DRAFT BACKGROUND INFORMATION DOCUMENT

THE PROPOSED CONSTRUCTION AND UPGRADING OF ROAD D5010 AND D5021 INCLUDING THE ASSOCIATED INFRASTRUCTURE WITHIN THE LEPELLE-NKUMPI AND FETAKGOMO TUBATSE LOCAL MUNICIPALITIES, CAPRICORN AND SEKHUKHUNE DISTRICT MUNICIPALITIES, LIMPOPO PROVINCE (RAL/T1282/2025)

Prepared For:
Roads Agency Limpopo (SOC) Ltd
Private Bag X 9554
Polokwane
0700

Prepared By:
QEMS Management and Business Solutions cc
7 Munnik Avenue, Sterpark,
Polokwane, 0700
Limpopo, South Africa

May 2026

REVISION LOG

Prepared for

Roads Agency Limpopo (SOC) Ltd

Document:	**Draft Documents**
LEDET Ref Number:	
Revision Number:	**Draft**
Issue Date:	**May 2026**

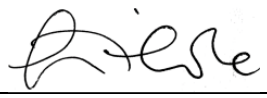
Predominant land use of the surrounding area	Mixed rural-residential and natural land	
Applicant	RAL (SOC) Ltd	
Prepared for:	RAL (SOC) Ltd and LEDET– EA Application	
Prepared by:	QEMS Management and Business Solutions cc 7 Munnik Avenue, Sterpark Polokwane, 0700 Limpopo, South Africa	
Author	Engel Chilundo	
Date of Report	May 2026	
Draft DOCUMENT	Reviewed by: Kholofelo Magopa	Approved by: Dr Patrick Sithole
DATE:29/05/2026	Signature:	Signature: 

TABLE OF CONTENTS

.....i
TABLE OF CONTENTS iii
LIST OF FIGURES iv
LIST OF TABLES iv
LIST OF ACRONYMS iv
SECTION ONE: INTRODUCTION 1
1.1 PURPOSE OF BID 2
SECTION TWO: PROJECT DESCRIPTION 3
2.1 PROJECT LOCALITY 4
2.2 LEGISLATION REQUIREMENTS 6
SECTION THREE: ENVIRONMENTAL AUTHORISATION APPLICATION PROCEDURE 10
3.1 BACKGROUND 10
SECTION FOUR: SPECIALIST STUDIES 11
4.1 BACKGROUND 11
SECTION FIVE: NEEDS AND DESIRABILITY 12
SECTION SIX: POTENTIAL IMPACTS 14
6.1 POTENTIAL IMPACTS 14
7.2 PPP PLAN 16
7.3 INVITATION TO REGISTER AS AN I&AP 17
SECTION EIGHT: WAY FORWARD 17

LIST OF FIGURES

Figure 1: Design Drawings of the proposed bridge 3
Figure 2: Project Layout Plan 4
Figure 3: Project locality map 5
Figure 5: Basic Assessment Process 11

LIST OF TABLES

Table 1: Farm portion and Surveyor General 21 Digit 5
Table 2: Start and End point Coordinates of the Proposed Project 5
Table 3: Triggered NEMA-listed activities 6
Table 4: WULA triggered activity 8

LIST OF ACRONYMS

BAR	Basic Assessment Report
BID	Background Information Document
DFFE	Department of Forestry, Fisheries, and the Environment
EIA	Environmental Impact Assessment
EMPr	Environmental Management Programmes
I&APs	Interested and Affected Parties
IRR	Issues and Response Report
LEDET	Limpopo Economic Development, Environment and Tourism
NEMA	National Environmental Management Act
PPP	Public Participation Process
RAL	Road Agency Limpopo (SOC) Ltd

SECTION ONE: INTRODUCTION

Roads Agency Limpopo (SOC) Ltd (RAL) is undertaking a Basic Assessment (BA) process in support of an application for Environmental Authorisation (EA) to the Limpopo Department of Economic Development, Environment and Tourism (LEDET) for the proposed development. The BA process is being undertaken in accordance with the National Environmental Management Act (NEMA), 1998 (Act No. 107 of 1998), and the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended).

The proposed development also requires several associated regulatory applications, including a Water Use Licence Application (WULA) to the Limpopo-Olifants Catchment Management Agency (LOCMA), an application for the borrow pit authorisation from the Department of Mineral and Petroleum Resources (DMPR), and an application for a tree-cutting licence/permit in terms of the National Forests Act, 1998 (Act No. 84 of 1998). These associated applications are being undertaken in conjunction with the Environmental Authorisation process to ensure that all relevant environmental and resource-use requirements for the proposed development are addressed.

