

APPENDIX F1:

Register of Interested and Affected Parties for Garden Route Road & Culverts Project – DR1791 Stofpad Road:

REGISTER OF INTERESTED AND AFFECTED PARTIES THE GARDEN ROUTE ROAD & CULVERTS PROJECT – DR1791 BITOU								
Neighbours of the site:								
Name:	Organisation:	ERF Number:	Postal Address:	Telephone:	Email:	Notice Sent (3 Nov 2025)	Second notice sent (18 Nov 2025)	Other comments
Affected Properties								
Stroebeel Rikus Pienaar Truter and Braam Hendrik Van Wyk/ Cameron Attwood	Helderwater Meat Co (PTY) LTD	Farm 501/0	306/22	306/22		x	x	
Paul Jan & Maria Van Hoof / Alexis Sparling	Out of Plett / PVT	306/22				x	x	
				lic				
Denise Philippa Bassett/		306/48				x	x	

- Environmental Impact Assessments • Basic Assessments • Environmental Management Planning
- Environmental Control & Monitoring • Water Use License Applications • Aquatic Assessments



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Michael Bassett							
Martin Coetzee	Bay Electrical Plett	306/19				x	X
Henk Stroebel		306/15				X	X
Arnold Stroebel	Hilltop Nursery/ WITTEDRIFT TRUST	306/3 306/35				X	X
Laurian Roebert Reid	Thornybush, River Cottage	306/36				X	X
Peta Joyce Prior & Ann Rosemary Eedes	FARM W3 OU WA PAD PTY LTD	306/4				X	X
Stella Pickard Harry Truter	Maluma Cottage	491/0				X	X
Along Stofpad Road							
	Wittedrif Primary School	306/2 307/1 307/2 307/3				X	X
Malcom Solomon		306/20				X	X
Dani Taylor	Howberry Hills guest Lodge	491/2				X	X
Authorities and Interest groups :							
Name:	Organisation:	Position :	Postal Address:	Telephone:	Email:		

- Environmental Impact Assessments • Basic Assessments • Environmental Management Planning
- Environmental Control & Monitoring • Water Use License Applications • Aquatic Assessments



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Marlin Henry (Case Officer)	Western Cape Department of Environmental Affairs and Development Planning: Region 3					X	X	
Francois Naude	DEADP: Directorate Development Management (Region 3)					X	X	
Melanie Koen	Department of Forestry, Fisheries and Environment					X	X	
Mr. S. Lekota	Department of Forestry, Fisheries and the Environment; Biodiversity Directorate					X	X	
Dr Nina Viljoen Mr Monde Stratu Nthabeleng Mavis Raisa- Mlandu John Godfrey Daniels	Garden Route District Municipality		F C €			X	X	
Marissa Moore	WCG: Mobility Department					X	X	
Keith Cloete	Western Cape: Department of Health					X	X	

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Charl Louw	Western Cape: Department of Human Settlements				1	X	X	
Frantz Gunther / Rabia Reynolds	Western Cape Department of Environmental Affairs and Development Planning: Pollution and Chemical Management				1	X	X	
Dr. Joy Leaner	Air Quality Directorate				1	X	X	
Cllr. Jessica N Kamkam/ Michael John Rhode /	Ward 1: Bitou Local Municipality					X	X	
Nikki Mann	Plettenberg Bay Community Environmental Forum					X	X	
	Plettenberg Bay Ratepayers and Residents Association				1	X	X	
Brandon Laymen/ Cor van der Walt	WCG: Department of Agriculture					X	X	
Carlo Abrahams/ Mrs C. Rautenbach	Breede-Gouritz Catchment Management Agency				1	x	X	

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Warren Dreyer	Department of Water and Sanitation			C			X	X
Megan Simons/ Ismael Adams	Cape Nature			C			X	X
Lizelle Stroh/ Evalena Shodole	South African Civil Aviation Authority			C			X	X
Debbie Hardin/ John Geerin/ Lungile Motsisi Ziyanda Mdoda	Eskom: Land Development and Environmental Manager/ Servitude and Land Management						X	X
Stephanie-Ann Barnardt	Heritage Western Cape						X	X
Owen Peters	Eskom: Land Development						X	X
Jessica N. Kamkam	Bitou Municipal Manager/ Executive Mayor			C			X	X
Edward Charles Oosthuizen	Bitou: Manager Water & Sanitation			C			X	X

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Nicole Abrahams / Randall Cable/ Danfred Adams	SANRAL					X	X	
Dr Hanneline Smit-Robinson	Bird Life South Africa					X	X	
Devlin Fortuin	WCG: Department of Infrastructure					X	X	
Melanie Koen	Forestry Western Cape					X	X	
Molahlegi Molope	South African Radar Interest Group: Chairman					X	X	
Caroline Lötter /Kate Richardson	South African Bats Assessment Association					X	X	
Mpho Mabaso	Department of Energy:					X	X	
DEADP: George Office	DEADP George Admin Office					X	X	
DEADP: Pollution & Waste management	DEADP: Pollution & Waste management					X	X	
Radia Razack Dr. Lisolomzi Fikizolo	Department of Environmental Affairs: Ocean & Coasts					X	X	

-
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Register of Interested and Affected Parties for Garden Route Road & Culverts Project – DR1791 Stofpad Road:

Ms. Marlene Laros	Western Cape Department of Environmental Affairs and Development Planning: Coastal Management					1	X	X	
Ms. Bronagh B Hammond	Western Cape Department of Education					10	X	X	
Cllr. Nokuzola P Kolwapi Victor Felton Andile Sakati Chris Schliemann	Bitou Local Municipality					10	X	X	
Ms. Esmaralda E Barnes	Plettenberg Bay Airport					15	X	X	
C. Martin	Garden Route District Municipality: Roads						X	X	
Additional I & APs									
Andre Treurnich							X	X	

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- Environmental Control & Monitoring • Water Use License Applications • Aquatic Assessments



Appendix F:

Department of Agriculture:

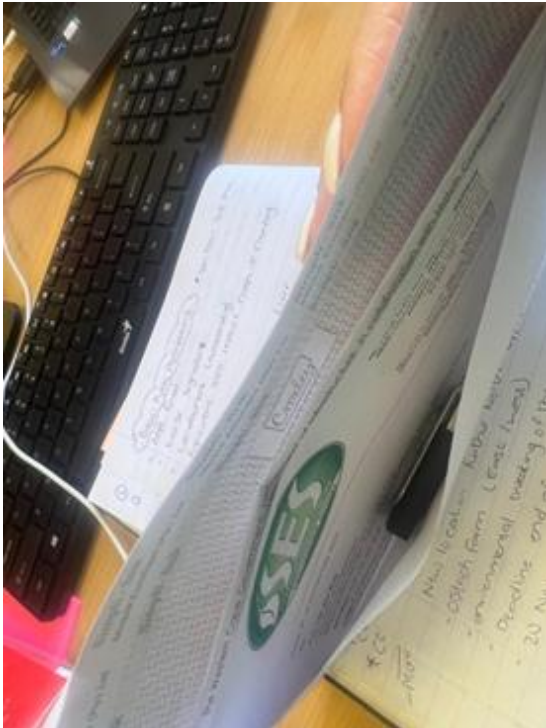


Figure 1. Agriculture Letter with Flash Drive.



Figure 2. Aramex form of delivery.



GEORGE
TEL: +27 (0) 44 873 4923 FAX: +27 (0) 44 874 5953
EMAIL: info@sesc.net WEBSITE: www.sesc.net
ADDRESS: Unit 17 Cathedral Square,
Cathedral Street, George, 6530
PO BOX: 9087, George, 6530

CAPE TOWN
TEL: +27 (0) 21 554 5195 FAX: +27 (0) 86 575 2869
EMAIL: betsy@sesc.net WEBSITE: www.sesc.net
ADDRESS: Tableview, Cape Town, 7441
PO BOX: 443, Milnerton, 7435

Date: 4th of November 2025

To:

Cor van der Walt

The Head of Department
Western Cape Department of Agriculture
Bag X1 Elsenburg 7607, Admin Building, Muldersvlei Road, Elsenburg Private

Attention: Cor van der Walt

Subject: Notification of Basic Assessment Process for the Proposed Removal and Replacement of the Existing Road and Culvert Infrastructure Located Along Division Road (DR) 1791 km 1.59, Stofpad Road, Crossing Farm 501 and Farm 306 on Portion 22 Witterdrift, Bitou Local Municipality, Garden Route District Municipality (DEA&DP Reference: 16/3/3/1/D1/14/0026/25)

Dear Sir,

Sharples Environmental Services CC (SES), on behalf of the Western Cape Government: Department of Infrastructure, hereby notifies the Western Cape Department of Agriculture of the ongoing environmental assessment process for the following project:

Project Title:

THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOFPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTERDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY (DEA&DP REFERENCE: 16/3/3/1/D1/14/0026/25).

This application is being undertaken in terms of the **National Environmental Management Act, 1998 (Act 107 of 1998)** and the **Environmental Impact Assessment Regulations, 2014, as amended (GNR 326 of 2017; GNR 517 of 2021)**.

Applicant: Western Cape Government: Department of Infrastructure

Environmental Consultant: Sharples Environmental Services CC

EAP: Betsy Ditcham (EAPASA Reg: 1480)

Contributing Candidate EAP: Jessica Gossman (EAPASA Reg: 6154)

DEA&DP Reference: 16/3/3/1/D1/14/0026/25

Project Description

The Western Cape Government: Department of Infrastructure, in collaboration with Hatch Consulting Engineers, proposes the removal of the existing flood-damaged causeway at kilometre marker 1.59 along Divisional Road (DR) 1791 (Stofpad Road) over the Leermansdrift River. The causeway will be replaced with a new reinforced concrete structure, incorporating raised road approaches to improve resilience against future flooding. To ensure uninterrupted traffic flow during construction, a temporary 4 m-wide bypass will be established either upstream or downstream of the existing crossing, extending beyond the 20 m road reserve and covering an area of approximately 534 m². The project falls within the jurisdiction of the Bitou Local Municipality, Garden Route District, Western Cape.

Triggered Listed Activities

The following listed activities will be applied for:

Listing Notice 1 (GNR 327): Activities 12.19 and 48.

Listing Notice 3 (GNR 324): Activities 4, 12 and 14.





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PO BOX: 443, Milnerton, 7435

Public Participation Process

Notice is hereby given, in line with **Regulation 41 of the EIA Regulations (2017, as amended)**, that the **Draft Basic Assessment Report (BAR)** will be released for a **30-day public review and commenting period**.

Commenting period: 4th of November 2025 – 3rd of December 2025.

Opportunity to register as an Interested & Affected Party (I&AP): Stakeholders may register to obtain a copy of the Draft BAR and provide written comments. All submissions must include the commenter's name, contact details, preferred method of communication, and disclosure of any direct interest in the application.

Deadline for submissions: 3rd of December 2025.

All comments and registration requests will be managed in accordance with the **Protection of Personal Information Act, 2013 (POPIA)**. By submitting comments, I&APs consent to their details being shared with other registered parties, as required by law.

Availability of Reports

In addition to the posted flash drive for the proposed project, the Draft BAR and supporting documentation can be accessed further as follows:

Online: SES website at www.sesc.net (under "Public Documents").

Hard copy: Green Valley Library, 139 Pine Street, Green Valley, Plettenberg Bay 6603.

On request: From the EAP directly (see details below).

Contact Information: Sharples Environmental Services CC (SES)

Contact Person: Ms Jessica Gossman

Tel: 021 554 5195

Email: jessica@sesc.net

Post: P.O. Box 443, Milnerton, 7435

We respectfully invite the Department of Agriculture to review the Draft BAR and provide comments during the stipulated public participation period. Your input will be considered in the finalisation of the report and subsequent decision-making process by the competent authority.

Yours faithfully,

Betsy Ditcham
Pr. EAP (EAPASA Reg: 1480)
Sharples Environmental Services CC



First emailed notice to all I&APs:

DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.

Dear Commenting Authorities, Organs of State, and Interested & Affected Parties,

RE: NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC PARTICIPATION COMMENTING PERIOD OF THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY (DEADP REF NO:16/3/3/1/D1/14/0026/25).

Sharples Environmental Services cc (SES) has been appointed by HATCH engineering, on behalf of Western Cape Government Department of Infrastructure, to undertake the environmental assessment, in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) and the Environmental Impact Assessment Regulations of 2014, as amended (GNR 326 of 2017; GNR 517 of 2021), for the proposed removal and replacement of the existing road and culvert infrastructure, located along Division Road 1791 km 1.59 (DEA&DP Ref Nr: 16/3/3/1/D1/14/0026/25).

This email serves as a reminder that the Draft Basic Assessment Report (DBAR) and its associated appendices will be available for download and viewing until Wednesday, the 3rd of December 2025.

A hard-copy of the document has been made available Green Valley Library, 139 Pine Street, Green Valley, Plettenberg Bay 6603. The document is also available for download from our website: <https://sescc.net/eia-report/draft-basic-assessment-report-for-the-proposed-development-of-a-hardened-water-reservoir-and-associated-infrastructure-at-the-koeberg-nuclear-power-station-located-on-the-farm-duynefontyn-no-1552-me/>

Public Participation Commenting Period: 4th of November 2025 – 3rd of December 2025.

You have been identified as a registered Interested & Affected Party (I&AP), providing you with the opportunity to review and comment on the Draft Basic Assessment Report. Should you **no longer wish to be registered as an I&AP** for this project, indicating that you no longer wish to be included in future communications regarding this process, **please notify this office in writing.**

If you are receiving this mail, and you are the landowner/landlord of the property, you are requested to notify ALL occupiers on your property of the details of this mail and public participation period. Alternatively, you may request that the EAP undertake this notification on your behalf, by supplying the EAP with the occupiers' contact details. If you are the occupier, you are requested to notify the landowner/landlord of the details of this mail and public participation period. Alternatively, you may request that the EAP undertake this notification on your behalf, by supplying the EAP with the landowner/landlord contact details.

Please Note: Choosing to be registered as an I&AP or by submitting a comment, you consent to the lawful processing of your personal information in relation to the intended purposes, as described by the Protection of Personal Information Act, 2013 (Act no. 4 of 2013). Your personal information will be utilized for all processes relevant to this specific project, in compliance with the POPI Act, 2013. You also provide consent to having your contact details being made available, and to be reflected in our regulated reports.

The **DBAR** is available for **comment until the 3rd of December 2025**. Comments on the **DBAR** and proposed activity must therefore be submitted **in writing on or before the 3rd of December 2025**, by means of the following: **Fax: 086-575 2869, email: jessica@sescs.net or postal address: PO Box 443, Milnerton, 7435.**

Please do not hesitate to contact us if you have any queries.

Second email to all I & APs:

RE: AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT ASSESSMENT REPORTS FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY (DEADP REF NO:16/3/3/1/A1/41/3042/25).

Dear Stakeholders and Interested and Affected Parties,

RE: AVAILABILITY OF THE 30-DAY PUBLIC PARTICIPATION PERIOD OF THE DRAFT ENVIRONMENTAL IMPACT ASSESSMENT REPORTS PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY (DEADP REF NO:16/3/3/1/A1/41/3042/25).

