Phillip Hine	South African Heritage Resources Agency (SAHRA)	P.O. Box 4637 Cape Town 8000	Tel: (021) 462 4502 Fax: (021) 462 4509 Email: phine@sahra.org.za
Mr. Tendo Ramagoma	National Heritage Council (NHC)	P.O. Box 74097 Lynnwood Ridge Pretoria 40	Tel: (013) 932 2061 Fax: 086 212 1220 Email: P.Ramagoma@nhc.org.za
Mr Guma	Department of Water Affairs, Mpumalanga Regional Office	Private Bag X11259 Nelspruit 1200	Tel: (013) 759 7310 Fax: (013) 759 7525 Email:guma@dwa.gov.za
Madi Moloto	Department of Water Affairs	Private Bag X10580 Bronkhorstspruit 1020	Tel: (013) 932 2061 Cell: 082 887 4332 Email:molotom@dwa.gov.za Fax: (013) 932 2071
Dumisane G. Hlongwane	Department of Water Affairs	Private Bag X10580 Bronkhorstspruit 1020	Tel: (013) 932 2061 Email:hlongwaned@dwa.gov.za Fax: (013) 932 2071
Lukas Mogapi		P.O. Box 318 Delmas 2210	Tel: (071) 128 1709
Piet du		Posbus 40	Tel: (013) 665 3583

Plessis		Eloff 2211	
Vincent Abbott			Cel: 082 552 1764 Email: vitofab@gmail.com
Karen van Rooyen		Posbus 329 Eloff 2211	Cel:082 864 1623 Email: karov@webmail.co.za

Shangoni sent registered letters to the Department, Organs of State and adjacent land owners containing a background information document (BID), map showing the location of the site, and a stakeholder registration form. Figure 40 provides an example of the letters sent out to Departments, Organs of State and potential I&APs. Figure 41 to 44 provide proof that notification letters were sent to Departments, Organs of state and potential I&APs.

Table 6 provides a list of the I&APs who registered and were added to the database of I&APs during the PPP.

4.5.3 Registering Stakeholders

Table 6: I&AP's register.

Name	Organisation	Contact Details	Postal Address	Physical Address
Advocate Sonwabile Mancotywa	National Heritage Council South Africa	Tel: (012) 348 1663/8223 Fax: (012) 348 2833	P.O. Box 74097 Lynnwood Ridge Pretoria 40	Domus Building, Office no. 016, 57 Kasteel Road (corner of Kasteel & Ingersol Road), Lynnwood Glen, South Africa,0081
Lynzi Nel	National Heritage Council South Africa	Tel: (012) 348 1663/8223 Fax: (012) 348 2833	P.O. Box 74097 Lynnwood Ridge Pretoria 40	Domus Building, Office no. 016, 57 Kasteel Road (corner of Kasteel & Ingersol Road), Lynnwood Glen, South Africa,0081
Mr David Dube	Department of Human Settlements	Tel: (013) 766 6233/0000 Fax: (013) 766 8430/8441 Email: apohl@mpg.gov.za	Private Bag X 11328 Nelspruit 1200	Building No. 6 Extension 2 No.7 Government Boulevard Riverside Park Nelspruit Mpumalanga
Wimpie & Surina Botha	Pvt	Cell: 083 380 6464 Cell: 073 631 0578 Fax: 086 545 626: Email: surinabotha@telkomsa.net	P.O. Box 40 Delmas 2210	Plot 156 Road No 10 Eloff Small Holdings Delmas 2210
Gerty du Plessis	Pvt	Cell: 082 495 5056 Email: info@creativefaces.co.za	P.O. Box 40 Delmas 2210	Plot 156 Road No 10 Eloff Small Holdings

Name	Organisation	Contact Details	Postal Address	Physical Address
				Delmas 2210
Leon Van Der Linde	Pvt	Cell: 072 406 3906 Email: leonvdlinde@vodamail.co.za		
Lukas Swanepoel	Pvt	Cell: 083 774 7327 Email: leonvdlinde@vodamail.co.za		
Riana Swanepoel	Pvt	Cell: 083 699 0531 Email: leonvdlinde@vodamail.co.za		
Louis Schoonraad	Pvt	Cell: 083 287 2988 Email: louis.schoonraad@pannar.co.za		
André Botha	Pvt	Cell: 083 375 6157 Email: shimwells2@telkomsa.net	P.O. Box 2951, Delmas, 2210	Plot 143 Cnr Road nr 3 Road nr 10 Eloff SH Delmas 2210
Alec Martinuzzi	Pvt	Cell: 083 702 3288 Email: verde@global.co.za		
Riaan and Benida Grobbelaar	Pvt	Cell: 082 452 1231 Fax: 086 535 2107 Email: benida.g@gwisa.com	P.O. Box 1431 Delmas 2210	Plot 127 Rd No 3 Eloff Small Holdings Ext IR Delmas 2210

Name	Organisation	Contact Details	Postal Address	Physical Address
Joel Xaba	Pvt	Cell: 076 901 6663 Fax: 011 976 3305 Email: joelx@ncp.co.za	P.O. Box 12701 Chloorkop Kempgate	Plot 49 Rd No 1E loff Small Holdings Ext IR Delmas 2210
Braham Botha	Pvt	Cell: 083 375 6162 Fax: 011 815 3771 Email: shimwells@mweb.co.za	P.O. Box 2988 Springs 1560	Plot 96 Cnr Rd no 4 & 10 Eloff Small Holdings Ext IR Delma 2210
Debbie van Staden	Pvt	Fax: 013 661 1300 Email: debbie@gwv.co.za		
Jan Steenekamp	Victor Khanye LM	Email: jan@delmasmunic.co.za		
Kobus Venter	Pvt	Cell: 082 462 3309 Fax: (013) 667 8901 Email: kobus@stickersign.co.za	P.O. Box 2382 Delmas 2210	Plot 1 Eloff Small Holdings Ext IR Delmas 2211
Eben Blom	Pvt	Cell: 082 896 8481 Fax: 086 611 6273 Email: eben@mrpi.co.za	P.O.Box 13690 Northmead 1511	Plot 106 Rd no 4 Eloff Small Holdings Ext IR

Name	Organisation	Contact Details	Postal Address	Physical Address
				Delmas 2210
Johannes Hattingh	Pvt	Cell: 083 271 0220	P.O. Box 92 Delmas 2210	Plot 102 Rd No 9 Eloff Small Holdings Ext IR Delmas 2210
Pete van Diepen	Pvt	Cell: 083 450 0618 Email: pvdiepen@mweb.co.za	P.O. Box 2202 Delmas 2210	44 Sarel Cilliers Str Delmas 2210
Truida van Diepen	Pvt	Cell: 083 965 6403	P.O. Box 2202 Delmas 2210	
Nandi Marè	Pvt	Email: n.mare@education.mpu.gov.za		
Cekiso J A Kajeni	MP DOE	Email: c.kajeni@education.mpu.gov.za N.Mare@education.mpu.gov.za		
Jan Ehlers	Jan Ehlers Attorneys On Behalf Of: Chris Rossouw, Alex Martinuzzi, Louis Schoonraad, Vincent Abbot,	Fax: 012 807 5438 Email: anna-louise@ehlerslaw.co.z		

Name	Organisation	Contact Details	Postal Address	Physical Address
	Lukas Swanepoel, PA du Plessis			
Chris Rossouw	PVT			Plaas Eloff Small Holdings Ext IR Delmas 2210
Peter Jerome	PVT	Email: paj@mtnloaded.co.za		
Arthur Farquhar	PVT	Cell: 072 473 3240	P.O. Box 332, Delmas 2210	

SHANGONI
Management Services (Pty) Ltd

PO Box 74726, Lynnwood Ridge, Pretoria, 0040
Block C1, Offices@Nature, 500 Boterklapper Street
The Willows, 0080, Pretoria, South Africa
Tel: +27 (0) 12 807 7036
Fax: + 27 (0) 12 807 1014
www.shangoni.co.za
info@shangoni.co.za
Registration no: 2002/000002/07

10 June 2011

SMS Ref: URS/del/24-05-11
EIA Ref: 17/2/3 N-62

Attention: Mr Vincent Abbott

APPLICATION FOR ENVIRONMENTAL AUTHORIZATION: PROPOSED ROUTE 7 TRUCK DEPOT LOCATED ON HOLDINGS 174 AND 175 ELOFF SMALL HOLDINGS, EXTENSION I.R., DELMAS, MPUMALANGA.

Route 7 Trading 105CC has initiated a Basic Assessment Process to obtain Environmental Authorization from the Mpumalanga Department of Economic Development, Environment and Tourism (DEDET) for the proposed construction of a truck depot on Holdings 174 and 175 Eloff Small Holdings, Extension I.R., Delmas, Mpumalanga.

The proposed construction of the truck depot will require environmental authorization subject to a Basic Assessment Process as required by Sections 21 to 25 of Government Notice R 543 of the EIA Regulations of 18 June 2010.

Shangoni Management Services (Pty) Ltd was appointed as the Independent Environmental Assessment Practitioner (EAP) responsible for the Basic Assessment Procedure.

Attached please find a background information document together with a stakeholder registration form in respect of the application. Your written comments on this construction project will be appreciated. In order to process your inputs, all written comments must reach our offices by **15 July 2011**. In the event of you not wishing to comment on this application it will be appreciated if we could receive a written confirmation thereof to enable us to continue with the application.

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

Contact Details: Shangoni Management Services
Miss. Isabel Hough
E-mail: isabelhough@shangoni.co.za
Cell: 079 534 4309
Fax 2 E-mail: 086 578 9670
Fax: 012 807 1014
Online Participation: Go to www.shangoni.co.za and click on Public Participation.

Yours Faithfully

Miss. Isabel Hough

DIRECTORS: R B Hayes • J Nel • J A van Rooy • C J Potgieter • H L De Villiers

Figure 40: Example of a stakeholder notification letter.

List of REGISTERED LETTERS
Lys van GEREGISTREERDE BRIEWE
(with an insurance option/met 'n versekeringsopsie)

Full tracking and tracing/Volledige volg en spoor

Post Office

Name and address of sender:
Naam en adres van afsender: Isabel Hugh
PO Box 747826, Hymenosa Ridge, Pretoria, 0040

Enquiries/Navrae
Toll-free number
Tovry nommer
0800 111 502

No	Name and address of addressee / Naam en adres van geadresseerde	Insured amount / Versekerde bedrag	Insurance fee / Versekeringsgeld	Postage / Posgeld	Service fee / Diensgeld	Affix Track and Trace customer copy / Plak Volg-en-Spoor-kliëntekopie
1	Ms Nelisiwe Sithole Private Bag X 1219, Nelspruit, 1200					REGISTERED LETTER RD 512 488 949 ZA CUSTOMER COPY
2	Dr David Mahlobo Private Bag X 11504, Nelspruit, 1200					REGISTERED LETTER RD 512 488 953 ZA CUSTOMER COPY
3	Ms Isaiah Khoza Private Bag 11269, Nelspruit, 1200					REGISTERED LETTER RD 512 488 964 ZA CUSTOMER COPY
4	Ms. Sibongile Nkosi PO Box 1293, Nelspruit, 1200					RD 512 488 928 ZA CUSTOMER COPY
5	Ms Mahlasedi Mhlabane Private Bag X 11341, Nelspruit, 1200					RD 512 489 001 ZA CUSTOMER COPY
6	Mr J Mautha Private Bag X 1225, Nelspruit, 1200					REGISTERED LETTER RD 512 488 969 ZA CUSTOMER COPY
7	Dr Solomon Jerry Mahlangu Private Bag X 11285, Nelspruit, 1200					RD 512 488 916 ZA CUSTOMER COPY
8	Mr David Duke Private Bag X 1822, Nelspruit, 1200					RD 512 488 947 ZA CUSTOMER COPY
9	Mr Kgopane Mathoi Mahlasedi Private Bag X 11310, Nelspruit, 1200					REGISTERED LETTER RD 512 488 981 ZA CUSTOMER COPY
10						
	Total / Totaal	R	R	R	R	

Number of letters posted / Getal briewe gepos

Signature of client
Handtekening van klient

Signature of accepting officer
Handtekening van aanneembeampte

Date Stamp
POSTNET
08-06-2011
Datumstempel

The value of the contents of these letters is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100,00. No compensation is payable without documentary proof. Optional insurance of up to R2 000,00 is available and applies to domestic registered letters only.

Die waarde van die inhoud van hierdie briewe is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100,00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering van tot R2 000,00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.

LEBONE LITHO PRINTERS (PTY)LTD. 701249

Figure 41: Proof of postage (1).

Lys van GEREGISTREERDE BRIEWE
(with an insurance option/met 'n versekeringsopsie)

Post Office

Full tracking and tracing/Volledige volg en spoor

Name and address of sender
Naam en adres van afsender.....Isabel Boyd 09-06-2011
PO Box 74726, Lynnwood Ridge, Pretoria, 0040

Enquiries/Navrae
Toll-free number
Tolvry nommer
0800 111 502

No	Name and address of addressee / Naam en adres van geadresseerde	Insured amount / Versekerde bedrag	Insurance fee / Versekeringsgeld	Postage / Posgeld	Service fee / Diensgeld	Affix Track and Trace customer copy / Plak Volg-en-Spoor klientstrokie
1	Mr. David Jules Private Bag X 11229, Nelspruit, 1200					REGISTERED LETTER RD 511 488 978 ZA CUSTOMER COPY
2	Per Tenda Ramagotto PO Box 74047, Lynnwood Ridge, PTA, 0040					REGISTERED LETTER RD 511 487 [illegible] ZA CUSTOMER COPY
3						
4						
5						
6						
7						
8						
9						
10						
	Total / Totaal	R	R	R	R	

Number of letters posted
Getal briewe gepos

POSTNET

Signature of client
Handtekening van kliënt............09-06-2011

Signature of accepting officer
Handtekening van aanneembeampte MENLYN

Date Stamp

Datumstempel

The value of the contents of these letters is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100,00. No compensation is payable without documentary proof. Optional insurance of up to R2 000,00 is available and applies to domestic registered letters only.

Die waarde van die inhoud van hierdie briewe is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100,00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering van tot R2 000,00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.

LABONE LITHO PRINTERS (PTY) LTD.

Figure 42: Proof of postage (2).

List of REGISTERED LETTERS
Lys van GEREGISTREERDE BRIEWE
(with an insurance option/met 'n versekeringsopsie)

Full tracking and tracing/Volledige volg en spoor

Post Office

Enquiries/Navrae
Toll-free number
Tolvry nommer
0800 111 502

Name and address of sender:
Naam en adres van afsender: Isabel Hough
Po Box 76726, Lynnwood Ridge, Pretoria, 0040

No	Name and address of addressee / Naam en adres van geadresseerde	Insured amount / Versekerde bedrag	Insurance fee / Versekeringsgeld	Postage / Posgeld	Service fee / Diensgeld	Affix Track and Trace customer copy / Plak Volg-en-Spoor-klantestrokie
1	Karen van Rooyen Posbus 329, Eloff, 2211					REGISTERED LETTER [illegible] ZA CUSTOMER COPY
2	Mr Lukas Magagula Po Box 316, Delmas, 2210					REGISTERED LETTER [illegible] ZA CUSTOMER COPY
3	Mr Piet du Plessis Posbus 92, Eloff, 2211					[illegible] ZA CUSTOMER COPY
4						
5						
6						
7						
8						
9						
10						
	Total / Totaal	R	R	R	R	

POSTNET
MIDDELBURG
YOUR WORLD COLOURED STAMP SHOP

Number of letters posted
Getal briewe gepos 3

Signature of client
Handtekening van kliënt ....