The proposed project entails the upgrading of Road D5010 in Nkotokwane and the installation of culverts and the construction of a new section of Road D5021 between Nkotokwane and Apel within the Lepelle-Nkumpi and Fetakgomo Tubatse Local Municipalities, Capricorn and Sekhukhune District Municipalities, Limpopo Province. Both roads will be upgraded from gravel to a bituminous surfaced standard. The proposed development also includes the construction of a new 1,687 m² bridge which is 140m long over the Olifants River. The total length of the proposed road works is approximately 3.6 km, comprising 2.2 km for the upgrading of Road D5010 and 1.4 km for the construction of the new Road D5021. In addition, the project includes applications for the excavation of five borrow pits to provide construction materials for the road and bridge works.

QEMS Management and Business Solutions cc (QEMS) has been appointed as the independent Environmental Assessment Practitioner (EAP) to compile and submit the Basic Assessment Report (BAR) and EMPr, and to undertake the PPP. The EA will be conducted in line with the

EIA Regulations published in Government Notice R327 of 2017. The following reports will be submitted to the relevant competent authorities:

- BAR will be submitted to LEDET, as required.
- Issues raised by I&APs will be incorporated in the Issues and Response Report (IRR) and submitted to LEDET for decision-making.

This document provides I&APs with background information on the proposed project, its potential impacts, and the application and EIA/public participation process. It also outlines the manner in which I&APs can become involved in the project, receive information, and raise issues that may be of interest and/or concern to them.

The development of the impact assessment process involves technical and scientific investigations related to the potential impacts of the proposed upgrading of Road D5010 and the installation of culverts and the construction of a new section of Road D5021 on the environment. It is therefore essential that I&APs, through the public participation process, become actively involved in the project's environmental assessment process in order to share information and give input that will be useful in assisting the relevant authorities in decision-making as far as the project is concerned. The response sheet attached to this document allows I&APs to comment and provide their inputs on the proposed project. The PPP is being conducted in accordance with Chapter 6 of NEMA, as amended, and the EIA Regulations of 2014 in support of the EIA.

1.1 PURPOSE OF BID

The purpose of this document is to provide the public with project information and brief any potential Interested and Affected Parties (I&APs) about the Environmental Impact Assessment (EIA) process to be conducted for the project.

The BID indicates how you can become actively involved in the EIA process through the Public Participation Process (PPP) and raise issues that may concern and/or interest you. You can achieve this by:

- Reviewing the BID and registering as an I&AP by completing the attached Comments and Registration Form
- Please also state why you should be considered interested / affected by the project
- Contacting us by sending us an email
- Giving comments, raising issues/concerns about the project

You can register, complete a response form, write a letter, call, or email QEMS if you wish to register.

SECTION TWO: PROJECT DESCRIPTION

Roads Agency Limpopo (SOC) Ltd proposes the construction upgrading of Road D5010 in Nkotokwane and the installation of culverts and the construction of a new section of Road D5021 between Nkotokwane and Apel within the Lepelle-Nkumpi and Fetakgomo Tubatse Local Municipalities, Capricorn and Sekhukhune District Municipalities, Limpopo Province. Both roads will be upgraded from gravel to a bituminous surfaced standard. The proposed development also includes the construction of a new 1,687 m² bridge which is 140m long over the Olifants River. The total length of the proposed road works is approximately 3.6 km, comprising 2.2 km for the upgrading of Road D5010 and 1.4 km for the construction of the new Road D5021. In addition, the project includes applications for the excavation of five borrow pits to provide construction materials for the road and bridge works.

