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**DRAFT AMENDMENT REPORT FOR THE PART 2  
AMENDMENT APPLICATION FOR THE GOLDEN WAY  
FILLING STATION AND SHOPPING COMPLEX  
(ENNERDALE SOUTH EXT 6) SITUATED ON PORTION 37  
OF THE FARM FONTEINE 313 IQ, COJ**

**GAUT 006/24-25/E0136**

In terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended and the Environmental Impact Assessment Regulations, 2014 (as amended).

**APPLICANT: OAKMERS CC**

**SEPT 2025**

## REQUIREMENTS FOR AN AMENDMENT REPORT

In terms of Section 32 of Chapter 5 of the EIA Regulations (2014 and subsequent 2017 amendments), an Amendment Report must accompany the application made in terms of Section 31 and must include –

Contents of the Amendment Report	Where it is found in this report
(1) The applicant must within 90 days of receipt by the competent authority of the application made in terms of regulation 31 submit to the competent authority-	This report
(a) a report, reflecting-	
(i) an assessment of all impacts related to the proposed change;	Section 6
(ii) advantages and disadvantages associated with the proposed change; and	Section 7
(iii) measures to ensure avoidance, management and mitigation of impacts associated with such proposed change; and	Section 6
(iv) any changes to the EMPr; which report-	Appendix 6
(aa) had been subjected to a public participation process, which had been agreed to by the competent authority, and which was appropriate to bring the proposed change to the attention of potential and registered interested and affected parties, including organs of state, which have jurisdiction in respect of any aspect of the relevant activity, and the competent authority, and	
(bb) Reflects the incorporation of comments received, including any comments of the competent authority; or	To be included in the final amendment report.
(b) a notification in writing that the report will be submitted within 140 days of receipt of the application by the competent authority, as significant changes have been made or significant new information has been added to the report, which changes or information was not contained in the report consulted on during the initial public participation process contemplated in subregulation (1)(a) and that the revised report will be subjected to another public participation process of at least 30 days.	Not applicable.
(2) In the event where subregulation (1)(b) applies, the report which reflects the incorporation of comments received, including any comments of the competent authority, must be submitted to the competent authority within 140 days of receipt of the application by the competent authority.	Not applicable.

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## 1. INTRODUCTION

**Sedcracker Environmental Consulting CC** has been appointed by the Applicant, **Oakmers CC**, as the independent Environmental Assessment Practitioner (EAP), to undertake an application in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended (NEMA) and the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended) for the amendment of the valid, positive Environmental Authorisation (EA) dated 22 June 2023 (Gaut 002/22-23/E3514).

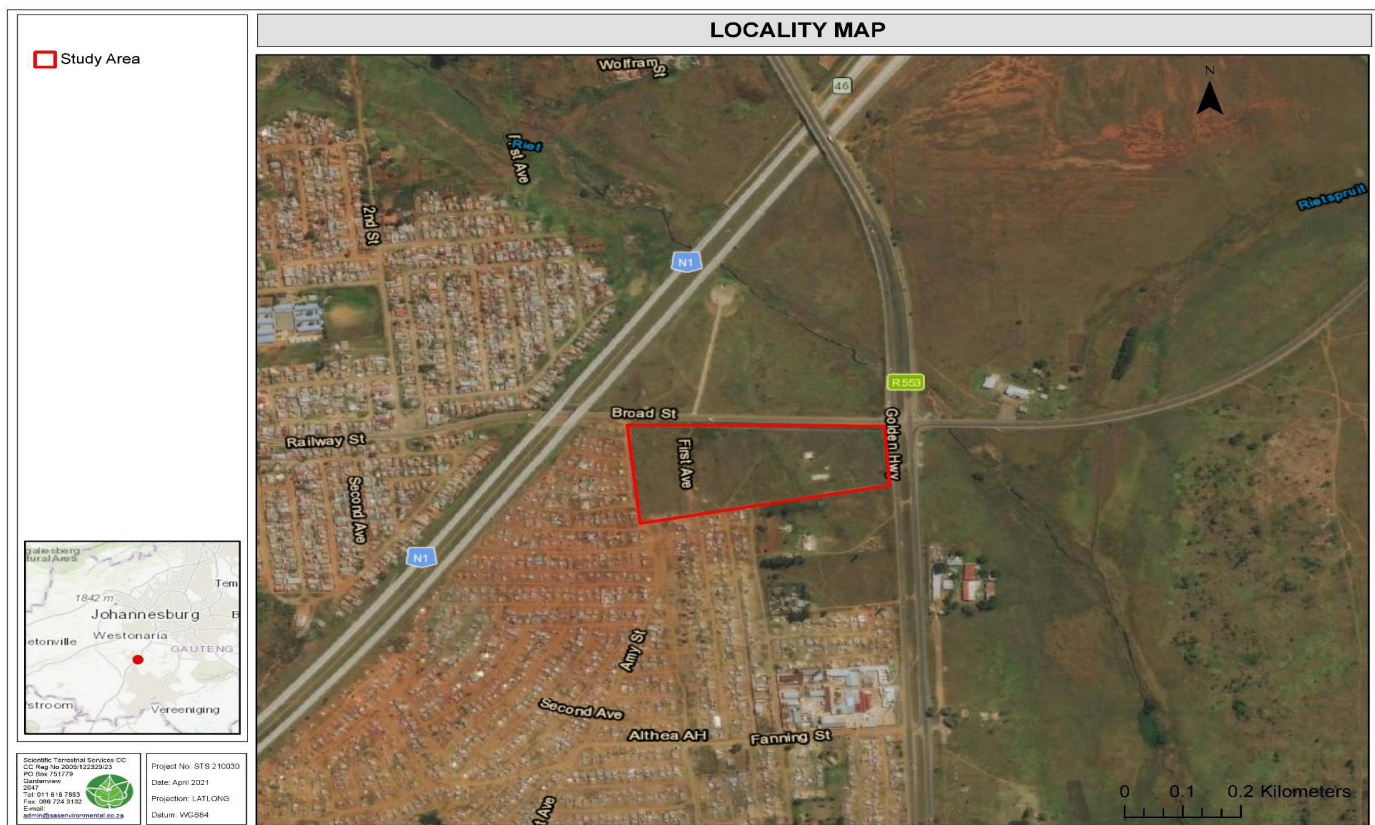
The EA was issued by the Gauteng Department of Agriculture and Rural Development, in terms of Regulation 4(2) of the Environmental Impact Assessment Regulations, 2014, as amended. The positive EA authorised the development of the Golden Way Filling Station and Shopping Complex situated on Portion 37 of the Farm Fonteine 313 IQ, City of Johannesburg Metropolitan Municipality. Refer to the EA attached in Appendix 1.

The purpose of this Part 2 amendment application is to amend the positive EA to **amend the approved layout** for the Ennerdale X 6 township. The amendment proposes changes to the layout plan, which will reduce the development footprint, realign the access road and exclude the area within the flood line. The comments received from the Gauteng Department of Roads and Transport, and the City of Johannesburg Environment, Infrastructure & Services Department, necessitated the amendment of the layout plan. A Part 2 amendment application is required under Regulation 31 of the EIA Regulations, 2014 (as amended), since the amendment will change the scope of the valid EA. However, it is important to note that the changes themselves do not constitute a new listed activity.

## 2. SITE LOCATION

The site is located approximately 21km to the north of Lenasia and approximately 24 km south of Evaton. The N1 Highway is approximately 100m to the west of the site, with the Grasmere Plaza situated 1km to the northeast. Please refer to Figure 1 for the study area locality map. The approved filling station and shopping complex are located on Portion 37 (a portion of Portion 3) of the farm Fonteine 313 IQ. The property measures 5,6 hectares. The Golden Highway borders the property to the east, while Broad Road forms its northern boundary. The property is situated approximately 600 meters south of where the Golden Highway meets the N1 highway. Access to the property is obtained from Broad Road.

The land is largely vacant apart from the ruins of demolished buildings located along its eastern boundary. An electrical power line is installed along the western boundary. Development in the area includes both formal and informal residential areas and formal and informal business sites, with several properties remaining largely vacant.



### 3. BACKGROUND INFORMATION AND COMMENCEMENT OF ACTIVITIES

#### 3.1 Project Approval and Description

The positive Environmental Authorisation (EA) (Gaut 002/22-23/E3514) was approved by the Gauteng Department of Agriculture and Rural Development, dated 22 June 2023. The EA authorised the development of a filling station With a combined capacity of 180 cubic meters, including parking bays and shopping complex, retail center, with the following development components, shops offices restaurants a launderette or dry cleaner or hardware as well as a provision for a taxi rank on Portion 37 of the farm Fonteine 313 IQ with a development footprint of five (5) hectares in extent. The development had to be according to the proposed site layout plan: Option A, the preferred layout alternative: drawing number S2205-3 dated July 2022. The EA and the conditions under which the application was approved is attached in Appendix 1.

