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THE PROPOSED STRENGTHENING OF THE TR75/1 (TRUNK ROAD 75/N12-HIGHWAY) NEAR OUDTSHOORN, OUDTSHOON LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.

Comments Received during the (30-Day) Pre-Application Public Participation of the Draft Basic Assessment Report (31 July 2023 – 1 September 2023)

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| COMPETENT AUTHORITY | | | | | | |
| 1 | It is noted that Heritage Western Cape ("HWC") was included in the register of interested and affected parties, please ensure to obtain final comments for HWC and submit these comments as part of the Basic Assessment Report. | Public Participation Process | 4 September 2023 | Malcolm Fredericks | Western Cape: Department of Environmental Affairs and Development Planning. | <p>The stakeholder engagement process in terms of the NHRA has concluded, and the Heritage Consultant has submitted the Application for the purpose of obtaining final comments from Heritage Western Cape. This Application was submitted on 7 August 2023 and the road strengthening project was on the agenda during the 21 August 2023 HWC committee meeting.</p> <p>The final comment from HWC was received on 22 August 2023. The comment has been attached as Appendix E1 of the Post-Application Draft Basic Assessment Report (BAR).</p> |
| 2 | Based on the Botanical Assessment it is noted that there are a few highly sensitive strips next to the road and any potential impacts in these areas should be avoided or minimized. The Basic Assessment Report should be specific and clearly indicate the measures that will be implemented to avoid or minimize any potential impacts in these areas. | Terrestrial Biodiversity Impacts | | | | <p>The mitigation measures provided by the Terrestrial Biodiversity (Botanical) Specialist (Appendix G2) have been incorporated into the Draft BAR and the Environmental Management Programme submitted to the Department.</p> <p>As part of the compilation of the Post-Application DBAR/EMPr, additional mitigation measures toward minimizing the impacts on these areas have been incorporated.</p> |
| 3 | According to the design and layout alternatives investigated it is noted that the current road is Class 3, with a portion (between km 29.44 and 31.22) classified as Class 1. As a design alternative that holds relevance to the | Alternatives | | | | <p>Section H1 of the DBAR has been updated to provide additional details pertaining to the design alternatives.</p> |

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| | proposed project the establishment of various road classes (Class 1, 2 or 3) throughout the length of the project was investigated. Please elaborate more as to what the design alternative entails. | | | | | |
| 4 | Also be advised that in terms of NEMA the investigation of alternatives is mandatory. The consideration of alternatives is not limited to site alternatives, but include layout alternatives, design, activity, operational and technology alternatives. You are hereby reminded that it is mandatory to investigate and assess the option of not proceeding with the proposed activity (i.o.w. the "no-go" option) in addition to other alternatives identified. It is therefore required that at least one alternative along with the preferred and the no-go must be considered. | Alternatives | | | | <p>Section H4 of the DBAR has been amended to include an additional design alternative to the impact evaluations done for the proposed road strengthening project .</p> <p>The conclusions and recommendations have been revised to provide an opinion on the feasibility of the Alternative provided based on the impact evaluations.</p> |
| 5 | The Notice of Intent ("NOI") indicated that the proposed development requires a water use license or a general authorisation in terms of the National Water Act, 1998. However, the pre-app BAR is silent about this requirement. Please provide clarity in this regard and whether a water use license is still required. | Water Uses | | | | <p>Confluent (Pty) Ltd was appointed to oversee the process requirements in terms of the National Water Act, 1998 (Act 36 of 1998).</p> <p>Based on the Risk Assessment Matrix, in terms of GN 509 of 2016 (for Section 21(c) and (i) water uses) completed for the proposed road strengthening project, it was indicated by the Aquatic Biodiversity specialist (Appendix G1) that a General Authorisation would be required.</p> |
| 6 | Further to the above, should a water use license be required, please note it is now a requirement to synchronise the EIA and WULA processes in order to ensure that both processes are duly informed by one another. You are also reminded that the duty of the Environmental Assessment Practitioner ("EAP") is to take note of the timeframes and synchronise the two processes. Failure to give effect to the one environmental system may prejudice the success of the application. This Directorate will require a final recommendation from the Breede-Olifants-Catchment Management Agency ("BOCMA"), which indicates whether there are any reasons why a WULA cannot be issued for the proposed development. This information will assist this Directorate to make an informed decision on the development proposal. | Water Uses | | | | <p>Following consultation with DWS (BOCMA), it was confirmed that a General Authorisation would be required for the proposed road strengthening project. The Application for a General Authorisation was submitted to the Department on the 17th of August 2023 and in an email (the contents of which was included in this Comments and Responses Report (CRR)) received from the Breede-Olifants Catchment Management Agency (BOCMA) on the 31st of August 2023, it was confirmed that the Application is under evaluation.</p> <p>A decision on the application is expected to be received prior to the submission of the Final BAR, if not, prior to the conclusion of the Decision-Making process in terms of the EIA Regulations, as amended.</p> |