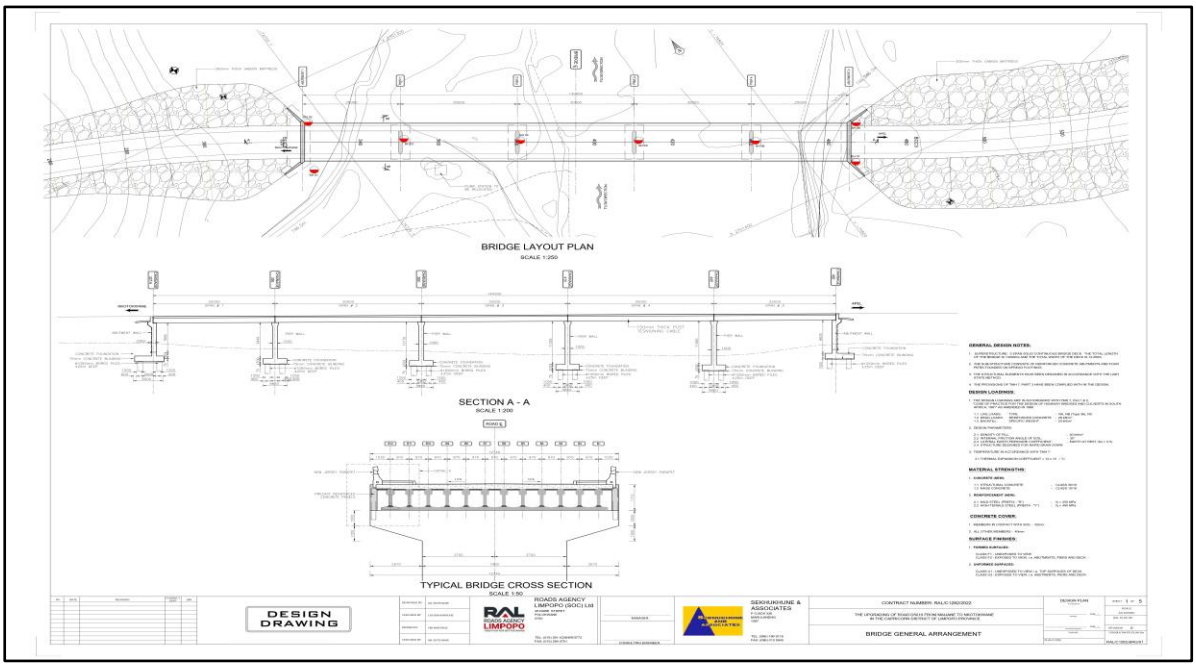


Figure 1: Design Drawings of the proposed bridge

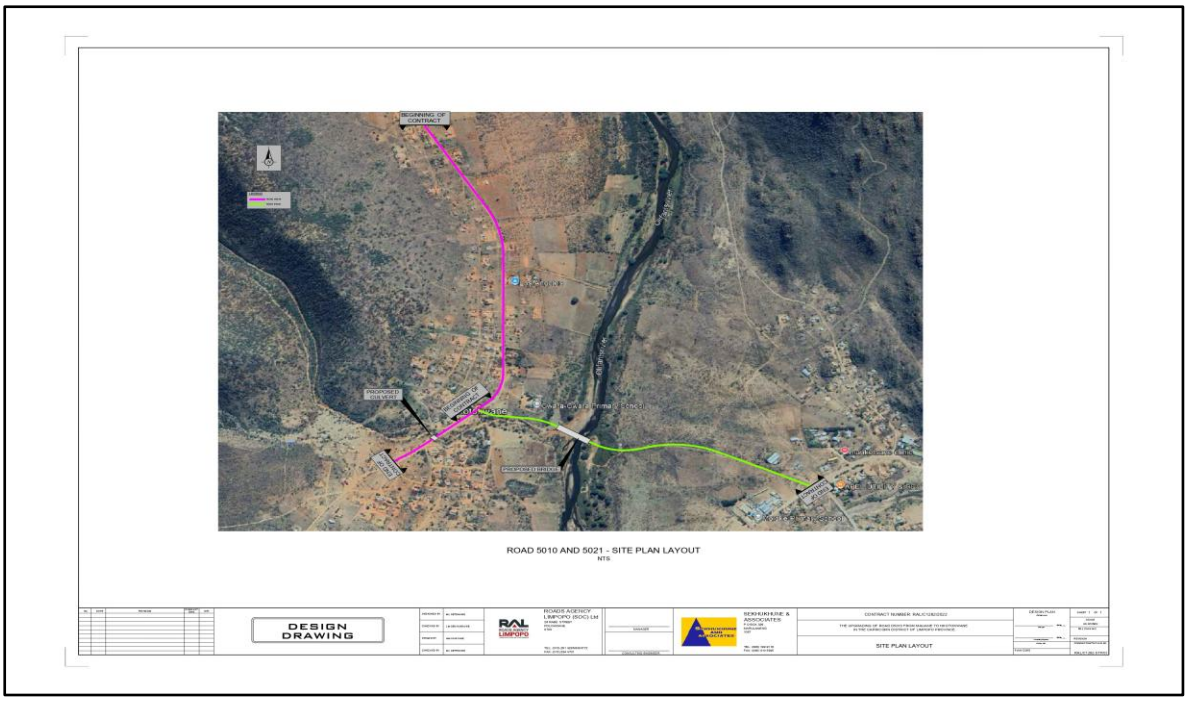


Figure 2: Project Layout Plan

2.1 PROJECT LOCALITY

The proposed construction and upgrading of Roads D5010 and D5021 project is located within Apel and Nkotokwane villages, with the construction of a bridge over the Olifants River within Lebowakgomo Town. The proposed project is located on Portion 0 of Farm Olifantspoort 479 KS, Portions 0 and 2 of Farm Mooiplaats 516 KS, and Portion 0 of Farm Eerste Recht 502 KS. The project site spans the boundary between the Fetakgomo Tubatse Local Municipality within the Sekhukhune District Municipality