Figure 2: EA approved layout, 22 July 2023

**SHOP TYPE QUANTITY UNIT AREA**

SHOP TYPE	QUANTITY	UNIT AREA
A	1	1800 m²
B	1	300 m²
C	4	100 m²
D	4	50 m²
E	4	110 m²
F	2	40 m²
G	2	40 m²
H	1	80 m²
I	1	141 m²
J	1	141 m²
K	1	141 m²
L	1	150 m²
M	2	25 m²
N	1	21 m²
O	1	210 m²
P	1	305 m²
Q	1	305 m²

**AREA SCHEDULE**

Site Area	Area
Site Area	96,974 m²

**PARKING SCHEDULE**

Parking Ratio Per Use	Area per use	Parking Bays Required
Office: 3 Parking bays per 100 m²	630 m²	18,9 bays
Shops: (shopping centres <10000m²)	5833 m²	174,99 bays
Shops: 3 Parking bays per 100 m²	300 m²	9 bays
Filling Station with Convenience Store: 3 Parking bays per 100 m²	480 m²	14,4 bays
Workshop: 3 Parking bays per 100 m²	650 m²	19,5 bays
Sport & Recreation facilities: 8 Parking bays per 100m² or 0,25	100 seats	25 bays
Shocking bays per use		
<b>TOTAL PARKING BAYS REQUIRED</b>		<b>281,78 bays</b>
<b>TOTAL PARKING BAYS PROVIDED</b>		<b>368 bays</b>

78 FAN bays provided in 78 FAN. As per CCJ Land Use Scheme, 1 Taxi bay is equivalent to 3 parking bays.  
10 x 8 = 152 & 152 = 288 = 300.  
The above total number of parking bays provided including the Taxi bays accounted for as parking bays = 320 Parking bays.

Proposed Coverage 25% 14000m²  
Proposed FAN 14 7883 m²

**DeZign In**

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Golden Way Mall

Rev 4 - Scale 1:1250 on A3 sheet

This amendment process is being followed to amend the EA to cater for the changes to the *layout plan*, which will **reduce the development footprint**, realign the access road and exclude the area within the floodline. *The authorised land uses remain the same, their sizes and layout have changed* as per Figure 3.

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Figure 3: Proposed new layout



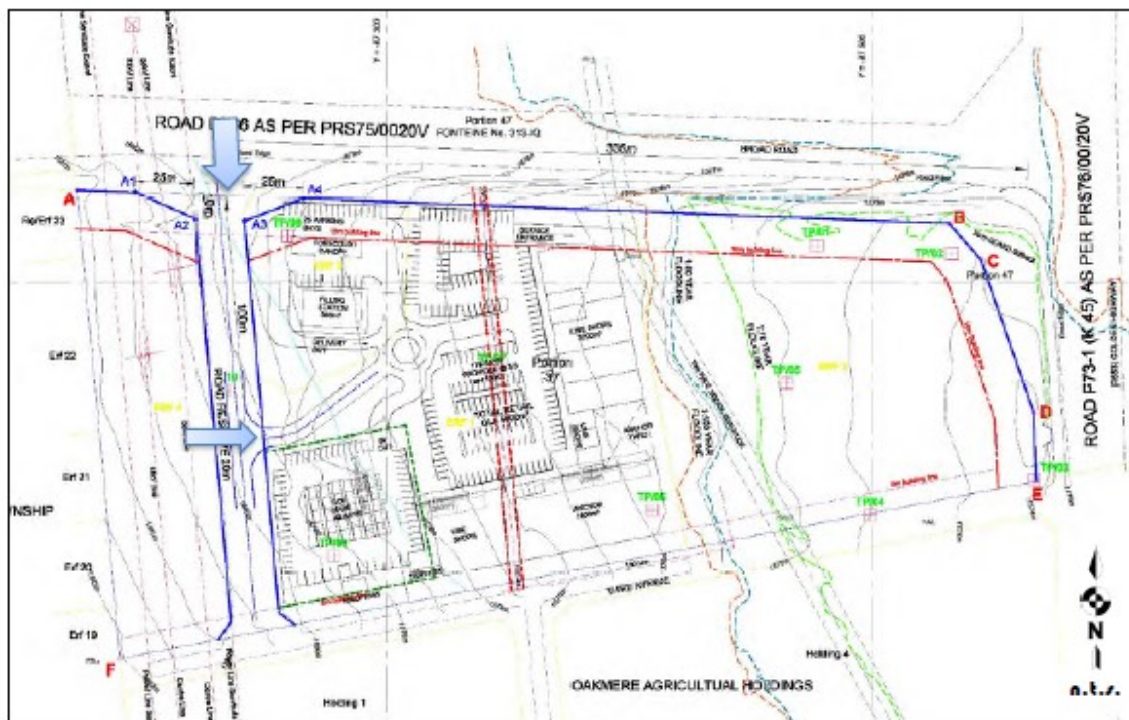
#### 4.1 Description of Amendments to the layout

##### 4.1.1 Approved Filling Station and Retail Centre Amended Access

The Gauteng Department of Roads and Transport (Gautrans) commented on the town planning application and requested that a link road should be created between Broad Road and the Oakmere Agricultural Holdings area, south of Portion 37 of the farm Fontaine 313 IQ. Gautrans requested a public service road, 25 metres in width. This road would divide the property into two separate parts, therefore Gautrans have provided in-principle support for locating the service road next to the existing Eskom servitude, toward the western part of the site. This access road will be located 335 metres west of the intersection of Holden Highway with Broad Road. The proposed development will now gain access from this link road, located 100 metres from its intersection with Broad Road. (Refer to Figure 4). The amended access aligns with the comment from the Gauteng Department of Roads and Transport, attached in Appendix 2.

The filling station was initially proposed at the corner of Broad Road and the Golden Highway (R553). Since the Gauteng Department of Roads and Transport did not approve the proposed access on Broad Road, the position of the filling station was moved toward the western section of the property. The amended layout places the proposed filling station south of Broad Road, and directly east of the new access road. The position will enable the filling station to operate on a 24-hour basis, while the retail centre can be secured after hours. Access to the filling station will be from a turning circle.

**Figure 4: Proposed access points**



#### 4.1.2 Roads

##### *Provincial roads*

The K-45 route, known as the Golden Highway (R553), forms the property's eastern boundary and is classified as a provincial road. The proposed upgrade of this road will widen its intersection with Broad Road. Broad Road (D766) is also under the jurisdiction of the Gauteng Department of Roads and Transport (Gautrans).

Figure 5 indicates the property in the context of the provincial and national roads in its vicinity. The proposed development will extend the provincial road network by including a link road between Broad Road and the southern boundary of the property. It will be located just east of the electric powerline servitude. This road will be constructed as part of the development and will fall under the jurisdiction of the Gauteng Department of Roads and Transport.

**Figure 5: Provincial and National roads**

#### **4.1.3 Exclusion of Any Structures in the Flood Line Area**

The amendment proposes that the area affected by the 1:100-year flood line be included as private open space. The open space will be defined as 'social open space'. This category will allow the continued use of the area as a deterrent to unwanted squatting and illegal land invasion. The developer will fence this area and utilise it for both active and passive recreation purposes.

The section of the property that adjoins the Golden Highway may also be used for advertising purposes, after the Roads Agency approves the relevant applications in this regard. The flood line area will remain free from permanent structures.