Sharples Environmental Services cc (SES) has been appointed by HATCH engineering, on behalf of Western Cape Government Department of Infrastructure, to undertake the environmental assessment, in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) and the Environmental Impact Assessment Regulations of 2014, as amended (GNR 326 of 2017; GNR 517 of 2021), for the proposed removal and replacement of the existing road and culvert infrastructure, located along Division Road 1791 km 1.59 (DEA&DP Ref Nr: 16/3/3/1/A1/41/3042/25) The Application for Environmental Authorisation, in terms of the aforementioned legislation, was submitted on 10th of October 2025.

This email serves to remind you of the availability of the Draft Environmental Impact Assessment Reports and associated appendices. Please be reminded that the Public Participation Process concludes on Monday, the 1st of December 2025.

A hard copy of the document has been made available Green Valley Library, 139 Pine Street, Green Valley, Plettenberg Bay 6603. The document is also available for download from our website: <https://sescc.net/eia-report/draft-basic-assessment-report-for-the-proposed-development-of-a-hardened-water-reservoir-and-associated-infrastructure-at-the-koeberg-nuclear-power-station-located-on-the-farm-duynefontyn-no-1552-me/>

Public Participation Commenting Period: 31st of October 2025 – 1st of December 2025.

You have been identified as a registered Interested & Affected Party (I&AP), providing you with the opportunity to review and comment on the Draft Environmental Impact Assessment Reports. Should you **no longer wish to be registered as an I&AP** for this project, indicating that you no longer wish to be included in future communications regarding this process, **please notify this office in writing**. If you are receiving this mail, and you are the landowner/landlord of the property, you are requested to notify ALL occupiers on your property of the details of this mail and public participation period. Alternatively, you may request that the EAP undertake this notification on your behalf, by supplying the EAP with the occupiers' contact details. If you are the occupier, you are requested to notify the landowner/landlord of the details of this mail and public participation period. Alternatively, you may request that the EAP undertake this notification on your behalf, by supplying the EAP with the landowner/landlord contact details.

Please Note: Choosing to be registered as an I&AP or by submitting a comment, you consent to the lawful processing of your personal information in relation to the intended purposes, as described by the Protection of Personal Information Act, 2013 (Act no. 4 of 2013). Your personal information will be utilized for all processes relevant to this specific project, in compliance with the POPI Act, 2013. You also provide consent to having your contact details being made available, and to be reflected in our regulated reports.

The **DBAR** is available for **comment until the 1st of December 2025**. Comments on the **DBAR** and proposed activity must therefore be submitted **in writing on or before the 1st of December 2025**, by means of the following: **Fax: 086-575 2869, email: jessica@sescc.net or postal address: PO Box 443, Milnerton, 7435.**

Please do not hesitate to contact us if you have any queries.



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Notice of Public Participation Commenting Period **FOR THE** **Draft Basic Assessment Report** **Invitation to Register as an Interested & Affected Party** **(I&AP) and provide comment**

FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTERDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.

Please note that the start of the Public Participation Process (PPP) for the proposed construction of the removal and replacement of the road and culvert infrastructure, as advertised on the 30th of October 2025 publication of the Knysna-Plett Herald, is open for comment from the 4th of November 2025 – 3rd of December 2025.

Potential Interested & Affected Parties (I&APs) are invited to register to obtain the DBAR for information purposes and provide comments on this proposal.

THE I & AP REGISTRATION AND COMMENT PERIOD:
4th of November 2025 – 3rd of December 2025

FOR MORE INFORMATION: The Draft Basic Assessment report and associated documents will be available on the SES website (www.sesc.net) under the “public documents” section. The physical copy of the document will be placed at Green Valley Library, 139 Pine Street, Green Valley, Plettenberg Bay 6603.

Alternatively, please contact **Ms. Jessica Gossman**
Tel: 021 554 5195 / Email: jessica@sesc.net



**NOTICE OF 30-DAY PUBLIC PARTICIPATION COMMENTING PERIOD FOR THE BASIC
ASSESSMENT REPORT
INVITATION TO REGISTER AS AN INTERESTED AND AFFECTED PARTY (I&AP) AND COMMENT
ON THE PROPOSED DEVELOPMENT.**

**THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT
INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOFFPAD ROAD,
CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL
MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY DEA&DP REF:
16/3/3/6/7/1/D1/14/0099/25**

Notice is hereby given in terms of Regulation 41 of the Environmental Impact Assessment Regulations of 2014, as amended (GNR 326 of 2017; GNR 517 of 2021) promulgated under the National Environmental Management Act, as amended (Act 107 of 1998), of the submission of an application for Environmental Authorisation to the Department of Environmental Affairs and Development Planning (DEA&DP).

PROPONENT, DESCRIPTION OF ACTIVITY & LOCATION:

The Western Cape Government: Department of Infrastructure, in collaboration with Hatch Consulting Engineers, proposes the removal of the existing flood-damaged causeway at kilometre marker 1.59 along Divisional Road (DR) 1791 (Stoffpad Road) over the Leermansdrift River. The causeway will be replaced with a new reinforced concrete structure, incorporating raised road approaches to improve resilience against future flooding. To ensure uninterrupted traffic flow during construction, a temporary 4 m-wide bypass will be established either upstream or downstream of the existing crossing, extending beyond the 20 m road reserve and covering an area of approximately +534 m². The project falls within the jurisdiction of the Bitou Local Municipality, Garden Route District, Western Cape.

LISTED ACTIVITIES:

Listing Notice 1 (GNR No R. 327) Activities 12, 19, and 48.

Listing Notice 3 (GNR No. R. 324) Activities 4, 12, and 14.

OPPORTUNITY TO REGISTER AS AN I&AP:

Potential Interested & Affected Parties (I&APs) are invited to register to obtain a copy of the Draft Basic Assessment Report for information purposes and thereafter provide comment on this proposal. I&APs must provide their comments together with their name, contact details (preferred method of notification, e.g. e-mail or fax number) & indicate any direct business, financial, personal or other interest they have in the application to the contact person indicated below, within 30-days between **4th of November 2025 – 3rd of December 2025**. Requests for registration &/or comment must reach us before or on the **3rd of December 2025**. All information will be managed within the mandate of the POPI Act, 2013. Therefore, by registering as an I&AP and commenting, you are consenting to the use of your personal information, which may be made available to any registered I&AP, in line with the legislated procedure relevant to this application.

AVAILABILITY OF REPORT:

The proposed project and associated documents can be obtained from SES (contact details below) or under the "public documents" section on the SES website (www.sescc.net). A physical copy of the document can be found at the Green Valley Library, 139 Pine Street, Green Valley, Plettenberg Bay 6603



For more information: Ms Jessica Gossman

Tel: 021 554 5195

Email: jessica@sescc.net

✉ Box 443, Milnerton, 7435

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Any place, any time

Deon Joubert

072 936 0408

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BARRY'S LIFTS

Reliable Rides Provides Airport Transfers Day Trips Shuttle Services.

Contact 072 507 5407

VL008733

FINANCIAL & LOANS0306

OORBRUGGINGS KONTANT VIR Pensioen/Pakket afwagtendes (Enkel bedrag)

Kim 067 998 0137

VL008626

GENERAL0313

KIRBY VACUUM Repairs and servicing.

071 335 6005

VL008795

EMPLOYMENT WANTED0706

KETTIE FROM MALAWI

Looking for a job as a caregiver

0724681024 /0843276827

BZ003525

I'M LOOKING FOR CLEANING JOB WITH 20 YRS EXP.

Caregiver, First Aid, Home based and HIV Counselling Certificate, sleep in pls.

Call: Joyce 073 639 5547

LEGALS0802

TOYOTA LANDCRUISER

Would the owner of Reg no JH86XD GP please remove your vehicle within the next 90 days. Otherwise vehicle will be sold for storage costs

Contact Fanie 082 726 9991

VL008573

LEGAL | ENVIRONMENTAL NOTICES

NOTICE OF 30-DAY PUBLIC PARTICIPATION COMMENTING PERIOD FOR THE BASIC ASSESSMENT REPORT

INVITATION TO REGISTER AS AN INTERESTED AND AFFECTED PARTY (I&AP) AND COMMENT ON THE PROPOSED DEVELOPMENT.

THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOFPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY DEA&DP REF: 16/3/3/6/7/1/D1/14/0099/25

Notice is hereby given in terms of Regulation 41 of the Environmental Impact Assessment Regulations of 2014, as amended (GNR 326 of 2017; GNR 517 of 2021) promulgated under the National Environmental Management Act, as amended (Act 107 of 1998), of the submission of an application for Environmental Authorisation to the Department of Environmental Affairs and Development Planning (DEA&DP).

PROPOSER, DESCRIPTION OF ACTIVITY & LOCATION:

The Western Cape Government: Department of Infrastructure, in collaboration with Hatch Consulting Engineers, proposes the removal of the existing flood-damaged causeway at kilometre marker 1.59 along Divisional Road (DR) 1791 (Stofpad Road) over the Leermansdrift River. The causeway will be replaced with a new reinforced concrete structure, incorporating raised road approaches to improve resilience against future flooding. To ensure uninterrupted traffic flow during construction, a temporary 4 m-wide bypass will be established either upstream or downstream of the existing crossing, extending beyond the 20 m road reserve and covering an area of approximately +-534 m². The project falls within the jurisdiction of the Bitou Local Municipality, Garden Route District, Western Cape.

LISTED ACTIVITIES:

Listing Notice 1 (GNR No R. 327) Activities 12, 19, and 48.
Listing Notice 3 (GNR No. R. 324) Activities 4, 12, and 14.

OPPORTUNITY TO REGISTER AS AN I&AP:

Potential Interested & Affected Parties (I&APs) are invited to register to obtain a copy of the Draft Basic Assessment Report for information purposes and thereafter provide comment on this proposal. I&APs must provide their comments together with their name, contact details (preferred method of notification, e.g. e-mail or fax number) & indicate any direct business, financial, personal or other interest they have in the application to the contact person indicated below, within 30-days between 4th of November 2025 – 3rd of December 2025. Requests for registration &/or comment must reach us before or on the 3rd of December 2025. All information will be managed within the mandate of the POPI Act, 2013. Therefore, by registering as an I&AP and commenting, you are consenting to the use of your personal information, which may be made available to any registered I&AP, in line with the legislated procedure relevant to this application.

AVAILABILITY OF REPORT:

The proposed project and associated documents can be obtained from SES (contact details below) or under the "public documents" section on the SES website (www.sescc.net). A physical copy of the document can be found at the Green Valley Library, 139 Pine Street, Green Valley, Plettenberg Bay 6603

For more information: Ms Jessica Gossman
Tel: 021 554 5195
Email: jessica@sescc.net
Box 443, Milnerton, 7435

PINK MONTH

BREAST CANCER AWARENESS

DIEDERICKS INGELYF INCORPORATED

BOEDELKENNISGEWING

IN DIE BOEDEL VAN WYLE

GIDEON JACOBUS VAN RENSBURG

Identiteitsnommer: 410820 5005 082

Getroud binne gemeenskap van goedere met JOAN VIOLET VAN RENSBURG

Identiteitsnommer: 420912 0033 082

VAN: Ouplaas Piesang Rivier, Plettenbergbaai, 6600

OORLEDE OP: 11 Augustus 2025 te Plettenbergbaai

Boedel No.: 24100/2025

Krediteure en Debiteure wat eise teen bogemelde boedel het word hiermee versoek om hulle rekening in te dien by die Eksekuteur binne 30 (Dertig) dae na datum van publikasie hiervan.

DANIEL LE ROUX MOOLMAN SJ DIEDRICKS INGELYF

PROKUREURS VIR EKSEKUTEUR

POSBUS 2134, MOSSELBAAI

TEL: 044-690 3325 (LM2334)

NOTICE OF AN ENVIRONMENTAL BASIC ASSESSMENT AND ENVIRONMENTAL MANAGEMENT PROGRAMME

Proposed Demolition and Residential Redevelopment on Erf 352, 64 Beachy Head Drive, Plettenberg Bay, Bitou Local Municipality, Western Cape

Notice is hereby given in terms of the Environmental Impact Assessment (EIA) Regulations, GN R324–R327 of 7 April 2017 under Section 24(5) of the National Environmental Management Act (Act 107 of 1998), that Mr. Lozzo intends to undertake listed activities requiring a Basic

Environmental Assessment, namely:

Listing Notice 1 (GNR 327): Activities 17 & 19A

Listing Notice 3 (GNR 324): Activity 12

The proposal entails demolishing the existing dwelling and constructing a new multi-storey residence of approximately 459 m². The new structure will be a concrete and brick flat-roof design with painted plaster, timber cladding, and glazed façades.

Outdoor elements, including a plunge pool and terraces, are incorporated within the main footprint. Existing garden and indigenous vegetation will be replaced with locally indigenous coastal vegetation species.

The development will connect to municipal water, sewer, and electrical services, supplemented by solar power with battery backup. Stormwater will be managed through infiltration and soakaway systems.

Interested and affected parties are invited to register and comment on the Basic Assessment process.

Warren Lange
PO Box 2206
Port Alfred
6170
Tel: 082 464 8339
Email: warren@hortcuture.co.za

Date of Notification:
30 October 2025

Please submit I&AP registration before End of Notification:
1 December 2025

H | C HORTCUTURE



Figure 1. DBAR and EMPR dropped off at the Green Valley Library in Bitou.

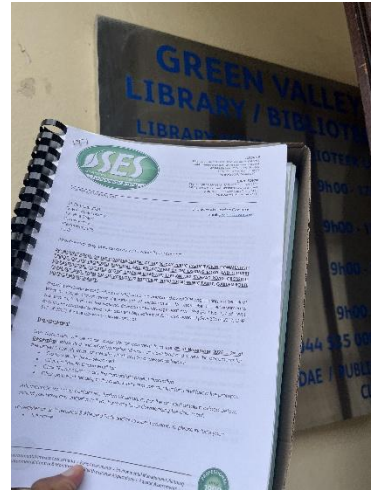


Figure 2. The cover letter to the DBAR and EMPR, at the Green Valley Library.



Figure 3. Both the DBAR and EMPR, located within Green Valley Library for public viewing.

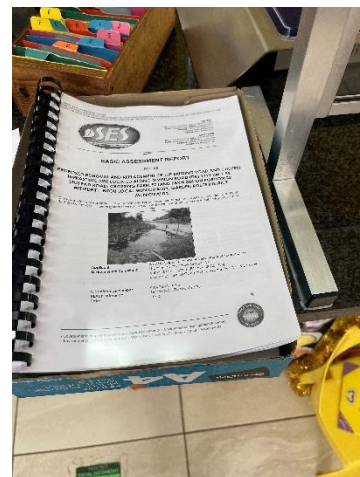


Figure 4. close-up view of the Both the DBAR and EMPR, located within Green Valley Library for public viewing.



Figure 5. Site notice established along the proposed construction route.



Figure 6. A site notice has been established along the proposed construction route. As shown further north in the photo, this is the location of the proposed project.