Signature of accepting officer
Handtekening van aanneembeampte ....

Date Stamp

Datumstempel

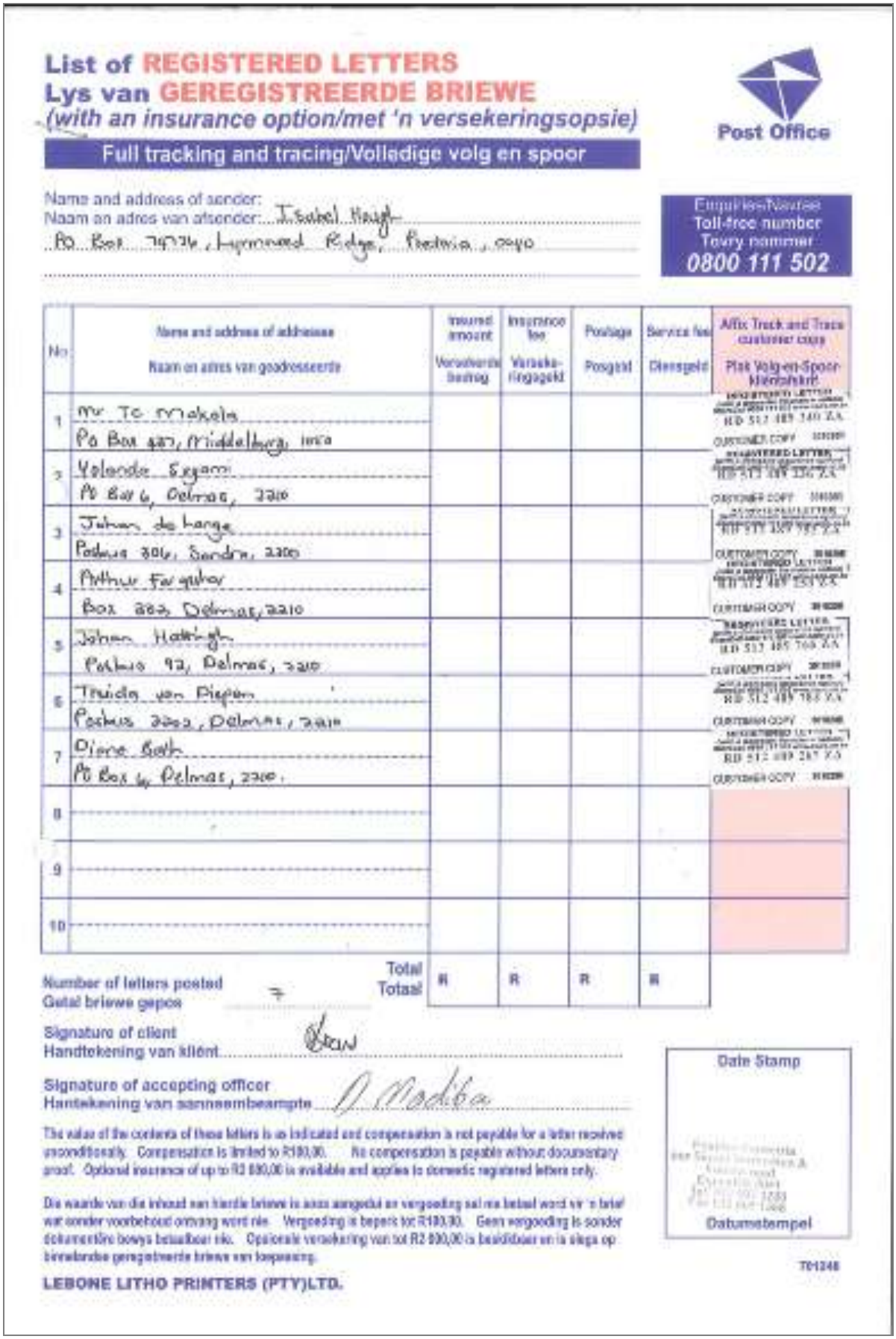
The value of the contents of these letters is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100,00. No compensation is payable without documentary proof. Optional insurance of up to R2 000,00 is available and applies to domestic registered letters only.

Die waarde van die inhoud van hierdie briewe is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100,00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering van tot R2 000,00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.

LEBONE LITHO PRINTERS (PTY)LTD.

701243

Figure 43: Proof of postage (3).



List of REGISTERED LETTERS
Lys van GEREGISTREERDE BRIEWE
(with an insurance option/met 'n versekeringsopsie)

Post Office

Full tracking and tracing/Volledige volg en spoor

Name and address of sender:
Naam en adres van afsender: Isabel Haigh
PO Box 74774, Lynnwood Ridge, Pretoria, 0040

Enquiries/Navrae
Toll-free number
Tevry nommer
0800 111 502

No.	Name and address of addressee / Naam en adres van geadresseerde	Insured amount / Versekerde bedrag	Insurance fee / Versekeringsgeld	Postage / Posgeld	Service fee / Diensgeld	Affix Track and Trace customer copy / Plak Volg-en-Spoor kliëntekopie
1	Mr TC Makola PO Box 427, Middelburg, Mpu					
2	Yolande Sayers PO Box 6, Delmas, 2210					
3	Johan de Lange Posbus 806, Sandra, 2205					
4	Arthur Farquhar Box 883, Delmas, 2210					
5	Johan Haigh Posbus 92, Delmas, 2210					
6	Trudie van Rooyen Posbus 3202, Delmas, 2210					
7	Pierre Roth PO Box 6, Delmas, 2210.					
8						
9						
10						
	Total / Totaal	R	R	R	R	

Number of letters posted = 7
Getal briewe gepos

Signature of client
Handtekening van kliënt

Signature of accepting officer
Handtekening van aanneembeampte

Date Stamp
Datumstempel

The value of the contents of these letters is as indicated and compensation is not payable for a letter received unconditionally. Compensation is limited to R100,00. No compensation is payable without documentary proof. Optional insurance of up to R2 000,00 is available and applies to domestic registered letters only.

Die waarde van die inhoud van hierdie briewe is soos aangedui en vergoeding sal nie betaal word vir 'n brief wat sonder voorbehoud ontvang word nie. Vergoeding is beperk tot R100,00. Geen vergoeding is sonder dokumentêre bewys betaalbaar nie. Opsionele versekering van tot R2 000,00 is beskikbaar en is slegs op binnelandse geregistreerde briewe van toepassing.

LEBONE LITHO PRINTERS (PTY)LTD.

TH1248

Figure 44: Proof of postage (4).

4.5.4 Comments received from I&AP's

Table 7: Comments received from I&AP's

Name	Date	Comment / Concern
Wimpie & Surina Botha	10-06-2011	We would like to object to the construction of Route 7 Truck Depot. We, together with the community, handed in several petitions to our local municipality to object to this matter, to no avail. Route 7 has cooling trucks that they transport frozen chickens in. These cooling units are left on running right through the weekend, starting up as early as 6am Saturday morning and only shuts down after 8pm, sometimes even later on Sunday evenings. Due to this, we can no longer invite any guests for a braai over weekends, as the trucks are parked right next to our entertainment area. These cooling systems are causing noise pollution in our area, and are even driving us out of our house to seek peace somewhere else. They have also left these cooling systems running throughout the night in the past. After a lot of arguing, they eventually agreed not to leave it running throughout the night. Our house is situated right next to their small holding, not even 100meters away from them. With the severe noise, no one can sleep at night. We are worried that, once they have approval that our rights will not be taken into consideration. They will once again leave their cooling systems running throughout the night. With the trucks coming and going in the early mornings, all rest is disturbed, as the truck drivers blow the hooters, rev the trucks, whistle and shout at each other. These small holdings at Eloff are zoned for Agricultural purposes only. We object that an industrial business is started in an Agricultural area. The heavy duty vehicles arrive at irregular hours of the night. Due to excessive speeds, the drivers make use of "exhaust breaks" to slow the vehicle down in time to enter the premises. Hooters are also then used to attract the gate guard's attention to open the gate. The trucks are not washed at a dedicated wash bay, causing oil and other harmful substances to run into the underground water supply.

		The heavy duty vehicles of Route 7 also drive at excessive speeds on Road No. 10, and was already the cause of one accident on this road. Agricultural holdings are zoned for “Agricultural” purposes, and not for industrial use. The above points are of great concern to the community surrounding Holding 175.
Wimpie & Surina Botha	10-06-2011 via email	We would like to object to the construction of Route 7 Truck Depot. We, together with the community, handed in several petitions to our local municipality to object to this matter, to no avail. Route 7 has cooling trucks that they transport frozen chickens in. These cooling units are left on running right through the weekend, starting up as early as 6am Saturday morning and only shuts down after 8pm, sometimes even later on Sunday evenings. Due to this, we can no longer invite any guests for a braai over weekends, as the trucks are parked right next to our entertainment area. These cooling units are causing noise pollution in our area, and are even driving us out of our house to seek space somewhere else They have also left these cooling systems running throughout the night in the past. After a lot of arguing, they eventually agreed not to leave it running throughout the night. Our houses are situated right next to their small holding, not even 100metres away from them. With the server noise, no one can sleep at night. We are worried that, once they have approval that our rights will not be taken into consideration. They will once again leave their cooling systems running throughout the night. With the trucks coming and going in the early mornings, all rest is disturbed, as the truck drivers blow the hooters, rev the trucks, whistle and shout at each other. These small holdings at Eloff are zoned for Agricultural purposes only. We object that an industrial business is started in an Agricultural area.
Gerty du Plessis	10-06-2011	I would hereby like to object to the construction of the Route 7 truck yard. The owners have no concern for my rights as a resident of plot 156. I've stayed here my entire life, now at my retiring age; I have to listen to trucks humming away every weekend. The noise is so disturbing, that I can even hear the cooling trucks in my TV room.

		Our house is approx. 400m from the yard. My son-in-law once took a sound meter, and measured the noise at up to 95 decibels. I cannot believe that we have to stand for this! We have requested the owners on several occasions not to leave the trucks running over weekends. They simply ignore our requests and rights, get in their cars and go to their house in Delmas, where there is no noise disturbing their peace. Eloff is a farming community, with the small holdings zoned for Agricultural purposes only. Why is an industrial business allowed to bend the rules as it pleases them?
Leon van der Linde	12-06-2011	The roads in the area will not hold the potential traffic flow in the area, initially the roads are not designed to carry more that 3T, while they are currently been abused as it is! The area is still a residential area, in that area is well settled farming ground as well as respected people in the community that lives in this area, which brings up crop on a yearly basis that provides each and every one of us with some sort of consumable. Dust will have a major impact on the growing of crops as well as the environmental impact. Please, re-allocate the potential business to a more suitable area. Thanks in this regard.
Lukas Swanepoel	12-06-2011	Good day. I am currently living not far from this route 7 establishment, on a daily basis as it is, trucks pass my house and keeps me awake, imagine how it would be if there is s continuous flow of traffic. My cows wake up when trucks pass and this has an influence on my daily dairy delivery. The dust the truck create as it is now makes it hard to keep the area sanitised. We all use the roads in that area, and currently it's us the farmers that keep that roads maintained while the trucks of route 7 destroys the roads. We will not have this development taking place. Please relocate your business. Thanks
Riana Swanepoel	12-06-2011	Hello. This business will not be considerable; we live in this area, to make it just another busy road and noise. We have move out of the town to this area for the peace and quiet, now you what to implement a business that will have a constant noise of trucks starting up in the middle of the night, in some of the houses in the area is elderly people that are sick and needs the rest. Now you what to release a bundle of environmental noise. We the COMMUNITY will not allow this to happen.

Riaan Grobbelaar	18-06-2011	With reference to the above project I would like to register as an interested party and receive documentation during the review period of the process. The Background Information document does not specify timeframes for the process. Please specify when information will be available for review and timeframes for this. With reference to the activities applied for the following concerns/comments: 1. The activity already commenced and the indication in the image in the BID shows vacant property. The property already in used and developed for the purposes of establishing a truck depot. Does this mean that the current infrastructure was already approved or is it illegal? 2. It is indicated that an additional 40m^3 diesel tank will be added; what is the capacity of the current facility. If not authorized should be added to the new capacity and applied for the total storage requirement. 3. How many trucks will be accommodated on the property and will the facility only be used for Route 7 Trucks? Have you done a traffic assessment? If completed I would like to review information. 4. The area is a small holding/agricultural zone area. More and more small holdings (7 including the current Route 7 Depot) are used for Track depots. This increase the amount of heavy vehicles (trucks) in the area and on the roads which was not built to accommodate big trucks. The roads deteriorate and present a risk for other users. The roads are not big enough to safely pass by trucks in opposite directions and this leads to a safety risk for children, cyclist, motorists and pedestrians. 5. It is further indicated that this will be a 24/7 depot. Have you considered a noise assessment? Would like to review the information. 6. Water supply (indication of a washing Bay); has a water use license been applied for as this will not fall under a schedule 1 or general authorization? 7. How will waste (spillages, oils, domestic waste and industrial waste) be managed? Please notify me should the basic assessment report be available for review?
André Botha	21-06-2011	The property at hand is located within the Eloff Small holdings which are zoned for agriculture and residential purposes. The road infrastructure does not support heavy vehicles, the area is not located near a main route and thus the current roads will suffer from the heavy vehicles that use it.

		The municipality also do no maintenance the roads and thus the current problems on the roads will just escalate with the heavy vehicles using it. All the properties in the area is dependent on underground water, should any ground water pollution occur due to diesel leakages, waste storage etc, this will compromise the use of the water for human and animal consumption. The wetland located next to the property to be developed will be directly affected by the development. Any contamination from the areas will move through the wetland area and will cause damage downstream There are a local school, and the children walk to and from school, and it is of high concern the fact that a few children have been hit by the heavy vehicles using the internal roads, and we are concerned that these incidents will increase due to increased volumes of heavy vehicles that make use of the roads. We as residents are concern that these types of development in a small holdings area will disturb the peace and tranquillity of the area and that it will create a danger for people and animals. These types of development tend to attract more development / businesses of the same nature to a peaceful country neighbourhood. An indication of what specialist studies is planned and more specific attention should be given to alternative areas to where the development can relocated due to the fact that the area is not suitable for this type of development. The visual impact and contributing noise, air and water pollution has apparently not been considered. The cumulative impacts of the proposed truck stop will be more than the positive impact for one business.
Joel Xaba	22-06-2011	I am against the development because that area is an Agricultural area; it was not zoned for Trucks. The present owner has remove beautiful trees that were there before his time and They were not even in the way of his Trucks, that tells me that he does not even care about saving the environment at all because he does not live in the area.