and the Lepelle-Nkumpi Local Municipality within the Capricorn District Municipality, Limpopo Province. Figure 3 illustrates the location of the proposed development, while Table 1 provides a summary of the properties affected by the project.

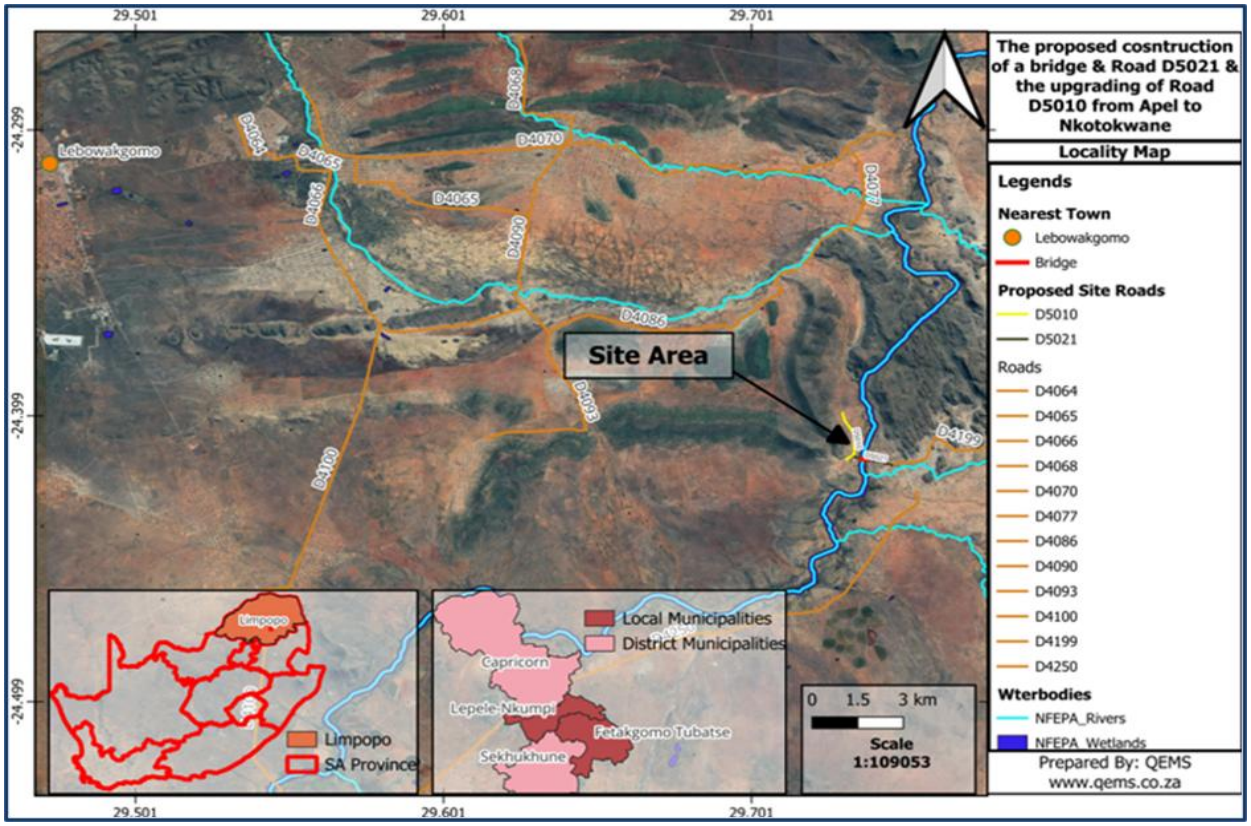


Figure 3: Project locality map

Table 1: Farm portion and Surveyor General 21 Digit

Farm Name and No.	Farm Portion	Surveyor General 21 Digit code
Road D5021 & Bridge		
Olifantspoort 479 KS	0	T0KS00000000047900000
Mooiplaats 516 KS	0	T0KS00000000051600000
Mooiplaats 516 KS	2	T0KS00000000051600002
Eerste Recht 502 KS	0	T0KS00000000050200000
Road D5010		
Olifantspoort 479 KS	0	T0KS00000000047900000