Figure 7. Both of the notices have been established in both English and Afrikaans for the proposed project.



Figure 8. Site notices have been established along the Stofpad Road entrance before the proposed project location.



GEORGE
TEL: +27 (0) 44 873 4923 FAX: +27 (0) 44 874 5953
EMAIL: info@sesc.net WEBSITE: www.sesc.net
ADDRESS: Unit 17 Cathedral Square,
Cathedral Street, George, 6530
PO BOX: 9087, George, 6530

CAPE TOWN
TEL: +27 (0) 21 554 5195 FAX: +27 (0) 86 575 2869
EMAIL: betsy@sesc.net WEBSITE: www.sesc.net
ADDRESS: Tableview, Cape Town, 7441
PO BOX: 443, Milnerton, 7435

KENNISGEWING VAN PUBLIEKE DEELNAME EN KOMMENTAARLEWERINGSPROSES VIR 'N BASIESE ASSESSERINGSVERSLAG

**UITNODIGING OM AS 'N BELANGHEBENDE & GEAFFEKTEERDE PARTY (B&GP) TE
REGISTREER EN OM KOMMENTAAR OP DIE VOORGESTELDE PROJEK TE LEWER.**

**DIE VOORGESTELDE VERWYDERING EN VERVANGING VAN DIE BESTAANDE PAD EN
DUIKERINFRASTRUKTUUR GELEË LANGS AFDELINGSPAD (DR) 1791 KM 1.59, STOFFPAD PAD, WAT
PLAASSE 591, PLAAS 586 EN PLAAS 306 KRUIS OP GEDEELTE 22 WITTEDRIFT, BITOU PLAASLIKE
MUNISIPALITEIT, TUINROETE DISTRIKSMUNISIPALITEIT (DEA&DP VERWYSING:
(6/3/3/1/D1/14/0026/25))**

LIGGING: Die terrein is geleë langs Afdelingspad (DR) 1791 by kilometer 1.59, Stoffpadpad, waar dit Plaas 501 en Plaas 306 kruis, op Gedeelte 22 Wittedrift, in die Bitou Plaaslike Munisipaliteit, Tuinroete-distrik.

BESKRYWING VAN DIE ONTWIKKELING: Die Wes-Kaapse Regering: Departement van Infrastruktuur, in samewerking met Hatch Consulting Engineers, beplan die verwydering van die vloedbeskadigde drif by kilometermerker 1.59 langs Afdelingspad (DR) 1791 (Stoffpadpad) oor die Leermansdrifrivier. Die drif sal vervang word met 'n nuwe gewapende betonstruktuur met verhoogde padnaderings om toekomstige vloede te weerstaan. Om verkeersvloei tydens konstruksie te verseker, sal 'n tydelike 4 m-wye ompad stroomop of stroomaf van die bestaande kruising aangelê word, buite die 20 m-padreservaat en oor 'n oppervlakte van ongeveer 534 m². Die projek val binne die Bitou Plaaslike Munisipaliteit, Tuinroete-distrik, Wes-Kaap.

GELYSDE AKTIWITEITE: 'n Basiese Assesseringsproses word ondeneem in terme van die 2014 Omgewingsimpakbeoordelings (OIB) Regulasies, soos aangepas (GNR. 324 – 327 van 2017), as deel van die Aansoek tot Omgewingsgoedkeuring van Die Departement van Omgewingsake en Ontwikkelingsbeplanning (DEA&DP). Die voorgestelde ontwikkeling doen aansoek om goedkeuring te verkry in terme van die volgende gelyste aktiwiteite in terme van die OIB Regulasies van 2014, soos aangepas (GNR 326 van 2017):

Regeringskennisgewing Regulasie 327 (Gelyste kennisgewing 1): Gelyste aktiwiteite 12, 19 en 48.

Regeringskennisgewing Regulasie 324 (Gelyste kennisgewing 3): Gelyste aktiwiteite 4, 12 en 14.

GELEENTHEID OM DEEL TE NEM: Potensiële Belanghebbende & Geaffekteerde Partye (B&GP) word hiermee uitgenooi om te registreer om die Konsep Basiese Assesseringsverslag (KBAV) te ontvang vir inligtingsdoeleindes, en daarvolgens kommentaar op die voorstel te lewer. B&GPs moet hul kommentaar, saam met naam, kontakbesonderhede (insluitend voorkeur vir kennisgewing, bv. e-pos of selfoon), en aanduiding van belang (besigheid, finansiële, persoonlik, ens.) aan ons stuur. Registrasie en/of kommentaar oor die voorgestelde projek moet binne die 30-dae publieke deelnameperiode ingedien word om oorweeg te word. Alle persoonlike inligting word hanteer volgens die POPI Wet, 2013.

B&GP REGISTRASIE EN KOMMENTAARLEWERING PERIODE: 4 November 2025 – 3 Desember 2025.

VIR MEER INLIGTING: Die KBAV en geassosieerde dokumente sal beskikbaar gemaak word op SES se webtuiste (www.sesc.net) onder die 'publieke dokumente' ('public documents') seksie. Toegang tot 'n hardekopie van die dokument kan by die Green Valley Biblioteek, 139 Pine Straat, Green Valley, Plettenberg Bay, 6603.

Alternatiewelik, kontak asseblief, Mej. Jessica Gossman / Tel: 021 554 5195 / Faks: 086 575 2869 / Epos: jessica@sesc.net / Posbus 443, Milnerton, 7435.





GEORGE
TEL: +27 (0) 44 873 4923 FAX: +27 (0) 44 874 5953
EMAIL: info@sesc.net WEBSITE: www.sesc.net
ADDRESS: Unit 17 Cathedral Square,
Cathedral Street, George, 6530
PO BOX: 9087, George, 6530

CAPE TOWN
TEL: +27 (0) 21 554 5195 FAX: +27 (0) 86 575 2869
EMAIL: betsy@sesc.net WEBSITE: www.sesc.net
ADDRESS: Tableview, Cape Town, 7441
PO BOX: 443, Milnerton, 7435

NOTICE OF PUBLIC PARTICIPATION COMMENTING PERIOD FOR THE DRAFT BASIC ASSESSMENT REPORT

INVITATION TO REGISTER AS AN INTERESTED & AFFECTED PARTY (I&AP) AND PROVIDE COMMENTS ON THE PROPOSED DEVELOPMENT

**THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT
INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD,
CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL
MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY(DEA&DP REFERENCE:
6/3/3/1/D1/14/0026/25)**

LOCATION: The site is located along Division Road (DR) 1791 KM 1.59, Stofpad Road, crossing Farm 501 and Farm 306 on Portion 22 Wittedrift Bitou Local Municipality, Garden Route District.

DEVELOPMENT DESCRIPTION: The Western Cape Government: Department of Infrastructure, in collaboration with Hatch Consulting Engineers, proposes the removal of the existing flood-damaged causeway at kilometre marker 1.59 along Divisional Road (DR) 1791 (Stofpad Road) over the Leermansdrift River. The causeway will be replaced with a new reinforced concrete structure, incorporating raised road approaches to improve resilience against future flooding. To ensure uninterrupted traffic flow during construction, a temporary 4 m-wide bypass will be established either upstream or downstream of the existing crossing, extending beyond the 20 m road reserve and covering an area of approximately 534 m². The project falls within the jurisdiction of the Bitou Local Municipality, Garden Route District, Western Cape.

LISTED ACTIVITIES:

A Basic Assessment has been undertaken in terms of the 2014 EIA Regulations, as amended (GNR. 324 – 327 of 2017), as part of the application for Environmental Authorisation to the Department of Environmental Affairs and Development Planning (DEA&DP). The proposed development triggers the EIA Regulations of 2014, as amended (GNR 326 of 2017), in terms of:

Listing Notice 1 (GNR No. R. 327) Activities 12, 19, and 48.

Listing Notice 3 (GNR No. R. 324) Activity 4, 12 and 14.

OPPORTUNITY TO PARTICIPATE: Potential Interested & Affected Parties (I&APs) are invited to register to obtain the DBAR for information purposes and provide lay comments on this proposal. I&APs must provide their comments together with their name, contact details (preferred method of notification, e.g., e-mail or fax number) & indicate any direct business, financial, personal, or other interest they have in the application to the contact person indicated below. Requests for registration &/or comment must reach us within the 30-day public participation period provided below. All private information will be managed in line with the POPI Act, 2013.

I & AP REGISTRATION AND COMMENT PERIOD: 4th of November 2025 – 3rd of December 2025.

FOR MORE INFORMATION: The Draft Basic Assessment report and associated documents will be available on the SES website (www.sesc.net) under the “public documents” section. A physical copy of the document can be found at the Green Valley Library, 139 Pine Street, Green Valley, Plettenberg Bay 6603.

Alternatively, please contact **Ms. Jessica Gossman** / Tel: 021 554 5195 / Fax: 086 575 2869 / Email: Jessica@sesc.net / P.O Box 443, Milnerton, 7435.



Proof of all Comments for the Proposed Removal and Replacement of the Existing Road and Culvert Infrastructure Located along Division Road (DR) 1791 km 1.59, Stofpad Road, Crossing Farm no. 501 and Farm No. 306 on Portion 22 Witterdrift, Bitou Local Municipality, Garden Route District Municipality

DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD FOR ...

jessica@sesc.net


To

Cc 'Betsy Ditcham'

Bcc

↩ Reply ↩ Reply All → Forward ⋮

Mon 2025/11/03 17:08

 You forwarded this message on 2025/11/06 13:52.

Dear Commenting Authorities, Organs of State, and Interested & Affected Parties,

RE: NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC PARTICIPATION COMMENTING PERIOD OF THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTERDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY (DEADP REF NO:16/3/3/1/D1/14/0026/25).

Sharples Environmental Services cc (SES) has been appointed by HATCH engineering, on behalf of Western Cape Government Department of Infrastructure, to undertake the environmental assessment, in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) and the Environmental Impact Assessment Regulations of 2014, as amended (GNR 326 of 2017; GNR 517 of 2021), for the proposed removal and replacement of the existing road and culvert infrastructure, located along Division Road 1791 km 1.59 (DEA&DP Ref Nr: 16/3/3/1/D1/14/0026/25).

This email serves as a reminder that the Draft Basic Assessment Report (DBAR) and its associated appendices will be available for download and viewing until Wednesday, the 3rd of December 2025.

A hard-copy of the document has been made available Green Valley Library, 139 Pine Street, Green Valley, Plettenberg Bay 6603. The document is also available for download from our website <https://sesc.net/eia-report/draft-basic-assessment-report-for-the-proposed-removal-and-replacement-of-the-existing-road-and-culvert-infrastructure-located-along-division-road-dr-1791-km-1-59-stofpad-road-crossing-farm-501-an/>

Public Participation Commenting Period: 4th of November 2025 – 3rd of December 2025.

You have been identified as a registered Interested & Affected Party (I&AP), providing you with the opportunity to review and comment on the Draft Basic Assessment Report. Should you **no longer wish to be registered as an I&AP**

DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD FOR ...

jessica@sescs.net

To


Cc 'Betsy Ditcham'

Bcc

.com';

Reply Reply All Forward ...

Mon 2025/11/03 17:08

 You forwarded this message on 2025/11/06 13:52.

You have been identified as a registered Interested & Affected Party (I&AP), providing you with the opportunity to review and comment on the Draft Basic Assessment Report. Should you **no longer wish to be registered as an I&AP** for this project, indicating that you no longer wish to be included in future communications regarding this process, **please notify this office in writing.**

If you are receiving this mail, and you are the landowner/landlord of the property, you are requested to notify ALL occupiers on your property of the details of this mail and public participation period. Alternatively, you may request that the EAP undertake this notification on your behalf, by supplying the EAP with the occupiers' contact details. If you are the occupier, you are requested to notify the landowner/landlord of the details of this mail and public participation period. Alternatively, you may request that the EAP undertake this notification on your behalf, by supplying the EAP with the landowner/landlord contact details.

Please Note: Choosing to be registered as an I&AP or by submitting a comment, you consent to the lawful processing of your personal information in relation to the intended purposes, as described by the Protection of Personal Information Act, 2013 (Act no. 4 of 2013). Your personal information will be utilized for all processes relevant to this specific project, in compliance with the POPI Act, 2013. You also provide consent to having your contact details being made available, and to be reflected in our regulated reports.

The DBAR is available for **comment until the 3rd of December 2025.** Comments on the DBAR and proposed activity must therefore be submitted **in writing on or before the 3rd of December 2025.** by means of the following: **Fax: 086-575 2869, email: jessica@sescs.net or postal address: PO Box 443, Milnerton, 7435.**

Please do not hesitate to contact us if you have any queries.

Jessica Gossman

Candidate Environmental Assessment Practitioner



Search



AFR



08:18
2026/01/20

RE: [CAUTION:EXTERNAL EMAIL] DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATI...

To: 'jessica@sesc.net'
Cc: 'Betsy Ditcham'

[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [...](#)

Tue 2025/11/04 15:21

[i](#) Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Good day

National Transmission Company South Africa services are not affected by this infrastructure.

Warm Regards



From: jessica@sesc.net <jessica@sesc.net>

Sent: Monday, 03 November 2025 17:08

Cc: 'Betsy Ditcham' <betsy@sesc.net>



Search



08:19
2026/01/20

RE: DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD F...

To jessica@sescs.net

Reply Reply All Forward ...

Wed 2025/11/05 08:36

You replied to this message on 2025/11/05 12:17.



Good day Jessica

How far is this proposed road from the N2, it s not very clear on the locality plan.

Regards



Please consider the environment before printing this email message

RE: DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD F...

jessica@sesc.net

Reply Reply All Forward ...

Wed 2025/11/05 12:17



Hi Nicole,


Thank you for your email.

Please see the attached KMZ of the area in relation to the N2.


Kind regards,

Jessica Gossman
Candidate Environmental Assessment Practitioner
TEL: (021) 554 5195
EMAIL: jessica@sesc.net
EAPASA Reg: (2022/6154)

Unit 1 A2 | The Avenues | Parklands | Cape Town
PO Box 443 | Milnerton | 7435
WEB: www.sesc.net



ENVIRONMENTAL IMPACT ASSESSMENTS
ENVIRONMENTAL AUDITING AND MONITORING
ENVIRONMENTAL MANAGEMENT PLANS
AQUATIC ASSESSMENT
WASTE AND WATER LICENSES
PROJECT MANAGEMENT
REHABILITATION AND CLOSURE PLANS



RE: DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD F...

jessica@sesc.net
To: 'Nicole Abrahams (WCP)'

Reply Reply All Forward ...

Wed 2025/11/05 13:16


Hello Nicole,

Thank you for your confirmation.