		We are drinking water from our boreholes so the water from the wash bay is going to pollute our water. The roads are not for trucks, because they are too heavy and the roads are already damaged by the trucks, so how much more when all those trucks are being allowed? The work shop is going to be a problem also because, they will have to test those trucks to make sure they are fixed, let alone the noise of those trucks, day and night. We will never enjoy our homes, because of the noise caused by those trucks. All this and more will pollute our environment, which is already polluted. It will be very much irresponsible and ignorant to permit this Company to operate there because we as residents are the ones that are going to suffer with our children, of which the owners are not part of us because they are not even staying in that area, so they are safe from the pollution they are going to cost us there. We as South Africans are saying "No" to any kind of pollution, and I do believe that our Government is our big Partner as far as saving the environment is concerned? And we need to save the future of our children in this area.
Braham Botha	22-06-2011	The property at hand is located within the Eloff Small holdings which are zoned for agriculture and residential purposes. The title deeds as well as the municipal bylaws determine that the area is zoned for agricultural use only and that light industrial will be allowed on special request. Further the title deeds show that subdivision may not occur. The current infrastructure does not support the use of heavy vehicles, the roads has been constructed to be able to carry light vehicles only, and previous heavy vehicle businesses has moved out of the area due to minimal infrastructure that is not maintained by the municipality. The applicant’s vehicles have already caused damage to the roads, and the damage is not repaired. The agricultural holdings are not located near a main route and due to that the current infrastructure is taking the toll

		due to the use of the heavy vehicles. The main routes that is used by the heavy vehicles is located approximately 8km to the east of the agricultural holdings, which question the fact that the social and economic studies that should have been done as precaution was not conducted. All the properties in the area are dependent on underground water, should any ground water pollution occur due to diesel leakages, waste storage etc, this will compromise the use of the water for human and animal consumption. Has any application for a waste license been submitted for this development? The wetland located next to the property to be developed will be directly affected by the development. The proposed development will take place within a 100m zone from the wetland area as prescribed in the National water act of 1995 as well as according to the new NEMA regulations of 2010. Thus a wetland study needs to be conducted and an application for a water use license must be submitted. There is a local school, and the children walk to and from school, and it is of high concern the fact that a few children have been hit by the heavy vehicles using the internal roads, and we are concerned that these incidents will increase due to increased volumes of heavy vehicles that make use of the roads. We as residents are concern that these types of development in a small holdings area will disturb the peace and tranquillity of the area and that it will create a danger for people and animals. These types of development tend to attract more development / businesses of the same nature to a peaceful country neighbourhood. Any contamination from the areas will move through the wetland area and will cause damage downstream

		An indication of what specialist studies is planned and more specific attention should be given to alternative areas to where the development can relocated due to the fact that the area is not suitable for this type of development. The visual impact and contributing noise, air and water pollution has apparently not been considered. The cumulative impacts of the proposed truck stop will be more than the positive impact for one business.
Peter Jerome	23-06-2011	Here is a list of the neighbour watch on the Eloff plots between road No.8 and 11 that would require copies of the meetings and all other correspondence. I would also like you to send me a copy of the approved drawings please. **Note: Shangoni Management Services Response via email:** We will send all the information available up date to the members of the neighbourhood watch. Shangoni Management Services sent notification letters with an attached background information document, a stakeholder registration form and a locality map to all the members of the neighbourhood watch. The draft Basic Assessment Report will be sent to all registered stakeholders.
Lynzi Nel National Heritage Council	28-06-2011	Attached hereto please find replies to your letters received by our office. **Note: Shangoni Management Services Response via email:** We hereby acknowledge receipt of your comments received yesterday 28 June 2011. Your comments will be noted in the Basic Assessment Report. We would like to enquire if you maybe have a name and contact details/postal addresses for the relevant person/s within SAHRA or the relevant Provincial Heritage Authority in Mpumalanga.
Advocate Sonwabile Mancotywa - National Heritage Council South Africa	27-06-2012	We hereby acknowledge receipt of your letter dated 10 June 2011 to which we now refer. Having perused and familiarised ourselves with the contents of the aforementioned letter and more particularly, our written comments on the construction project in relation to the abovementioned project, we regret to advise that the National Heritage Council (NHC) is not able to assist for the reason that the determination of possible environmental impact on a project like the above, is a matter outside our mandate. However, should this have been a call for heritage impact assessment, perhaps the South African Heritage Resources Agency (SAHRA), which, like the NHC, is an implementing agency also under the National Department of Arts and Culture charged with, amongst others,

		management of heritage resources and declaration of national heritage sites which fall squarely within its mandate through the National Heritage Resources Act, 1999 (Act No. 25 of 1999) may be the most relevant stakeholder to consult. Likewise, provincial and local heritage sites are managed and declared by Provincial Heritage Resources Authorities within the areas on which developmental work that may impact on heritage may take place. Informed by the above, we would like to advise that you consider soliciting written inputs from SARHA or the relevant Provincial Heritage Resources Authority within the area of jurisdiction where the construction project is intended to take place for consideration especially on possible heritage impact if any. We thank you, nonetheless, for having identified the NHC as a possible critical stakeholder who could be of special consideration in your developmental agenda.
Debbie van Staden	28-06-2011	I totally disapprove of the truck yard being built in Eloff. It is a farming community and not a truck stop. There are children riding on bikes and horses in the area on a continuous basis, there are horse riding schools that take children out on outrides. A few months ago a child was killed by a truck on one of the roads while he was on his bike. Please we do not need to see the crime rate climb in our area, due to all sort of elements walking around doing nothing, and looking for trouble, our roads are in a bad enough state and is due to the trucks on the roads, we cannot afford for it to get worse, as our cars are becoming more and more expensive to fix. The trucks are polluting our area and if diesel is spilled on the ground, it can contaminate our ground water.
Debbie van Staden	28-06-2011	To: Isabel Hough and CC: Diane Bath (Ward Councilor) We really need to stop this yard, one of the reasons we live on the smallholdings is to get away from town and all its noise and pollution.
Jan Steenekamp	28-06-2011	The following comments are submitted and should be addressed 1. A geotechnical report should be done. Delmas extract water from boreholes

<table>
<tr><td></td><td></td><td>2. Environmental Management Plan
3. Traffic Impact Study – the roads in the Eloff agricultural Holdings area are not constructed to carry HMV. The upgrading of the road is not a priority with Council and will not be tarred. Dust can create a problem with the HMV using the gravel road. The applicant might be instructed by Council to tar the road. The cost here in will be borne by the owner.
4. In terms of the Agricultural Holdings Act of 1919 both Holdings are earmarked for agricultural purposes. An application for the excision of both Holdings should be lodged to the Department of Land Affairs.
5. Both Holdings are earmarked strictly for agricultural purposes in terms of the Spatial Development Framework of Council
6. In terms of Delmas Town Planning Scheme, 2007 the holdings are zoned for “agricultural” purposes.
7. A Disaster Management Plan should be drawn up. See #1
8. Feasibility study should be done.</td></tr>
<tr><td>Surina Botha</td><td>29-06-2011</td><td>Please see attached letters that was sent to Route 7 when they first moved onto the property in 2009. I do not understand how suddenly the Agricultural Holdings were put aside for Industrial purposes, as these documents state otherwise.

My attorney also sent me letters on numerous occasions stating that the municipality informed him that Route 7 ignored their instructions and did not even bother to reply to their letters (See letters attached in Appedix E3).</td></tr>
<tr><td>Kobus Venter</td><td>4-07-2011</td><td>1. Can’t see that I will be directly influenced by the proposed development as it is not hearing distance from us.
2. I am however concerned that Road no. 8 might be used as an access road as it is a tarred road. Our guest chalets are bordering Road no. 8 and heavy vehicles travelling during night time will create a disturbance which wills most likely impact negatively on our business.</td></tr>
<tr><td>Peter Jerome</td><td>04-07-2011</td><td>These consultant should be used for the following as they are independent.
<table>
<tr><th>Consultant</th><th>Contact Details</th></tr>
<tr><td>ERGOSAF</td><td>Tel: (011) 803 7314</td></tr>
<tr><td>Koos Roets – Consultant</td><td>Cell: 082 456 0275</td></tr>
</table></td></tr>
</table>

<table>
<tr><td></td><td></td><td>
<table>
<tr><td>Occupational Hygienists (COH)</td><td></td></tr>
<tr><td>SGS Minerals Services</td><td>Cell: 011 680 3466
Fax: 011 433 3654
PO Box 82582
Southdale 2135, South
Africa</td></tr>
<tr><td>TRANSHEQ
Richard Durrant</td><td>Cell: 083 400 0620
FaxMail: 086 671 0090
E mail: Richard@transheq.co.za
For Transport Risk Assessment (On route risk assessments):</td></tr>
</table>

Note: Shangoni Management Services Response via email: We confirm receipt of your e-mail send on Friday 1 July 2011 regarding possible specialists that could be used for the specialist studies needed for the Route 7 impact Assessment.
</td></tr>
<tr><td>Eben Blom</td><td>10-07-2011</td><td>1. This is an agricultural area not an industrial area
2. Roads in the area has not been designed for truck loading
3. Diesel spillage will contaminate ground water
4. There are diesel depot’s in Delmas and Sundra which is a mere stone through away
5. Noise levels from trucks are a disturbance and not legal in residential area’s
And Lastly – this is an agricultural area, not an industrial area.</td></tr>
<tr><td>Truida van Diepen</td><td>13-07-2011</td><td>Objections: Eloff Plots are residential and small Agri-holdings. Our roads are not built on the plots for heavy vehicles.

Route 7 Truck Depot has already being operating for a few years and is now only applying for business rights.</td></tr>
<tr><td>Johannes Petrus Hattingh</td><td>15-07-2011</td><td>1. Noise disturbance: All hour movement of trucks results in disturbance.
2. Air Pollution: The illegal operation causes Dust and exhaust fumes pollution.
3. Damage to Road Surface: These roads have not been design to accommodate large truck and already resulted</td></tr>
</table>

		in damaged pavement layers/roads. Council has already repaired potholes caused by truck in front of the illegal depot. 4. Water Pollution: Small holdings and farms depend on boreholes for domestic and irrigation purposes. Spillage of diesel and contaminated water (environmentally unfriendly chemicals due to cleaning of trucks) will result in contamination of ground water. This will have a disastrous effect on the adjacent wetland and underground water system. Delmas council also draws water from the same water source for domestic use. 5. Fauna and Flora: The mentioned wetland which houses frogs, birds etc will be effected by the above pollution and therefore have an effect on the total ecosystem. 6. Zoning: This area has been zoned for agricultural purposes only in terms of the town planning scheme. (Agricultural Holdings act of 1919 and the Spatial Development Framework of the Council). 7. Safety: Traffic of Heavy Duty vehicles poses a safety hazard for Children and animals alike. 8. Fire Hazard: The truck depot where diesel is stored poses a substantial fire hazard to the area. Summary: In the light of the above and the fact that the applicant had no respect for rules and regulations by illegally constructed the transport depot before any relevant approval was given, I must strongly object to the approval and that land be restored to its original agricultural use.
Jan Ehlers Attorneys on behalf of Chris Rossouw, Alec Martinuzzi, Louis Schoonraad, Vincent Abbott, Lukas Swanepoel and PA du Plessis	19-07-2011	1. Rezoning of Plot 174 & 175: 1.1. Area is zoned for agricultural and not for industrial purposes ; 1.2. Development to be relocated to other industrial areas ; 1.3. Disruption of peace and quietness due to proposed business activities ; 1.4. Changing of rural residential atmosphere and privacy due to type of proposed business activities. 2. Water Pollution: 2.1. The properties are situated in a wetland [vlei] dolomite area holding open water [plus minus 200m away] from complainant Alec Martinuzzi. This water and wetland has lots of wildlife, including birds and is the drink water source for Mr. Martinuzzi's livestock ; 2.2. The water in the "vlei" rises in rainy periods from water [rain] onto the other plots in the area ; 2.3. About all the holdings are dependent on boreholes fed by water from the wetland area for human use and household purposes ; 2.4. The business activities of the proposed construction have a big risk for pollution of this abovementioned water source by the normal spillage of fuel when filling up the vehicles, leakages, the washing bay cleaning

		materials, servicing of the vehicles and storage leaking. 3. Roads: 3.1. The main roads which will be used by the heavy duty trucks, trucks and vehicles of the intended business are: 3.1.1. from east to west a narrow dirt road which will create, by the extended use, an extensive dust problem for the inhabitants of the holdings ; 3.1.2. from north to south, no. 1, is a narrow tarred road built only for the use of light vehicles. 3.1.3. The tarred road is in a very bad condition and the extensive use by heavy vehicles will have a dangerous effect to all the users thereof. 3.1.4. Upgrading in the near future by the Municipality seems impossible especially in view of its limited financial resources. 4. Noise and Disruption: 4.1. It is common knowledge that heavy vehicles cause loud, unacceptable noise which will disturb the whole nearby area and especially in a residential area which will have a detrimental effect on the values of the properties. 4.2. The intended business on the properties will have a day and night running of heavy vehicles which will have a very detrimental effect on the inhabitants and plot owners. 5. Conclusion: 5.1. The abovementioned objections and problems of the owners, inhabitants and public can easily be obviated if the application is refused and the applicant is advised to make use of a nearby semi-industrial zoning area. 5.2. The negative social and economic impact of the contemplated construction and business obliged the using of alternative available proper zoning area for the construction and must be therefore properly dealt with in considering the application. The practicability of enforcing any conditions, rules, codes of conduct for exercising the business day and night must seriously be considered.
Cekiso J.A. Kajeni	28-07-2011	The Department of Education in Mpumalanga has no objection to the proposed construction of a truck depot for the purpose of storage servicing and washing of Route 7 trucks on Holdings 174 and 175 Eloff Small Holdings Extension I.R., Mpumalanga as no schools are affected.

Benida Grobbelaar	06-01-2012	I am still concerned that no indications is made to the requested traffic and noise assessments. The traffic assessment should include an assessment of the status of Road 10 used by the trucks as this road (Road) is not suitable for the load and amount of trucks currently using the road. This needs further support by local government to undertake regular maintenance on the road (as local government will be responsible for the authorization of the activity). This can potentially be a hazard for other road users; cars, cyclists, pedestrians (children) and people practising horse riding on the side of the road. The larger are is zone agricultural (the area consist of a number of small holdings) as you would be aware. The property is in the process? Or was zoned for industrial use. I am aware that the studies was agreed with the department but the department is one stakeholder in the process and other concerns raised should also be addressed. The relevance of the studies identified is not clear as the area and property have been developed before any studies was conducted (''The following specialist studies were conducted as part of the basic assessment process, an ecological survey, a geotechnical survey, and a wetland delineation.'') The above is not new issues and have been raised via your internet IAP registration facility and acknowledgement received via e-mail. My original concerns raised are listed again and I again request that this is addressed during your process and documentation. EIA REF:17/2/3 N-62

		This my comments submitted Sat 2011/06/18 to the EAP (consultant responsible for the process): The Background Information document does not specify timeframes for this progress. Please specify when information will be available for review and timeframes for this. With reference to the activities applied for the following concerns/comments: 1. The activity already commenced and the indication in the BID shows vacant property. The property are already in used and developed for the purposes of establishing a truck depot. Does this mean that the current infrastructure was already approved or is it illegal? 2. It is indicated that an additional 40m^3 diesel tank will be added; what is the capacity of the current facility. If not authorized should be added to the new capacity and applied for the total storage requirement. 3. How many trucks will be accommodated on the property and will the facility only be used for Route 7 Trucks? Have you done a traffic assessment? If completed I would like to review information. 4. The area is a small holding/agricultural zone area. More and more small holdings (7 including the current Route 7 Depot) are used for Truck depots. This increase the amount of heavy vehicles (trucks) in the area and on the roads which was not build to accommodate big trucks. The roads deteriorate and presents a risk for users. The roads are not big enough to safety pass by trucks in opposite directions and this leads to a safety risk for children, cyclist, motorists and pedestrians. 5. It is further indicated that this will be a 24/7 depot. Have you considered a noise assessment. Would like to review the information. 6. Water supply (indication of a washing Bay);has a water use license been applied for as this will not fall under a schedule 1 or general authorization? 7. How will waste (spillages, oils, domestics waste and Industrial waste) be managed?