#### **4.1.4 Exclusion of the Commercial Use within the Eskom Servitude Area**

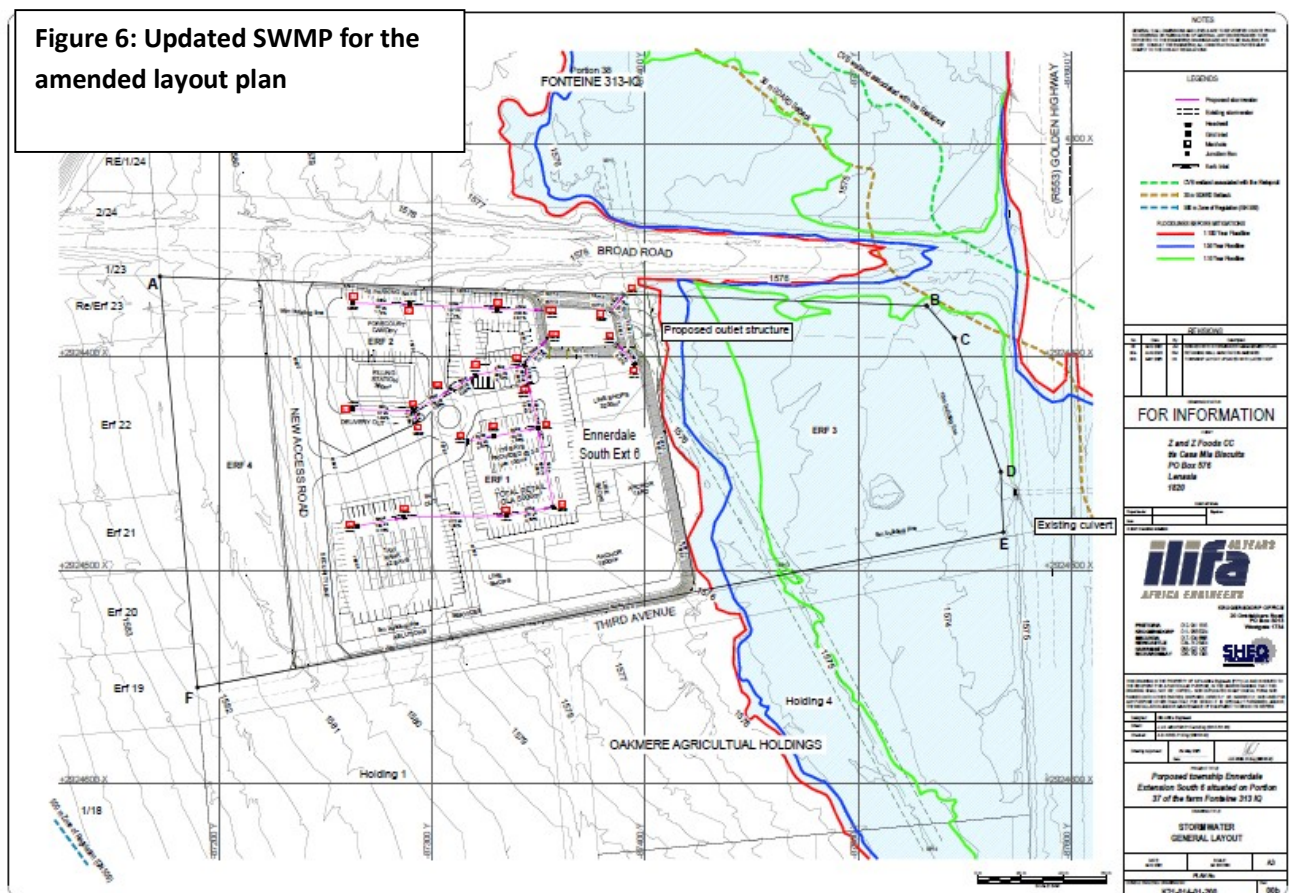
The approved development initially allowed for the potential storage of building material under the Eskom power lines. Given that the proposed link road (with a width of 25 metres) now divides the property into two distinct areas, the section west of the service road cannot be practically included in the development. Instead, the proposed Erf 4 will form a part of the township, but the land use rights will be "Special" without any development controls. Any future development of this section would require a rezoning application.

#### 4.1.5 Service Infrastructure

The civil services studies for the proposed Ennerdale South Extension 6 Township were undertaken in the last quarter of 2022, for the EIA and township establishment processes. The various report findings will serve as a baseline for the Service Level Agreement that will be entered into before the proclamation of the township. The services remain unchanged, except for the stormwater management plan, which has been updated based on the amended layout plan.

#### Detailed Stormwater Management Plan

Ilifa Africa Engineers have provided an updated stormwater management plan for the proposed township development. See Appendix 3. The report indicates that an attenuation pond can be accommodated on the north-eastern section of the proposed Erf 1. The attenuation dam is not located on a dedicated erf within the township to allow flexibility on the implementation of stormwater attenuation at the time of development.



#### 4.2 Amended Layout Plan Components

The layout components of the proposed amended layout plan are as follows:

PROPOSED ZONING	No of Erven	Erf No's	Area (ha)	Percentage
Business 3	1	1	2,1577	38,14 %
Special for a Filling Station	1	2	0,4481	7,92 %
Private Open Space (Social Space)	1	3	1,7982	31,78 %
Special (no development rights)	1	4	0,8814	15,60 %
Public Road			0,3721	6,58 %
<b>TOTAL</b>	<b>4</b>		<b>5,6575</b>	<b>100 %</b>



#### 4.2.1 Filling station Layout

The proposed facility will be aligned with the requirements of the Gauteng Department of Roads and Transport. The zoning of the filling station will not include a quick-service restaurant or the parking and storing of motor vehicles. The proposed filling station site measures 4,481m<sup>2</sup> and is located south of Broad Road and east of the new public access road over the property. The site's access is proposed from an internal road within the development.

The proposed site layout limits access to the proposed new public access road, with an entrance at least 100 metres south of its intersection with Broad Road. Currently, a four-way stop controls the Broad Road/R553 intersection. The Traffic Impact Assessment found that this intersection is already operating at an unacceptable level of service and indicates that the Broad Road/R553 intersection upgrade should include a signalised intersection.

Whether a signalised intersection or a four-way stop, the proposed filling station will be accessible to vehicles travelling in either direction on the Golden Highway and Broad Road.

The proposed filling station will comprise the following components: a five-island forecourt, a convenience shop, administration office, ablution facilities; and an automatic teller machine (ATM). The underground storage tanks will have a combined capacity of 180m<sup>3</sup>:

#### **4.2.2 Retail centre**

The proposed retail centre will comprise a large part of the proposed development, and the developer intends to establish a strip mall with structures along the southern property boundary and the centre of the property, outside the flood line area. The site will also be accessible from the proposed public road off Broad Road, 100 metres from the intersection of these two roads. The retail centre will include shops, offices, restaurants, and a launderette/dry cleaner. The uses mentioned are considered primary land use rights under the "Business 3" zoning category. The parking for the retail centre and the proposed taxi rank will also be accommodated on this property. The retail centre's gross leasable retail area will be limited to 5,000 m<sup>2</sup>.

#### **4.2.3 Private Open Space: Social Space**

The eastern section of the property is affected by the 1:100-year flood line. The exclusion of this area from the development poses a risk, both in terms of security and illegal settlements, if the land is not fenced and incorporated within the parameters of the development. Accordingly, the park area will be incorporated as a social space, so that the land may be used for active and passive recreational facilities that will not be compromised in the event of potential flooding.

#### **4.3 Listed Activities**

The proposed development will not trigger any listed activities of the EIA Regulations, 2014 (as amended), in addition to those approved by the 2023 EA.

## **5 RECEIVING ENVIRONMENT, IMPACTS ASSESSED AND SPECIALIST INPUTS**

### **5.1 Screening Report**

The National Web based Environmental Screening Tool is a geographically based web-enabled application used to generate a Screening Report referred to in Regulation 16(1)(v) of the EIA Regulations

2014, as amended. The Screening Report for the site was generated on 1 September 2025. Refer to the **Screening Report** included in Appendix 4.

### 5.1.2 Environmental Sensitivity

The environmental sensitivities for the proposed development footprint as identified in the Screening Report, are indicative only, and must be verified on site by a suitably qualified person before the specialist assessments identified in the Screening Report can be confirmed.

**Table 1** provides the environmental sensitivities of the development site identified in the September 2025 Screening Report:

Theme	Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
Agriculture Theme		X		
Animal Species Theme			X	
Aquatic Biodiversity Theme	X			
Archaeological and Cultural Heritage Theme				X
Civil Aviation Theme			X	
Defence Theme				X
Paleontology Theme		X		
Plant Species Theme			X	
Terrestrial Biodiversity Theme	X			

### Specialist Assessments Identified

The following list of specialist assessments were identified by the Screening Tool Report:

- Landscape/Visual Impact Assessment
- Archaeological and Cultural Heritage Impact Assessment
- Palaeontology Impact Assessment
- Terrestrial Biodiversity Impact Assessment
- Aquatic Biodiversity Impact Assessment
- Socio-Economic Assessment
- Plant Species Assessment
- Animal Species Assessment

The 2025 screening report is *the same* as the 2023 screening report generated for the Basic Environment Authorisation process conducted in 2021-2023. The specialist assessments conducted for the applicable themes as highlighted in the Screening Tool Report are less than five (5) years old and remain relevant for the site (other studies were not deemed necessary), and the amended layout.

The approved layout is being amended to reduce the overall development footprint, with specific reference to the removal of all infrastructure previously located within the 100-year floodline. This amendment represents an improvement on the approved layout, as it proactively eliminates potential risks associated with flood events and ensures enhanced protection of sensitive aquatic and riparian ecosystems. Importantly, this change is consistent with the principles of sustainable development and aligns with the general duty of care under Section 28 of NEMA, as well as the precautionary principle.

All specialist investigations conducted during the 2021-2023 environmental assessment process remain valid and applicable to the amended layout. The biodiversity, wetland, and aquatic assessments confirmed that the broader site is suitable for development, subject to the exclusion of high-sensitivity areas. By removing all development from within the 100-year floodline, the amendment strengthens the mitigation hierarchy by avoiding sensitive areas altogether, thereby further reducing environmental risk.