Kind regards,

Jessica Gossman
Candidate Environmental Assessment Practitioner
TEL: (021) 554 5195
EMAIL: jessica@sesc.net
EAPASA Reg: (2022/6154)

Unit 1 A2 | The Avenues | Parklands | Cape Town
PO Box 443 | Milnerton | 7435
WEB: www.sesc.net



ENVIRONMENTAL IMPACT ASSESSMENTS
ENVIRONMENTAL AUDITING AND MONITORING
ENVIRONMENTAL MANAGEMENT PLANS
AQUATIC ASSESSMENT
WASTE AND WATER LICENCES
PROJECT MANAGEMENT
REHABILITATION AND CLOSURE PLANS




Removal and Replacement of the Existing Road and Culvert Infrastructure located along Division Road (DR) 1791 KM 1.59, Stofpad Road, Wittedrift, Bitou

To jessica@sesc.net

[Reply](#) [Reply All](#) [Forward](#) [...](#)

Wed 2025/11/05 15:15

 You replied to this message on 2025/11/05 15:39.
This message was sent with High importance.

Good day Jessica and thank you for the opportunity to provide input on this long overdue project.

The road and causeway in question are used daily by residents along the Stofpad Road as well as learners of the nearby Stofpad Primary School. The road is in daily use by motorists, cyclists, and pedestrians.

Hopefully, construction of the new causeway will be done in such a way so as not to close the road off totally during construction, thereby preventing users of the road of travelling freely along the route? This is of concern to me.

Otherwise, as I mentioned, the project is long overdue, lets get it done!

Kind Regards



Search



AFR



08:24
2026/01/20



RE: Removal and Replacement of the Existing Road and Culvert Infrastructure located along Division Road (DR) 1791 KM 1.59, Stofpad Road, Wittedrift, Bi...

jessica@sesc.net

Cc: 'Betsy Ditcham'

Reply Reply All Forward ...

Wed 2025/11/05 15:39

Afternoon Andre,


Thank you for your email and for sharing your input.

Please note that a temporary deviation road will be constructed either on the downstream or upstream side, depending on site conditions at the time of construction, to allow for continuous traffic flow during the works. This will ensure that access along the route is maintained throughout the construction period.


Kind regards,

Jessica Gossman
Candidate Environmental Assessment Practitioner
TEL: (021) 554 5195
EMAIL: jessica@sesc.net
EAPASA Reg: (2022/6154)

Unit 1 A2 | The Avenues | Parklands | Cape Town
PO Box 443 | Milnerton | 7435
WEB: www.sesc.net



ENVIRONMENTAL IMPACT ASSESSMENTS
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WASTE AND WATER LICENSES
PROJECT MANAGEMENT
REHABILITATION AND CLOSURE PLANS



RE: Removal and Replacement of the Existing Road and Culvert Infrastructure located along Division Road (DR) 1791 KM 1.59, Stofpad Road, Wittedrift, Bi...

jessica@sesc.net

Cc: 'Betsy Ditcham'

Reply Reply All Forward ...

Wed 2025/11/05 15:39


Afternoon Andre,

Thank you for your email and for sharing your input.

Please note that a temporary deviation road will be constructed either on the downstream or upstream side, depending on site conditions at the time of construction, to allow for continuous traffic flow during the works. This will ensure that access along the route is maintained throughout the construction period.

Kind regards,

Jessica Gossman
Candidate Environmental Assessment Practitioner
TEL: (021) 554 5195
EMAIL: jessica@sesc.net
EAPASA Reg: (2022/6154)
Unit 1 A2 | The Avenues | Parklands | Cape Town
PO Box 443 | Milnerton | 7435
WEB: www.sesc.net



ENVIRONMENTAL IMPACT ASSESSMENTS
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WASTE AND WATER LICENSES
PROJECT MANAGEMENT
REHABILITATION AND CLOSURE PLANS

PROFESSIONAL SERVICE
1998

RE: Removal and Replacement of the Existing Road and Culvert Infrastructure located along Division Road (DR) 1791 KM 1.59, Stofpad Road, Wittedrift, Bi...

To: jessica@sesc.net

Cc: 'Betsy Ditcham'

Reply Reply All Forward ...

Wed 2025/11/05 16:18

 You replied to this message on 2025/11/06 08:18.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Awesome, thank you Jessica.

Please add my details to your I&AP list and keep me informed?

Kind Regards



RE: Removal and Replacement of the Existing Road and Culvert Infrastructure located along Division Roa...



jessica@sesc.net

Reply

Reply All

Forward



Thu 2025/11/06 08:18

 Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Good morning Andre,

You have been added to our I & AP list for this project.

I hope you have a lovely day further.

Kind regards,

Jessica Gossman

Candidate Environmental Assessment Practitioner

TEL: (021) 554 5195

EMAIL: jessica@sesc.net

EAPASA Reg: (2022/6154)

Unit 1 A2 | The Avenues | Parklands | Cape Town
PO Box 443 | Milnerton | 7435

WEB: www.sesc.net



Receiving message 7 of 14 (9,06 MB of 60,9 MB)



100%

Search



AFR



08:29
2026/01/20



RE: Removal and Replacement of the Existing Road and Culvert Infrastructure located along Division Roa...



To jessica@sescs.net

Reply

Reply All

Forward



Thu 2025/11/06 11:28

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Thank you, Jessica.

You have a blessed day as well.

Kind Regards



Confirmation of Correspondence Received



rekords@gardenroute.gov.za

To jessica@sesc.net

Reply

Reply All

Forward



Wed 2025/11/12 12:13

This message was sent with High importance.

Dear JESSICA GOSSMAN,

With reference to your request titled -

DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59 dated 2025-11-03.

Your request was distributed.

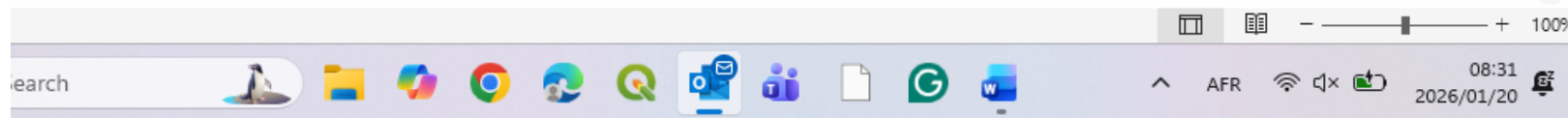
File Reference 18/3/4/4

Record Reference 46698880

To follow-up this request please contact us on 044 8031300.

Kind Regards

GARDEN ROUTE DISTRICT MUNICIPALITY



16/3/3/1/D1/14/0026/25: ACKNOWLEDGEMENT OF RECEIPT OF THE DRAFT BASIC ASSESSMENT REPORT ...



DEADP-EIAAdmin George <DEADPEIAAdmin.Ge

To: Louise Buys; Betsy Ditcham; jessica@sesc.net

Reply

Reply All

Forward



Thu 2025/11/13 15:39

Follow up. Start by Thursday, 13 November 2025. Due by Thursday, 13 November 2025.



16.3.3.1.D1.14.0026.25_Ack.DBAR.pdf
187 KB

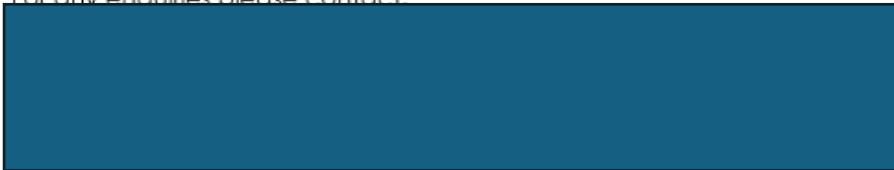
Good Day,

Subject:

ACKNOWLEDGEMENT OF RECEIPT OF THE DRAFT BASIC ASSESSMENT REPORT FOR THE PROPOSED REMOVAL AND REPLACEMENT OF EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 591, FARM 586 AND FARM 306 ON PORTION 22 WITTERDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT.

Please find attached the comment from this Department regarding the aforementioned subject.

For any enquiries please contact:



in all electronic correspondence with this department regarding

- 100%



08:31
2026/01/20



REFERENCE: 16/3/3/1/D1/14/0026/25
DATE OF ISSUE: 13 NOVEMBER 2025

Head of Department
Department of Infrastructure: Western Cape Government
11 Leeuwen Street,
CAPE TOWN,
8000

Attention: Louise

Dear Madam

ACKNOWLEDGEMENT OF RECEIPT OF THE DRAFT BASIC ASSESSMENT REPORT FOR THE PROPOSED REMOVAL AND REPLACEMENT OF EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 591, FARM 586 AND FARM 306 ON PORTION 22 WITTERDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT.

1. The undated Draft Basic Assessment Report ('D&AR') compiled on your behalf by your appointed registered Environmental Assessment Practitioner ('EAP'), Betsy Ditchem (EAPASA No: 2020/1480) and assisted by candidate EAP (EAPASA: No: 2022/6154) of Sharples Environmental Services cc, as received by the Department on 03 November 2025, refers.
2. This letter serves as an acknowledgment of receipt of the aforementioned document by the Department on 03 November 2025.
3. The Department will consider the D&AR and provide comment on the document in accordance with the reckoning of days in terms of Regulation 3 of the Environmental Impact Assessment Regulations, 2014 ('EIA Regulations, 2014') (Government Notice No. R. 982 of 4 December 2014, as amended).
4. Please note that a listed activity may not commence prior to an environmental authorisation being granted by the Department. It is an offence in terms of Section 49A of the National Environmental Management Act, 1998 (Act no. 107 of 1998) ('NEMA') for a person to commence with a listed activity unless the competent authority has granted an environmental authorisation for the undertaking of the activity. A person convicted of an offence in terms of the above is liable to a fine not exceeding R10 million or to imprisonment for a period not exceeding 10 years, or to both such fine and imprisonment.

5. Kindly quote the above-mentioned reference number in any future correspondence in respect of this matter.
6. This Department reserves the right to revise or withdraw initial comments or request further information from you based on any information received.



Read: REF NO:16/3/3/1/D1/14/0026/25 THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR)

DEADP-EIAAdmin George <DEADPEIAAdmin.George@westerncape.gov.za>

Sent Fri 2025/11/14 12:31

To

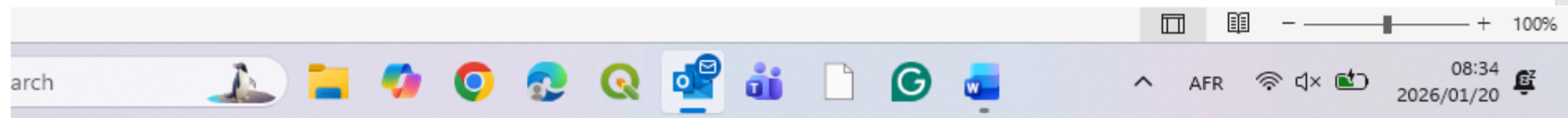
Your message

To: DEADP-EIAAdmin George

Subject: REF NO:16/3/3/1/D1/14/0026/25 THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY

Sent: Friday, November 14, 2025 9:58:43 AM (UTC+00:00) Monrovia, Reykjavik

was read on Friday, November 14, 2025 10:30:46 AM (UTC+00:00) Monrovia, Reykjavik.



REMINDER: AVAILABILITY OF THE 30-DAY PUBLIC PARTICIPATION PERIOD OF THE DRAFT ENVIRONMENTAL IMPACT ASSESSMENT REPORTS PROPOSED ...

jessica@sesc.net

To

Cc: 'Betsy Ditcham'

Bcc

Reply

Reply All

Forward

...

Tue 2025/11/18 14:44

Dear Stakeholders and Interested and Affected Parties,

REMINDER: AVAILABILITY OF THE 30-DAY PUBLIC PARTICIPATION PERIOD OF THE DRAFT ENVIRONMENTAL IMPACT ASSESSMENT REPORTS PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY (DEADP REF NO:16/3/3/1/D1/14/0026/25).

This email serves to remind you of the availability of the Draft Basic Assessment Report and associated appendices for the above-mentioned proposal. Please be reminded that the Public Participation Process concludes on Wednesday, the 3rd of December 2025.

A hard copy of the document has been made available at Green Valley Library, 139 Pine Street, Green Valley, Plettenberg Bay 6603. The document is also available for download from our website: <https://sesc.net/eia-report/draft-basic-assessment-report-for-the-proposed-removal-and-replacement-of-the-existing-road-and-culvert-infrastructure-located-along-division-road-dr-1791-km-1-59-stoppad-road-crossing-farm-501-an/>

Public Participation Commenting Period: 4th of November 2025 – 3rd of December 2025.

You have been identified as a registered Interested & Affected Party (I&AP), providing you with the opportunity to review and comment on the Draft Environmental Impact Assessment Reports. Should you **no longer wish to be registered as an I&AP** for this project, indicating that you no longer wish to be included in future communications regarding this process, **please notify this office in writing**. If you are receiving this mail, and you are the landowner/landlord of the property, you are requested to notify ALL occupiers on your property of the details of this mail and public participation period. Alternatively, you may request that the EAP undertake this notification on your behalf, by supplying the EAP with the occupiers' contact details. If you are the occupier, you are requested to notify the landowner/landlord of the details of this mail and public participation period. Alternatively, you may request that the EAP undertake this notification on your behalf, by supplying the EAP with the landowner/landlord contact details.



Search



AFR



08:35
2026/01/20




Automatic reply: REMINDER: AVAILABILITY OF THE 30-DAY PUBLIC PARTICIPATION PERIOD OF THE DRAFT ENVIRONMENTAL IMPACT ASSESSMENT REP...



To jessica@sescs.net

[Reply](#) [Reply All](#) [Forward](#) [...](#)

Tue 2025/11/18 14:45

 Follow up. Completed on Tuesday, 02 December 2025.
You replied to this message on 2025/12/01 11:50.

Good day

Thank you for your email, please note I am currently unavailable -on site

If you do not get a reply from me within ten working days of my return please resend your query again.

Your email will be responded to in due course.



Specialist Heritage Officer (Archaeologist)
Heritage Western Cape

Heritage Resource Management Services



Search



AFR



08:36

2026/01/20



FW: DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY P...



To: jessica@sesc.net

Reply

Reply All

Forward



Thu 2025/11/27 12:43

You replied to this message on 2025/11/28 08:45.

Sent: Tuesday, November 18, 2025 3:19 PM

To: jessica@sesc.net

Subject: FW: DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM

Dear Jessica- Hope this email finds you well. I kindly wanted to enquire when it would be possible to do a site inspection this week please? And may you kindly forward me the documents please? Kind regards

Sent: Friday, November 7, 2025 5:08 PM

Cc: jessica@sesc.net

Subject: DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59

Dear Jessica- Hope this email finds you well. I kindly wanted to enquire when it would be possible to do a site inspection please? And may you kindly forward me the documents please? Kind regards

arch 08:39 2026/01/20

DEA&DP Ref: 16/3/3/1/D1/14/0026/25 - COMMENT ON DRAFT BASIC ASSESSMENT REPORT FOR THE PR...



DEADP-EIAAdmin George <DEADPEIAAdmin.Ge

Reply

Reply All

Forward



Thu 2025/11/27 14:59

Follow up. Start by Friday, 28 November 2025. Due by Friday, 28 November 2025.