		Your progress letter further indicates that the letters is to provide the department with the progress made on the abovementioned application; please forward the relevant department official contact details (e-mail, office number) for reference and my record. Please notify me should the basic assessment report be available for reviw. **Note: Shangoni Management Services Response via email:** Attached please find a progress regarding the EIA process for the proposed Route 7 Truck Deposit (See Appendix E11).
Mr. Braham Botha	06-01-2012	Ek glo ons hoewe eienaars op Pad stem saam met Riaan. Vanaf die 12de Julie wat ons almal vergader het oor die hele Route 7 en H&D Vervoer kwessie, het die toestand van Pad 10 seker 50% versleg. Daar is ook maklik 50% meer verkeer na en van Route 7 se perseel, 24 uur per dag! Ek kan nie dink dat Pad 10 nog 12 maande gaan hou nie. Ek sien ook uit om die verslag te sien. **Note: Shangoni Management Services Response via email:** All comments, concerned, issues and request raised by the interest and affected parties are included in our draft report. This report will be distributed for review to the Department as well as all registered interested and affected parties for review. Thus the Department will consider all aspects as include in the report as well as the concerns and request by the interested and affected parties when reviewing the report, and will provide their feedback accordingly. Dankie vir terugvoer. Ons sluit alle kommentare in ons voorlopige verslag in wat na die Departement en na die geregistreerde partye toe gaan vir hersiening voordat die finale verslag ingedien word. Dus sal die Department alle

		kommentare inag neem as deel van hulle besluitnemings proses en sal hulle daarvolgens reageer.
Mr. D. Dube - Mpumalanga Department of Human Settlements	18-07-2012	Sub: Application for environmental authorisation proposed Route 7 Truck Depot located on Holdings 174 & 175 Eloff small holdings, Extension I.R. Delmas, Mpumalanga Ref: Your letter SMS Ref 17/2/3/N-62 dated 9.1.2011. 1. Your application for environment authorisation seeking our comments refers. 2. There are no details in your application about the environmental information, infrastructure proposal, compliance with spatial development, plan of Local Municipality, lack of biophysical factors, etc. hence, we cannot convey our comments. 3. If you submit your scoping report, we will be able to study and furnish our critical views and comments. 4. In as much as this is only an application, we suggest that you proceed to seek authorisation.

4.5.5 Responses to I&AP's

Table 8: Response to comments received form I&AP's.

Responses to I&AP's
It has been noted that the following main concerns were raised during the first public participation phase: • the current zoning of the property is for agriculture and not for industrial and or commercial purposes, • the deteriorating condition of the roads servicing the truck depot, • the increased traffic on the roads, • the overall disturbances caused by the trucks, • noise impact as a result of the trucks and activities onsite, • the visual impact that the depot has on the neighbours, • deterioration of ambient air quality as a result of dust generated on the dirt road passing the northern border of the site, • water & soil pollution that could be cause by leaking tanks and trucks, • the potential impact on the wetland area to the north of the site, • the potential impact on possible underlying dolomite,

- the potential impact on the ambiance of the area,
- the traffic safety aspects related to the people (especially the school going children) and the animals of the area.

Areas of concern raised during the first public participation process conveyed the need for the following impact studies:

Specialist studies	Management Plans
Geotechnical investigation	Disaster Management Plan (E.g. Fire and Hazardous chemical spills)
Wetland delineation study	Environmental Management Plan
Ecological fauna and flora habitat survey	
Traffic impact study	
Civil engineer report	
Noise impact study	
Socio economic/Feasibility study	
Visual/Illumination study	

The following specialist studies have been conducted (Refer to Appendix D for all specialist reports).

- a wetland delineation study,
- an ecological fauna and flora habitat survey, and
- a geotechnical investigation study,

The necessity of further specialist studies will need to be verified by the authorising Department (MPDEDET).

Refer to Section 5 of this report (Environmental Impact Assessment Risk Rating and Mitigation Measures) and/or the Environmental Management Plan (Attached in Addendum B) for the proposed mitigation measures on soil-, water- and air pollution as well as prescribed waste management measures. These mitigation measures are subject to change based on further investigation and specialist recommendation.

Reference can be made to Section 7 of this report (Identified alternatives) for consideration of the no-go option and alternatives.

Route 7 Trading 105 CC currently owns 15 trucks and the intention is to expand in future to approximately 25 trucks. In terms of the National Environmental Management Act's (Act No. 107 of 1998) regulations the activities currently taking place at the depot do not constitute a listed activity. This application is for

the proposed expansion of the depot, which based on its proposed size, triggers a listed activity and requires a Basic Environmental Impact Assessment. In terms of the land use zoning of the area, the current depot is operating illegally. According to the client they are in the process of a re-zoning application.

Residents feel that the road is not strong enough to accommodate the trucks. Mr. Payne indicated that Route 7 would assist with the repairs or upgrades of the road, as long as the municipality approves and provides labour.

In an attempt to mitigate the noise impact on the surrounding neighbours, Route 7 has;

- Instructed drivers to no longer hoot at the gate.
- They have sold two of the fridges.
- They have one small fridge on the property and the other one is not there on a regular basis. The remaining fridges are turned off at 7pm at night.
- If the trucks are there during the weekends, they move the trucks to the far northern side of the property, to reduce the noise impact on the neighbour located on the southern border of the property.

The water that is used at the site is obtained from the Victor Khanye local municipality. No groundwater will be extracted for use at the proposed truck stop. No water use license application is necessary as no water use activities listed under Section 21 of the National Water Act, 1998 (Act No. 36 of 1998) are, or will be undertaken.

The proposed expansion would add 40m^3 to the current diesel storage capacity of 9m^3, resulting in a total storage capacity of 49m^3. This storage capacity (49m^3) will trigger Activity 10 in terms of Listing Notice 3, R546 of 18 June 2010 as a result of the storage capacity exceeding 30m^3 and the facility being located within 100m of a watercourse (wetland). This activity has been included in the application for environmental authorisation.

Project timeframes:

- Submit application – 14 days for departmental review, acknowledgement of receipt and EIA reference number issuance.
- Notify stakeholders (Phase one public participation) – Stakeholders notified have 40 days to register & comment on the application.
- Submit draft Basic Assessment Report (Phase two public participation) – The Department and Interested and affected parties have 40 days to

comment on the draft Basic Assessment Report.

- Finalize and submit Basic Assessment Report
  - 14 days for the department to acknowledge receipt of the report.
  - 30 days for department to accept or reject the report or to request additional information.
  - If the department could not make a decision an extra 60 days is allowed.
  - Once the report has been accepted the department has 30 days in which to grant or refuse authorisation.
  - If the department could not make a decision an extra 60 days is allowed.
- Receive departmental decision

Departmental Official Contact Details

Mr. Musa Mondlane, Tel: 013 690 2595, Fax: 013 690 3704, Email: gmmondlane@wit.mpu.gov.za

Table 9: Comments and Response on Progress Report

Name:	Date:	Comment and/or Response
Ms. Isabel Hough	05/01/2012	Dear Interested and Affected Parties Blessing for the new year. Attached please find a progress report regarding the EIA process for the Proposed Route 7 Truck Depot.
Riaan Grobbelaar	06/01/2012	Thank you for the update! I am still concerned that no indication is made to the requested traffic and noise assessments. The traffic assessment should include an assessment of the status of Road 10 used by the trucks as this road (Road 10) is not suitable for the load and amount of trucks currently using the road.

		Thid needs further support by local government to undertake regular maintenance on the road (as local government will be responsible for the authorisation of the activity). This can potentially be a health hazard for other road users; cars, cyclists, pedestrians (children) and people practicing horse riding on the side of the road. The larger area is zone agricultural (the area consists of a number of small holdings) as you would be aware. The property is in the process? Or was zoned for industrial use. I am aware that the studies was agreed with the department but the department is one stakeholder in the process and other concerns raised should also be addressed. The relevance of the studies identified is not clear as the area and property have been developed before any studies were conducted ("*The following specialist studies were conducted as part of the basic assessment process, an ecological survey, a geotechnical survey, and a wetland delineation.")* The above is not new issues and have been raised via your internet IAP registration facility and acknowledgement received via e-mail. My original concerns raised are listed again and I again request that this be addressed during the process and documentation. EIA REF: 17/2/3 N-62 This my comments submitted Sat 2011/06/18 to the EAP (Consultant responsible for the process): The Background Information document does not specify timeframes for the process. Please specify when information will be available for review and timeframes for this.

		With reference to the activities applied for the following concerns/comments: 1. The activity already commenced and the indication in the image in the BID shows vacant property. The property already in used and developed for the purposes of establishing a truck depot. Does this mean that the current infrastructure was already approved or is it illegal? 2. It is indicated that an additional 40m^3 diesel tank will be added; what is the capacity of the current facility. If not authorized should be added to the new capacity and applied for the total storage requirement. 3. How many trucks will be accommodated on the property and will the facility only be used for Route 7 Trucks? Have you done a traffic assessment? If completed I would like to review information. 4. The area is a small holding/agricultural zone area. More and more small holdings (7 including the current Route 7 Depot) are used for Track depots. This increase the amount of heavy vehicles (trucks) in the area and on the roads which was not built to accommodate big trucks. The roads deteriorate and present a risk for other users. The roads are not big enough to safely pass by trucks in opposite directions and this leads to a safety risk for children, cyclist, motorists and pedestrians. 5. It is further indicated that this will be a 24/7 depot. Have you considered a noise assessment? Would like to review the information. 6. Water supply (indication of a washing Bay); has a water use license been applied for as this will not fall under a schedule 1 or general authorization? 7. How will waste (spillages, oils, domestic waste and industrial waste) be managed? Your progress letter further indicates that the letter is to provide the department with the progress made on the abovementioned application, please forward the relevant department official contact details (e-mail, office number) for reference and my record. Please notify me should the Basic Assessment Report be available for review.
Braham Botha	06/01/2012	I believe that all the small holding owners living along Road 10 agree with Riaan. Since our meeting, on the 12th of July,

		regarding the whole Route 7 adn H&D transport issue, the condition of Road 10 has deteriorated by 50%. There has also been a 50% increase in traffic to and from Route 7's site, 24 hours a day! I cant imagine the road lasting 12 more months.
Isabel Hough	10/01/2012	Thank you for your quick response. All comment, concerns, issues and requests raised by the interested and affected parties are included in our draft report. This report will be distributed for review to the department as well as all registered interested and affected parties for review. Thus the Department will consider all aspects as included in the report as well as the concerns and request raised by the interested and affecter parties when reviewing the report, and will provide their feedback accordingly. We hope you find the above in order.

4.5.6 Registering Stakeholders

All key stakeholders were registered and will receive this draft Basic Assessment Report.

4.5.7 Press Notices

In accordance with the National Environmental Management Act (NEMA) 1998, (Act No. 107 of 1998), a notice was placed in the Beeld, on the 9th of June 2011. The press notice is shown below as Figure 45.

ELOFF SMALL HOLDINGS, HOLDINGS 174 & 175

NOTICE OF APPLICATION FOR ENVIRONMENTAL AUTHORIZATION

Notice is hereby given that an application for environmental authorization in terms of the EIA Regulations of 2010 (Regulations in terms of Chapter 5 of the National Environmental Management Act of 1998, as amended) has been lodged with the National Department of Environmental Affairs. The activity requires an application subject to a Basic Assessment Process as required by Sections 21 to 25 of Government Notice R 543 of the EIA Regulations Ref. Number: 17/2/3 N-62 Applicant: Route 7 Trading 105CC Project Name: Proposed Route 7 Truck Depot located on Holdings 174 & 175 Eloff Small Holdings, Extension I.R., Delmas, Mpumalanga. Project Location: The proposed development will be located on Holding 174 and 175 Eloff Small Holdings, Extension I.R., Delmas, Mpumalanga. The project site is located on Road no 10, east from Delmas in the Eloff Small Holdings Area. Project Description: The proposed truck depot will entail the following: " A 24/7 truck depot " A wash bay " A workshop " Offices " An additional 40 000 litre bunded diesel tank Activities applied for: EIA Regulations Listing Notice 1 of 2010 (R544), Activity 23: The transformation of undeveloped, vacant or derelict land to - i) residential, retail, commercial, recreational, industrial or institutional use, inside an urban area, and where the total area to be transformed is 5 hectares or more, but less than 20 hectares, or ii) residential, retail, commercial, recreational, industrial or institutional use, outside an urban area and where the total area to be transformed is bigger than 1 hectare but less than 20 hectares; - except where such transformation takes place for linear activities. EIA Regulations Listing Notice 1 of 2010 (R544), Activity 24: The transformation of land bigger than 1000 square metres in size, to residential, retail, commercial, industrial or institutional use, where, at the time of the coming into effect of this Schedule such land was zoned open space, conservation or had an equivalent zoning. EIA Regulations Listing Notice 3 of 2010 (R546), Activity 10: The construction of facilities or infrastructure for the storage, or storage and handling of a dangerous good, where such storage occurs in containers with a combined capacity of 30 but not exceeding 80 cubic metres. i) In an estuary ii) Outside urban areas, in: (aa) A protected area identified in terms of NEMPAA, excluding conservancies; (bb) National Protected Area Expansion Strategy Focus area; (cc) Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority; (dd) Sites or areas identified in terms of an International Convention; (ee) Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; (ff) Core areas in biosphere reserves; (gg) Areas within 10 kilometres from national parks or world heritage sites or 5 kilometres from any other protected area identified in terms of NEMPAA or from the core areas of a biosphere reserve; (hh) Areas seaward of the development setback line or within 1 kilometre from the high-water mark of the sea if no such development setback line is determined; (ii) Areas on the watercourse side of a development setback line or within 100 metres from the edge of a watercourse where no such setback line has been determined; (jj) Within 500 metres of an estuary i) In urban areas: (aa) Areas zoned for use as public open space; (bb) Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority or zoned for a conservation purpose; (cc) Within 500 metres of an estuary. Environmental Assessment Practitioner Shangoni Management Services (Pty) Ltd. Contact Person: Miss.I.M. Hough P.O. Box 74726 Lynnwood Ridge Pretoria 0040 Tel: 012-807-7036, Cell: 079-534-4303 Fax: 012-807-1014 Fax to E-mail: 086-578-9670 E-mail: isabelhough@shangoni.co.za, For Online Participation go to www.shangoni.co.za and click on Public Participation. Date of Advertisement: 9 June 2011 Should you wish to be included in the register of Interested and Affected Parties or comment on this application, please submit your name, contact information, and interest in the matter in writing to the above address not later than the 15 July 2011.