Table 2: Start and End Point Coordinates of the Proposed Project

Coordinates	Latitude (S)	Longitude (E)
Road D5021		
Start point	24°24'47.30"S	29°44'0.12"E
End point	24°24'58.75"S	29°44'47.79"E
Bridge		

Start point	24°24'50.92"S	29°44'12.54"E
End point	24°24'51.38"S	29°44'18.21"E
Road D5010		
Start point	24°23'53.17"S	29°43'50.17"E
End point	24°24'51.34"S	29°43'54.39"E

2.2 LEGISLATION REQUIREMENTS

All the applicable environmental standards contained within the environmental legislation are listed below as a requirement in terms of Section 23 (1), (4) and Appendix 4 of the Environmental Impact Assessment (EIA) Regulations of 2014 (as amended April 2017) promulgated under the National Environmental Management Act (Act 107 of 1998) (NEMA). NEMA-triggered activities are shown in Table 2 below.

Table 3: Triggered NEMA-listed activities

Listing Notice and Activity Number	**Description**	**Relevance**
GNR. 327 Listing Notice 1 Activity 12 (ii) (a) (b) & (c)	The development of – (ii) infrastructure or structures with a physical footprint of 100 square metres or more; where such development occurs— (a) within a watercourse; (b) in front of a development setback; or (c) if no development setback exists, within 32 metres of a watercourse, measured from the edge of a watercourse.	The applicant proposes the construction of a bridge that covers a footprint of approximately 1, 687 square meters) within Olifants river.
GNR. 327 Listing Notice 1 Activity 19	The infilling or depositing of any material of more than 10	The proposed bridge construction over the Olifants River will require

	cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse;	excavation, movement, and deposition of material within the watercourse for the establishment of bridge foundations and associated infrastructure. These activities will consist of approximately 1930 cubic metres of infilling material.
GNR. 327 Listing Notice 1 Activity 24 (ii)	The development of a road (ii) with a reserve wider than 13.5 metres, or where no reserve exists where the road is wider than 8 metres;	The project involves the development of a road with a reserve wider than 13.5 metres.
GNR. 324 Listing Notice 3 Activity 12 (e) (ii)	The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan. **(e) Limpopo** (ii) Within critical biodiversity areas identified in bioregional plans; or	The project entails the clearance of an area of 300 square metres or more of indigenous vegetation and it falls within a Critical Biodiversity Area (CBA 2).
GNR. 324 Listing Notice 3 Activity 14(ii) (e) (i) (ff)	The development of (ii) infrastructure or structures with a physical footprint of 10 square metres or more; where such development occurs (a) within a watercourse;	Construction of a bridge with an approximate development footprint of 1,687 m². The proposed project area is located within a Critical Biodiversity Area (CBA 2).

	(e) Limpopo (i) Outside urban areas: (ff) Critical biodiversity areas or ecosystem service areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans;	
GNR. 324 Listing Notice 3 Activity 18(e) (i)(ee) (hh)	The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre. **(e) Limpopo** (i) Outside urban areas: (ee) Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans (hh) Areas within a watercourse; or within 100 metres from the edge of a watercourse; or	The project entails the lengthening of a road by more than 1 kilometre, within a watercourse; or within 100 metres from the edge of a watercourse. The project site falls within a Critical Biodiversity Area (CBA 2).

A Water Use License Application (WULA) under the provisions of the National Water Act 36 of 1998 (NWA) is required for the project. The proposed development will use water from the Olifants River. A WULA needs to be submitted to LOCMA in this regard to obtain a Water Use License. Water uses relevant to this proposed project are outlined in Table 4.

Table 4: WULA triggered activity

No.	Activity	Description	Reason

1.	Section 21 (a)	Taking Water from a water resource	A total volume of 9,840 m^3/a of water will be abstracted from the Olifants River for the proposed development.
3.	Section 21 (c)	Impeding or diverting the flow of water in a watercourse.	The proposed construction of the bridge will impede or divert the flow of water within the Olifants River. In addition, culverts will be constructed along the road to facilitate the conveyance of stormwater and maintain natural drainage patterns.
4.	Section 21 (i)	Altering the bed, banks, course, or characteristics of a watercourse	During the construction of the foundations and bridge supports, there will be a tempory river diversion, altering the bed and banks of the watercourse. In addition, culverts will be constructed along the road to facilitate the conveyance of stormwater and maintain natural drainage patterns and road D5010 is within 32m of the seasonal stream.