16.3.3.1.D1.14.0026.25_DBAR Comment.pdf
247 KB

Good Day,

subject:

COMMENT ON DRAFT BASIC ASSESSMENT REPORT FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD 1791 AT KM 1.59, STOPPAD ROAD, CROSSING FARM NO. 501 AND FARM NO. 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY

Please find attached the comment from this Department regarding the aforementioned subject.



his application.

in all electronic correspondence with this department regarding

Kind Regards



rch



AFR



08:41
2026/01/20





REFERENCE: 16/3/3/1/D1/14/0026/25
DATE OF ISSUE: 27 November 2025

The Head of Department Western Cape Government
Department of Infrastructure
Transport Infrastructure Branch
Chief Directorate Road Programme Management
9 Dorp Street
Cape Town
8000

Dear Madam,

COMMENT ON DRAFT BASIC ASSESSMENT REPORT FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD 1791 AT KM 1.59, STOFFAD ROAD, CROSSING FARM NO. 501 AND FARM NO. 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY

1. The draft basic assessment report (Ref: CT6/BAR/10/25 dated October 2025) ("DBAR") compiled by your appointed Environmental Assessment Practitioner ("EAP"), Betsy Ditcham (EAPASA No: 2020/1480) and assisted by Candidate EAP, Jessica Gossman, (EAPASA No: 2022/6154) of Sharples Environmental Services (Pty) Ltd, and received by this Department on 08 November 2025, refers.
2. This Directorate: Development Management (Region 3) ("this Directorate") has reviewed the DBAR and provides the following comment:

2.1 Proposal

It is understood that the existing causeway, which is located at kilometre marker 1.59 along DR1791, with approximate starting coordinates at 34°00'04.57"S 23°19'27.98"E, needs to be repaired due to damage caused by previous flood events. The existing causeway is approximately 20m long x 6.1m wide and comprises three 600mm diameter precast concrete pipes that are permanently submerged.

To effectively repair the damaged causeway, it is proposed to demolish the existing structure and construct a new in situ reinforced concrete causeway with three cells, each measuring approximately 4 m wide x 1.5m high, providing a reduced road width over the watercrossing of 4.0m wide between guide blocks. The road approaches on both sides will also be raised by approximately 1.4 m over lengths of about 100m to tie into the new causeway deck height. The new inlet and outlet works will include wing walls and an apron slab, with erosion protection as required.

2.2 Applicable listed activities

The application for environmental authorisation was received by this Department on 24 October 2025, the proposed works for the replacement of the existing road and culvert infrastructure located along Division Road ("DR") 1791 KM 1.59. Stoppad Road will remain within the registered road reserve. In order to maintain traffic during the construction phase, it is proposed to construct a bypass road of approximately 4m wide x 1.5 m high. The bypass road will be utilised for the duration of the construction phase, will be installed on the downstream or upstream side of the existing road, depending on the time of construction.

In light of the above, please be reminded that only those activities applied for and assessed as part of the application for environmental authorisation will be considered during the decision-making process.

2.3 Alternatives

It is understood that only one alternative has been proposed for the location and design of the upgrade of the causeway itself.

It is noted that the DBAR describes the two alternatives for the location and design for the respective bypass roads (i.e., either upstream or downstream from the causeway). However, the supporting specialist report - *Aquatic Biodiversity Specialist Assessment* - has not separated the assessment and findings of the two bypass road alternatives, yet the specialist recommends the implementation of the upstream bypass, if practical. This matter must be clarified, and the *Aquatic Biodiversity Specialist Assessment* report should reflect why the upstream bypass road alternative is preferred or recommended option.

The DBAR and specialist reports are not clear how the preferred bypass road will be determined (methodology) for implementation. This is an aspect which should have been motivated in the DBAR, please refer to Annexure 1 of the EIA Regulations, 2014. The gap in information may imply that both bypass routes will need to be physically investigated before the construction activities will be undertaken which may lead to the unnecessary transformation of the aquatic environment and loss of aquatic biodiversity. The latter is contrary to the recommendations, avoidance of impacts and mitigation measures proposed by the Freshwater Aquatic Specialist. If the implementation of either of the bypass road alternatives, is subject to specific factors, these must be explained in the DBAR and the EAP and specialists must include such factors as conditional to the approval of the activity (if they are in support of the activity).

Note: According to the Aquatic Biodiversity Impact Assessment done, the upstream area is slightly more disturbed and encroached by alien species, whereas the downstream side of the causeway is more robustly vegetated. Construction of the temporary bypass road will involve clearance of indigenous vegetation within the watercourse and associated disturbance to the riverbanks. The total footprint of the proposed temporary deviation road downstream is approximately 514.49m², which will fall outside the road reserve. The total development footprint of the upstream deviation road will be 3279.15m², including the area located within the road reserve. The total footprint of the proposed temporary deviation road downstream would approximately be 561.71m². The total development footprint of the temporary deviation downstream will be approximately 4996.57 m², including the area located within the road reserve.

Considering the above, it is apparent that the upstream location alternative should be considered as the preferred alternative for the bypass road. It is therefore important that this issue be addressed in greater detail to inform the decision-maker on which single location alternative should be considered, or why both should be considered.

Furthermore, the specialist requires the full rehabilitation of the temporary bypass disturbed area, to preconstruction condition once the construction phase concludes. This is understood to apply to both alternative bypass road locations, even if only a small section of the area is disturbed. The EMP must clearly address this aspect too.

2.4 Aquatic Biodiversity Specialist Assessment

With regard to the Aquatic Biodiversity Specialist Assessment report (dated 29 November 2025), it is noted that only one alternative location (i.e., Alternative A) has been assessed and compared to the No-Go Alternative. However, with regard to the proposed bypass road, it is understood that a bypass road located either upstream or downstream has been considered.

Please refer to the section on 'alternatives above'; however, to reiterate, the Aquatic Biodiversity Specialist Assessment has not separated the assessment and findings of the two bypass road alternatives, yet the specialist recommends the implementation of the upstream bypass, if practical. This matter must be clarified, and the Aquatic Biodiversity Specialist Assessment report should reflect why the upstream bypass road alternative is the preferred or recommended option.

The mitigation measures recommended by the specialist include *inter alia* restricting activities to the smallest possible working corridor, designating all other watercourses as no-go areas, focusing on sediment and erosion control, managing stormwater effectively and ensuring full compliance with the National Water Act (Act 36 of 1998).

Considering that the proposed mitigation measures aim to avoid and minimise the impact on the aquatic ecosystem, it is unclear whether these aspects have been specified as conditional to obtaining the environmental authorisation. Furthermore, the DBAR and more specifically the Environmental Management Programme ('EMP') do not clearly specify the mitigation measures of all the specialist reports (specifically the aquatic biodiversity assessment) and how this relates to the content of method statements, that will need to be implemented. In this regard, the restrictions and mitigation measure which are included in the General Authorisation in terms of Section 39 of the National Water Act, 1998 (Act No. 36 of 1998) for water uses as defined in Section 21(c) or Section 21(i), which pertain to the implementation non-operational aspects of the proposed activities associated with the proposal, must be described in the DBAR and incorporated in the EMP. It is noted that these aspects have been included in the Aquatic Biodiversity Specialist Assessment report.

It is not clear whether the mitigation measures proposed by *inter alia* the Freshwater Aquatic Specialist will be feasible to the Holder (should the application be approved) and that such measures will be implemented. The practicability of the restrictions of the proposed work (including the mitigation measures) must be discussed with the consulting engineers. Should it be determined that the efficiency of the construction team will be hindered by the restrictions (either upstream or downstream), alternative methods for the proposed construction works must be reported on and assessed in the BAR. It is important for the competent authority to understand whether these measures are conditional to the best practicable environmental authorisation. This information must be included in the BAR.

2.5 Environmental Management Programme

The contents of the EMP must meet the requirements outlined in Section 24N (2) and (3) of the NEMA (as amended) and Appendix 4 of the EIA Regulations, 2014. The EMP must address the potential environmental impacts of the activity throughout the project life cycle, including an

assessment of the effectiveness of monitoring and management arrangements after implementation (auditing).

(a) Environmental Monitoring vs Auditing

The Environmental Control Officer ("ECO") is responsible for fortnightly environmental monitoring site inspections as well as the compilation of monthly environmental monitoring reports. In this regard, a clear distinction must be made between the following:

- ECO and the environmental auditor (please note that the environmental auditor cannot be the EAP or the ECO); and
- an environmental monitoring report (to be compiled by the ECO) and environmental audit report (to be compiled by the independent environmental auditor).

Furthermore, your attention is drawn to the auditing requirements with regard to environmental authorisations and EMPs under Regulation 34 of the EIA Regulations, 2014 (as amended). In this regard, the EMP must be amended to ensure compliance with the requirements. The contents of the environmental audit report must comply with Appendix 7 of the EIA Regulations.

(b) Incorporation of measures specified in the General Authorisation

It is noted that the General Authorisation ("GA") issued in terms of Section 39 of the National Water Act, 1998 (Act No. 36 of 1998) for the water uses as defined in Section 21(c) or Section 21(l), shall apply to the proposed development. There are several cross-cutting issues in said GA which are relevant to the non-operational aspects of the activity that has been applied for. Integrated Environmental Management good practice dictates that these aspects be incorporated in the EMP. The EAP is required to demonstrate that these aspects have been incorporated in the EMP that must be submitted together with the BAR.

3. Submission of Basic Assessment Report

The BAR must contain all the information outlined in Appendix 1 of the EIA Regulations, 2014, and must also include and address any information requested in any previous correspondence in respect of this matter.

Please be reminded that in accordance with Regulation 19 of the EIA Regulations, 2014, the Department hereby stipulates that the BAR (which has been subjected to public participation) must be submitted to this Department for decision within **90 days** from the date of receipt of the application by the Department. However, if significant changes have been made or significant new information has been added to the BAR, the applicant/EAP must notify the Department that an additional 50 days (i.e. 140 days from receipt of the application) would be required for the submission of the BAR. The additional 50 days must include a minimum 30-day commenting period to allow registered ISAPs to comment on the revised report/additional information.

If the BAR is not submitted within 90 days or 140 days, where an extension is applicable, the application will lapse in terms of Regulation 45 of the EIA Regulations, 2014 and your file will be closed. Should you wish to pursue the application again, a new application process would have to be initiated. A new Application Form would have to be submitted.

NOTE: Furthermore, in accordance with Environmental Impact Assessment best-practice, you are kindly requested to notify all registered Interested and Affected Parties including the authorities identified in the Public Participation Plan of the submission of the BAR and to make the document available to them. This will provide such parties an opportunity to review the document and how their issues were addressed.

4. Please note that it is an offence in terms of Section 49A of the National Environmental Management Act, 1998 (Act no. 107 of 1998) ("NEMA") for a person to commence with a listed activity unless the competent authority has granted an environmental authorisation for the undertaking of the activity. A person convicted of an offence in terms of the above is liable to a fine not exceeding R10 million or to imprisonment for a period not exceeding 10 years, or to both such fine and imprisonment.
5. A Kindly quote the above-mentioned reference number in any future correspondence in respect of this matter.
6. The Department reserves the right to revise initial comments and request further information based on the information received.

Yours faithfully



RE: REMINDER: AVAILABILITY OF THE 30-DAY PUBLIC PARTICIPATION PERIOD OF THE DRAFT ENVIRONMENTAL IMPACT ASSESSMENT REPORTS PROPOS...

To: jessica@sescs.net

Reply Reply All Forward ...

Mon 2025/12/01 12:45

Follow up. Completed on Wednesday, 17 December 2025.
You replied to this message on 2025/12/02 08:25.

Good day

Please can you provide me with HWC reference number for me to provide you with a comment.

If there was no NID trigger, please note that HWC cannot comment on matters that do not form part of our mandate.

Please include your HWC reference number in future correspondence to assist in responding to your query promptly.

Kindly note: Due to volume of queries I receive I may not be able to respond to you immediately, if you have not received a reply from within ten working days, please resend your query



Search



AFR



08:45
2026/01/20





GRDM Letter of Comments: Proposed Removal_Replacement_Existing Rd_Culvert_Div Rd 1791 KM 1.59, Stofpad Rd_Crossing Farm 501_Farm 306_Portion ...



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [⋮](#)

Mon 2025/12/01 16:24

 You replied to this message on 2025/12/05 11:49.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

 1_GRDM Letter of Comments.pdf
233 KB

Dear Ms. Gossman,


RE: NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC PARTICIPATION COMMENTING PERIOD OF THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY (DEADP REF NO: 16/3/3/6/7/1/D1/14/0099/25).

Attached, please receive the Letter of Comments from the Garden Route District Municipality for the above proposed activity.

Thank you for the opportunity to comment.

Kind regards



 Right-click or tap and hold here to download pictures. To help protect your privacy, Outlook prevented automatic download of this picture from the Internet.
Garden Route District Municipality Logo

Head: Environmental Management



Search



08:45
2026/01/20

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54 York Street,
George
Western Cape
6529

PO Box 12,
George,
Western Cape
6530

044 803 1300
info@gardenroute.gov.za
www.gardenroute.gov.za

OFFICE OF THE MUNICIPAL MANAGER

[Redacted]
Reference: 18/2/4/R

Date: 01 December 2025

Attention: Ms Jessica Gossman
Sharpley Environmental Services cc (SES)
P.O. Box 443
Mlurfontein
7435

[Redacted]
Dear Madam,

RE: NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC PARTICIPATION COMMENTING PERIOD OF THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY (DEADP REF NO: 16/3/3/6/7/1/D1/14/0099/25).

The Garden Route District Municipality (GRDM) acknowledge receipt of the Basic Assessment Report (BAR) report prepared by Sharpley Environmental Services cc (SES) on behalf of the Western Cape Government Department of Infrastructure, dated 25 October 2025. We would like to thank you for providing the Municipality with the

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opportunity to comment on this application. After careful consideration of the report, we wish to provide the following comments and recommendations on the proposed activities:

1. Planning and Strategic Context

The Garden Route District Municipality requires explicit confirmation that the new causeway has been designed for at least the 1:100 year event, with allowance for climate change, and that this was checked against recent flood behaviour in the catchment.

2. Watercourse, Hydrology and NWA Aspects

- The GRDM support the use of GA (21(c) & (i)) in principle, but recommend that:
 - A copy of the DWS GA registration or confirmation letter to be provided prior to construction;
 - A site-specific Method Statement for working in the watercourse, including cofferdam/diversion layout, turbidity control, pump intakes, and dewatering procedure, be developed;
- No stockpiles, refuelling, batching or laydown areas to be placed within 32 m of the top of bank, unless fully bunded and authorised in the BMPr;
- Quantitative erosion control detail be provided: type, extent and lifespan of apron slabs, energy dissipaters, baffles, and bank protection, to avoid downstream scour.

3. Biodiversity, CBA and Riparian Habitat

- Because the project is inside a CBA and aquatic priority area, the municipality recommends a clear no-net-loss approach to riparian habitat:
 - All areas disturbed by the temporary deviation roads and working platforms must be fully rehabilitated with indigenous riparian species after removal;
 - A site-specific rehabilitation plan must be attached to the BMPr, with plant list, spacing, source of plant material, and a 2-3 year watering and aftercare regime;
- The project presents a good opportunity for alien clearing along at least 100 m upstream and downstream of the crossing as part of the rehabilitation package. This should be formalised as a commitment, not just an opportunity, with performance indicators.
- Monitoring:
 - ECO to confirm pre-construction demarcation and relocation of any salvageable indigenous vegetation as recommended by the specialist.
- Post-construction monitoring at minimum 6-monthly intervals for 3 years is recommended (not just "until fully rehabilitated according to ECO"), with corrective measures where vegetation fails to establish or erosion persists.