HOLDING 174 JUN 9(S)186

Figure 45: Beeld newspaper advertisement.

4.5.8 Placement of Public Notices

Site Notices (A2) were placed within the immediate vicinity of the project site. (Refer to Figure 46 – Figure 49).

Figure 46: Notice board locations.

Figure 47: Photograph of notice board 1.

Figure 48: Photograph of notice board 1 (Zoomed).

Figure 49: Photograph of notice board 2.

4.5.9 Issuing I&APs and Stakeholders with a Draft BAR

This draft Basic Assessment Report will be sent to all Departments and Organs of State as well as all registered I&APs in order to obtain their comments and notices. The report will also be submitted to the Mpumalanga Department of Economic Development, Environment and Tourism for review.

4.5.10 Conclusions of the Public Participation Exercise

In conclusion, the Public Participation exercise has provided adequate information to enable an understanding of what the proposed truck depot expansion project would entail and also to address the concerns and comments of this Basic Assessment.

4.5.11 Public Meeting

A public meeting was held on the 22nd of June 2011. The minutes taken during the meeting can be found in Table 9 below. Refer to Appendix E for the meeting attendance registers.

Table 10: Meeting minutes.

Raised by:	Comment / Issue / Concern	Response
Jan Botha	1. Route 7 and subcontractors: Who are the subcontractors? 2. The tar roads were built in the 1970s for use by light vehicles with a limit of 5 tonnes, excluding school busses 3. The area is zoned for agriculture and not for industrial use 4. The area is a dolomite area. The community is dependent on groundwater. Where will the water from the wash bay go? 5. The municipality currently does not fix potholes in Road no. 10 and if it does, the repair is of a low quality. What will the effect be of the trucks on this road?	1. The subcontractors vary with time. At the moment, Trio Vervoer is a subcontractor with 5 trucks which may be on the site over weekends from Friday until Sunday. Route 7 will always know which subcontractors will be on the site and at what date and time. The Environmental Management Plan will include a condition indicating that a strict behavioural procedure must be set in place for all contractors as well as full time personnel to which they must comply to when entering the road to the depot and when entering the depot. 2. This will be noted in the EIA report. 3. This will be addressed in the report. Mr. Peter Jerome indicated that a monitorium has been set out for the zoning of the Eloff Plotte. A copy of this will be obtained to include in the report (Korsman and Associates are the appointed town and regional planners. The motivational memorandum has not yet been finalised. Once completed, this memorandum may be forwarded upon request.) 4. A dolomite study (See Appendix D - Geotechnical investigation) has been done. All specialist studies will be included in the Basic Assessment Report and will be made available to all registered I&APs for review. Isabel Hough: No comment can be made regarding the upgrading of the roads. A suggestion is that the residents organises a meeting with the municipality so that the residents can possibly take over the maintenance Road no. 10. The truck depots in the road

		can contribute a larger percentage of money towards the maintenance of the roads. The Delmas local municipality will also receive the Basic Assessment Report and the report will state that the road was built in the 1970s and that a limit of 5 tonnes existed/exists on the roads. The report will also state that the residents feel that the road is not strong enough to accommodate trucks Jacques Payne states that he spoke to SonnyBoy at the local Municipality suggesting that Route 7 pays for the tar needed to fix Road no.10, and the municipality only need to provide the manpower to do the work. Up to date the Municipality has not reacted on Jacques's solution to fix road no 10.
J.P. Botha	Unfortunately a truck does more damage to any given road than a light motor vehicle. An impact study could be done to see whether the road can be upgraded. Could the contractors using the road also maintain the road? Comments should be obtained from the municipality. In Road no. 10 most people are businessmen (+/- three quarters of the people). They all try to run their businesses so that they do not impact negatively on their neighbours.	Mr. Payne indicated that Route 7 does not have a problem to assist with the repairs or upgrade of the roads if the municipality agrees.
	The municipality has made a ditch next to the road in Road no. 10, but has not filled it up again. Mr P.A. du Plessis has had to fill the ditch with soil. It will not cost the truck companies in Road no. 10 too much money to fix the potholes in the road. A "wacker" would be supplied to compact the tar once the potholes are filled.	Mr. Payne indicated that Route 7 does not have a problem to assist with the repairs or upgrade of the roads if the municipality agrees.
J.P. Botha	There is an initiative in the neighbourhood. They are going to give the municipality 60 days time to fix the roads otherwise they will withhold their taxes and will use said taxes to pay a subcontractor to fix the roads. One resident pays +/- R800 in taxes and feels he does not receive any services for this money, besides the grass which is cut ever so often.	Comment Noted
Andrè Botha	The concern is for the disruption of peace due to the trucks. The trucks travel on the roads at a high speed and also travel during the early hours of the morning (03:00).	Comment Noted
Braham Botha	He is a neighbour of another truck depot business in Road no. 10 (owned by Danie). Danie's drivers drive well and respectfully. It is his subcontractors which	Route 7 indicated that they do not make use of sub-contractors at this point in time.

	are the problem.	
Piet du Rand	When it rains the water rises from the wetland onto Holdings 174 & 175 (Route 7 site) and this can cause pollution of the wetland. What about noise pollution? A traffic survey should be done. Why are there trucks in this smallholding area?	The areas set out for truck depots are full. The small holding area has been identified as a likely area for development of these type of businesses (truck depots).
Lukas Swanepoel	Was born on the smallholding. Why should they adapt to the truck developments if they have lived there their whole lives?	Comment Noted
Alex Martinuzzi	He is the neighbour of the Route 7 smallholding on two sides. The Route 7 smallholding is in the wetland. The roads surrounding the smallholding both dip into the wetland. The trucks apply their exhaust brakes and hoot at the gate of Route 7. Before the drivers enter, they have thrown beer bottles into his property. The problem with the beer bottles is that they cut the tyres of his vehicles. He uses boreholes to access drinking water for himself, his workers and his livestock. What will happen if the wetland is polluted? The wetland has extended over a half of the Route 7 smallholding.	Ursula Payne: The beer bottles were not thrown into Mr Martinuzzi's property by the truck drivers but by other Route 7 employees who were having a party. Mr Payne did take bags and cleared up all the bottles. This only occurred once. The new trucks are designed so that when the accelerator is released, the exhaust brakes are automatically applied. The drivers no longer hoot at the gate. Isabel Hough: If the wetland is polluted by Route 7, they will be held liable for the pollution
Braham Botha	The problem is the noise and exhaust brakes of the trucks. The trucks do not belong in the residential and agricultural area of the smallholdings. Route 7 should have respect for their neighbours. They should buy a property elsewhere. One cannot walk on the roads for fear of the trucks. Taxi's also drop off Route 7 employees at the gate of Route 7.	Ursula Payne: The Route 7 construction plans have been approved. They chose the smallholding because there are existing truck depots in Road no. 10. They are following the procedures of the law and are trying to follow the correct path. They also have to have somewhere to stay.
W Botha	Why is a public meeting only being held now? Why they were not notified 2 years ago about the proposed development? They did not know about the proposed development. There should not be a truck yard in the smallholdings as the residents are living there for peace and quiet.	Isabel Hough: The reason why this meeting is occurring is because according to law the proposed Route 7 development must be advertised on A2 notice boards and must be displayed for 30 days once the Environmental Assessment Practitioners have been appointed. Notifications also need to be sent to adjacent land owners and the government departments. It has happened in the past that processes occurring before the environmental assessment phase do not have such rigorous regulations regarding the advertisement of the proposed developments and perhaps only small notice boards are put up which fall off after a couple of days. We cannot say for sure why they are only finding out about this proposed development now, but all the comments will be included in the Basic Assessment

		Report. A response will be written to all comments where possible. The report will be sent to the district municipality, to Diane and the Mpumalanga department which will make a decision regarding the development. The residents should speak to Diane and the municipality regarding the direction that the municipality is taking with regards to developments in their smallholding area. Residents should find out if the municipality cannot relocate developments to a different area. We as environmental consultants understand the concerns of the residents. Route 7 also understands the concerns, but is looking at the matter from a business perspective. The meeting minutes will be sent to everyone present at the meeting. If something has been omitted from the meeting minutes, those present can inform us and we will add it to the meeting minutes and once again send out the minutes to all people present. The meeting minutes will also be written into the Basic Assessment Report and will be attached as an annexure to the report. If we cannot respond to a comment, we will "note" the comment. It is good that everyone is present at the meeting to discuss this matter. Residents should contact the municipality regarding the developments occurring in their smallholding.
W Botha	Why should the residents spend money to contact the municipality?	Isabel Hough: it is unfair but this type of development occurs everywhere in the country.
Antoinette Botha	Business hours: Route 7 should have reasonable office hours – not until two or three o'clock in the morning. The problem is the noise of the trucks including the exhaust brakes and the warning beeps made when the trucks reverse.	Although the depot will be a 24/7 operation, strict rules and regulations were prescribed in the environmental management plan that must according to law be adhered to at all times
Braham Botha	People are living in the smallholdings for peace and quiet. Route 7 can follow Danie's example where the trucks idle into Road no. 10 and where the trucks do not come into the truck depot at night. The trucks leave in the mornings around 7am.	Applicant indicated that their trucks, most of the times only come in to refuel and to refresh at various times of the day and night, and that they cannot restrict their drivers only to come in during daytimes, because where will the driver park for the evening should be sleep over and leave the next morning again.
Diane Bath	She is the Ward Counsellor for this Ward. Does Route 7 have business rights and has the property been re-zoned. Sonnyboy is no longer working at the Ward. She wishes to be kept in the know regarding this proposed development.	Ursula Payne: The construction plans for the offices and toilets have been approved by the municipality. This approval took 6 months time. They are in the process of re-zoning the Route 7 property. Isabel Hough: Diane will be placed on the Register of Interested and Affected

		Parties and will be sent all the information regarding the proposed development.
S Botha	They live right next to Route 7.The cooling units (fridges) run throughout the night and on weekends. The trucks stand right next to their entertainment area. They can no longer enjoy their yard and can no longer entertain people.	Ursula Payne: They have sold two of the fridges. The fridges are turned off at 7pm at night. If the trucks are there during the weekends, they move the trucks to the far side of the property. They have one small fridge on the property and the other one is not there on a regular basis.
S Botha	Why are they only entitled to quiet at certain times of the day? Even if the trucks are moved to the far side of the Route 7 property, they can still hear the noise. Who says that they can only get quiet from 7pm at night?	Comment Noted
Diane Bath	How many trucks does Route 7 have at present?	Ursula Payne: They have 10 trucks at the moment.
W Botha	They have measured the noise at Route 7 to be more than 80 decibels. This requires hearing protection.	Comment noted
Braham Botha	What is promised on the part of Route 7 today will be different from what happens tomorrow. The subcontractors make a noise. The trucks do not belong in the smallholding. They bought their property for quiet. They do not want the trucks in their area and the trucks decrease the value of their properties.	Comment Noted
Alex Martinuzzi	What about the dust? With more drivers and more trucks the security risks increase.	Jacques Payne: The Route 7 trucks do not use the dirt roads.
P.A. du Plessis	The trucks did drive on the dirt roads. It must be determined what the costs will be of upgrading the roads and what the best route would be for the trucks to drive to Route 7.	As indicated by Jacques Payne, Route 7 do not make use of the dirt roads, but he indicated that they will be happy to assist with the repairing and maintenance of the roads,
Jacques Payne	The issue of theft has been discussed with him by Chris Roussouw Jnr.	Comment noted
Andrè on behalf of Chris Roussouw	The issue is the noise. They maintain the roads. If more contractors are present, the roads will deteriorate. The possible pollution of the wetland is an issue of concern. Will Shangoni be making recommendations?	Isabel Hough: Shangoni do not make recommendations. We will commission the necessary studies and all the specialist studies will be included in the Basic Assessment Report. The report and studies will be available for all Interested and Affected Parties. The professional people will handle the specialist studies (Shangoni do not do the studies).
Peter Jerome	Why will another diesel tank be placed on the Route 7 property? What of the existing diesel tank on the property? What about a fire originating from the stored diesel?	Jacques Payne: Every truck takes 10 000 litres of diesel. If they fill up all their trucks, the existing diesel tank is empty. They cannot afford to have diesel delivered every day. Therefore they will require another diesel tank.

		Isabel Hough: The existing diesel tank falls under the threshold stated in the environmental regulations however, the possible pollution from the tank will still be addressed in the Basic Assessment Report. The diesel tank is in a bund which has the capacity to hold the entire volume of the tank should the tank leak or burst. The diesel would have no contact with the ground as it will lie on the concrete floor. Should suck an incident occur, Route 7 would need to notify the applicable department immediately and the diesel would need to be collected. Measures have been taken to prevent a fire and Route 7 will need to provide evidence of this.
Diane Bath	Can copies of the attendance register be sent to all persons present at the meeting and all other I&APs?	Isabel Hough: The attendance register was distributed to all present at the meeting.

5. NEED AND DESIRABILITY FOR THE ACTIVITY

While the concept of need and desirability relates to the type of development being proposed, essentially, the concept of need and desirability can be explained in terms of the general meaning of its two components, where need refers to time and desirability to place – i.e. is this the right time and is it the right place for the type of land-use or activity being proposed? Need and desirability can be equated to wise use of land – i.e. the question of what is the most sustainable use of land, (DEA&DP, 2010).

A need and desirability for this project is evident from the following perspectives:

5.1 Developer

The applicant has a transport business and needs a place of his own to stop and wash his trucks and provide his drivers with suitable ablution facilities. By renting a place he cannot upgrade any of the facilities to better suite his needs, thus having a place of his own provides the applicant with the ability to design the proposed depot area to best address the needs of his business. In terms of the land use zoning of the area, the current depot is operating illegally. According to the client they are in the process of a re-zoning application.

5.2 Local Community

The proposed project will create employment opportunities for construction workers during the construction phase and will create ten new additional job opportunities for drivers during the operational phase of the expansion project. The creation of jobs will have a positive impact on the local community.

6. IDENTIFIED ALTERNATIVES

Typically, alternative assessments are conducted to assist in comparing various projects or attributes of projects that will occur. The most critical comparison is evaluating any proposed project against the No-Go option. The alternatives assessment then considers alternatives to project site selection for the proposed development; alternatives to layout of the development; and alternatives to construction methodologies and / or materials used for the development.

The alternatives assessment was conducted using a simple cost-benefit analysis of each proposed alternative, through assessing various environmental attributes. These attributes can include physical (geology and soils, surface water quality and quantity, groundwater quality and quantity); biophysical

(flora and fauna, sensitive environments); and social (site of archaeological or cultural importance, land use issues, social health and welfare) alternatives.

The impact of each alternative was then evaluated in terms of whether it has a positive, negative, or no impact. In this instance, the impact is not evaluated in terms of significance but rather whether or not it will arise. Positive impacts are assigned a value of 1; no impact a value of 0; and a negative impact a value of -1.

By adding all of the attribute scores for each alternative, a suitability score is derived which indicates the preferred alternative. A total positive score indicates the project benefits outweigh the potential negative impacts, while a total negative score indicates the project environmental costs outweigh the potential benefits. Essentially, the highest scoring alternative is then carried forward for full impact evaluation.