NATIONAL FOREST Act TRIGGERED ACTIVITIES

A tree-cutting permit is required for the proposed development in accordance with the National Forests Act, 1998 (Act No. 84 of 1998). The proposed development footprint contains Marula (Sclerocarya birrea) trees, which may be affected by vegetation clearance associated with the construction of the roads, bridge and associated infrastructure. An application for the relevant licence/permit is therefore required from the Department of Forestry, Fisheries and the Environment (DFFE) prior to the removal or disturbance of any protected trees. The identified Marula trees and the proposed tree-clearing activities associated with the project will be assessed as part of the application process.

Section 15(1) of the National Forests Act, 84 of 1998.

- No person may-: Cut, disturb, damage, destroy or remove any protected tree; or collect, remove, transport, export, purchase, sell, donate or in any other manner acquire or dispose of any protected tree, except under a licence granted by the Minister.

SECTION THREE: ENVIRONMENTAL AUTHORISATION APPLICATION PROCEDURE

3.1 APPLICATION PROCEDURE

The Basic Assessment process is a comprehensive, independent assessment of all identified and potential environmental impacts. The aim of a Basic Assessment process is to ensure that the proposed development occurs in a sustainable manner and that its negative impacts are reduced and mitigated to the best extent possible while its positive social benefits are enhanced. The findings and mitigation measures are recorded in the EMPr, which becomes a legally binding document upon approval

In order to obtain authorization for this project, a specific procedure must be followed as stipulated in the Environmental Impact Assessment Regulations, 2014 (as amended), which requires specific documentation (Basic Assessment Report) to be submitted. Once all the required documentation has been submitted and the environmental process completed, the responsible authority will make a decision on the application. The environmental decision-making authority for this application is the LEDET.

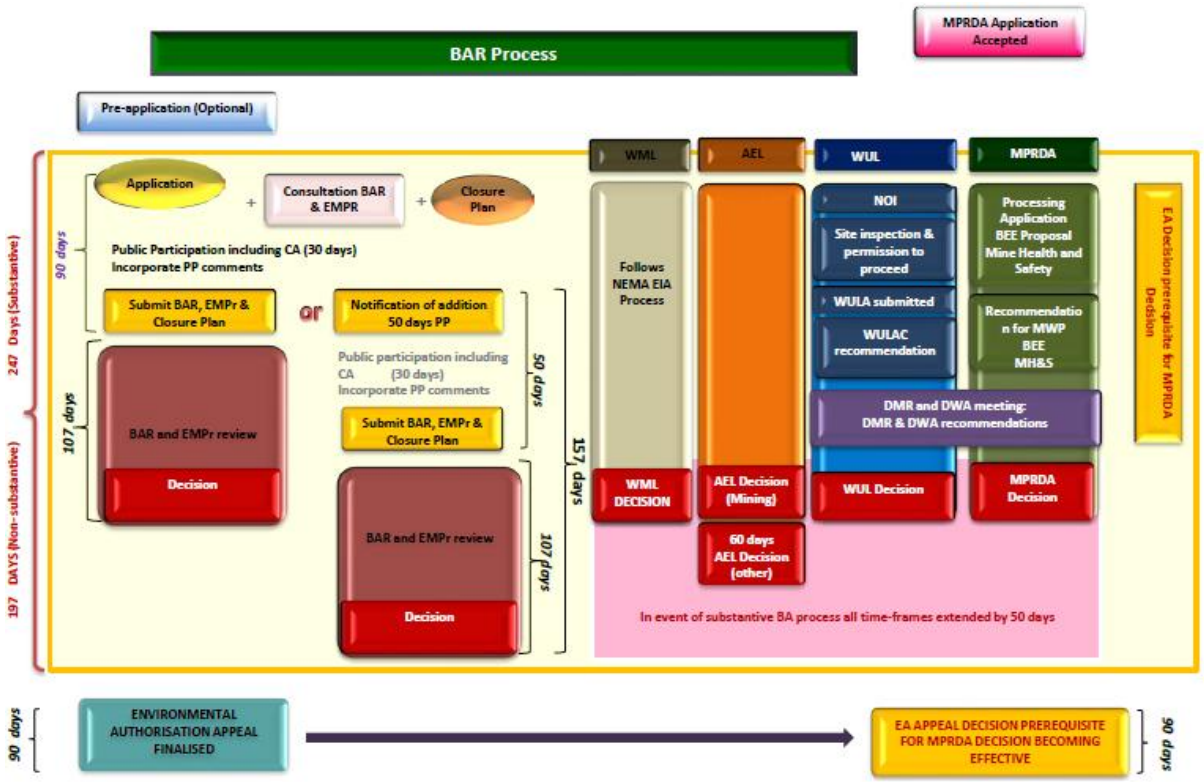


Figure 4: Basic Assessment Process

SECTION FOUR: SPECIALIST STUDIES

4.1 SPECIALIST STUDIES

Specialists will be appointed to conduct studies of the proposed site to further advise on how and where the proposed development will impact the environment, based on the nature of the project and the DFFE GIS-based National web-based Environmental Screening Tool. Below are the specialist studies that must be undertaken based on the Screening Tool Report, as well as those deemed necessary.