4. Invasive Alien Species Management

The BAR acknowledges alien trees (*Acacia meamsii*), but:

Jou roete na vooruitgang • Indlela yakho eya empumelelweni • Your route to prosperity

- No long-term alien clearing plan is included;
- No follow-up after construction is specified.

In river systems, if you clear aliens only where you build, they regrow more aggressively. The GRDM therefore recommend a 3-year alien clearing and follow-up plan for at least 100 m upstream/downstream.

5. Alternatives and Layout Concerns

- The GRDM recommend that a clear preference (environmentally) be made between the upstream and downstream deviation, based on:
 - Extent of riparian clearance;
 - Proximity to sensitive features;
 - Constructability and risk of sediment release;
 - Interaction with existing land uses.
- Please confirm commitment that only one deviation will be constructed (already stated), and that the other alignment may not be developed opportunistically later.
- Please confirm whether a narrower temporary roadway width was considered, as suggested by the aquatic specialist, to further reduce footprint.

6. Construction Management and EMP:

- The GRDM recommend that all specialist recommendations in Section 1 / specialist table be made legally binding conditions in the BMP and in the Environmental Authorisation.
- An independent ECO is recommended with:
 - Mandate to stop works in case of non-compliance;
 - Weekly site inspections during in-stream works and monthly inspections otherwise;
 - Monthly compliance reports submitted to DEADP, DWS (if required) and Bitou Municipality.
- Method statements is recommended for at least:
 - Working in the watercourse and managing diversions;
 - Concrete works near water (mixing, washout and curing);
 - Fuel, oil and hazardous substance storage and spill response;
 - Topsoil stripping, storage and reuse;
 - Alien vegetation clearing and disposal;
 - Rehabilitation and planting;
 - All contractors to receive environmental induction training, with attendance registers kept on file.

7. Climate Change and Flood Resilience

- The GRDM recommend submission of a short design note from the engineer confirming:
 - Design flood event(s) used (e.g. 1:50, 1:100);
-

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- Climate factor or allowance used for future hydrological change;
- Freeboard assumptions and backwater conditions.
- Please confirm that the causeway will not create upstream impoundment or exacerbate flooding on adjacent private land under design events.
- Please confirm that stormwater roadside drains will not discharge uncontrolled high-velocity flows directly into the watercourse, but will be stabilised and energy-dissipated, as already recommended in the BAR.

8. Sediment Control

The BAR says turbidity and sediment must be controlled, but there is no:

- Silt curtain design;
- Cofferdam layout;
- Pump-intake screening;
- Plan for handling wet concrete waste.

These are critical in a riverine environment.

9. Heritage or Archaeological Screening

The BAR lists NHRA as requiring comment but:

- No palaeo or heritage field assessment summary is shown;

Causeway replacements often reveal historic structures (stonework, pipes, foundations). Since construction will expose riverbanks and substrate, heritage finds are possible. The GRDM therefore recommend:

- A short HWC comment or letter of no objection
- Chance Finds Procedure included in BMP.

10. Emergency Flood Risk During Construction

Temporary works inside a watercourse present huge flood risks. Please elaborate on the following:

- What happens if a flood hits during construction?
- Will the deviation road wash away?
- Could construction material enter the river?
- Where is the flood evacuation plan?

The GRDM recommend a Flood Contingency Plan with:

- Trigger rainfall thresholds;
- Evacuation procedures;
- Measures to secure plant and materials.

11. Concluding Remarks and Summary of Recommendations

From a municipal environmental management perspective, the proposed removal and replacement of the existing DR1791 causeway, with associated temporary deviation road and bank protection, is supported in principle, given its role in restoring safe all-weather access, repairing flood damage and improving hydraulic performance. However, the activity is situated within a sensitive watercourse and Critical Biodiversity area, and involves temporary disturbance of riparian habitat.

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The municipality therefore recommends that Environmental Authorisation, if granted, be subject to the conditions and enhancements outlined in the comments above, particularly with respect to: (i) registration and compliance with the NWA General Authorisation for Section 21(c) and (i) uses; (ii) strict control of works and diversions within the watercourse; (iii) strengthened rehabilitation, alien clearing and monitoring obligations; (iv) explicit confirmation of flood design criteria and climate-resilient infrastructure design; and (v) HWC confirmation and a Chance Finds Procedure for riverbank excavation.

The comments provided aims to complement the specialist inputs by ensuring practical accountability, policy alignment, and transparent decision-making.

We appreciate the efforts made by Sharples Environmental Services cc and the applicant to ensure responsible and legally compliant development activities.

The Garden Route District Municipality reserves the right to provide comment/s or to amend initial comment/s.



MUNICIPAL MANAGER
GARDEN ROUTE DISTRICT MUNICIPALITY
DATE: 01 December 2025

RM [REDACTED]

...

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.



2026/01/20





161 Mark Street, 3rd Floor, Box 502 George 6530, P.O. Box 1205 George 6530

REFERENCE: 4/10/2/K60G/FARM 501, BITOU

Date: 27 November 2025

SES Environmental Services
P.O. Box 9087
George
6530

Good day

RE: BASIC ASSESSMENT REPORT FOR PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.

The Breed-Gouritz Catchment Management Agency (BGCMA) has assessed the above-referenced submission and provides the following comments which must be duly considered and addressed:

1. The proposed project triggers water uses in terms of Section 21(c) and 21(i) of the National Water Act, 1998 (Act No. 36 of 1998) (NWA):
 - Section 21(c): Impeding or diverting the flow of water in a watercourse.
 - Section 21(i): Altering the bed, banks, course, or characteristics of a watercourse.This is because certain activities associated with the project will occur within the regulated area of a watercourse.
2. A water use authorisation must be obtained before any such water use activities commence, as required by Section 22 of the NWA read with Section 21.

RE: BASIC ASSESSMENT REPORT FOR PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.

3. These office may be contacted for any queries and guidance related to the water use authorization process and requirement .
4. Please note that commencing with any Section 21 water use without the required authorisation constitutes an offence in terms of Section 151(1)(a) of the NWA. Non-compliance may result in a criminal case being opened with the South African Police Service.
5. These comments are given in the interest of responsible water resource management, and the responsibility to comply with all applicable provisions of the NWA rests with the property owner or person in control of the land.
6. BOCMA reserves the right to amend or supplement these comments and to request any additional information deemed necessary.



Comment



To: jessica@sescs.net; michael

Reply

Reply All

Forward



Wed 2025/12/03 15:44

You replied to this message on 2025/12/05 11:47.



EIA-WC-GR-0032-2025-26.pdf
386 KB

Dear Jessica- Hope this email finds you well. Attached kindly find comments. Kindly confirm receipt- kindly also include my email MKKeen@dfra.gov.za when corresponding. Kind regards

earch



AFR



08:53

2026/01/20





forestry, fisheries
& the environment

Department:
Forestry, Fisheries and the Environment
REPUBLIC OF SOUTH AFRICA

EIA-WC-GR-0032-2025-26

RE: COMMENT ON DRAFT BASIC ASSESSMENT REPORT (BAR) FOR DIVISION ROAD (DR) 1791 KM 1.59, STOFFPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT

DATE: 1 December 2025

Sharples Environmental
Attention: Mrs. Gossamen
Email: jessica@sesoc.net
Cell/ Tel: 021-554 5195

Dear Sir/ Madam

I refer to your e-mail notification of 18 November 2025 with outstanding documents.

Please receive comments from the Branch: Forestry Management, Directorate: Forest Resource Protection in the Department of Forestry, Fisheries and the Environment (DFFE) on the above-mentioned proposed Draft BAR. Site inspection was conducted 21 November 2025.

The mandate of the Forestry Branch in the Department of Forestry, Fisheries and the Environment (DFFE) as a commenting authority is to ensure control over developments that affect State forests, natural forests, forest nature reserves and protected trees.

1. The applicant must assess and quantify the anticipated impacts on the indigenous forests. The National Forests Act of 1998 (as amended) provides the strongest and most comprehensive legislation and mandate for the protection of all natural forests in South Africa. The principles of the Act in Section 3 state clearly that "...natural forests may not be destroyed save in exceptional circumstances where, in the opinion of the Minister, a proposed new land use is preferable in terms of its economic, social or environmental benefits".

2. Section 7 of the National Forest Act (NFA), act no 84 of 1998 as amended provides for the prohibition of the destruction of indigenous trees in any natural forest without a license. Under section 62 (1) of the NFA any person who contravenes the prohibition of certain acts in relation to trees in natural forests referred to in Section 7 (1) is guilty of a second category offence. A person who is guilty of a second category offence may be sentenced on a first conviction for that offence to a fine or imprisonment for a period of up to two years, or to both a fine and such imprisonment. Section 15 of the NFA, prohibits the destruction of protected trees without a license: "No person may cut, 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....." Anyone contravening this prohibition, is guilty of a first category offence, and can be sentenced to up to 3 years imprisonment, or a fine, or both.

Before cutting people first

The processing of personal information by the Department of Forestry, Fisheries and the Environment is done lawfully and not excessive to the purpose of processing in compliance with the POPI Act, any codes of conduct issued by the Information Regulator in terms of the POPI Act and / or relevant legislation providing appropriate security safeguards for the processing of personal information of others.

3. Section 7 of the Act prohibits the cutting, disturbance, destruction or removal of any indigenous living or dead tree in a forest without a licence, while Section 15 places a similar prohibition on protected tree species listed under the Act, some of which are also forest species.

4. Cutting or disturbing an indigenous tree in a natural forest without a valid Forest Act Licence is a criminal offence and a transgression of the National Forests Act, 1998 (Act No. 84 of 1998) and carries a fine or imprisonment or both.

5. Indigenous trees with active bird nests or other significant biodiversity features may not be destroyed without a valid Fauna Permit from the provincial conservation authority, the Western Cape Department of Agriculture, Environmental Affairs, Rural Development and Land Reform ("DAERL"), if these would be affected.

DFFE studied the supporting documents for the above-mentioned Draft BAR and the following points related to Forestry's mandate i.e. the implementation of the NFA are applicable

6. According to the information provided: The Western Cape Government undertook a flood damage repair programme, of which this project forms part of. The severe flood event in November 2021, caused widespread damage to road and drainage infrastructure in the Garden Route region. The existing causeway, approximately 20 m long x 6.1 m wide- is permanently submerged and has suffered significant damage to its unreinforced concrete deck slab. It is proposed to demolish the existing structure and construct a new in situ reinforced concrete causeway with three cells measuring approximately 4 m wide x 1.5 m high, providing a 4 m road width between guide blocks. The road approaches on both sides will be raised by approximately 1.4 m over lengths of ± 100 m to tie into the new causeway deck height. Associated works will include new inlet and outlet structures with wing walls, an apron slab, and erosion protection as required. In order to maintain traffic flow during construction, a temporary deviation road will be installed on the downstream or upstream side of the existing road, depending on the conditions at the time of construction. This temporary deviation road will be approximately 4m wide, with a working area of approx. 3 meters between the permanent structure and the temporary deviation road. The temporary deviation road alignment will require clearance of indigenous vegetation and work within the watercourse, with the total working area outside of the road reserve downstream being approximately 561.71 m², and the total construction area upstream approximately 514.5 m² outside of the road reserve.¹ The area is disturbed consisting mainly of invasive species such as Black Wattle, Bugweed, Lantana with single standing pioneer Indigenous species such as Tsatibos, Bos Tsatibos, Sege, Bietou and Cross-Berry scattered inbetween- a single standing Milkwood tree falls within the north-western quadrant of the proposed construction area.



Forestry has the following comments:

- i. Forestry has a co-operative governance relationship with various Authorities as well as stakeholders, and thus will take their concerns into consideration if such should arise
- ii. Forestry has no objection to above development proposal, provided that:
 1. The Protected Milkwood tree falling outside the footprint construction area to be GPS'd indicated as no-go areas in proposed development
 2. Due to the sensitivity of the site, Forestry recommends that a qualified, knowledgeable and experienced Environmental Consultant be appointed as ECO for full duration of above project
 3. Forestry request seedling rescuing of protected/ indigenous woody tree species be conducted prior to any construction activities (but a NFA licence should be obtained prior to this activity). Forestry request that rescued

indigenous/ protected seedlings be planted on above property for rehabilitation purposes.

4. Forestry request that a rehabilitation plan be drawn up by a qualified, knowledgeable and experienced professional
 5. Forestry request that a professional, qualified and knowledgeable Horticulturist be appointed for the above. But a NFA licence should be obtained prior to this activity.
 6. Section 15 of the National Forest Act (NFA) (Act No. 84 of 1998) as amended prohibits the cutting, disturbing, damaging or destroying of protected tree species without a licence. Section 7 of the National Forest Act (NFA), act no 84 of 1998 as amended provides for the prohibition of the destruction of indigenous trees in any natural forest without a licence.
- iii. Kindly note that this letter is not a NFA licence
- iv. Section 15 of the National Forest Act (NFA) (Act No. 84 of 1998) as amended prohibits the cutting, disturbing, damaging or destroying of protected tree species without a licence. Section 7 of the National Forest Act (NFA), act no 84 of 1998 as amended provides for the prohibition of the destruction of indigenous trees in any natural forest without a licence.

Note: The Department reserves the right to revise the initial comment based on any additional information that may be received



RE: DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 ...

MS

 Reply
 Reply all
 Forward
 ...

Tue 20 Jan 2026 11:30

RE501_Linear Infrastructure_...
214 KB

Dear Jessica,

I trust you are well.

Thank you for following up on our comments for this application. My apology again for missing this application initially. We received a high volume of applications toward year end, with several due on the same day.

Please note that we do not object to the proposed project, and our comments are attached.

Kindly let me know if there may be any other outstanding comments from CapeNature.

Have a good day.

Kind regards,



CONSERVATION INTELLIGENCE:
LANDSCAPE EAST



Sharples Environmental Services cc,
P.O.Box 443,
Milnerton,
7435

Attention: Ms Jessica Gossman
By email: jessica@sepsc.net

Dear Ms Jessica Gossman

**THE DRAFT BASIC ASSESSMENT REPORT FOR THE PROPOSED REMOVAL
AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT
INFRASTRUCTURE LOCATED ALONG DIVISIONAL ROAD (DR) 1791-KM-1-
59 STOPPAD ROAD, WITTEDRIFT, BITOU LOCAL MUNICIPALITY,
WESTERN CAPE.**

DEA&DP Reference: 16/3/11/D1/14/0026/25

CapeNature would like to thank you for the opportunity to review the above report. Please note that our comments only pertain to the biodiversity related impacts and not to the overall desirability of the application. CapeNature wishes to make the following comments:

According to the Western Cape Biodiversity Spatial Plan (CapeNature, 2024)¹, the proposed development is partially located within areas mapped as Critical Biodiversity Areas (CBA 1 and CBA 2: Terrestrial). The fine-scale vegetation map indicates that the affected area comprises Groot Brak River Floodplain, Piesang River Fynbos-Forest, and Sedgefield Coastal Grasslands (Vlok et al., 2008)². According to the SA vegetation map³ the vegetation is Garden Route Shale Fynbos which is Endangered (NEM:BA, 2022)⁴.