6.1 No-Go Option

The potential impact of the preferred project option on environmental and socio-economic attributes – identified during the assessment phase – is evaluated against the potential impact of the no-go option on the same attributes. The summary of this assessment is provided in Table 10 hereafter.

Table 11: Development vs. No-Go Option

Attribute	Development Option	No-go Option 2 (No expansion)
Physical environment		
Air Pollution	-1	0
Noise Pollution	-1	0
Water Quality	-1	0
Water Quantity	0	0
Visual Aesthetics	-1	0
Biophysical environment		
Fauna and Flora	-1	0
Sensitive Environments	0	0
Social environment		
Traffic	-1	0
Impact on property values	1	0
Safety and security	-1	0
National and regional economy	1	0
Infrastructure development	1	0
Total	-4	0

The no-go alternative means that the truck depot is not expanded. From table 10 it is evident that the potential negative impacts from the development will be higher than in the case of the no-go alternative. However, the negative environmental impacts expected by the proposed development can be mitigated to a certain degree.

6.2 Alternatives to Site Selection

According to the applicant, during the planning phase for the truck depot, various areas were considered. No other suitable properties could be found for the proposed activity.

6.3 Construction Alternatives:

6.3.1 Alternative Design

The proposed truck depot designs should take into consideration recommendations made by the geotechnical and wetland specialists (Refer to Appendix D).

6.3.2 Activity Alternatives

No activity alternatives were considered due to the fact that the applicant has found no other suitable land.

6.3.3 Location Alternatives

During the consideration of alternative sites, it was found that;

- there is a lack of economically viable locations in and around the Delmas area,
- and a few other truck yards and similar activities already exist in the area of Eloff Small Holdings.

6.3.4 Process Alternatives

Alternatives for processes could not be assessed.

6.3.5 Scheduling Alternatives

It is advised that infrastructure for the truck depot be constructed in winter when the area is drier, preventing any setbacks as a result of heavy rainfall, also limiting the risks of pollution incidents (e.g. to the wetland area).

6.3.6 Input Alternatives

There are no inputs to a process thus alternatives could not be considered for this application.

7. ENVIRONMENTAL IMPACT ASSESSMENT RISK RATING AND MITIGATION MEASURES

All activities that are related to the proposed construction of the truck depot that could have some impact on the environment were identified. These impacts can be of environmental, socio-economic or cultural nature. Impacts are often not only confined within the direct scope of the proposed activity and can accumulate as a network of indirect impacts on the surrounding area.

Different impacts are associated with the construction and operational phases of the proposed activity. The significance will be determined by both the extent and duration of the impact. The environmental risk of any aspect is determined by a combination of parameters associated with the impact. Each parameter connects the physical characteristics of an impact to a quantifiable value to rate the environmental risk. A description of the parameters used in this impact assessment is listed in Table 14***Table 12*** below.

Table 12: Environmental impact assessment parameters

Parameters	Description
Extent	Refers to the physical or geographical size that is affected by the impact. It can be categorised into the following ranges: • Onsite–Within specific site boundary (weight value – 1) • Local – Within municipal boundary (weight value – 2) • Regional –Outside municipal boundary (weight value – 3)
Duration	Time span associated with impact: • Short term – 1 Year or less (weight value – 1) • Medium term – 1-5 Years (weight value –2) • Long term –Longer than 5 Years (weight value – 3)
Intensity and reversibility	The severity of an impact on the receiving environment: • Low – Natural and/or cultural processes continue in a modified way and is reversible (weight value – 1) • Medium – Natural and/or cultural processes stop and is partially reversible (weight value – 2) • High – Natural and/or cultural processes disturbed to an irreversible state (weight value – 3)
Significance of Impact / Consequence	Adding the extent, duration and intensity together provides the significance of the impact (High, Medium or Low). **Extent + Duration + Intensity = High/Medium/Low Impact**

Probability	The likelihood of an impact occurring: • Unlikely – 0% - 45% chance of the potential impact occurring (weight value – 1) • Possible – 46% - 75% chance of the potential impact occurring (weight value – 2) • Likely - >75% chance of the potential impact occurring (weight value – 3)
Environmental Risk Refer to Table 12 below	Multiplication of the significance of the impact by the probability of the impact occurring produces a final conclusion of the overall risk that an impact poses to the surrounding environment. **High/Medium/Low Impact X Probability = High/Medium/Low Environmental Risk**

Table 13: Environmental Risk Matrix

		Significance of Impact		
		Low Impact (3 – 5)	Medium Impact (6 – 8)	High Impact (9)
Probability	Definite / Very Likely 3	9 - 15 L – M	18 - 24 M – H	27 H
	Possible 2	6 – 10 L – M	12 – 16 M	18 M – H
	Unlikely 1	3 – 5 L	6 – 8 L	9 L
ENVIRONMENTAL RISK		Guidelines for Control Strategies		
(H) - High		Proactively reduce risk level, short term response.		
(M-H) Medium to High		Proactively reduce risk level, short term response.		
(M) – Medium		Management strategies to reduce risk level, short to medium term response.		
(L – M) Low to Medium		Management strategies to reduce risk level, short to medium term response, operational control and housekeeping.		
(L) - Low		Operational control and housekeeping.		

See tables below for a summary of impacts, their associative mitigating actions and the significance of the pre- and post- mitigation of each of the identified activities. The tables also provide an

environmental risk assessment of pre- and post- mitigation of identified activities. The tables are for Construction- and Operational- phases of the proposed project.

7.1 Construction Phase

Table 14: Environmental Impact Assessment –Training and Awareness

Activity: Employee training and awareness on their environmental responsibilities.	
Aspect: Uneducated and uninformed choices	
Nature of Environmental Impact: Impact on all facets of the environment.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	2
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**6**
Probability	3
Environmental Risk = Significance of Impact X Probability	18
Objective of Mitigation Measures	
Informing all employees (including constractors/subcontractors) and drivers of their impacts on the environment and how they can prevent or minimise these impacts will lead to sound environmental practices	
Proposed Mitigation	
• The Depot Manager, all current employees as well as future employees are required to attend on-site Environmental Awareness Training to be given by the appointed ECO. Copies of attendance certificates needs to be kept on file. • Training material must cover all aspects of the EMP and include: 1. The proper useage of spill kits; 2. The interpretation of material safety data sheets (MSDS's) for all chemicals and or hazardous substances used and stored at the depot workshop; 3. Effective separation of clean and dirty water through the utilization of correct drain systems for disposal of effluent; 4. Maintenance of storm water trenches; 5. General housekeeping; 6. Waste separation; 7. Water conservation. • The Depot Manager and contractors should maintain accurate records of any training undertaken for instance copies of the attendance register or attendance certificates. • The ECO shall monitor the contractor's compliance with the EMP requirements. • Environmental signage is to be displayed on the site including – "no smoking", "fire hazards", etc.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1
Environmental Risk = Significance of Impact X Probability	**3**

Table 15: Environmental Impact Assessment – Site Clearance

Activity: Clearance of the site.	
Aspect: Removal of indigenous vegetation outside the project footprint.	
Nature of Environmental Impact: Loss of indigenous grassland and terrestrial habitat in the surrounding environment.	
Before Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	3
Environmental Risk = Significance of Impact X Probability	15
Objective of Mitigation Measures	
To prevent the removal of vegetation outside the project footprint during site clearance.	
Proposed Mitigation	
• Site clearing is to be limited to only the area necessary for carrying out the specified work. • The building contractor is to draw up a plan for submission to the ECO and the depot manager indicating the locations of construction infrastructure including the mixing and storage areas during construction phase. • The site boundary is to be clearly demarcated and screened from the commencement of works. The erection of the final boundary fence or wall is preferable. • All demarcation is to be regularly maintained. • No unauthorised entry, stockpiling, dumping or storage of equipment outside the site boundary is permitted. • All construction activities, plant, labour and materials are to be restricted within the site boundary. • Removal of vegetation is to be avoided until such time as soil stripping is required.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	2
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**4**
Probability	1
Environmental Risk = Significance of Impact X Probability	4

Table 16: Environmental Impact Assessment – Stockpiling vegetation

Activity: Stockpiling of topsoil and cleared vegetation.	
Aspect: Topsoil is exposed to the elements.	
Nature of Environmental Impact: Degradation and erosion of a valuable resource (topsoil).	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	2
Environmental Risk = Significance of	10

Impact X Probability	
Objective of Mitigation Measures	
To reduce the duration and extent of exposure of topsoil, in order to preserve it as a resource and protect it from erosion.	
Proposed Mitigation	
• Before any construction takes place the proposed area for expansion will be pegged out. All construction activities will be limited to these areas. • Topsoil (top 150mm) is to be stockpiled in discrete areas and retained for future landscaping efforts. • Topsoil stockpiles shall not exceed 1m in height and 2m in width and shall be protected from wind, erosion and runoff by covering with a suitable fabric approved by the ECO. • Cleared indigenous vegetation should be used as a brush pack on topsoil stockpiles for erosion prevention. • If sterilization of the topsoil during stockpiling has occurred inorganic fertilizers will be used to supplement the soils before seeding of the area takes place..	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**4**
Probability	1
Environmental Risk = Significance of Impact X Probability	**4**

Table 17: Environmental Impact Assessment – Blasting, excavation and laying foundation.

Activity: The construction of a wash bay, diesel storage area, workshop and parking area.	
Aspect:Construction activities such as blasting, excavation and laying of foundation in a potentially dolomitic area.	
Nature of Environmental Impact: Failure of infrastructure.	
Before Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	2
Environmental Risk = Significance of Impact X Probability	**10**
Objective of Mitigation Measures	
To prevent failure of infrastructure and potential injury of employees (including constractors/subcontractors) and drivers.	
Proposed Mitigation	
The following reconmendations were extracted from the report titled: Roberts R.A., Geotechnical Investigation Eloff Erf 174 & 175, Vela VKE Consulting Engineers, Delmas, October 2011, which is attached hereto in Annexure D. • A bearing capacity of 50kPa may be taken on the sand at a depth of 0.5m. • Should higher loadings be needed a bearing capacity of 100kPa may be taken for the ferricrete at a depth of 1.0m. • No blasting would be required due to the fact that the material up to 1m can be classified as being soft material according to SABS 1200D Earthworks classification , or as “soft class 2” (Material that	

can be readily excavated with the aid of a pick) as per the Department of Water Affairs. • As a result of a lack of site specific data on dolomite in the area, it is assumed that the site classifies as D2/D3 and that the precautions listed in SANS 1936 needs to be taken into account: ➢ Stormwater runoff to be in impermeable channels and water from truck wash areas to be fed into this; ➢ Water must not be allowed to pool on the surface of the site; ➢ Fuel reticulations shall be above ground.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**4**
Probability	1
Environmental Risk = Significance of Impact X Probability	**4**

Table 18: Environmental risk assessment: Fire risk

Activity: Hot work activities (e.g. welding), smoking and cooking.	
Aspect: Runaway veldt fire.	
Nature of Environmental Impact: Loss of indigenous grassland, terrestrial habitat, and forage for life stock in the surrounding environment.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	2
Environmental Risk = Significance of Impact X Probability	**10**
Objective of Mitigation Measures	
To prevent the occurrence and spreading of a veldt fire.	
Proposed Mitigation	
Equipment • Basic fire-fighting equipment is to be placed at strategic locations on site and readily available (e.g. at the site office, flammable material store and watchman's container). • Equipment is to be maintained in good working order to the satisfaction of local fire authorities. • All personnel handling fuels and hazardous materials are to be issued with the appropriate Personal Protective Equipment (PPE). **Signage** • Safety signage including "No Smoking", "No Naked Lights" and "Danger", and product identification signs, are to be clearly displayed on fuel storage facilities and tanks. • Emergency numbers are to be clearly displayed. • All construction workers shall be issued with ID badges and clearly identifiable uniforms. **Training** • An emergency procedure, taking into consideration all potential emergencies, such as a fire outbreak, hazardous chemical spill, etc. should be compiled. • The contractor is to ensure that all employees, including sub-contractors and their employees, are trained on the emergency procedure.	

- Follow-up emergency training may be required from time to time as new subcontractors or crews commence work.

Flammable materials

- Flammable materials storage must comply with standard fire safety regulations.
- All flammable materials are to be stored in a suitable, lockable storage area.
- Combustible materials may not accumulate on the construction site.
- Access to fuel and chemical stores should be strictly controlled.

After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1
Environmental Risk = Significance of Impact X Probability	**3**

Table 19: Environmental risk assessment: Cement and concrete

Activity: The handling, storage, mixing, and disposal of cement and concrete.	
Aspect: Concrete and cement spillage.	
Nature of Environmental Impact: Potential soil and surface water pollution.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	2
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**6**
Probability	2
Environmental Risk = Significance of Impact X Probability	**12**
Objective of Mitigation Measures	
To prevent the pollution of soil and surface water as a result of concrete and cement improper handling, storage, mixing and disposal of cement and concrete.	
Proposed Mitigation	
• No mixing of concrete or cement directly on the ground is permitted. The mixing of concrete will only be done on mortarboards (dugga-boards). • Bricklayers and plasterers are to minimise any cement spill or runoff in their work area and are to ensure that the work area is cleaned of all cement spillage at the end of each workday. • Both used and unused cement bags are to be stored in weatherproof containers so as not to be affected by rain or runoff. • Contaminated soil resulting from concrete or cement spills, including residue produced by the washing of cavities, are to be removed immediately after the spillage has occurred and placed on the appropriate rubble stockpile.	
After Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**4**
Probability	2
Environmental Risk = Significance of Impact X Probability	**8**

Table 20: Environmental risk assessment: Generation of wastewater

Activity: The cleaning of equipment and construction areas.	
Aspect: Concrete and cement runoff.	
Nature of Environmental Impact: Potential soil and surface water pollution.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	2
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**6**
Probability	2
Environmental Risk = Significance of Impact X Probability	**12**
Objective of Mitigation Measures	
To prevent the pollution of soil and surface water bodies by wash water runoff containing concrete and cement contaminants.	
Proposed Mitigation	

• No washing of vehicles or equipment is permitted outside washbay area. • A dedicated temporary cleaning area is to be identified to facilitate washing of all cement and painting equipment.	
After Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**4**
Probability	2
Environmental Risk = Significance of Impact X Probability	**8**

Table 21: Environmental risk assessment: Vehicle and equipment maintenance.