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| 7 | It is also noted from Appendix G5 that this Directorate's concern regarding the stability of slopes along the proposed route has been resolved and that no detailed specialist geotechnical investigation is required. | Geotechnical concerns | | | | Thank you for confirming that the Directorate is satisfied with the Geotechnical Input provided. |
| 8 | Further be reminded that the pre-application consultation is an advisory process and does not pre-empt the outcome of any future application, which may be submitted to the Department. | General | | | | The Directorate's stance is hereby acknowledged. |
| 9 | No information provided, views expressed and/or comments made by officials during the pre-application consultation should in any way be seen as an indicator or confirmation: <ul style="list-style-type: none"> • that additional information or documents will not be requested • of the outcome of the application. | General | | | | |
| 10 | Note: This Directorate has created a generic e-mail address to centralise its administration within the component (i.e. notifying clients of decisions and receiving EIA applications, Notice of Intent form; request for fee reference numbers, etc.) Please make use of the new e-mail address too when submitting such documents: DEADPEIAAdmin.George@westerncape.gov.za | General | | | | It is hereby confirmed that all communications will be submitted through the preferred means of communication. |
| 11 | Kindly note that this Directorate requires that when the final BAR is submitted, one (1) electronic version of the document be submitted to the Directorate for consideration. Hard copies of the document are no longer required but must be made available upon request. | General | | | | The Department's requirements for submission of the final BAR are hereby acknowledged. |
| 12 | Please note that the activity may not commence prior to an environmental authorisation being granted by this Directorate. | General | | | | The Applicant has been made aware of this constraint and the repercussions should an activity commence without authorisation. |
| 13 | Also note that it is an offence in terms of Section 49A(1)(a) of the NEMA for a person to commence with a listed activity unless the Competent Authority has granted an Environmental Authorisation for undertaking it. Failure to comply with the requirements of Section 24F of the NEMA shall result in the matter being referred to the Environmental Compliance and Enforcement Directorate of this Department. A person convicted of an offence in terms of the above is liable to a fine not exceeding R10 | General | | | | |

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| | million or to imprisonment for a period not exceeding 10 years, or to both such fine and imprisonment. | | | | | |
| 14 | This Department reserves the right to revise or withdraw initial comments or request further information from you based on any new or revised information received. | General | | | | The Directorate's stance is hereby acknowledged. |
| ORGANS OF STATE | | | | | | |
| 15 | Kindly can you send me the shapefiles for the proposed project. Thanking you in advance. | Data management | 10 August 2023 | M. Simons | CapeNature | <p>The shapefiles for the following sensitivities were sent to CapeNature:</p> <ul style="list-style-type: none"> • The proposed layout of the proposed project; • The Features as they correlate to the project description as provided in the BAR (for ease of reference); • The locations of the SCCs; • The sensitive areas as identified by the Terrestrial Biodiversity and Plant Species Specialist; and • The watercourses identified by the Aquatic Biodiversity Specialist. <p>Receipt of the files was confirmed. No formal comments on the proposed project have been received.</p> |
| 16 | The committee resolved to endorse the HIA prepared by ASHA Consulting, date 3 August 2023, with the following recommendations: | General | 22 August 2023 | Stephanie Barnardt | Heritage Western Cape | The final comments provided by the HWC are hereby acknowledged, and the recommendations have been incorporated into the DBAR (where not previously included). |
| 17 | A palaeontologist must be appointed to rescue fossils in the existing road cuttings prior to the commencement of construction. The work must be carried out under a Workplan approved by HWC; | Palaeo-sensitivity | | | | This recommendation has been included into the Mitigation Measures provided in Section H4 of the DBAR, and into the relevant sections of the EMPr. |
| 18 | Palaeontological monitoring must also take place during expansion of the road cuttings. A suitable schedule for inspections must be agreed upon between the palaeontologist and contractor; | | | | | |
| 19 | A palaeontological chance finds procedure must be in place and should be implemented if fossils are found in the absence of the palaeontologist; | | | | | A Chance finds procedure has been included as an Appendix of the EMPr (Appendix H), as recommended by the specialist (Appendix G6). |
| 20 | The total area disturbed must be minimised as far as possible and all areas not required during operation of the road must be rehabilitated; and | Clearance | | | | This recommendation has been included into the Mitigation Measures provided in Section H4 of the DBAR, and into the relevant sections of the EMPr. |