The amendment therefore does not introduce any new impacts not previously assessed; rather, it provides for a more environmentally responsible configuration of the approved project. The proposed amendment will not compromise the intent or findings of the 2023 Environmental Impact Assessment.

## **5.2 Impacts associated with the amendment proposal**

To determine the traffic and services engineering impacts associated with the amended development proposal, the following reports apply:

- Transport Impact Assessment (Appendix 5)
- Stormwater Management Plan (Appendix 3)

### **5.2.1 Impact on Traffic**

The feedback from the Gauteng Department of Roads and Transport (Gautrans) indicated that a link road necessitated the amendment of the layout plan. Hamatino Consulting Engineers conducted an updated traffic impact assessment (TIA) for the amended layout plan.

Gautrans requires a public service road, 25 metres in width. This road will divide the property into two separate parts. Initial discussions with Gautrans established its in-principle support for locating this service road next to the existing Eskom servitude, toward the western part of the site. This access road will be located 335 metres west of the intersection of Holden Highway with Broad Road. The proposed development will now gain access from this link road, located 100 metres from its intersection with Broad Road.

The proposed filling station access is located within the development, facing onto Broad Road. Access will be off the proposed new public road, which will also serve the retail facility.

The conclusions of the amended TIA are as follows:

- That the development be supported from a traffic engineering point of view;
- That the Broad Rd / R553 (Golden Highway) Intersection be upgraded in accordance with section 7 of the TIA report:
- Access to the shopping centre be provided in accordance with the relevant township layout plan and as approved by the Gautrans;

### **5.2.2 Impact on Engineering Services: Stormwater Management Plan**

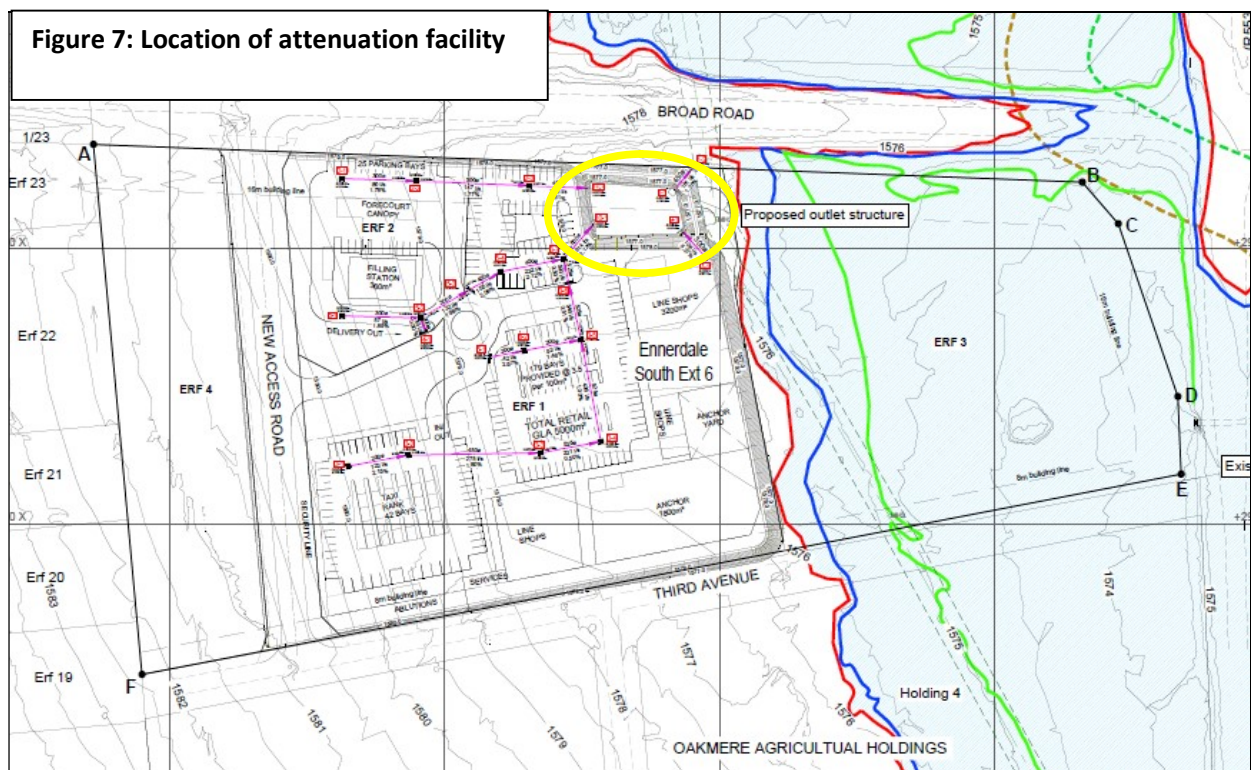
Ilifa Africa Engineers have provided an updated stormwater management plan for the amended layout. No existing municipal stormwater infrastructure is in the vicinity of the proposed, except for an existing culvert identified on the Golden Highway (P37-1).

The proposed stormwater model for the amended layout, divides the development into 18 sub-catchments. The stormwater network of the proposed development will consist of pipe sizes ranging from 300Ø to 600Ø.

An attenuation facility for the proposed development will be incorporated in the northeastern corner of the development, consisting of an earth berm along the northern and eastern boundaries. An outlet structure will be constructed to ensure that the pre-development peak discharge is not exceeded, which will discharge into the earth channel along Broad Road. The attenuation pond has been developed following the guidelines outlined in the JRA Road and Stormwater Manual (Volume 1: Code of Procedure).

The required storage for the 1:25-year storm event is a maximum of 770 m<sup>3</sup> storage volume required. This volume is adequate to ensure that the predevelopment peak discharge is not exceeded.

No external services are required to accommodate the proposed township because it will discharge directly into the Broad Road reserve. The internal stormwater network will not be handed over to the JRA on completion of the construction works. The responsibility of the operations and maintenance will be for the developer until taken over by any future property owners.



The township can be supported from a stormwater management perspective provided the following measures are put in place:

- The stormwater runoff from the township will be safely channelled to the proposed attenuation pond.
- The proposed attenuation is adequate to ensure that the pre-development runoff for the 1:5 to 1:25 year storm events is not exceeded.
- Stormwater inlets will be constructed at strategic positions to catch runoff from the site and conveyed in an underground stormwater drainage system consisting of interlocking joint concrete pipes.

## 6 ASSESSMENT OF IMPACTS RELATED TO THE AMENDED LAYOUT PLAN

### 6.1 Impact Assessment Methodology

The methodology used to determine and rank the nature, significance, consequences, extent, duration of the potential environmental impacts and risks associated with the proposed activity or development and alternatives, the degree to which the impact or risk can be reversed and the degree to which the impact and risk may cause irreplaceable loss of resources are as follows:

Seven rating scales will be considered when assessing potential impacts. These include:

1. extent;
2. duration;
3. intensity;
4. status of impact;
5. probability;
6. degree of confidence; and
7. significance.

In assigning significance ratings to potential impacts before and after mitigation the following approach presented below is to be adhered to:

1. The core criteria for determining *significance* ratings are “extent”, “duration” and “intensity”. The preliminary significance ratings (low, medium, high) for combinations of these three criteria are given.
2. The *status* of an impact is used to describe whether the impact will have a negative, positive or neutral effect on the surrounding environment. An impact may therefore be negative, positive (or referred to as a benefit) or neutral.
3. Describe the impact in terms of the *probability* of the impact occurring and the degree of confidence in the impact predictions, based on the availability of information and knowledge.
4. Additional criteria to be considered, which could “increase” the *significance* rating if deemed justified, with motivation, are the following:
  - Permanent / irreversible impacts (as distinct from long-term, reversible impacts);
  - Potentially substantial cumulative effects; and
  - High level of risk or uncertainty, with potentially substantial negative consequences.
5. Additional criteria to be considered, which could “decrease” the *significance* rating if justified, with motivation, is the following:
  - Improbable impact, where confidence level in prediction is high.
6. When assigning significance ratings to impacts *after mitigation*:
  - First, consider probable changes in intensity, extent and duration of the impact after mitigation, assuming effective implementation of mitigation measures, leading to a revised significance rating; and
  - Then moderate the significance rating after taking into account the likelihood of proposed mitigation measures being effectively implemented. Consider:
    - Any potentially significant risks or uncertainties associated with the effectiveness of

mitigation measures;

- The technical and financial ability of the proponent to implement the measure; and
- The commitment of the proponent to implementing the measure, or guarantee over time that the measures would be implemented.

7. The cumulative impacts of a project should also be considered. "Cumulative impacts" refer to the impact of an activity that may become significant when added to the existing activities currently taking place within the surrounding environment.
8. Where applicable, assess the degree to which an impact may cause irreplaceable loss of a resource. A resource assists in the functioning of human or natural systems, i.e. specific vegetation, minerals, water, agricultural land, etc.