Activity: Vehicle and equipment maintenance and fueling.	
Aspect: Leaking and/or spilling of fuels, greases and oils.	
Nature of Environmental Impact: Hydrocarbon pollution of soils, surface -and ground water.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	2
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**7**
Probability	3
Environmental Risk = Significance of Impact X Probability	**21**
Objective of Mitigation Measures	
To prevent hydrocarbon pollution of soils, surface- and ground water by spilling of fuel, grease or oil and leaking equipment and vehicles.	
Proposed Mitigation	
• Equipment and vehicles are to be repaired immediately upon developing leaks. • Drip trays shall be supplied for all repair work undertaken on machinery on site. • Drip trays are to be utilised during daily greasing and re-fuelling of trucks and other machinery to contain incidental spills. • Drip trays are to be inspected daily for leaks and effectiveness and emptied when necessary. • Appropriate equipment to deal with emergency spill incidents (spill kits) is to be readily available at high risk areas, such as the fuel bay and workshop areas. • Soil contaminated with hazardous substances, fuel or oil shall be treated as hazardous waste and removed from site. • Proper oil dispensing equipment is to be used i.e. hand pumps and funnels. Drums may not be tipped to dispense oil. • All liquid fuels (petrol and diesel) are to be stored in tanks or containers with lids. • Inspect vehicles for oil leaks on entering the facility to ensure vehicles are in sound condition to reduce the risk of oil or diesel spillages.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	2
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**6**
Probability	2
Environmental Risk = Significance of Impact X Probability	**12**

Table 22: Environmental risk assessment: General/domestic and hazardous waste

Activity: Handling, storage and disposal of general/domestic and hazardous waste.	
Aspect: Poor waste management.	
Nature of Environmental Impact: Soil, surface- and ground water pollution. Nuisance caused by odours and unsightly appearance of waste onsite.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	2
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**6**
Probability	3
Environmental Risk = Significance of Impact X Probability	18
Objective of Mitigation Measures	
To prevent soil, surface- and ground water pollution and the nuisance as a result of poor waste management.	
Proposed Mitigation	
• Installation of sufficient waste bins and skips/bulk containers where necessary. • All containers (bins and skips/bulk containers) shall be kept in a clean and hygienic manner. • Containers (bins and skips/bulk containers) utilised for the disposal of general and hazardous waste must be demarcated accordingly. • Waste material may only be temporarily stored at areas demarcated for such storage practices. • General waste shall be stored in a manner that prevents the harbouring of pests. • General waste materials should always be stored or disposed of separately from hazardous waste material (e.g. oil, diesel). • Skips/bulk containers should be removed and emptied at the municipal landfill site on a weekly basis or more as the need arise. • Oil rags, empty chemical containers and other hazardous waste must be disposed of at the Holfontein Hazardous landfill site (located approximately 15Km from the site).	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	2
Environmental Risk = Significance of Impact X Probability	6

Table 23: Environmental risk assessment: Dust

Activity: Excavation activities during construction and site clearance and vehicles travelling to and from the site on dirt road (Northern border of property).	
Aspect: Dust generation.	
Nature of Environmental Impact: Degradation of ambient air quality.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of	**6**

Impact + Intensity of Impact	
Probability	3
Environmental Risk = Significance of Impact X Probability	**18**
Objective of Mitigation Measures	
To minimise the impact of excavation activities, and vehicles travelling to and from the site, on the ambient air quality.	
Proposed Mitigation	
• Make use of the tarred Nr. 10 Road on the western border of the site instead of the dirt road running along the Northern border of the property. • Use water as dust suppression agent during the clearance of the area for development.	
After Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	2
Environmental Risk = Significance of Impact X Probability	**10**

Table 24: Environmental risk assessment: Ablution facilities

Activity: Installation and use of ablution facilities.	
Aspect: Unsanitary conditions on site	
Nature of Environmental Impact: Soil, surface- and ground water pollution.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	2
Environmental Risk = Significance of Impact X Probability	**10**
Objective of Mitigation Measures	
Prevent soil, surface- and groundwater pollution from unsanitary conditions onsite.	
Proposed Mitigation	
• Sufficient ablution facilities shall be provided – minimum of 1 toilet per 15 workers. • The Contractor shall ensure that any chemicals and/or waste from the ablution facilities are not spilled on the ground at any time. • Ablution facilities are to be serviced weekly or more frequently if required. • The sewerage conservancy tank that is currently serviced by the municipality shall remain and kept in proper working condition.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1

Environmental Risk = Significance of Impact X Probability	**3**

Table 25: Environmental risk assessment: Hazardous chemical substances.

Activity: Storage and handling of hazardous chemical substances, including fuel, greases and oils.	
Aspect: Poor management and spills of hazardous chemical substances, including fuel, greases and oils.	
Nature of Environmental Impact: Soil, surface water and groundwater pollution.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	2
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**7**
Probability	3
Environmental Risk = Significance of Impact X Probability	21
Objective of Mitigation Measures	
To prevent and minimise soil and water pollution as a result of poor management and accidental spills of hazardous chemical substances including fuel, greases and oils used onsite.	
Proposed Mitigation	
• Identify all hazardous chemical substances used onsite, including fuel, greases and oils. • Obtain the material safety data sheet of each of these hazardous chemical substances. • Ensure that the material safety data sheets have sufficient information to enable the user to take the necessary measures to protect his/her health and safety and that of the environment. • Material Safety Data Sheets for all hazardous chemical substances must be readily available on site. • Keep a stock inventory register of all chemicals in the store. • Powders must be stored above liquids. • Proper storage of chemicals in a lockable, well ventilated building. • Ensure adequate access control for the storage area. • Storage areas for hazardous chemicals are to comply with standard fire safety regulations. • Safety signage including “No Smoking”, “No Naked Lights” and “Danger”, and product identification signs, are to be clearly displayed in areas housing chemicals. • Appropriate equipment to deal with emergency spill incidents is to be readily available on site. This includes fire extinguishers, spill kits for hydrocarbon spills, drip trays for equipment and/or machinery leaks, drums or containers for contaminated water. • Chemicals are to be properly labeled and handled in a safety conscious manner. • All personnel handling hazardous chemicals and hazardous materials are to be issued with the appropriate Personal Protective Equipment (PPE). • Ensure that diesel/ fuel tanks are in a bunded area with capacity of holding 110% of the total storage volume. • The removal of only the daily-required amount of chemicals to be used from the shed. • If refueling on site or from drums, the ground must be protected and proper dispensing equipment is to be used i.e. hand pumps and funnels. Drums may not be tipped to dispense chemicals. • Use of drip trays during filling of machinery or equipment. Drip trays should be emptied into secondary containers on a regular basis. • Ensure that any spilled chemical cannot exit the designated storage area by constructing a hump / bump at the exit, or store chemicals in a spill tray. • Clean all spillage of fuels, lubricants and other petroleum based products immediately. • The contaminated material must be disposed of in accordance with the waste management procedure. • No hazardous chemical must be discarded in the sewage or storm water system.	

• Train staff on the use of chemicals in accordance with the risks as described in the material data sheets. • Soil contaminated with hazardous chemical substances shall be treated as hazardous waste and removed from site.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**4**
Probability	2
Environmental Risk = Significance of Impact X Probability	**8**

Table 26: Environmental risk assessment: Noise

Activity: Construction workers, vehicles, machinery and general noisy construction activities.	
Aspect: Generation of noise.	
Nature of Environmental Impact: Disturbance and nuisance to neighbors.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**4**
Probability	2
Environmental Risk = Significance of Impact X Probability	**8**
Objective of Mitigation Measures	
Minimise the noise generation during the construction phase.	
Proposed Mitigation	
• The site workers and contractors will adhere to the requirements of the Occupational Health and Safety Act, 1993 (Act No. 85 of 1993) regarding hearing protection and noise control measures. • Regular maintenance of vehicles and equipment. • All equipment and machinery should be fitted with adequate silencers. • No sound amplification equipment such as sirens, loud hailers or hooters are to be used on site except in emergencies and no amplified music is permitted on site. • No noisy work is to be conducted over the weekends or on public holidays.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1
Environmental Risk = Significance of Impact X Probability	**3**

Table 27: Environmental Impact Assessment – Stormwater run-off

Activity: Rain.
Aspect: ‘Clean’ rainwater running into ‘dirty’ areas.
Nature of Environmental Impact: Soil and surface water pollution.
Before Mitigation

Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	3
Environmental Risk = Significance of Impact X Probability	**15**
Objective of Mitigation Measures	
• To prevent contamination and sedimentation of the wetland during construction activities.	
Proposed Mitigation	
Storm water control • Clean storm water runoff from the surrounding environment must be channeled away from 'dirty' areas. These 'dirty' areas include the; washbay, chemical storage areas and all waste storage areas. • Clean storm water should be diverted and kept in the environment surrounding the site. • Storm water measures should be inspected on a regular basis in order to ensure that the structures are functional and not causing soil erosion. • No construction may take place within the 30m no development buffer surrounding the wetland. **Prevention of surface water pollution** • Correct waste management measures should be implemented. • Proper handling, storage and disposal of hazardous chemicals. • Sufficient ablution facilities should be provided and these facilities should be maintained. • Spillage of contaminated wash water into the environment should be prevented and it must be ensured that wash water is directly captured into the conservancy tank. Refer to Carter-Brown S.,September 2011 in Annexure D for more reconmendations on preventing contamination and sedimentation of the wetland during construction activities.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1
Environmental Risk = Significance of Impact X Probability	**3**

Table 28: Environmental Impact Assessment-Resource wastage during Construction Phase

Activity: Using of resources such as water, electricity, fuel, oil, grease and construction materials such as cement.	
Aspect: Inefficient and redundant use of a valuable resource.	
Nature of Environmental Impact: Wastage/depletion of valuable resources.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**6**

Probability	3
Environmental Risk = Significance of Impact X Probability	18
Objective of Mitigation Measures	
To prevent the inefficient and redundant use of valuable resources.	
Proposed Mitigation	
• Proper environmental training and awareness. • Regular maintenance and inspection of equipment, such as hose pipes used, to prevent leaks. • Regular site inspection by supervisors.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1
Environmental Risk = Significance of Impact X Probability	**3**

7.2 Operational phase

Table 29: Environmental risk assessment: Environmental Awareness and Training

Activity: Operational activities at the truck depot.	
Aspect: Lack of environmental knowledge among employees.	
Nature of Environmental Impact: Harm to the environment due to employees being unaware of how their activities may impact the environment or due to unauthorised access to the site.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	2
Environmental Risk = Significance of Impact X Probability	**10**
Objective of Mitigation Measures	
To prevent harm to the environment through the actions of uneducated employees.	
Proposed Mitigation	
• All employees are required to attend onsite Environmental Awareness Training prior to commencing work on site. • Follow-up Environmental Awareness Training may be required from time to time as new employees commence work or for specific activities that may potentially impact the environment. • The Depot manager is to maintain accurate records of any training undertaken. • The ECO shall monitor the facility managers' compliance with the requirement to provide sufficient environmental awareness training to all site staff. • Training is to cover all aspects of the EMP and procedures to be followed.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1
Environmental Risk = Significance of Impact X Probability	**3**

Table 30: Environmental Impact Assessment – Exotic invasive plant species.

Activity: Growth of vegetation.	
Aspect: Infestation of alien invasive vegetation.	
Nature of Environmental Impact: Loss indigenous habitat and excessive water usage.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	3
Environmental Risk = Significance of Impact X Probability	**15**
Objective of Mitigation Measures	

To control the growth of declared weeds and/or invader plants.	
Proposed Mitigation	
• Alien and invasive vegetation must be eradicated and controlled by manual removal, chemical application and biological control. The regulations in terms of the Conservation of Agricultural Resource Act, 1983 apply.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1
Environmental Risk = Significance of Impact X Probability	**3**

Table 31: Environmental Impact Assessment – Stormwater run-off

Activity: Rain	
Aspect: Stormwater run-off	
Nature of Environmental Impact: Contaminated discharges reaching sensitive ecosystems such as wetlands can result in an accumulation of pollutants, and interfere with the biological processes of *in-situ* floral and faunal species.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	3
Environmental Risk = Significance of Impact X Probability	**15**
Objective of Mitigation Measures	
• To prevent contamination and sedimentation of the wetland during construction activities.	
Proposed Mitigation	
Storm water control • Clean storm water runoff from the surrounding environment must be channeled away from 'dirty' areas. These 'dirty' areas include the washbay, chemical storage areas and all waste storage areas. • Clean storm water should be diverted and kept in the environment surrounding the site. • Storm water measures should be inspected on a regular basis in order to ensure that the structures are functional and not causing soil erosion. • All reasonable measures must be taken to prevent the dirty water (e.g. wash water) from contaminating the watercourse (wetland). **Prevention of surface water pollution** • Correct waste management measures should be implemented. • Proper handling, storage and disposal of hazardous chemicals and pesticides • Sufficient ablution facilities should be provided and these facilities should be maintained. • Appropriate management of traffic. • During the washing process, the use of bio-degradable products that break down easily in the environment must be used. • Spillage of contaminated wash water into the environment should be prevented and it must be	

ensured that wash water is directly captured into the conservancy tank.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1
Environmental Risk = Significance of Impact X Probability	**3**

Table 32: Environmental Impact Assessment - Dust

Activity: Increased traffic frequency	
Aspect: Dust generation.	
Nature of Environmental Impact: Degradation of ambient air quality.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**6**
Probability	3
Environmental Risk = Significance of Impact X Probability	18
Objective of Mitigation Measures	
To minimise the impact of dust generated by the increased traffic frequency on the ambient air quality.	
Proposed Mitigation	
• The trucks must make use of Road No 10 to get access to the depot site. • The parking area and onsite roads are to consist of gravel-cover that is not dust generating.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1
Environmental Risk = Significance of Impact X Probability	**3**

Table 33: Environmental Impact Assessment-Noise generation during Operational Phase

Activity: • Hooting, shouting, whistling by employees (including constractors/subcontractors and drivers). • Cooling units in cooling trucks generating noise. • Trucks driving at excessive speeds. • Traffic during untimely hours. • Increased traffic flow and frequency of disturbance. • Air-compression braking by trucks. • Poorly maintained exhaust systems. • Workshops and testing of trucks. • Noisy equipment.

Aspect: Increase in ambient noise level.	
Nature of Environmental Impact: Noise has the potential to be annoying, disrupt sleep, interfere with communication, reduce property values, adversely impact health, and adversely affect academic performance. Some impacts raised as a result of noise pollution: • Potential impact on the performance of a dairy farm. • Disturbance to elderly and sick people who have retired to the area. • Disturbance of peace.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	3
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**8**
Probability	3
Environmental Risk = Significance of Impact X Probability	24
Objective of Mitigation Measures	
• Maintain a dB reading of less than 50dB at the site boundary.	
Proposed Mitigation	
• Create awareness among all employees (including constractors/subcontractors) and drivers on the effects of noise pollution. • Implement a sound code of conduct wherein all employees (including constractors/subcontractors) and drivers are: ➢ required to plan ahead. ➢ not allowed to whistle or shout to get the attention of the security or any other co-worker. ➢ to use the hooter solely for avoiding a collision with another vehicle, animal or human. Hooters are not to be used to get the attention of the security guard to open the gate. ➢ to avoid allowing engines to idle. ➢ to turn their radios down or switch them off when on site. ➢ to close doors quietly. • Make sure the machinery on site is in proper working condition, fitted with the necessary silencing equipment. • Move noisy equipment (Such as fridges and generators) farther away from the receiver (neighbours). • Make sure that the workers on site stick to the prescribed working hours. • Enclose especially noisy activities or stationary equipment. • Erect noise barriers. The wall, next to Road no 2 on the southern side of the site, will be increased in height to be 2.8m high.	
After Mitigation	
Extent of the Impact	2
Duration of the Impact	3
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**6**
Probability	1
Environmental Risk = Significance of Impact X Probability	6

Table 34: Environmental Impact Assessment-Light use during Operational Phase

Activity: Vehicle and facility lighting.	
Aspect: Illumination of the surrounding environment.	
Nature of Environmental Impact: Light pollution	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	3
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**8**
Probability	3
Environmental Risk = Significance of Impact X Probability	24
Objective of Mitigation Measures	
To prevent or minimise the generation of unwanted and unneeded illumination.	
Proposed Mitigation	
• Where possible use full cut off light fixtures. • Use correct light fixtures to direct light into areas as needed. • Where possible use light timers, sensors and/or other controls, to turn lighting off when not needed. • Use the appropriate level of light for the task at hand. • Proper maintenance of lighting fixtures. • Create awareness among all employees (including constractors/subcontractors) and drivers on the effects of light pollution.	
After Mitigation	
Extent of the Impact	2
Duration of the Impact	3
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**6**
Probability	1
Environmental Risk = Significance of Impact X Probability	**6**

Table 35: Environmental risk assessment: Chemical substances.