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| 21 | If any archaeological material, fossils, or human burials are uncovered during the course of development then work in the immediate area should be halted. The find would need to be reported to the heritage authorities and may require inspection by an archaeologist or palaeontologist. Such heritage is the property of the state and may require excavation and curation in an approved institution. | Heritage/ Palaeo | | | | This recommendation has been included into the Mitigation Measures provided in Section H4 of the DBAR, and into the relevant sections of the EMPr. |
| 22 | During the development operations, the following measures must be in place to ensure compliance with health legislation and Garden Route District Municipality Municipal Health By-Laws, PG 8018 of 10 December 2018, to prevent the existence of a health hazard: | General | 25 August 2023 | D Pause (on behalf of M Stratu) | Garden Route District Municipality | We hereby acknowledge receipt of the comments sent through by the Garden Route District Municipality. |
| 23 | Prevention of operations and activities which can have a negative effect and can contribute to pollution of surrounding water sources. | Pollution control | | | | An Aquatic Biodiversity Impact Assessment (Appendix G1) was undertaken, and mitigation measures incorporated into the BAR and |
| 24 | Provision of proper waste management: Waste containers for general waste and hazardous waste must be disposed in appropriate and clearly marked containers and kept in a designated area/s. | Waste management | | | | These recommendations, if not already included, have been included into the Mitigation Measures provided in Section H4 of the DBAR, and into the relevant sections of the EMPr. |
| 25 | Provision of adequate and sufficient chemical toilets at the site and content from toilets must be disposed of regularly by a registered waste contractor at a registered wastewater facility. | Sanitation | | | | |
| 26 | Toilets must not be located near water courses to prevent water pollution. | Sanitation | | | | |
| 27 | Clean portable water must be available to workers on site during construction. | Sanitation | | | | |
| 28 | If workers reside in camps during the construction period, such camps must be provided with proper washing, sanitation and waste disposal facilities and must be kept hygienically clean. | Sanitation | | | | |
| 29 | Dust suppression methods such as water spraying must be provided during construction operations. | General Nuisance | | | | |