#### A. Significance

The significance ratings are based on largely objective criteria and inform decision-making at a project level as opposed to a local community level. In some instances, therefore, whilst the significance rating of potential impacts might be "low" or "very low", the importance of these impacts to local communities or individuals might be extremely high. The importance which I&APs attach to impacts must be taken into consideration, and recommendations should be made as to ways of avoiding or minimising these negative impacts through project design, selection of appropriate alternatives and / or management.

Significance rating	Effect on decision-making
<b>VERY LOW; LOW</b>	<b>Will not have an influence on the decision to proceed with the proposed project, provided that recommended measures to mitigate negative impacts are implemented.</b>
<b>MEDIUM</b>	<b>Should influence the decision to proceed with the proposed project, provided that recommended measures to mitigate negative impacts are implemented.</b>
<b>HIGH; VERY HIGH</b>	<b>Would strongly influence the decision to proceed with the proposed project.</b>

#### B. Extent

"Extent" defines the physical extent or spatial scale of the impact.

Rating	Description
<b>LOCAL</b>	<b>Extending only as far as the activity, limited to the site and its immediate surroundings. Specialist studies to specify extent.</b>
<b>REGIONAL</b>	<b>Southern Cape. Specialist studies to specify extent.</b>

<b>NATIONAL</b>	<b>South Africa</b>
<b>INTERNATIONAL</b>	

### C. Duration

“Duration” gives an indication of how long the impact would occur.

Rating	Description
<b>SHORT TERM</b>	<b>0 - 5 years</b>
<b>MEDIUM TERM</b>	<b>5 - 15 years</b>
<b>LONG TERM</b>	<b>Where the impact will cease after the operational life of the activity, either because of natural processes or by human intervention.</b>
<b>PERMANENT</b>	<b>Where mitigation either by natural processes or by human intervention will not occur in such a way or in such time span that the impact can be considered transient.</b>

### D. Intensity

“Intensity” establishes whether the impact would be destructive or benign.

Rating	Description
<b>ZERO TO VERY LOW</b>	<b>Where the impact affects the environment in such a way that natural, cultural and social functions and processes are not affected.</b>
<b>LOW</b>	<b>Where the impact affects the environment in such a way that natural, cultural and social functions and processes continue, albeit in a slightly modified way.</b>
<b>MEDIUM</b>	<b>Where the affected environment is altered, but natural, cultural and social functions and processes continue, albeit in a modified way.</b>
<b>HIGH</b>	<b>Where natural, cultural and social functions or processes are altered to the extent that it will temporarily or permanently cease.</b>

### E. Loss of resources

“Loss of resource” refers to the degree to which a resource is permanently affected by the activity, i.e. the degree to which a resource is irreplaceable.

Rating	Description
<b>LOW</b>	<b>Where the activity results in a loss of a particular resource but where the natural, cultural and social functions and processes are not affected.</b>

<b>MEDIUM</b>	<b>Where the loss of a resource occurs, but natural, cultural and social functions and processes continue, albeit in a modified way.</b>
<b>HIGH</b>	<b>Where the activity results in an irreplaceable loss of a resource.</b>

#### F. *Status of impact*

The status of an impact is used to describe whether the impact would have a negative, positive or zero effect on the affected environment. An impact may therefore be negative, positive (or referred to as a benefit) or neutral.

#### G. *Probability*

“Probability” describes the likelihood of the impact occurring.

Rating	Description
<b>IMPROBABLE</b>	<b>Where the possibility of the impact to materialise is very low either because of design or historic experience.</b>
<b>PROBABLE</b>	<b>Where there is a distinct possibility that the impact will occur.</b>
<b>HIGHLY PROBABLE</b>	<b>Where it is most likely that the impact will occur.</b>
<b>DEFINITE</b>	<b>Where the impact will occur regardless of any prevention measures.</b>

#### H. *Degree of confidence*

This indicates the degree of confidence in the impact predictions, based on the availability of information and knowledge.

Rating	Description
<b>HIGH</b>	<b>Greater than 70% sure of impact prediction.</b>
<b>MEDIUM</b>	<b>Between 35% and 70% sure of impact prediction.</b>
<b>LOW</b>	<b>Less than 35% sure of impact prediction.</b>

#### I. *Significance*

“Significance” attempts to evaluate the importance of a particular impact, and in doing so incorporates the above three scales (i.e. extent, duration and intensity)

Rating	Description
<b>VERY HIGH</b>	<b>Impacts could be either: of high intensity at a regional level and endure in the long term; of high intensity at a national level in the medium term; of medium intensity at a national level in the long term.</b>

Rating	Description
<b>HIGH</b>	Impacts could be either: of high intensity at a regional level and endure in the medium term; of high intensity at a national level in the short term; of medium intensity at a national level in the medium term; of low intensity at a national level in the long term; of high intensity at a local level in the long term; of medium intensity at a regional level in the long term.
<b>MEDIUM</b>	Impacts could be either: of high intensity at a local level and endure in the medium term; of medium intensity at a regional level in the medium term; of high intensity at a regional level in the short term; of medium intensity at a national level in the short term; of medium intensity at a local level in the long term; of low intensity at a national level in the medium term; of low intensity at a regional level in the long term.
<b>LOW</b>	Impacts could be either of low intensity at a regional level and endure in the medium term; of low intensity at a national level in the short term; of high intensity at a local level and endure in the short term; of medium intensity at a regional level in the short term; of low intensity at a local level in the long term; of medium intensity at a local level and endure in the medium term.
<b>VERY LOW</b>	Impacts could be either: of low intensity at a local level and endure in the medium term; of low intensity at a regional level and endure in the short term; of low to medium intensity at a local level and endure in the short term.
<b>INSIGNIFICANT</b>	Impacts with: Zero to very low intensity with any combination of extent and duration.
<b>UNKNOWN</b>	In certain cases it may not be possible to determine the significance of an impact.

J. *Degree to which impact can be mitigated*

This indicates the degree to which an impact can be reduced / enhanced.

Rating	Description
<b>NONE</b>	No change in impact after mitigation.
<b>VERY LOW</b>	Where the significance rating stays the same, but where mitigation will reduce the intensity of the impact.
<b>LOW</b>	Where the significance rating drops by one level, after mitigation.

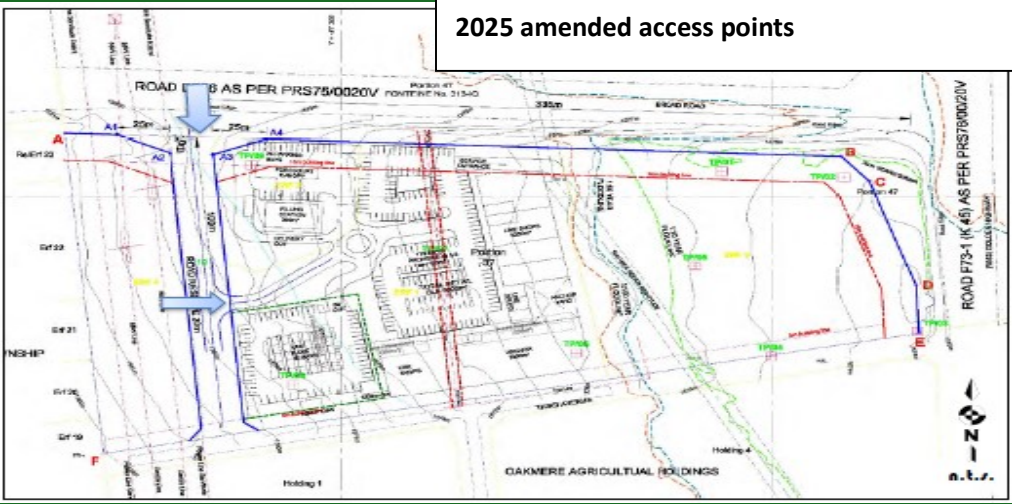
**This refers to the degree to which an impact can be reversed.**