Specialist studies to be undertaken based on the Screening Tool Report:

- Agricultural Impact Assessment
- Landscape/Visual Impact Assessment
- Archaeological and Cultural Heritage Impact Assessment
- Palaeontology Impact Assessment
- Terrestrial Biodiversity Impact Assessment
- Aquatic Biodiversity Impact Assessment

- Noise Impact Assessment
- Traffic Impact Assessment
- Geotechnical Assessment
- Socio-Economic Assessment
- Ambient Air Quality Impact Assessment
- Plant Species Assessment
- Animal Species Assessment

Specialist studies that are deemed necessary:

- Agricultural Impact Assessment (compliance statement)
- Terrestrial Biodiversity Impact Assessment
- Aquatic Biodiversity Impact Assessment and Risk Assessment
- Hydrological Impact Assessment
- Archaeological and Cultural Heritage Impact Assessment
- Socio-Economic Assessment

The specialist findings will be incorporated into the Basic Assessment Report. More studies may be identified during the public participation and the EIA processes.

SECTION FIVE: NEEDS AND DESIRABILITY

The proposed upgrading of Road D5010 in Nkotokwane and the installation of culverts and the construction of a new section of Road D5021 between Nkotokwane and Apel, are considered necessary and desirable due to the social, economic, and accessibility challenges currently experienced by the surrounding communities.

Apel and Nkotokwane, including surrounding communities located on either side of the river, experience limited access to essential services and public facilities because there is no direct and reliable crossing point. Residents are often required to travel long distances to access nearby towns, shopping centres, healthcare facilities, schools, and places of employment. During rainy seasons, the river becomes difficult and dangerous to cross, further isolating communities and affecting daily activities.

The proposed bridge and road will significantly improve mobility and connectivity between villages and surrounding areas. School children currently walk long distances to access educational facilities, which negatively affects school attendance, punctuality, and learner safety. The project will provide a safer and shorter route to schools, thereby improving access to education and reducing travel-related risks.

In addition, local residents currently travel long distances to access malls, retail centres, and other commercial facilities. The improved road infrastructure and bridge crossing will reduce travel time and transport costs, making it easier for communities to access goods, services, and economic opportunities.

The proposed project is also expected to:

- Improve access for emergency and healthcare services;
- Enhance road safety for pedestrians and motorists;
- Promote local economic development and trade;
- Improve access for public transport and service delivery vehicles;
- Create temporary employment opportunities during the construction phase; and
- Support long-term rural development within the affected municipalities.

The development is therefore considered both socially and economically desirable, as it aims to improve the quality of life of the affected communities by providing safer, more efficient, and reliable transport infrastructure.

SECTION SIX: POTENTIAL IMPACTS

6.1 POTENTIAL IMPACTS

The proposed development activities could have several environmental impacts, which would need to be managed. Based on their knowledge of the area, it will be crucial for I&APs to identify additional consequences so that they may be taken into account. The following are some of these anticipated and/or potential impacts if there is a lack of proper management:

Surface Water Pollution

Impact:

- Increased sedimentation and turbidity in the river due to earthworks and construction activities near the watercourse.
- Pollution of river water from accidental fuel, oil, concrete, or hazardous substance spills.

Mitigation Measures:

- Install and maintain erosion and sediment control measures (e.g., silt fences, sediment traps, and berms) to prevent sediment from entering the river.
- Store hazardous materials in bunded areas away from the river and ensure spill kits are available on site for immediate spill response.

Soil Erosion and Surface Run-off

Impact:

- Erosion of the river banks during the construction of the bridge
- Possible structural failure as a result of debris dams forming against the raised bridge platform during flood events and creating blockages.

Mitigation Measures:

- If the bridge experiences repeated erosion damage, the bridge design should be reviewed and improved.
- Rehabilitation must also include planting indigenous river plants in disturbed areas.

Habitat Destruction

Impact:

- Increasing water turbidity, affecting river habitat quality during construction
- Increased suspended solids, potentially affecting fish and aquatic organisms, and degrading the riparian zone.