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| 30 | The application for registration of water use(s) in respect of the General Authorisation, General Notice (GN) 509 published in Government Gazette No. 40229 dated August 2016 (hereinafter GA), for the above-referenced project was received and its processing is underway. In this regard, this office has no further comments on this project despite that the water use activities triggered and applied for should not commence prior to the issuance of the GA confirmation. | Water Uses | 31 August 2023 | Rabokale Mphahlele | BOCMA | We hereby acknowledge receipt of the confirmation from BOCMA that the Application for the GA for the proposed road strengthening project in terms of the NWA is currently underway. |
| 31 | The Western Cape Biodiversity Spatial Plan (Pool-Stanvliet et.al. 2017) has specific guidelines regarding CBA and ESA loss and their sensitivity and conservation objectives. Thus, the proposed development should be guided by those objectives to conserve and protect the CBAs and ESAs (Pool-Stanvliet et al. 2017). CapeNature maintains minimal habitat loss is acceptable (in line with the WCSBP Land Use Guidelines Handbook, 2017) provided the underlying biodiversity objectives and ecological functioning are not compromised. | Ecological Impact | 21 September 2023 | Ms. M. Simons | CapeNature | The objectives of the Western Cape Biodiversity Spatial Plan has been taken into consideration for the purpose of evaluating the impacts of the proposed project. Based on the findings the impacts on the terrestrial biodiversity would be Medium-Low following the implementation of the mitigation measures. All mitigation measures, provided by the specialist, aimed towards minimising the impacts on the terrestrial biodiversity, have been included in the EMPr compiled for the proposed project. |
| 32 | The Eastern Little Karoo is within the Succulent Karoo biome which is a recognised global biodiversity hotspot and is therefore very sensitive to destruction (SANBI 2022). | | | | | This comment is hereby acknowledged. |
| 33 | All endangered species or protected species listed in Schedules 3 and 4 respectively, in terms of the Western Cape Nature Conservation Laws Amendment Act, 2000 (Act No. 3 of 2000) may not be picked or removed without the relevant permit, which must be obtained from CapeNature. This is also to ensure that rescued plant material is accounted for and used in the rehabilitation or relocation process. The indigenous vegetation that requires removal should be rescued and used for rehabilitation purposes. | Species of Conservation Concern (SCCs) | | | | All mitigation measures, provided by the specialist, aimed towards minimising the impacts on the terrestrial biodiversity and SCCs located within the proposed construction footprint, have been included in the EMPr compiled for the proposed project. Where indigenous vegetation/SCCs are impacted upon, the required permit will be obtained from CapeNature prior to the commencement of the construction activities. The rehabilitation programme compiled for the proposed project (as part of the Environmental Management Programme) has been amended to include this requirement (in terms of vegetation retention). |
| 34 | The Botanist confirmed the road will cross both high and medium sensitive areas. Will it be possible to exclude the high sensitive areas with the SCC from the road upgrade? The high sensitive areas have Species of Conservation Concern and Regional Endemics. The road is already disturbed/ degraded in certain areas and the only | | | | | The possibility of the exclusion of the highly sensitive areas have been raised towards the engineer, however, it was found that due to the location of these sensitive areas and the nature of the works required in these areas, avoidance would not be possible. |

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| | mitigation for the SCC, geophytes, and succulent plant species were Search and Rescue. | | | | | A minimum footprint approach will however be maintained in these areas so as to limit the impact of the proposed development on the highly sensitive areas. |
| 35 | Would Search and Rescue of SCC be a practical mitigation measure? And will the plants survive the transplanting process? The Rehabilitation Specialist must confirm the above and assess what the success rates would be for translocation SCC, geophytes, and succulents. | | | | | |
| 36 | Suitable locations must be determined before search-and-rescue is undertaken. The season should also be considered to give the plants an adequate chance to re-establish. CapeNature is of the opinion that a suitable site with similar microclimate and geological conditions must be identified, and the success rate must be confirmed. Furthermore, it will be important that an experienced Environmental Control Officer (with botanical knowledge) be appointed to oversee the removal of the plants (if search and rescue will continue). | | | | | |
| 37 | Eradication of invasive alien plant species are of high priority and CapeNature supports the removal of these species. Alien plant species that occur outside of the proposed footprint must be cleared during the alien clearing phase. In this way, more alien plant species can be removed. The eradication and monitoring of the spread of invasive alien species should follow the National Environmental Management: Biodiversity Act (Act No.10 of 2004)6. The removal of invasive alien plant species must be continuous and should continue beyond the operational phase. | Alien Invasive species | | | | All mitigation measures, provided by the specialist, aimed towards minimising the impacts on the terrestrial biodiversity within the proposed construction footprint, have been included in the EMPr compiled for the proposed project. |
| 38 | The road is within a FEPA River Corridor (Fish Support Area) which are important in achieving biodiversity targets for riverine ecosystems and have an important role in allowing plant and animal species movement within the landscape (Nel et al. 2011)7 . The watercourse that will be affected are Largely Natural and are important for a) maintaining hydrological processes and b) regionally important for biodiversity. According to the Freshwater Specialist the road will have a low impact on the watercourse. The specialist has reported on the importance of these watercourses connecting the larger undisturbed CBAs to the lowland Klip River system therefore the mitigation measure which are supported by CapeNature must be included in the EMPr. | Aquatic Impacts | | | | All mitigation measures, provided by the specialist, aimed towards minimising the impacts on the aquatic biodiversity within the proposed construction footprint, have been included in the EMPr compiled for the proposed project. |