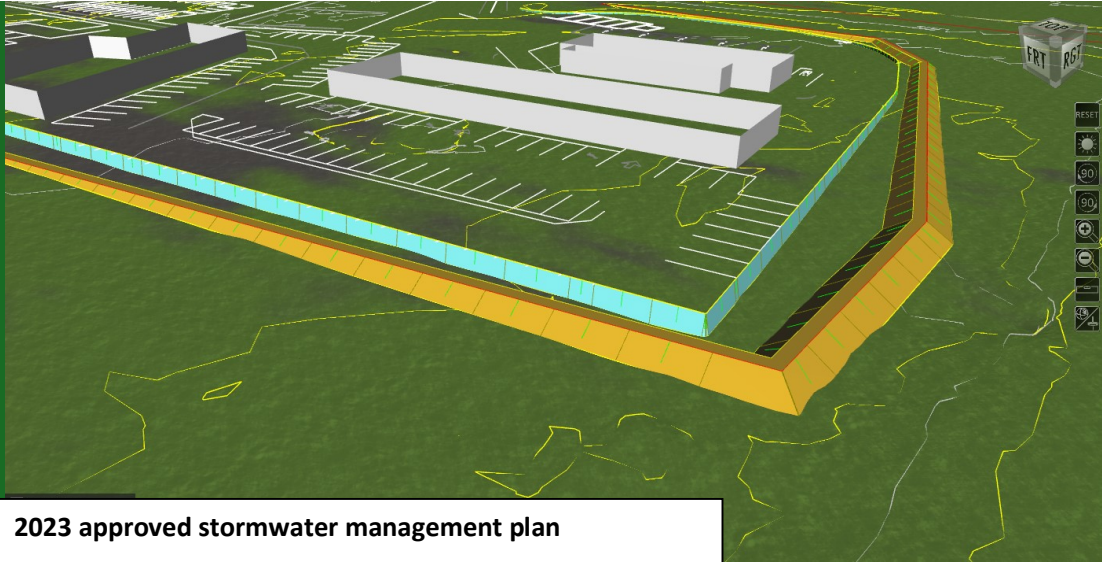
## 6.2 Comparative assessment of impacts associated with the amended layout plan

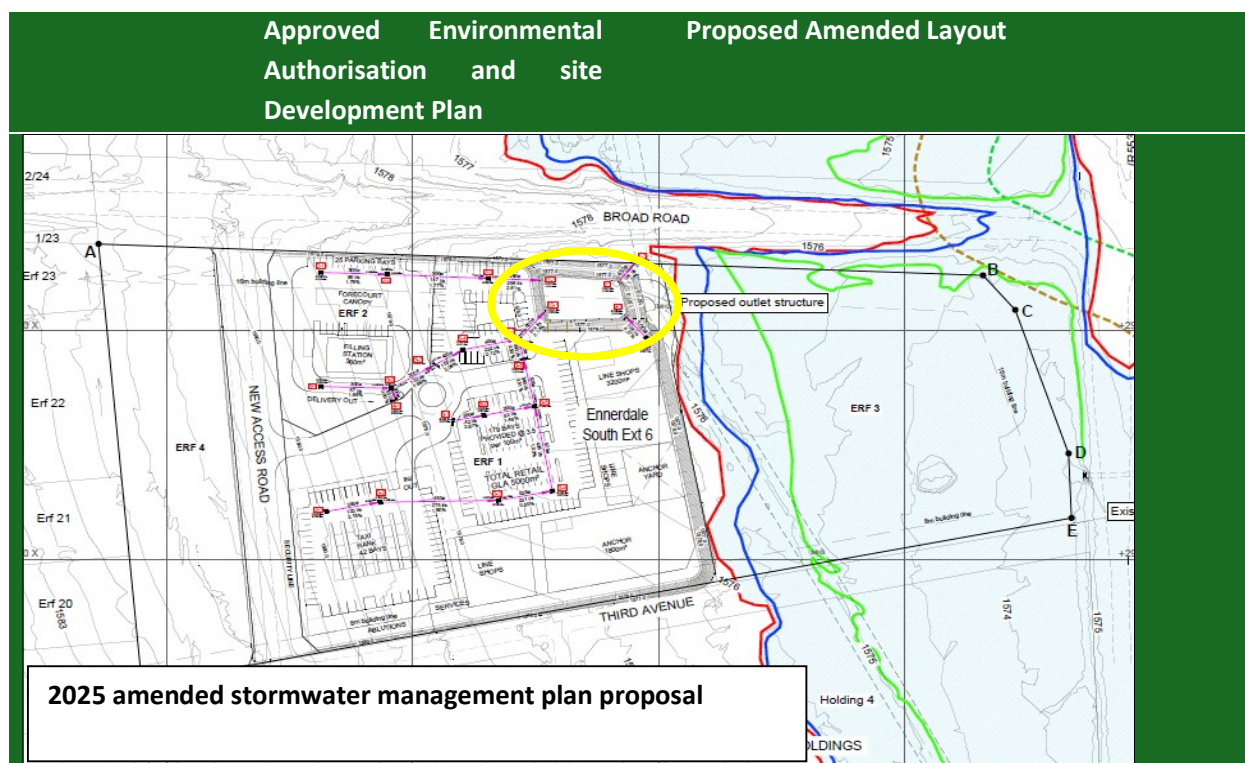
## Biodiversity impact



	Approved Environmental Authorisation and site Development Plan	Proposed Amended Layout
		<p>All specialist investigations conducted during the 2021-2023 environmental assessment process remain valid and applicable to the amended layout. The biodiversity, wetland, and aquatic assessments confirmed that the broader site is suitable for development, subject to the exclusion of high-sensitivity areas. By removing all development from within the 100-year flood line, the amendment strengthens the mitigation hierarchy by avoiding sensitive areas altogether, thereby further reducing environmental risk.</p> <p>The amendment therefore does not introduce any new impacts not previously assessed; rather, it provides for a more environmentally responsible configuration of the approved project.</p>
<b>Traffic Impact</b>	Access to the development was provided from Broad Road which abuts the development along the northern boundary. Broad Road and the R553 Golden Highway roads sort under the jurisdiction of Gautrans. An exclusive access for the filling station was planned from Broad Road which abuts the filling station erf along the northern boundary.	The proposed new main access to the site is located 335m from the Golden Highway/Broad Road intersection. From this access road, the entrance to the filling station and the retail site is situated 100m south of Broad Road. The amended access aligns with the requirements of the Gauteng Department of Roads and Transport.

Approved Environmental Authorisation and site Development Plan			Proposed Amended Layout
			<div>2023 approved layout plan and access points</div> 
			<div>2025 amended access points</div> 
Stormwater management	Originally, an attenuation facility for the proposed development would consist of an earth berm along the eastern boundary and parts of the northern and southern boundaries. An outlet structure was to be constructed to ensure that the pre development peak discharge was	An attenuation facility for the proposed development will be incorporated in the northeastern corner of the development, consisting of an earth berm along the northern and eastern boundaries. An outlet structure will be constructed to ensure that the pre-development peak discharge is not exceeded, which will discharge into the earth channel along Broad Road.	

Approved Environmental Authorisation and site Development Plan		Proposed Amended Layout
<p>not exceeded, which would discharge directly into the existing culvert on the Golden Highway.</p> <p>Stormwater inlets would be constructed at strategic positions to catch runoff from the site and conveyed in an underground stormwater drainage system consisting of interlocking joint concrete pipes.</p>		
		
<p>2023 approved stormwater management plan</p>		



### 6.3 Assessment of impact and identified risks

#### 6.3.1 Traffic

TRAFFIC IMPACT	
Potential impact and risk:	<ul style="list-style-type: none"> <li>Increased construction traffic.</li> <li>Road safety risks from slow-moving construction trucks and turning vehicles at site entrances.</li> <li>Damage to road surfaces from frequent use of local access roads could degrade surfaces.</li> <li>Temporary access disruptions.</li> </ul>
Nature of impact:	Negative
Extent and duration of impact:	Site specific, short term, and in an controlled manner
Consequence of impact or risk:	Reduced traffic safety, mobility, and road condition in the short-term
Probability of occurrence:	Probable
Degree to which the impact may cause irreplaceable loss of resources:	N/A

<b>Degree to which the impact can be reversed:</b>	<b>Highly reversible</b>
<b>Indirect impacts:</b>	Social disruptions for the local community, including delays in daily travel, increased fuel use, reduced accessibility to residential areas, and heightened safety risks for pedestrians and other road users. Short-term environmental degradation through elevated emissions, dust, and noise.
<b>Cumulative impact prior to mitigation:</b>	Increased congestion, higher accident risks, deterioration of air quality, economic disruption, and reduced community well-being. These impacts, while temporary, may intensify regional transport inefficiencies
<b>Significance rating of impact <u>prior</u> to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)</b>	Medium
<b>Degree to which the impact can be avoided:</b>	Moderate to low
<b>Degree to which the impact can be managed:</b>	Fully manageable
<b>Degree to which the impact can be mitigated:</b>	High
<b>Proposed mitigation:</b>	<p>The amended layout plan has accommodated the comments received from the GAUTRANS. The development is supported by the traffic engineers, with the following requirements;</p> <ol style="list-style-type: none"> <li>1. Broad Rd / R553 (Golden Highway) Intersection must be upgraded in accordance with section 7 of the TIA report:</li> <li>2. Access to the shopping centre must be provided in accordance with the amended township layout plan and as approved by the Gautrans.</li> </ol>
<b>Residual impacts:</b>	Short-term and localised congestion on Broad Road, minor delays for local road users, increased accident risk for pedestrians and vehicles, and low-level noise and emissions from construction vehicles
<b>Cumulative impact post mitigation:</b>	Short-term congestion, incremental wear on local roads, and heightened safety risks
<b>Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)</b>	Low