The development directly affects a channelled valley bottom wetland (Leermansdrift River) and indirectly affects the Bitou River floodplain wetland, which is of national importance. The Bitou River forms part of a Strategic Water Source Area (SWSA) within the Outeniqua surface water system. CapeNature has reviewed the application and has the following comments:



1. Limit all construction activities strictly to the approved construction and deviation road footprint. Clearly demarcate CBA areas and no-go zones prior to construction.
2. Active rehabilitation of all disturbed CBA areas after construction must be done. These measures include re-contouring disturbed areas, stabilisation of soils and re-establishment of indigenous riparian or wetland vegetation where feasible.
3. The eradication of invasive alien vegetation must be continuous and comply with the National Environmental Management: Biodiversity Act (Act 10 of 2004)² and its associated Alien and Invasive Species Regulations⁴. Construction equipment should be cleaned prior to site entry to prevent the introduction of alien propagules.
4. Restrict works within the watercourse to the smallest practicable working corridor. Schedule in-stream works, where possible, during low-flow periods/ dry seasons. The riparian and wetland areas must be rehabilitated after construction.
5. The applicant must ensure compliance with the National Water Act (Act 36 of 1998)⁷ including any Water Use Authorisation requirements.
6. Although no SCC were observed by the Specialist, prohibit night-time construction where feasible to reduce disturbance. Any fauna encountered during construction must be safely relocated by a suitably qualified person.
7. An Environmental Control Officer (ECO) must be appointed for the duration of construction.
8. The proposed development aligns with the objectives of the Climate Change Act (Act 22 of 2024)⁸, particularly with respect to climate adaptation and resilience. The upgrading of the existing causeway addresses vulnerabilities to increased flood frequency and intensity, which are projected under climate change scenarios.

In conclusion, CapeNature does not object to the proposed development, provided that all recommended mitigation and rehabilitation measures, as outlined in the specialist studies, are fully implemented and adhered to for the duration of construction and rehabilitation.

CapeNature reserves the right to revise initial comments and request further information based on any additional information that may be received.



RE: DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 ...



Reply Reply all Forward ...

Tue 20 Jan 2026 11:53

To: You

Cc: Betsy Ditcham

Hi Jessica

With regards the status of your application received by our office, kindly note that the request are number 106 in the queue – see table below. We work on a first in first out basis. Our office is committed to an estimated turnaround time of 90 days (3 months). In the event of unforeseen circumstances, complexity of applications received, number of site visits required and engagements with relevant stakeholders this time might be extended. We will try our utmost to provide a response within the 90 days.

App number	Applicant	Type of Application	Farm No.	District
106	Sharples Environmental	Other	Farm 501, Farm 306/22 and DR 1791	Knysna

With many thanks and kind regards



Department of Agriculture
Provincial Government of the Western Cape
Private Bag X1
ELSENBURG
7607
GPS koordinate Elsenburg kantoor: 33.845259 S 18.834722 E.



Search




12:20
2026/01/20

COMMENTS AND RESPONSE TABLE:

FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD 1791 AT KM 1.59, STOPPAD ROAD, CROSSING FARM NO. 501 AND FARM NO. 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.

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Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Email Response
1.	National Transmission Company South Africa services are not affected by this infrastructure.	04/11/2025 E-mailed comments	Z. Mdoda	National Transmission Company South Africa	Thank you for your comment and acknowledge that the National Transmission Company South Africa services are not affected by this infrastructure.
2.	How far is this proposed road from the N2, it's not very clear on the locality plan. Regards	05/11/2025 E-mailed comments	N. Abrahams	SANRAL – South African National Road Agency	Please see the attached KMZ of the area in relation to the N2. (Attached Bitou Consolidated Layouts) – kmz.
2.1	I see SANRAL will not be affected by your development. 	05/11/2025 E-mailed Comments	N. Abrahams	SANRAL – South African National Road Agency	Thank you for your confirmation.
4	Good day Jessica and thank you for the opportunity to provide input on this long overdue project.	05/11/2025 E-mailed Comments	A. Treurnich	Private I &AP	Thank you for your email and for sharing your input. Please note that a temporary deviation road will be constructed either on the downstream or upstream side, depending on site

COMMENTS AND RESPONSE TABLE:

FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD 1791 AT KM 1.59, STOPPAD ROAD, CROSSING FARM NO. 501 AND FARM NO. 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.

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Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Email Response
	<p>The road and causeway in question are used daily by residents along the Stofpad Road as well as learners of the nearby Stofpad Primary School. The road is in daily use by motorists, cyclists, and pedestrians.</p> <p>Hopefully, construction of the new causeway will be done in such a way so as not to close the road off totally during construction, thereby preventing users of the road of travelling freely along the route? This is of concern to me.</p> <p>Otherwise, as I mentioned, the project is long overdue, lets get it done!</p>				<p>conditions at the time of construction, to allow for continuous traffic flow during the works. This will ensure that access along the route is maintained throughout the construction period.</p>
4.1	<p>Awesome, thank you Jessica.</p> <p>Please add my details to your I&AP list and keep me informed?</p>				<p>You have been added to our I & AP list for this project.</p>

COMMENTS AND RESPONSE TABLE:

FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD 1791 AT KM 1.59, STOPPAD ROAD, CROSSING FARM NO. 501 AND FARM NO. 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.

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Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Email Response
5.	<p>With reference to your request titled - DEADP REF NO:16/3/3/1/D1/14/0026/25 NOTIFICATION OF THE COMMENCEMENT OF THE 30-DAY PUBLIC CONSULTATION COMMENTING PERIOD FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59 dated 2025-11-03.</p> <p>Your request was distributed. File Reference 18/3/4/4 Record Reference 46698880 To follow-up this request please contact us on 044 8031300.</p>	12/11/2025 E-mailed Comments	Admin	Garde Route District Municipality	Thank you for distributing the documentation.
6.	<p>1. The undated Draft Basic Assessment Report ('DBAR') compiled on your behalf by your appointed registered Environmental Assessment Practitioner ("EAP"), Betsy Ditchem (EAPASA No: 2020/1480) and assisted by candidate EAP (EAPASA: No: 2022/6154) of Sharples Environmental Services cc, as received by the Department on 03 November 2025, refers.</p> <p>2. This letter serves as an acknowledgment of receipt of the</p>	13/11/2025 E-mailed comments	DEADP: Marlin Henry & Danie Swanepoel	DEADP: Case Officer	<p>I acknowledge receipt of your letter regarding the Draft Basic Assessment Report (DBAR) submitted to the Department, and note the following:</p> <p>The Department confirms receipt of the undated DBAR prepared by the appointed Environmental Assessment Practitioner, Ms. Betsy Ditchem (EAPASA No. 2020/1480), assisted by a candidate EAP (EAPASA No. 2022/6154) of Sharples Environmental Services cc, on 03 November 2025.</p> <p>We further acknowledge that the Department will review and provide comments on the DBAR within the applicable timeframes</p>

COMMENTS AND RESPONSE TABLE:

FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD 1791 AT KM 1.59, STOPPAD ROAD, CROSSING FARM NO. 501 AND FARM NO. 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.

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Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Email Response
	<p>aforementioned document by the Department on 03 November 2025.</p> <p>3. The Department will consider the DBAR and provide comment on the document in accordance with the reckoning of days in terms of Regulation 3 of the Environmental Impact Assessment Regulations, 2014 ('EIA Regulations, 2014') (Government Notice No. R. 982 of 4 December 2014, as amended).</p> <p>4. Please note that a listed activity may not commence prior to an environmental authorisation being granted by the Department. It is an offence in terms of Section 49A of the National Environmental Management Act, 1998 (Act no. 107 of 1998) ('NEMA') for a person to commence with a listed activity unless the competent authority has granted an environmental authorisation for the undertaking of the activity. A person convicted of an offence in terms of the above is liable to a fine not exceeding R10 million or to imprisonment for a period not exceeding 10 years, or to both such fine and imprisonment.</p>				<p>as prescribed by Regulation 3 of the Environmental Impact Assessment Regulations, 2014 (GN R. 982 of 4 December 2014, as amended).</p> <p>We note the reminder that no listed activity may commence without an environmental authorisation issued by the competent authority, and that contravention of Section 49A of NEMA (Act No. 107 of 1998) constitutes an offence subject to penalties as stipulated.</p> <p>The reference number provided will be quoted in all future correspondence regarding this matter.</p> <p>We also take note that the Department reserves the right to revise or withdraw initial comments or request further information based on any additional documentation received.</p> <p>We thank the Department for the acknowledgement and will await further comments in due course.</p>

COMMENTS AND RESPONSE TABLE:

FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD 1791 AT KM 1.59, STOPPAD ROAD, CROSSING FARM NO. 501 AND FARM NO. 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.

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Nr	Comment Received	Date and format Received	I&AP	Company / Representing	Email Response
	5. Kindly quote the above-mentioned reference number in any future correspondence in respect of this matter. 6. This Department reserves the right to revise or withdraw initial comments or request further information from you based on any information received.				
7.1	Hope this email finds you well. I kindly wanted to enquire when it would be possible to do a site inspection please? And may you kindly forward me the documents please?	27/11/2025 Emailed comment	Department of Forestry, Fisheries and the Environment	M. Koen	Thank you for your email; I acknowledge that all correspondence will be directed to you, Ms Koen. ** Ms. Koen called to arrange a site inspection with the SEScc George office. Additionally, she requested that a flash drive containing information about the proposed project be handed over to her during the site inspection, Site inspection was conducted on 21/11/25. **
7.2	Thank you for document received as well as site inspection conducted on 21/11/25. This email serves to confirm documents received. Kindly note that the proposed development will be placed on list for site inspection; of which written comment will be forwarded. The Departmental official who will be handling this matter is M. Koen, and all	27/11/2025 Emailed comment	Department of Forestry, Fisheries and the Environment	M. Koen	Thank you for your email; I acknowledge that all correspondence will be directed to you, Ms Koen.

COMMENTS AND RESPONSE TABLE:

FOR THE PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD 1791 AT KM 1.59, STOPPAD ROAD, CROSSING FARM NO. 501 AND FARM NO. 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.

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	communication with regard to this project\ activity should be directed to her.				
8.1.	<p>1. The draft basic assessment report (Ref: CT6/BAR/10/25 dated October 2025) ("DBAR") compiled by your appointed Environmental Assessment Practitioner ("EAP"), Betsy Ditcham (EAPASA No: 2020/1480) and assisted by Candidate EAP, Jessica Gossman, (EAPASA No: 2022/6154) of Sharples Environmental Services (Pty) Ltd, and received by this Department on 03 November 2025, refers.</p> <p>2. This Directorate: Development Management (Region 3) ("this Directorate") has reviewed the DBAR and provides the following comment:</p> <p>2.1 Proposal</p> <p>It is understood that the existing causeway, which is located at kilometre marker 1.59 along DR1791, with approximate starting coordinates at 34°00'04.57"S 23°19'27.98"E, needs to be repaired due to damage caused by previous flood events. The existing</p>	27/11/2025 Emailed comment	DEADP: Marlin Henry & Francois Naude	Department of Environmenta l Affairs and Development Planning – Region 3	<p>The comments from the Directorate: Development Management (Region 3) are noted.</p> <p>The proposal to demolish the existing causeway and construct a new in situ reinforced concrete causeway, including the raised road approaches, inlet and outlet works, and erosion protection, is acknowledged. The design and construction will follow the specifications outlined, and all works will be undertaken in compliance with environmental legislation and monitored by the appointed Environmental Control Officer (ECO) for the full duration of the project.</p>

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	causeway is approximately 20m long × 6.1m wide and comprises three 600mm diameter precast concrete pipes that are permanently submerged. To effectively repair the damaged causeway, it is proposed to demolish the existing structure and construct a new in situ reinforced concrete causeway with three cells, each measuring approximately 4 m wide × 1.5m high, providing a reduced road width over the watercrossing of 4.0m wide between guide blocks. The road approaches on both sides will also be raised by approximately 1.4 m over lengths of about 100m to tie into the new causeway deck height. The new inlet and outlet works will include wing walls and an apron slab, with erosion protection as required.				
8.2	2.2 Applicable listed activities The application for environmental authorisation was received by this Department on 24 October 2025, the proposed works for the replacement of the existing road and culvert infrastructure located along Division				Engineers response: The temporary deviation road will extend outside the road reserve by 3.5m maximum over a distance of 45m as indicated on dwg no. A99/132

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	Road ("DR) 1791 KM 1.59, Stofpad Road will remain within the registered road reserve. In order to maintain traffic during the construction phase, it is proposed to construct a bypass road of approximately 4m wide x 1.5 m high. The bypass road will be utilised for the duration of the construction phase, will be installed on the downstream or upstream side of the existing road, depending on the time of construction. In light of the above, please be reminded that only those activities applied for and assessed as part of the application for environmental authorisation will be considered during the decision-making process.				
8.3	2.3 Alternatives It is understood that only one alternative has been proposed for the location and design of the upgrade of the causeway itself. It is noted that the DBAR describes the two alternatives for the location and design for the respective bypass roads (i.e., either upstream or downstream from the causeway). However, the				<p>The Aquatic Specialist response: Only one location was supplied for specialist assessment. The design was described but no drawings or detailed designs were provided. However, the proposed concept was deemed logical and therefore the assessment of an alternative plan was not necessary (provided the mitigation measures were incorporated).</p> <p>The aquatic impact assessment treated the temporary bypass road as an integrated component of the overall construction phase because the key impacts (sedimentation, habitat modification, and hydrodynamics) are basically the same</p>

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	supporting specialist report - Aquatic Biodiversity Specialist Assessment - has not separated the assessment and findings of the two bypass road alternatives, yet the specialist recommends the implementation of the upstream bypass, if practical. This matter must be clarified, and the Aquatic Biodiversity Specialist Assessment report should reflect why the upstream bypass road alternative is preferred or recommended option.				<p>regardless of whether the crossing is situated upstream or downstream of the main causeway footprint. The potential difference in impact significance between the two options was assessed as negligible, provided that all mitigation measures are implemented. Therefore, separately assessing the two scenarios would not change the final impact rating, which remains low post-mitigation, and was deemed an unnecessary level of detail.</p> <p>The recommendation to put the bypass on the upstream side is a based on the upstream reach being slightly more disturbed. Additionally, existing demolition footprint of the current culvert may provide some temporary trapping of initial construction sediment washing in from the upstream bypass crossing. Therefore, the preference for the upstream location is just a conservative recommendation to be considered but not critical if it is not practical for other reasons. Both the upstream and downstream locations are deemed acceptable, provided that all other prescribed mitigation measures related to erosion control, sedimentation management, and final rehabilitation are fully implemented by the contractor, which is the most important factor determining the final impact significance.</p>
8.4	The DBAR and specialist reports are not clear how the preferred bypass road will be determined (methodology) for implementation. This is an aspect which should have been motivated in the DBAR, please refer to Annexure 1 of the EIA Regulations, 2014.				<p>The comment is noted. The DBAR identifies and assesses two feasible and reasonable alternatives for the temporary bypass road (upstream and downstream) in accordance with Annexure 1 of the EIA Regulations, 2014. Both alternatives were assessed based on engineering feasibility, constructability, traffic accommodation, environmental sensitivity, and the extent of disturbance outside the road reserve, with the assessment</p>

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					indicating a comparable footprint and impact profile. The DBAR further explains that the final bypass alignment will be determined based on site-specific conditions at the time of construction (page 4, 47 of the BAR and page 8, and page 37 of the EMPr, including hydrological conditions, safety considerations, and environmental risk, with the least environmentally damaging option being implemented.
8.5	<p>The gap in information may imply that both bypass routes will need to be physically investigated before the construction activities will be undertaken which may lead to the unnecessary transformation of the aquatic environment and loss of aquatic biodiversity. The latter is contrary to the recommendations, avoidance of impacts and mitigation measures proposed by the Freshwater Aquatic Specialist. If the implementation of either of the bypass road alternatives, is subject to specific factors, these must be explained in the DBAR and the EAP and specialists must include such factors as conditional to the approval of the activity (if they are in support of the activity).</p> <p>Note: According to the Aquatic</p>				<p>The Aquatic Specialist response: Both bypass areas were physically assessed and there are no factors specific to either one. The provided mitigation measures apply to either bypass location.</p>

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	Biodiversity Impact Assessment done, the upstream area is slightly more disturbed and encroached by alien species, whereas the downstream side of the causeway is more robustly vegetated. Construction of the temporary bypass road will involve clearance of indigenous vegetation within the watercourse and associated disturbance to the riverbanks. The total footprint of the proposed temporary deviation road downstream is approximately 514.49m2, which will fall outside the road reserve. The total development footprint of the upstream deviation road will be 3279.15m2, including the area located within the road reserve. The total footprint of the proposed temporary deviation road downstream would approximately be 561.71m2. The total development footprint of the temporary deviation downstream will be approximately 4996.57 m2, including the area located within the road reserve.				