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| 39 | The Terrestrial Animal Specialist has confirmed no SCC occur along the road. Therefore, the impacts on the terrestrial fauna were rated low in addition to the already disturbed nature of the proposed footprint. If faunal species occurs during construction, they should not be harmed area. If any species are found, they should be relocated to suitable habitats. CapeNature supports the recommendation that must be included in the EMPr. | Faunal Impacts | | | | All mitigation measures, provided by the specialist, aimed towards minimising the impacts on the animal species potentially occurring within the proposed construction footprint, have been included in the EMPr compiled for the proposed project. |
| 40 | Soil erosion control measures, water and pollution run-off must be strictly implemented. All runoffs must be managed in a manner as to minimise or prevent erosion. Areas susceptible to erosion and areas cleared of indigenous vegetation must be protected by installing the necessary temporary structures. | Site management | | | | Control measures towards managing the impacts of concern have been addressed in Sections 8 and 11 of the EMPr. |
| 41 | Waste should be removed from the entire site and not only the mining footprint. Waste generated must be stored on site until it is removed to a registered facility. Ensure that waste bins and containers do not overflow by emptying them regularly. Implement the integrated waste management approach that addresses waste avoidance, reduction, re-use, recycling, recovery, treatment, and safe disposal as a last resort. | Waste management | | | | Mitigation measures toward managing the waste generated on site for the proposed road strengthening project has been provided in Sections 8, 10 and 11 of the EMPr. |
| 42 | A qualified Environmental Control Officer (ECO) must be appointed to monitor the construction and operational phases. Furthermore, the ECO must ensure rehabilitation is on schedule and that the recommendations/ mitigation measures from the Specialist are adhered and implemented. | Monitoring | | | | <p>During the Construction phase, the onus will rest on the Contractor to ensure that all mitigation measures proposed for the proposed project have been strictly adhered to. As per the EMPr compiled for the proposed project (Appendix H of the BAR), the following monitoring units will be required for the proposed infrastructure project:</p> <ul style="list-style-type: none"> • <u>Environmental Site Officer (ESO) (Appointed by the Contractor)</u> – must be appointed to monitor the daily compliance to the EMPr, all proposed mitigation measures and all approvals obtained. • <u>independent Environmental Control Officer (ECO) (Appointed by the Contractor/Applicant)</u>- must be appointed to record compliance with the EMPr and all other approvals obtained. The ESO will report to the ECO if and when non-compliances are observed on site and the corrective measures taken. • <u>Independent Environmental Auditor</u> (Appointed by the Applicant)- For the life of the construction and rehabilitation phase (for a period of 12 months |

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| | | | | | | following the construction phase) of the proposed project, an Independent Auditor must monitor compliance on site once every 6 months. This will be to ensure that all mitigation measures are complied with, and if deemed necessary, recommendations toward amendments to the EMPr will be made, should mitigation measures be deemed insufficient. |
| 43 | The Western Cape Department of Agriculture has no objection to the proposed maintenance works. | General | 1 November 2023 | Core van der Walt | Western Cape Department of Agriculture | The Department's stance is hereby acknowledged. |
| Registered Interested & Affected Parties | | | | | | |
| 44 | <p>Regarding our access into our Lodge. Will there be a slipway to turn into our Lodge – When you are travelling from Oudtshoorn to George? As you have to turn right, to get into our property.</p> <hr/> <p>I am looking at the proposed layout plans as well as the combined layout plans, but struggling to see it.</p> <p>Regarding our Access into our Lodge. Will there be a slipway to turn into our Lodge – When you are travelling from Oudtshoorn to George? As you have to turn right, to get into our property. With all the accidents that occur at our gate, it is a nightmare.</p> <hr/> <p>Thank you very much Madeleine</p> <p>This will make a huge different!</p> | Traffic Impacts | <p>2 August 2023</p> <hr/> <p>2 August 2023</p> <hr/> <p>8 August 2023</p> | Blanche Nel (on behalf of Gerrie Ferreira & Ockie Nel) | Chandelier Game Lodge | <p>According to the engineering designs, the road will be equipped with auxiliary lanes in both directions (Pink line and green line on the attached map) in front of the entrance to your establishment.</p> <p>I have forwarded your enquiry to the consulting engineers for further assistance.</p> <p>In the meantime, please refer to the Basic Assessment Report for details as it pertains to the activities. All the references (i.e. A16, L4, L5, etc) on the map have been correlated with the descriptions provided in the Basic Assessment Report.</p> <p>Please note that the engineers have provided us with feedback regarding your query.</p> <p>They have indicated that your concerns will be tended to. Further details with regards to the design will be provided through the following round of Public Participation (Post-Application Basic Assessment Report).</p> <p>In the meantime, please refer to the Pre-Application Basic Assessment Report and its appendices for details regarding the proposed infrastructure project and the potential impacts.</p> <p>Following the submission of a site specific locality map to the commenter indicating the position of their establishment relative to the proposed road strengthening project, and further telephonic communications, the commenter's</p> |