## 6.3.2 Stormwater Management

STORMWATER MANAGEMENT	
<b>Potential impact and risk:</b>	<ul style="list-style-type: none"> <li>Increased sediment loads (siltation) from exposed soils and stockpiles which can wash into the attenuation pond/floodplain, reducing pond capacity and smothering downstream habitat.</li> <li>Contaminant wash-off from cement slurries, hydrocarbons from plant, and litter mobilised by rainfall can degrade water quality.</li> <li>Erosion &amp; scour from unprotected inlets/outlets and temporary discharge points that may cause gully formation on the floodplain margin.</li> <li>Temporary flood interference from poorly planned temporary berms/works can obstruct overland flow paths, locally increasing flood risk.</li> <li>Pond integrity risk from incomplete compaction/lining during works can lead to seepage, side-slope slumps, or embankment failure under first storms.</li> <li>Health &amp; safety from open excavations/partially complete pond presents drowning hazards; stagnant water can create mosquito breeding grounds if left unpumped.</li> <li>Forecourt drainage capture from canopies, grades, and slot drains that don't fully contain the forecourt, first-flush hydrocarbon runoff may bypass the separator.</li> <li>Poor separator performance from incorrect class/sizing, lack of automatic shut-off, or inadequate maintenance can allow oils to pass; accidental tanker off-loads/spills can overwhelm treatment.</li> <li>Spill routing if emergency spill plans don't positively route flow to containment (valved isolation, shut-off devices), pollutants can be flushed directly to the pond/floodplain.</li> </ul>
<b>Nature of impact:</b>	Negative
<b>Extent and duration of impact:</b>	Site specific, short term, and in an controlled manner
<b>Consequence of impact or risk:</b>	Temporary water quality degradation, localized erosion, and reduced pond capacity
<b>Probability of occurrence:</b>	Low
<b>Degree to which the impact may cause irreplaceable loss of resources:</b>	N/A
<b>Degree to which the</b>	Highly reversable

<b>impact can be reversed:</b>	
<b>Indirect impacts:</b>	Downstream ecological effects, temporary changes in floodplain hydrology, public health risks from standing water.
<b>Cumulative impact prior to mitigation:</b>	Elevated sedimentation, temporary water quality deterioration, minor localized flooding, and amplified nuisance and safety risks.
<b>Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)</b>	Moderate to high
<b>Degree to which the impact can be avoided:</b>	Largely avoided through proactive planning
<b>Degree to which the impact can be managed:</b>	Fully manageable
<b>Degree to which the impact can be mitigated:</b>	High
<b>Proposed mitigation:</b>	<ul style="list-style-type: none"> <li>• Secure fencing, signage, shallow shelves/benches, mosquito control via drawdown times and vegetation management.</li> <li>• Minimise exposed soil areas through phased construction and timely reinstatement.</li> <li>• Cover stockpiles with tarpaulins or geotextiles to reduce erosion during rainfall.</li> <li>• Use silt fences, sediment traps, or temporary berms around excavations and stockpiles.</li> <li>• Direct runoff into the engineered attenuation pond for sediment settling before discharge.</li> <li>• Install sediment forebays or filter strips at pond inlets to trap silt.</li> <li>• Regularly inspect and remove accumulated sediment to maintain pond capacity.</li> <li>• Establish designated wash areas for cement mixing and equipment cleaning, with containment to prevent slurry runoff.</li> <li>• Store fuels, lubricants, and chemicals on impervious surfaces with secondary containment.</li> <li>• Implement spill kits and emergency procedures for hydrocarbon or chemical spills.</li> <li>• Maintain clear overland flow paths; avoid placing stockpiles, berms, or temporary structures in natural flow routes.</li> <li>• Schedule construction activities to avoid peak rainfall periods where possible.</li> <li>• Construct pond embankments and inlets/outlets according to</li> </ul>

	<p>engineering design with proper compaction.</p> <ul style="list-style-type: none"> <li>• Protect outlet structures with energy dissipation measures (e.g., rock aprons, geofabric lining) to prevent scour.</li> <li>• Inspect pond integrity after major storms and repair any damage immediately.</li> <li>• Fence or demarcate excavations and temporary water accumulation to prevent accidents.</li> <li>• Drain or circulate standing water in excavations or low-lying areas to minimise mosquito breeding.</li> <li>• Conduct regular inspections of erosion and sediment controls, especially after heavy rain.</li> <li>• Train staff in environmental awareness, spill response, and sediment/erosion management.</li> <li>• Keep records of inspections, maintenance, and corrective actions for compliance and audit purposes.</li> </ul>
<b>Residual impacts:</b>	Soil erosion, sedimentation, and minor water quality changes
<b>Cumulative impact post mitigation:</b>	Sediment loading, Water quality degradation, alteration of floodplain hydrology / flow regime, outlet erosion and channel stability, Pond capacity loss / maintenance burden
<b>Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)</b>	Low

All the impacts and mitigation measures addressed in the May 2023 BAR process are still applicable to this amendment process.

Based on the assessment of the traffic and stormwater management for the amendment of the approved layout plan for the proposed filling station and retail centre in Ennerdale South, Johannesburg, it is concluded that both impact categories – traffic and stormwater – have been evaluated in terms of their nature, significance, consequences, extent, and duration. With the implementation of the recommended mitigation and management measures, the significance ratings for both impacts are reduced to **Low**. Accordingly, the proposed amendment is not anticipated to result in unacceptable environmental impacts, and the residual effects can be effectively managed within the framework of the Environmental Management Programme, Appendix 6.

## 7 ADVANTAGES AND DISADVANTAGES ASSOCIATED WITH THE PROPOSED CHANGE

Advantages of the amended layout include the following:

1. By removing all infrastructure from the 100-year floodline, the development avoids flood-related risks and potential contravention of Section 21(c) & (i) Water Uses (Water Act). The development will align better with climate resilience, hydrological functioning, and biodiversity protection.
2. Access improvements enhance traffic safety and reduce congestion impacts, which would have long-term operational benefits.
3. The rezoning of the 100-year floodline into private open space / social use creates opportunities for recreation, community gathering, and improved liveability in a deprivation area such as Ennerdale South.
4. Biodiversity, aquatic, and hydrological studies undertaken for the 2023 EIA remain valid, as the amendment reduces impacts rather than introducing new ones.

There are no disadvantages associated with the amended layout.

## 8 MOTIVATION FOR THE AMENDMENT

The feedback from the Gauteng Department of Roads and Transport (Gautrans) on the 2023 approved township application, necessitated the amendment of the approved development layout plan for the proposed filling station and retail development in Ennerdale South, Johannesburg. The amendment entails a reduction in the development footprint, realignment of the site access to improve traffic safety, and the removal of all infrastructure previously located within the 100-year floodline. The area within the floodline will be rezoned and reserved as private open social space for the benefit of the local community.

This amendment provides several environmental and socio-economic advantages. The removal of all infrastructure from the 100-year floodline eliminates the risk of flooding impacts and reduces pressure on aquatic systems, while ensuring alignment with national legislation and best practice for sustainable land use planning. The proposed amendment reduces the ecological and aquatic impacts relative to the authorised development and does not introduce new environmental sensitivities.

The proposed open space within the floodline will serve as a community benefit, while the retail and filling station components will continue to support much-needed economic development and service delivery in the Ennerdale South area, which is classified as a deprivation area. The revised access arrangements improve site safety, operational functionality, and long-term sustainability of the development.

The Applicant submits that the proposed amendment constitutes a net improvement to both the environmental and social outcomes of the project, while retaining the validity of prior specialist assessments and ensuring a more resilient development footprint.

## 9 NEED AND DESIRABILITY

The socio-economic need and desirability of the proposed filling station and retail development in Ennerdale South remain unchanged since the granting of Environmental Authorisation in 2023. The development continues to respond to the identified service delivery and economic needs of the local community, which is classified as a deprivation area with limited access to fuel, retail amenities, and associated employment opportunities.

The strategic location of the development provides accessible services to residents and passing traffic, while reducing travel distances to alternative facilities. This contributes to improved quality of life, supports local economic activity, and aligns with municipal spatial planning objectives.

The proposed amendment to the layout does not alter the fundamental land use purpose, nor does it diminish the socio-economic benefits recognised and approved during the 2023 Basic Assessment process. Instead, it enhances environmental compliance and resilience without detracting from the core motivation for the development.

Accordingly, the need and desirability of the project, as assessed in 2023, remain valid and applicable today.