Mitigation Measures:

- Construction near the river should only take place during the dry season to reduce disturbance to the river system.
- Disturbed riverbanks and riverbeds must be rehabilitated after construction using indigenous vegetation

Traffic Impacts

Impact:

- Traffic and potential congestion during the construction phase.

Mitigation Measures:

- A construction supervisor should be appointed to coordinate construction traffic during the construction phase.

Visual Impacts

Impact:

- Movement of construction vehicles, machinery, and personnel on site shall result in a visual impact on surrounding users.

Mitigation Measures:

- Site offices and structures should be limited to one location and carefully situated to reduce visual intrusions.
- Avoid shiny materials in structures

Noise Impacts

Impact:

- Construction activities could increase noise levels, which may be a nuisance for residents.

Mitigation Measures:

- The Contractor shall avoid construction activities outside of “normal working hours.”

SECTION SEVEN: PUBLIC PARTICIPATION PROCESS (PPP)

7.1 PUBLIC PARTICIPATION PROCESS (PPP)

Public Participation is a key requirement of the EIA process. The PPP needs to be conducted in accordance with the NEMA EIA Regulations 2014 (Regulations 39-44). The PPP aims to engage stakeholders and I&Ps and provide an opportunity for the expression of public views on the environmental impacts of the applications. All public issues, comments, and views on impacts and alternatives are documented, addressed, and responded to in the EIA process and incorporated into environmental reports for consideration by the decision-making authority (LEDET). It is therefore imperative that relevant I&APs are identified and involved in the PPP from the beginning of the EIA process to help focus the EIA plan.

'Interested and affected parties' include, but are not limited to:

(i) Sekhukhune District municipality
(ii) Fetakgomo Tubatse Local Municipality
(iii) Capricorn District municipality
(iv) Lepelle-Nkumpi Local Municipality
(v) Ward councillors
(vi) Land owners
(vii) Land Claims Commission,
(viii) Any other person (including on adjacent and non-adjacent properties)
(ix) The relevant Government Departments, agencies, and institutions responsible for the various aspects of the environment and for infrastructure which may be affected by the proposed project.

7.2 PPP PLAN

One round of public consultation will be undertaken as part of the EIA process to satisfy the NEMA requirements. During the PPP, the following took place

- Local newspaper advertisement
- Placement of site notices
- I&AP Registration

- Circulation of BID, BAR, & EMPr for 30-day review and comment
- Public meetings and focus group meetings

7.3 INVITATION TO REGISTER AS AN I&AP

You are invited to register as an Interested and Affected Party (I&AP). For 30 days, the BID is available for review and submission of comments regarding the proposed project. I&APs are requested to please provide comments together with their name, contact details, and an indication of any direct business, financial, personal, or other interest that they have in the application to the contact person provided within the review period. The preferred method of communication is either by telephone or email correspondence, which will also include tracking of submissions.

SECTION EIGHT: WAY FORWARD

8.1 WAY FORWARD

In terms of Sections 39 and 44 of Regulation 326 of NEMA, a draft BAR will be given along with the BID for I&APs to review and register as I&APs by completing the attached Comments & Registration Form below. They can also contact QEMS by emailing the details given in the attachment below. Lastly, I&APs can send comments and raise issues/concerns about the project.

THE PROPOSED CONSTRUCTION AND UPGRADING OF ROAD D5010 AND D5021 INCLUDING THE ASSOCIATED INFRASTRUCTURE WITHIN THE LEPELLE-NKUMPI AND FETAKGOMO TUBATSE LOCAL MUNICIPALITIES, CAPRICORN AND SEKHUKHUNE DISTRICT MUNICIPALITIES, LIMPOPO PROVINCE (RAL/T1282/2025)

QEMS Management and Business Solutions cc

7 Munnik Avenue, Sterpark,
Polokwane, 0700
Limpopo, South Africa

REGISTRATION AND COMMENTS SHEET

TITLE (Prof/Mr/Mrs)		**FIRST NAME**	
SURNAME			
CAPACITY (eg. Director/Secretary)			
ORGANISATION			
POSTAL ADDRESS		**POSTAL CODE**	
TEL NO:		**CELL NO:**	
FAX NO:		**EMAIL ADDRESS:**	
INTEREST IN THE MATTER:			
COMMENTS/ISSUES / CONCERNS (Please use a separate sheet, if required)			

Please add the following of my colleagues/friends/neighbours to your mailing list:

Name	**Organisation**	
Contact details:		
Address		
Tel:	**Fax:**	**Cell:**
Email:		