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| | | | | | | <p>concerns regarding the anticipated and existing impacts were resolved.</p> <p>Section H4 of the BAR has however been amended to include the requirement for better signage regime to further mitigate the number of incidents along the road. Appendix B2 was also amended to further indicate the extent of the auxiliary lanes and Section E was amended to provide further details regarding the auxiliary lanes, as was discussed telephonically with the commenter.</p> |
| 45 | I am interested in knowing whether the project was granted and how long is the duration of the project expected to be. | Project Duration | 7 August 2023 | T. Ndlendle | Private Individual | As stipulated in the engineering report (Appendix L of the BAR), the construction period will be 16 months. However, as a precaution, the EAP stipulated in Section J.2.5, there be allowance for 2 years for the purpose of construction. |
| 46 | Where is the waste generated going to be disposed of and whether is it going to be disposed within the area. | Waste Management | | | | As stipulated in Section C.3, all general construction waste generated during the construction phase will be taken to the Grootkop landfill site and all hazardous waste will be transported to the Green Scrap Recycling facility in George by an accredited service provider. |
| 47 | Do you have any erosion control measures that you plan on implementing when the soil is exposed during construction? | Erosion control | | | | Erosion protection and remedy measures have been provided by the Aquatic specialist (Section H.4) of the DBAR. Additionally, please refer to Sections 7.9, 7.10 and 10.1 of the Draft Environmental Management Programme (Included as Appendix H of the Basic Assessment Report). |
| 48 | This email intends to show interest and have an input in the proposed project of strengthening of the TR75/1 (TRUNK ROAD 75/N12-HIGHWAY) near Oudtshoorn. I have already engaged with the public document pertaining to this project. | General | 17 August 2023 | N. Belinda | Private Individual | The commenter was requested to forward the previous comments sent through pertaining to the proposed development. As per the communications received on the 19 th of August 2023, no additional comments were provided. |
| 49 | As previously mentioned, a Heritage Impact Assessment was conducted, and it was discovered that numerous, well-preserved fossils had been discovered within the existing road cuttings. These fossils contained a number of bi-valves, trace fossils, and possibly even trilobites. Many additional species have been described, and some of these fossil discoveries were quite valuable scientifically. My concern in this case is how will these be protected as they are part of History? | Palaeo-Sensitivity | | | | <p>Appendix G6 of the BAR provides the specialist impact assessment report conducted for the proposed project. The recommendations provided by the appointed palaeontologist and heritage specialist, respectively, have been incorporated into the BAR and the EMPr. These measures are aimed toward safeguarding the resources and preventing loss of any palaeontological features of concern.</p> <p>During the construction works, following the conclusion of the initial search and rescue of the fossils, a Chance find procedure will be enforced on site. This Protocol has been included as an Appendix of the EMPr (Appendix H), as</p> |