## 10 CHANGES TO THE ENVIRONMENTAL MANAGEMENT PROGRAMME

The Environmental Management Programme compiled for the development by SEC in May 2023, has been amended to include the changes to the development layout, which affects the access to the development, and the stormwater management for the site. See Appendix 6.

## 11 ASSUMPTIONS, UNCERTAINTIES AND GAPS IN KNOWLEDGE

The following assumptions are made by the EAP:

- The hydrological modelling used to delineate the 1:100-year floodline and to design the attenuation pond is accurate.
- The engineering design of the attenuation pond will function as intended, ensuring controlled discharge without increasing downstream flood risk.
- Mitigation measures (e.g., erosion control, energy dissipation structures, stormwater quality treatment) will be properly implemented and maintained during both construction and operation.
- Traffic volumes and associated stormwater run-off projections are based on anticipated land use and retail demand, which may change over time.
- The receiving floodplain has sufficient assimilative capacity to accommodate the controlled discharge without long-term ecological degradation.

**Uncertainties**

- Climate variability and climate change impacts (e.g., increased storm intensity, frequency of flooding events) may alter the performance of the stormwater infrastructure beyond what current modelling predicts.
- Maintenance practices by the developer/landowner cannot be guaranteed over the full operational lifespan, and poor upkeep could compromise stormwater management effectiveness.
- Cumulative impacts of other developments in the broader Ennerdale South area (formal and informal) on the same catchment are difficult to quantify and may compound flood or stormwater challenges.

**Gaps in Knowledge**

- Long-term monitoring data on stormwater quality and floodplain ecological functioning in the area is limited or absent.
- The effectiveness of the proposed mitigation measures in the specific local context has not been tested empirically and is based on standard engineering practice.

While certain assumptions and uncertainties exist, they are not considered to pose a material risk to the viability of the proposed development or to alter the overall conclusion of low significance post-mitigation. Ongoing monitoring and adaptive management are recommended to address knowledge gaps and ensure system resilience over the long term.

**12 PUBLIC PARTICIPATION PROCESS**

As stated by the EIA Regulations, 2014 (as amended), public participation is an imperative procedure where Interested and Affected Parties (I&APs) and relevant organs of state are provided all information that has 'reasonable' or may potentially 'influence' any decision with regards to the proposed development. The public participation process (PPP) provides an opportunity for I&APs and organs of state to comment on the reports and plans prior to submission of an application to the competent authority for decision-making.

**12.1 Identifying Interested and Affected Parties**

Potential I&APs, relevant state department and organs of state have been identified and notified of the availability of this draft Amendment Report for their comment. A PPP register will be opened, maintained, and made available to registered I&APs requesting access to the register in writing.

**12.2 Public Participation on the Draft Amendment Report**

The PPP will be conducted in accordance with Regulation 41 of the EIA Regulations, 2014 (as amended), as described below:

- The Draft Amendment Report will be made available for a 30-day commenting period to registered and potential I&APs and Organs of State with jurisdiction in respect of any aspect of the relevant activity.
- Written notification letters will also be sent via email or post to:
  - occupiers of the site,
  - owner or person in control of the site,
  - owners, persons in control of, and occupiers of land adjacent to the site,
  - the municipal ward councillor, and
  - any ratepayer's organisation that represents the community in the proposed activity.
- The City of Johannesburg, any organ of state having jurisdiction in respect of any aspect of the proposed activity, and any other party as required by the competent authority, will be notified *via* email of the proposed amendment and the availability of the draft Amendment Report for their comment.
- An advertisement will be published in a local newspaper.
- Site notices will be placed on site at places conspicuous to and accessible by the public.

Proof of the above PPP measures will be included in the final Amendment Report. This Draft Amendment Report has been made available on Seedcracker Environmental Consultings' (SEC) company website ([www.seedcrackers.co.za](http://www.seedcrackers.co.za)). Organs of State, and potential I&APs will be provided with the link to access a full copy of the report and appendices.

All comments received on the draft Amendment Report will be addressed by SEC and the project team in a dedicated Comments and Response Report. This report will be included in the final Amendment Report, with relevant comments incorporated where appropriate. Registered I&APs and Organs of State will be notified of the availability of both the final Amendment Report and the Comments and Response Report for their information only. This will allow them to see how their comments have been addressed and considered within the amendment application.

### **12.3 List of State Departments to be notified**

- City of Johannesburg EISD
- GAUTRANS
- Department of Water and Sanitation

## **13 SUMMARY AND CONCLUSION**

The proposed part 2 amendment to the approved development layout for the Ennerdale X 6 development, results in a development footprint that is more environmentally sustainable, socially beneficial, and operationally efficient than the previously authorised layout. By removing all infrastructure from within the 100-year floodline, the amendment eliminates direct flooding risks, reduces pressure on downstream aquatic and ecological systems, and complies with statutory requirements and best-practice land-use planning principles.

From a socio-economic perspective, the revised layout continues to address the urgent service delivery and economic needs of Ennerdale South, a recognised deprivation area, while also improving site access arrangements to ensure safer traffic flows and long-term functionality of the development.

The assessment of impacts associated with traffic and stormwater confirms that, with the implementation of the recommended mitigation measures, all impacts can be reduced to *Low significance*. No new or unforeseen environmental sensitivities have been identified, and the findings of the 2023 specialist studies remain valid and applicable to the amended layout.

Overall, the amendment constitutes a net improvement over the previously approved layout by:

- reducing the development footprint and environmental risk;
- securing a resilient and sustainable site design;
- enhancing social outcomes through the creation of community open space; and
- retaining the economic and service benefits associated with the filling station and retail components.

Accordingly, the proposed amendment is considered environmentally acceptable and desirable.

A Public Participation Process will be conducted, allowing Interested and Affected Parties to register and comment on the Amendment proposal. All comments received on the draft Amendment Report will be addressed by the Environmental Assessment Practitioner (EAP) and the project team in a dedicated Comments and Response Report.

In conclusion, a Part 2 amendment application is required under Regulation 31 of the EIA Regulations, 2014 (as amended). This is because the proposed amendment will change the scope of the valid EA. The changes will not constitute a new listed activity.

**DECLARATION OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER ("EAP")**

I, **Stephanie Cliff**, EAPASA Registration number **2019/487** as the appointed EAP hereby declare/affirm the correctness of the:

- Information provided in this BAR and any other documents/reports submitted in support of this EAR;
- The inclusion of comments and inputs from stakeholders and I&APs;
- The inclusion of inputs and recommendations from the specialist reports where relevant; and
- Any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested and affected parties, and that:
- In terms of the general requirement to be independent:
- other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the activity or application and that there are no circumstances that may compromise my objectivity; or
- ~~am not independent, but another EAP that meets the general requirements set out in Regulation 13 of NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review EAP must be submitted);~~
- In terms of the remainder of the general requirements for an EAP, am fully aware of and meet all of the requirements and that failure to comply with any the requirements may result in disqualification;
- I have disclosed, to the Applicant, the specialist (if any), the Competent Authority and registered interested and affected parties, all material information that have or may have the potential to influence the decision of the Competent Authority or the objectivity of any report, plan or document prepared or to be prepared as part of this application;
- I have ensured that information containing all relevant facts in respect of the application was distributed or was made available to registered interested and affected parties and that participation will be facilitated in such a manner that all interested and affected parties were provided with a reasonable opportunity to participate and to provide comments;
- I have ensured that the comments of all interested and affected parties were considered, recorded, responded to and submitted to the Competent Authority in respect of this application;
- I have ensured the inclusion of inputs and recommendations from the specialist reports in respect of the application, where relevant;
- I have kept a register of all interested and affected parties that participated in the public participation process; and
- I am aware that a false declaration is an offence in terms of Regulation 48 of the NEMA EIA Regulations;

Signature of the EAP:

Date:

Name of company (if applicable)

EAP CV AND EAPASA REGSITRATION CERTIFICATE

## APPENDICES

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**Appendix 1: Environmental Authorisation received for the Ennerdale X 6 project**

**Appendix 2: GAUTRANS Comments**

**Appendix 3: A m e n d e d Stormwater Management Plan**

**Appendix 4: Screening Report**

**Appendix 5: Amended Traffic Impact Assessment**

**Appendix 6: Environmental Management Program**

**Appendix 7: Proposed Amended Layout**

**APPENDIX 1: ENVIRONMENTAL AUTHORISATION RECEIVED FOR THE ENNERDALE X 6 PROJECT**

## APPENDIX 2: GAUTRANS COMMENTS

### APPENDIX 3: A M E N D E D STORMWATER MANAGEMENT PLAN

**APPENDIX 4: SCREENING REPORT**

## APPENDIX 5: AMENDED TRAFFIC IMPACT ASSESSMENT

## APPENDIX 6: AMENDED ENVIRONMENTAL MANAGEMENT PROGRAM

## APPENDIX 7: PROPOSED AMENDED LAYOUT