Activity: Storage and handling of chemical substances, including fuel, greases, detergents etc.	
Aspect: Poor management and spills of chemical substances.	
Nature of Environmental Impact: Soil, surface water and groundwater pollution.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	2
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**7**
Probability	3
Environmental Risk = Significance of Impact X Probability	21
Objective of Mitigation Measures	
To prevent and minimise soil and water pollution as a result of poor management and accidental spills of chemical substances (fuel, greases, oils, detergents etc).	
Proposed Mitigation	
• Identify all chemical substances used onsite, including fuel, greases, detergents etc.	

• Obtain the material safety data sheet of each of these chemical substances. • Ensure that the material safety data sheets have sufficient information to enable the user to take the necessary measures to protect his/her health and safety and that of the environment. • Material Safety Data Sheets for all hazardous chemical substances must be readily available on site. • Develop a dangerous goods management plan based on the material safety data sheets of all identified chemical substances and the 1995 Hazardous Chemical Substances Regulations in terms of the Occupational Health and Safety Act, 1993 (Act no. 85 of 1993). • Implement a dangerous goods management plan. • Keep a stock inventory register of all chemicals in the store. • Powders must be stored above liquids. • Proper storage of chemicals in a lockable, well ventilated building. • Ensure adequate access control for the storage area. • Storage areas for hazardous chemicals are to comply with standard fire safety regulations. • Safety signage including “No Smoking”, “No Naked Lights” and “Danger”, and product identification signs, are to be clearly displayed in areas housing chemicals. • Appropriate equipment to deal with emergency spill incidents is to be readily available on site. This includes fire extinguishers, spill kits for hydrocarbon spills, drip trays for equipment and/or machinery leaks, drums or containers for contaminated water. • Chemicals are to be properly labeled and handled in a safety conscious manner. • All personnel handling hazardous chemicals and hazardous materials are to be issued with the appropriate Personal Protective Equipment (PPE). • Ensure that diesel/ fuel tanks are in a bunded area with capacity of holding 110% of the total storage volume. • The removal of only the daily-required amount of chemicals to be used from the shed. • If refueling on site or from drums, the ground must be protected and proper dispensing equipment is to be used i.e. hand pumps and funnels. Drums may not be tipped to dispense fuel. • Use of drip trays during filling of machinery or equipment. Drip trays should be emptied into secondary containers on a regular basis. • Ensure that any spilled chemical cannot exit the designated storage area by constructing a hump / bump at the exit, or store chemicals in a spill tray. • Clean all spillage of fuels, lubricants and other petroleum based products immediately. • The contaminated material must be disposed of in accordance with the waste management procedure. • No hazardous chemical must be discarded in the sewage or storm water system. • Train staff on the use of chemicals in accordance with the risks as described in the material data sheets. • Soil contaminated with hazardous chemical substances shall be treated as hazardous waste and removed from site.

After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	2
Environmental Risk = Significance of Impact X Probability	**10**

Table 36: Environmental risk assessment: Equipment and vehicle maintenance.

Activity: Vehicle and equipment maintenance and fueling.
Aspect: Leaking and/or spilling of fuels, greases and oils.

Nature of Environmental Impact: Hydrocarbon pollution of soils, surface -and ground water.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	2
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**7**
Probability	3
Environmental Risk = Significance of Impact X Probability	21
Objective of Mitigation Measures	
To prevent hydrocarbon pollution of soils, surface- and ground water by spilling of fuel, grease or oil and leaking equipment and vehicles.	
Proposed Mitigation	
• Inspection and maintenance of equipment, generators and vehicles, owned by Route 7 truck depot, shall take place on a regular basis. • Security shall inspect vehicles on entering the facility to ensure vehicles are in sound condition to reduce the risk of oil or diesel spillages. • Equipment, generators and vehicles are to be repaired immediately upon developing leaks. • Generators must be stored on a concrete floor in a bunded area. • Drip trays shall be supplied for all repair work undertaken on machinery on site. • Drip trays are to be utilised during daily greasing and re-fuelling of machinery and to contain incidental spills and pollutants. • Drip trays are to be inspected daily for leaks and effectiveness and emptied when necessary. This is to be closely monitored during rain events to prevent overflow. • Appropriate equipment to deal with emergency spill incidents is to be readily available on site. This includes fire extinguishers, spill kits for hydrocarbon spills, drip trays for equipment and/or machinery leaks, drums or containers for contaminated water. • Soil contaminated with hazardous substances, fuel or oil shall be treated as hazardous waste and removed from site. • If refueling on site or from drums, the ground must be protected and proper dispensing equipment is to be used i.e. hand pumps and funnels. Drums may not be tipped to dispense fuel. • All liquid fuels (petrol and diesel) are to be stored in tanks or containers with lids.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**5**
Probability	2
Environmental Risk = Significance of Impact X Probability	**10**

Table 37: Environmental risk assessment: Sanitation

Activity: Installation and use of ablution facilities.	
Aspect: Unsanitary conditions on site	
Nature of Environmental Impact: Potential surface- and/or ground water- contamination.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	1
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of	**5**

Impact + Intensity of Impact	
Probability	2
Environmental Risk = Significance of Impact X Probability	**10**
Objective of Mitigation Measures	
Prevent soil, surface- and groundwater pollution from unsanitary conditions onsite.	
Proposed Mitigation	
• Sufficient ablution facilities shall be provided – minimum of 1 toilet per 15 workers. • The location of toilets is to be approved by the ECO prior to site establishment, but shall be located within 100m of any work point. • Ablution facilities shall be inspected and maintained to prevent or minimize blockage and leakages. • Ablution facilities are to be serviced weekly or more frequently if required. • Toilets should have properly closing doors and supplied with toilet paper. • Awareness of the importance of proper hygiene should be created among employees. • Ablating anywhere other than in the toilets shall not be allowed.	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1
Environmental Risk = Significance of Impact X Probability	**3**

Table 38: Environmental risk assessment: General/domestic and hazardous waste

Activity: Handling, storage and disposal of general/domestic and hazardous waste.	
Aspect: Poor waste management.	
Nature of Environmental Impact: Soil, surface- and ground water pollution. Nuisance caused by odours and unsightly appearance of waste onsite.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	2
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**6**
Probability	3
Environmental Risk = Significance of Impact X Probability	**18**
Objective of Mitigation Measures	
To prevent soil, surface- and ground water pollution and the nuisance as a result of poor waste management.	
Proposed Mitigation	
• Develop a waste management plan. • The waste management plan should consider the type of waste, description, source, storage, disposal method, disposal facility and responsible person. • The implementation of the waste management plan should ensure. ➢ Installation of sufficient waste bins and skips/bulk containers where necessary. ➢ All containers (bins and skips/bulk containers) shall be kept in a clean and hygienic manner. ➢ Containers (bins and skips/bulk containers) utilized for the disposal of general and hazardous waste must be demarcated accordingly. ➢ Waste material may only be temporarily stored at areas demarcated for such storage practices. ➢ General waste shall be stored in a manner that prevents the harbouring of pests.	

➢ General waste materials should always be stored or disposed of separately from hazardous waste material (e.g. oil, diesel). ➢ General and hazardous waste generated during production is to be disposed of in appropriately demarcated bins. ➢ Bins are then emptied into appropriately demarcated skips/bulk containers with every break or more as the need arise. ➢ Skips/bulk containers should be removed to a nearby landfill site on a weekly basis or more as the need arise. ➢ Safe disposal certificates should be requested from general and hazardous landfill sites with every waste dumping. ➢ These safe disposal certificates should be kept on file to illustrate compliance with the cradle to grave principle. ➢ The ECO shall monitor the compliance with the cradle to grave principle. • No incineration of any kind of waste will be permitted onsite.

After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	2
Environmental Risk = Significance of Impact X Probability	**6**

Table 39: Environmental Impact Assessment - Washbay

Activity: Washing of trucks and other vehicles.	
Aspect: Generation of wastewater.	
Nature of Environmental Impact: Soil, surface water and/or groundwater pollution.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	3
Intensity of the Impact	3
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**8**
Probability	3
Environmental Risk = Significance of Impact X Probability	24
Objective of Mitigation Measures	
To prevent or minimise the contamination of the natural environment by wastewater generated when washing vehicles.	
Proposed Mitigation	
• All wastewater and cleaning liquids from the washbay will be collected in a conservancy tank and transported off site by a licensed waste removal contractor (municipality). • The washbay should be regularly swept and kept clean of waste. Ideally the wash bay should be cleaned by sweeping using dry absorbents, which will negate the need to dispose of large volumes of wastewater. • The washbay should be esigned to exclude rainwater, and to retain, collect, reuse, or dispose of all wastewaters. • The following features should be included: ➢ The wash bay should be roofed. This will prevent rain from entering the wash bay and thus the contamination of clean rainwater by wash water. ➢ For every three meters in height above the bund, the roof should have a one-metre overhang, to	

prevent wind-driven rain entering the wash bay. ➢ If the above mentioned overhang is impractical, walls or skirts can be used instead. ➢ The rainwater run-off can be collected in a tank for on-site reuse as wash water or diverted directly to a storm water discharge point. ➢ Bunds (speed humps) should be installed at the wash bay entry and exit points. These humps will contain the contaminated wash water within the wash bay. ➢ To facilitate wastewater collection and reduce absorption of chemicals, the floor surface of a wash bay should be paved with material that has a low permeability (e.g. concrete). ➢ Wash bay should be designed in such a manner that all wash water drains to a channel within the wash bay area. The floor should be graded to drain towards a collection point or channel. The wash bay floor and the drainage channel must have a minimum grade of 1:80.

After Mitigation	
Extent of the Impact	2
Duration of the Impact	3
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**6**
Probability	1
Environmental Risk = Significance of Impact X Probability	**6**

Table 40: Environmental Impact Assessment - Resource wastage

Activity: Usage of resources such as electricity and water.	
Aspect: Inefficient and redundant use of a valuable resource.	
Nature of Environmental Impact: Wastage/depletion of valuable resources.	
Before Mitigation	
Extent of the Impact	2
Duration of the Impact	3
Intensity of the Impact	2
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**7**
Probability	3
Environmental Risk = Significance of Impact X Probability	21
Objective of Mitigation Measures	
To prevent or minimise the impact of redundant activities and use of material that lead to unnecessary reduction of valuable resources.	
Proposed Mitigation	
General • Proper environmental training and awareness. • Monitoring of resource consumption. • Regular maintenance and inspection of equipment, such as pipes, pumps and fans. • Regular site inspection by supervisors. **Water** • Leaking taps and hose pipes are to be repaired immediately. • Running water taps and hosepipes are not to be left unattended. • Unused standpipes are to be buried to prevent damage and resultant water leaks. • Taps are to be attached to secured supports and used in preference to standpipes with no valve mechanism to open and close the water supply. All hose and tap connections are to be fitted with	

correct and appropriate plumbing fittings. **Electricity** • Save electricity by turning off lights and computers when leaving the office. • Halogen light bulbs convert approximately 80% of the energy used into heat rather than light. Replace spent light bulbs with energy saving CFLs (compact fluorescent light) or newer and more efficient LEDs (light emitting diode).	
After Mitigation	
Extent of the Impact	1
Duration of the Impact	1
Intensity of the Impact	1
Significance of Impact = Extent of Impact + Duration of Impact + Intensity of Impact	**3**
Probability	1
Environmental Risk = Significance of Impact X Probability	**3**

8. ENVIRONMENTAL MANAGEMENT PLAN

This Environmental Management Plan (EMP) document describes mitigation measures to be implemented during the construction- and operational- phase for the proposed project. The EMP is prescriptive and identifies specific people to undertake specific tasks in order to ensure the mitigation measures proposed are implemented and the objectives are achieved.

The EMP is a dynamic document, which should be updated and improved during implementation, as the site conditions become clearer and material or methods improve. The EMP, attached as Addendum B attempts to provide the most practicable methods to promote sound environmental management during the lifespan of the project.

9. CONCLUSION

As part of the Environmental Impact Assessment process a public meeting was held with the interested and affected parties. Concerns lodged by the I&AP's were:

- the current incorrect zoning of the property for the current and proposed future use,
- the condition of the roads servicing the area and the potential negative impact that could result from the trucks decreasing the lifespan of the road infrastructure;
- the increased traffic on the roads as a result of the operations of the trucks,
- disturbances (noise impact) caused by the trucks,
- the visual impact of the truck depot,
- ambient air quality decrease as a result of potential dust polution from the trucks using dirt roads in the area,
- hyrocarbon contamination as a result of leaks from trucks or fuel containers on site resulting in a potential impact on the wetland area to the north of the site,
- the impact on potential underlying dolomite,
- the impact on the ambiance of the area,
- the safety aspects related to the people (especially the school going children) and the animals of the area as a result of the increased traffic.

The following specialist studies have been conducted (Refer to Appendix D for all specialist reports).

- a wetland delineation study,
- an ecological fauna and flora habitat survey and
- a geotechnical investigation study,

The necessity of further specialist studies will need to be verified by the department (MPDEDET):

Based on the outcomes of the specialist assessments, which have informed the Draft Basic EIA process, coupled with the recommendations made by the EAP, the overall negative impact of the project is of **Medium to High significance.**

At present, with the current information available, it is not possible to determine the full extend of the impacts identified and the effective mitigation thereof. More specialist studies are required to shed light on the following issues:

- The condition of the roads and the impact of the increased traffic on the roads,
- Noise impact on adjacent properties,
- The visual impact caused by the development, and
- The feasibility of the proposed development based on the future development strategies (SDF) of the local authority (Delmas Municipality)

The following recommendations are therefore made:-

- More specialist studies would need to be conducted in order to understand the full extent of the impacts and the effective mitigation thereof.
- Should the project be approved and allowed to proceed, the mitigation measures proposed above, which have been incorporated into the EMP in more detail, must be implemented during the construction and operational phases.
- A communications pathway must be established that would allow the designated ECO to accept and deal with stakeholder complaints.
- Mitigation measures proposed above should be incorporated as far as possible into the operational plan for the development.
- Strict monitoring and enforcement of requirements of the EMP must be undertaken to ensure that contractors and operators adhere to these requirements.
- Comments from the Municipality will need to formally adress the re-zoning issue and the overall strategy of the local authority to make provision for truck depots within the municipal boundary.

As independent EAP’s to the project we can not support the go-ahead of the project without more clarity on the abovementioned aspects relating to the proposed project.