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| | | | | | | recommended by the specialist (Appendix G6). |
| 50 | What particular plans exists to lessen the impact on wetlands and non-perennial rivers? | Aquatic Impacts | | | | An Aquatic Biodiversity Impact Assessment has been conducted (Appendix G1) and the Risks associated with the proposed road strengthening project from an aquatic perspective have been evaluated. The specialist provided a number of mitigation measures toward managing the impacts identified. These measures have been incorporated into Section H4 of the BAR and in the relevant sections of the EMPr. |
| 51 | Can you elaborate on how the project will avoid disrupting these delicate ecosystems while the construction is taking place? | Aquatic impacts | | | | Furthermore, a Water Use Authorisation in terms of Section 21 I and (i) of the National Water Act (Act 36 of 1998) in the form of a General Authorisation (in terms of GN 509 of 2016) will be obtained for the proposed development. As part of the beforementioned authorisation, a number of conditions toward safeguarding the aquatic resources are stipulated. |
| 52 | Are there any plans to provide alternate habitats or restore the impacted areas? | Aquatic impacts | | | | A Draft Rehabilitation Programme has been incorporated as Appendix J of the EMPr (Appendix H of the BAR) aimed towards restoring the impacted areas. |
| 53 | The project's negative impacts on the environment include, for example, the loss of native vegetation cover. How will the project ensure that the loss of indigenous vegetation doesn't result in a decline of local biodiversity? | Terrestrial Biodiversity | | | | A botanical/terrestrial biodiversity specialist has been appointed to conduct and evaluate the anticipated impacts that the proposed road strengthening project will have on the terrestrial biodiversity (vegetation and plant species). We acknowledge that the clearance of vegetation was indicated to be medium-high prior to the implementation of mitigation measures. The specialist has provided mitigation measures towards sufficiently managing the resources located within the affected areas (Appendix G2) and the recommendations have been incorporated into the BAR and the EMPr compiled for the proposed project. |
| 54 | Are there plans to create alternative habitats or connect fragmented habitats to support wildlife movement? | Faunal Biodiversity | | | | Furthermore, a faunal species specialist has been appointed to conduct an assessment of the potential impacts that the proposed project will have on the faunal biodiversity (Appendix G4 of the BAR). It was found that proposed footprint has limited use by fauna, and it is unlikely that the |

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| | | | | | | <p>available habitat would support any individuals or populations of faunal SCC. Such species are more likely to utilise the better-quality habitat that exists in the adjacent natural areas in far larger and more viable quantities. The specialist has provided mitigation measures in order to ensure that the impact on the faunal species is kept to a minimum.</p> <p>These recommendations have been incorporated into the BAR and the EMPr compiled for the proposed road strengthening project .</p> |
| 55 | I would also love to address the monitoring of the project. What kind of environmental monitoring will be carried out both before and after construction to make sure that wetlands and non-perennial rivers are not harmed? | Monitoring | | | | <p>During the Construction phase, the onus will rest on the Contractor to ensure that all mitigation measures proposed for the proposed project have been strictly adhered to. As per the EMPr compiled for the proposed project (Appendix H of the BAR), the following monitoring units will be required for the proposed infrastructure project:</p> <ul style="list-style-type: none"> • <u>Environmental Site Officer (ESO) (Appointed by the Contractor)</u> – must be appointed to monitor the daily compliance to the EMPr, all proposed mitigation measures and all approvals obtained. • <u>independent Environmental Control Officer (ECO) (Appointed by the Contractor/Applicant)-</u> must be appointed to record compliance with the EMPr and all other approvals obtained. The ESO will report to the ECO if and when non-compliances are observed on site and the corrective measures taken. • <u>Independent Environmental Auditor</u> (Appointed by the Applicant)- For the life of the construction and rehabilitation phase (for a period of 12 months following the construction phase) of the proposed project, an Independent Auditor must monitor compliance on site once every 6 months. This will be to ensure that all mitigation measures are complied with, and if deemed necessary, recommendations toward amendments to the EMPr will be made, should mitigation measures be deemed insufficient. <p>Please note, once the necessary approvals have been</p> |

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| | | | | | | <p>obtained, failure to appoint the abovementioned entities for the project would be considered an offence in terms of NEMA (Act 107 of 1998).</p> <p>No monitoring of the aquatic resources has been proposed by the appointed specialist (Appendix G1 of the BAR). Furthermore, a Water Use Authorisation in terms of Section 21 I and (i) of the National Water Act (Act 36 of 1998) in the form of a General Authorisation (in terms of GN 509 of 2016) will be obtained for the proposed road strengthening project. As part of the beforementioned authorisation, a number of conditions toward safeguarding the aquatic resources are stipulated.</p> |
| 56 | <p>Since the project will be upgrading the existing road that is mostly used by tourists, how will the project maintain the traffic during the construction or is there any alternative route that people can use during the construction.</p> | Traffic Impact | | | | <p>Section H4 of the BAR provides the traffic management measures to be implemented during the construction phase. The onus rests on the appointed Contractor to provide a detailed Traffic Management Programme prior to the commencement of the construction phase. Notices will be erected in Oudtshoorn and at the intersection of the N12 with Heimersriver Road and all minor road intersections leading onto the road to be constructed in order to inform commuters of the construction works, affording them with the opportunity to take an alternative route (via Heimersrivier/Paardepoort Road).</p> <p>Additionally, The Applicant's standard communication plan will be implemented, and alternative routes will be provided as appropriate.</p> |
| 57 | <p>Lastly is based on transparency and communication, what economic advantages are anticipated from the widening of the road, and how will these advantages be distributed to those who live nearby excluding (job opportunities)?</p> | Socio-Economic impact | | | | <p>As identified in the impacts specified in the BAR the socio-economic benefits of the proposed road strengthening project will be seen in the capital contribution towards the infrastructure of the TR75/1 (Trunk Road 75/N12-Highway). This contribution will ensure a safer road for all users commuting along this road when traveling from Oudtshoorn to George.</p> |
| 58 | <p>How will the project team inform the community at large and other stakeholders of updates, findings, and progress?</p> | Public Participation | | | | <p>The public participation process followed for this application has been detailed in Section F of the DBAR. The PPP conducted was in line with Regulations 40 and 41 of the EIA Regulations, as amended. Proof of the methods used toward informing the public of the project (in line with the</p> |

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| | | | | | | <p>beforementioned Regulations) has been provided as Appendix F2 of the DBAR.</p> <p>During the construction phase, the Applicant's standard communication plan will be implemented in order to communicate with the public regarding the proposed project during the construction phase.</p> |
| 59 | The loss of indigenous vegetation in a sensitive ecosystem. There is a chance that some of these areas will not recover, and irreplaceable vegetation could be permanently lost. Additionally, the Significance rating of impact prior to mitigation is medium-high. That is worrying. | Terrestrial impacts | 1 September 2023 | Zaahira Yassin | Private Individual | <p>A botanical/terrestrial biodiversity specialist has been appointed to conduct and evaluate the anticipated impacts that the proposed project will have on the terrestrial biodiversity (vegetation and plant species). We acknowledge that the clearance of vegetation was indicated to be medium-high prior to the implementation of mitigation measures.</p> <p>The specialist has provided mitigation measures towards sufficiently managing the resources located within the affected areas (Appendix G2) and the recommendations have been incorporated into the BAR and the EMPr compiled for the proposed project. With the implementation of the mitigation measures, the anticipated impacts would be Medium-Low.</p> |
| 60 | I am concerned about the encroachment of alien invasive species as well because it is a rather sensitive area. | Terrestrial Impacts | | | | <p>An Alien Invasive Management Programme has been incorporated as Appendix H of the EMPr (Appendix H of the DBAR) aimed towards the sufficient management of the alien invasive species that are presently located on site and could potentially encroach onto the site due to the proposed activities.</p> |
| 61 | This project also has an impact of culverts on erosion of the bed and banks of watercourses, affecting water resources. | Aquatic Impacts | | | | <p>An Aquatic Biodiversity Impact Assessment has been conducted (Appendix G1) and the Risks associated with the proposed project from an aquatic perspective have been evaluated. The specialist provided a number of mitigation measures toward managing the impacts identified. These measures have been incorporated into Section H4 of the BAR and in the relevant sections of the EMPr.</p> <p>Furthermore, a Water Use Authorisation in terms of Section 21 (c) and (i) of the National Water Act (Act 36 of 1998) in the form of a General Authorisation (in terms of GN 509 of 2016)</p> |

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| | | | | | | will be obtained for the proposed project. As part of the beforementioned authorisation, a number of conditions toward safeguarding the aquatic resources are stipulated. |
| 62 | The loss of valuable fossils within the area that may be lost as a result of this project is also a concern. | Palaeo-Sensitivity | | | | Appendix G6 of the BAR provides the specialist impact assessment report conducted for the proposed project. The recommendations provided by the appointed palaeontologist and heritage specialist, respectively, as well as those in the Final Comment from HWC, have been incorporated into the BAR and the EMPr. These measures are aimed toward safeguarding the resources and preventing loss of any palaeontological features of concern. |
| 63 | Please provide me with proof that I have been registered as an I&AP on this project. | General | | | | Confirmation of registration as an I&AP of the project was sent on 1 September 2023. |