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8.6	Considering the above, it is apparent that the upstream location alternative should be considered as the preferred alternative for the bypass road. It is therefore important that this issue be addressed in greater detail to inform the decision-maker on which single location alternative should be considered, or why both should be considered.				<p>The Aquatic Specialist response: Yes, the aquatic report recommends that the upstream side be used for the bypass. So that is preferred from the aquatic biodiversity perspective. That information should then be used to inform the final plan. To fulfil the recommendations of the report, the downstream side may require more rescue and rehabilitation efforts but this is up to the applicant to decide.</p> <p>EAP comment: Both temporary bypass road alternatives have been considered in the DBAR to ensure a robust, transparent, and defensible assessment in line with the EIA Regulations and the mitigation hierarchy. The consideration of both options does not imply that both will be constructed, but rather that sufficient information is available to enable the selection of the most appropriate and least environmentally damaging option prior to construction.</p> <p>The engineers will decide whether construction should take place upstream or downstream closer to the actual construction date, based on the conditions present at that time. Offering only one bypass option could limit the project's flexibility and may lead to unexpected delays or unsafe construction conditions if unforeseen site limitations arise.</p> <p>The BAR and EMPr require that only one bypass route be selected prior to construction, that the approved route be demarcated as the sole working area, and that the non-selected alternative be designated as a no-go area. This approach avoids the need for unnecessary exploratory clearing or physical investigation of both options and ensures compliance with the Freshwater Aquatic Specialist's mitigations.</p>

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8.7	Furthermore, the specialist requires the full rehabilitation of the temporary bypass disturbed area, to preconstruction condition once the construction phase concludes. This is understood to apply to both alternative bypass road locations, even if only a small section of the area is disturbed. The EMPr must clearly address this aspect too.				<p>The Aquatic Specialist response: Yes, the entire disturbance footprint must be rehabilitated. It does not matter which side of the road.</p> <p>EAP comment: Section H in the EMPr includes a Rehabilitation Programme for the proposed project, as well as the rehabilitation phase within the EMPr tables. (See from page 68).</p>
8.8	<p>2.4</p> <p>Aquatic Biodiversity Specialist Assessment</p> <p>With regard to the Aquatic Biodiversity Specialist Assessment report (dated 29 November 2025), it is noted that only one alternative location (i.e., Alternative A) has been assessed and compared to the No-Go Alternative. However, with regard to the proposed bypass road, it is understood that a bypass road located either upstream or downstream has been considered. Please refer to the section on 'alternatives above'; however, to reiterate, the Aquatic Biodiversity Specialist Assessment has not separated the assessment and findings of the two</p>				<p>The Aquatic Specialist response: See provided comments above, both bypass areas were physically assessed, and there are no factors specific to either one. The provided mitigation measures apply to either bypass location.</p>

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	bypass road alternatives, yet the specialist recommends the implementation of the upstream bypass, if practical. This matter must be clarified, and the Aquatic Biodiversity Specialist Assessment report should reflect why the upstream bypass road alternative is the preferred or recommended option.				
8.9	<p>The mitigation measures recommended by the specialist include inter alia restricting activities to the smallest possible working corridor, designating all other watercourses as no-go areas, focusing on sediment and erosion control, managing stormwater effectively and ensuring full compliance with the National Water Act (Act 36 of 1998).</p> <p>Considering that the proposed mitigation measures aim to avoid and minimise the impact on the aquatic ecosystem, it is unclear whether these aspects have been specified as conditional to obtaining the environmental authorisation. Furthermore, the DBAR and more</p>				<p>The comment is noted. Found within the impact tables on pages 71 to 99, the DBAR includes mitigation measures aimed at avoiding and minimising impacts on the aquatic ecosystem, as informed by the Aquatic Biodiversity Specialist Assessment. These measures include, inter alia, restricting activities to the smallest possible working corridor, designating all other watercourses as no-go areas (Outcome 1 of the EMPr, page 36), implementing appropriate sediment and erosion control measures ((Outcome 1 of the EMPr page 43), managing stormwater effectively (EMPr page 45, page 68), ensuring compliance with the National Water Act, 1998 (Act No. 36 of 1998).</p> <p>It is acknowledged that, while these mitigation measures have been identified and described in the DBAR and detailed within the Aquatic Biodiversity Specialist Assessment, their enforceability as conditions of authorisation and their explicit linkage to method statements will be included before construction and will be managed and monitored by the ECO.</p>

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	specifically the Environmental Management Programme ('EMPr') do not clearly specify the mitigation measures of all the specialist reports (specifically the aquatic biodiversity assessment) and how this relates to the content of method statements, that will need to be implemented. In this regard, the restrictions and mitigation measure which are included the General Authorisation in terms of Section 39 of the National Water Act, 1998 (Act No. 36 of 1998) for water uses as defined in Section 21(c) or Section 21(i), which pertain to the implementation non-operational aspects of the proposed activities associated with the proposal, must be described in the DBAR and incorporated in the EMPr. It is noted that these aspects have been included in the Aquatic Biodiversity Specialist Assessment report.				<p>The Final BAR and EMPr have incorporated all applicable aquatic mitigation measures as outlined in the impact tables within the EMPr. All mitigation measures recommended by the specialists are included in the EMPr, and none are contested.</p> <p>The conditions in the WUL, including those related to the General Authorisation for Section 21(c) and (i) water uses, confirm that these measures are mandatory requirements addressed in pre-application phase – pg 38, Construction phase, pg 60 and post-construction pg 71, in the EMPr, as well as in the BAR impact tables. The WUL will also be implemented through approved method statements before the commencement of works and will be overseen by the ECO.</p>
8.10	It is not clear whether the mitigation measures proposed by inter alia the Freshwater Aquatic Specialist will be feasible to the Holder (should the application be approved) and that such measures will be implemented.				Engineer's comments: The mitigation measures as proposed in the Aquatic Assessment Report Section 9 will be incorporated into the construction methodology and will be monitored by the ECO.

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	The practicability of the restrictions of the proposed work (including the mitigation measures) must be discussed with the consulting engineers. Should it be determined that the efficiency of the construction team will be hindered by the restrictions (either upstream or downstream), alternative methods for the proposed construction works must be reported on and assessed in the BAR. It is important for the competent authority to understand whether these measures are conditional to the best practicable environmental authorisation. This information must be included in the BAR.				
8.11	2.5 Environmental Management Programme: The contents of the EMPr must meet the requirements outlined in Section 24N (2) and (3) of the NEMA (as amended) and Appendix 4 of the EIA Regulations, 2014. The EMPr must address the potential environmental impacts of the activity throughout the project life cycle, including an assessment of the effectiveness of monitoring and				The Environmental Management Programme (EMPr) has been compiled in full compliance with the requirements of Section 24N(2) and (3) of the National Environmental Management Act, 1998 (as amended) and Appendix 4 of the Environmental Impact Assessment Regulations, 2014 (as amended). The EMPr addresses the potential environmental impacts of the proposed activity across the entire project life cycle, including the planning and design, pre-construction, construction, post-construction rehabilitation and operational/maintenance phases, where applicable. It incorporates the findings and recommendations of the specialist studies, provides enforceable impact management and mitigation measures aligned with the mitigation hierarchy,

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	management arrangements after implementation (auditing).				defines roles and responsibilities (including ECO oversight), and sets out monitoring, auditing, reporting and environmental awareness requirements(Appendix H). Compliance with Appendix 4 is demonstrated through a dedicated legislative compliance table within Appendix C of the EMPr, and the programme is considered adequate to manage all identified impacts associated with the proposed development.
8.12	(a)Environmental Monitoring vs Auditing The Environmental Control Officer ("ECO") is responsible for fortnightly environmental monitoring site inspections as well as the compilation of monthly environmental monitoring reports. In this regard, a clear distinction must be made between the following: ECO and the environmental auditor (please note that the environmental auditor cannot be the EAP or the ECO); and an environmental monitoring report (to be compiled by the ECO) and environmental audit report (to be compiled by the independent environmental auditor. Furthermore, your attention is drawn to the auditing requirements with regard to environmental authorisations and EMPr's under Regulation 34 of the EIA				<p>According to Appendix D – Roles and Responsibilities, of the EMPr, the proposed project defines the roles of the Environmental Compliance Officer (ECO) and the Environmental Auditor within the Environmental Management Programme (EMPr). The FBAR further states that, in accordance with the Environmental Impact Assessment Regulations of 2014 (as amended), the holder of the Environmental Authorisation must appoint a suitably qualified independent individual to conduct an environmental audit. This audit will assess compliance with the conditions of the Environmental Authorisation and the EMPr for the duration that the Environmental Authorisation remains valid.</p> <ul style="list-style-type: none">• Environmental auditing and environmental audit reports must adhere to the requirements of the amended 2014 Environmental Impact Assessment Regulations, in particular Section 34 (Auditing of Compliance with Environmental Authorisation, Environmental Management Programme) and Appendix 7 (Objective and Content of Environmental Audit Report)• The audit report must provide verifiable findings on the

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	Regulations, 2014 (as amended). In this regard, the EMPr must be amended to ensure compliance with the requirements. The contents of the environmental audit report must comply with Appendix 7 of the EIA Regulations.				<p>level of compliance with the provisions/ conditions of the Environmental Authorisation and the EMPr and must also comment on the ability of the measures contained in this EMPr to sufficiently avoid, manage and mitigate environmental impacts.</p> <ul style="list-style-type: none">Where the findings of the audit report indicate that the impact management measures stated in the EMPr are insufficient to adequately address environmental impacts, recommendations as to how the EMPr must be amended so as to address the identified shortcomings must be made and submitted to the competent authority together with the audit report.
8.13	(b) Incorporation of measures specified in the General Authorisation It is noted that the General Authorisation ("GA") issued in terms of Section 39 of the National Water Act, 1998 (Act No. 36 of 1998) for the water uses as defined in Section 21(c) or Section 21(i), shall apply to the proposed development. There are several cross-cutting issues in said GA which are relevant to the non-operational aspects of the activity that has been applied for. Integrated Environmental Management good practice dictates that these aspects be				<p>The Aquatic Specialist response: The conditions of the GA are covered in the EMPr. The GA is also apart of a separate NEMA process.</p> <p>EAP Comment: All WUL requirements are detailed in the BAR and EMPr, covering pre-construction, construction, and post-construction rehabilitation phases on pages 71, 84, and 99, as well as in the EMPr on pages 34, 60, and 71.</p>

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	incorporated in the EMPr. The EAP is required to demonstrate that these aspects have been incorporated in the EMPr that must be submitted together with the BAR.				
8.15	<p>3. Submission of Basic Assessment Report The BAR must contain all the information outlined in Appendix 1 of the EIA Regulations, 2014, and must also include and address any information requested in any previous correspondence in respect of this matter.</p> <p>Please be reminded that in accordance with Regulation 19 of the EIA Regulations, 2014, the Department hereby stipulates that the BAR (which has been subjected to public participation) must be submitted to this Department for decision within 90 days from the date of receipt of the application by the Department. However, if significant changes have been made or significant new information has been added to the BAR, the applicant/EAP must notify the Department that an additional 50 days</p>				<p>The comment is noted. The Basic Assessment Report (BAR) has been compiled in accordance with the requirements of Appendix 1 of the EIA Regulations, 2014 (as amended) and includes all information required for decision-making, as well as responses to comments and information requests received through previous correspondence and the public participation process. The BAR, together with the updated EMPr and Comments & Responses Report, will be submitted to the Department within the prescribed 90-day timeframe as stipulated in Regulation 19 of the EIA Regulations, 2014.</p>

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	(i.e. 140 days from receipt of the application) would be required for the submission of the BAR. The additional 50 days must include a minimum 30-day commenting period to allow registered I&APs to comment on the revised report/additional information. If the BAR is not submitted within 90 days or 140 days, where an extension is applicable, the application will lapse in terms of Regulation 45 of the EIA Regulations, 2014 and your file will be closed. Should you wish to pursue the application again, a new application process would have to be initiated. A new Application Form would have to be submitted.				
8.16	NOTE: Furthermore, in accordance with Environmental Impact Assessment best-practice, you are kindly requested to notify all registered Interested and Affected Parties including the authorities identified in the Public Participation Plan of the submission of the FBAR and to make the document available to them. This will provide such parties an opportunity to review the document and how their issues were				The note is acknowledged. In accordance with Environmental Impact Assessment best practice and the approved Public Participation Plan, all registered Interested and Affected Parties (I&APs), including the relevant authorities, will be notified of the submission of the Final Basic Assessment Report (FBAR). The FBAR will be made available for review to allow I&APs and authorities an opportunity to confirm how comments and issues raised during the public participation process have been addressed. Proof of notification and access to the FBAR will be retained and submitted to the Department upon request.

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	addressed.				
8.17	<p>4. Please note that it is an offence in terms of Section 49A of the National Environmental Management Act, 1998 (Act no. 107 of 1998) ("NEMA") for a person to commence with a listed activity unless the competent authority has granted an environmental authorisation for the undertaking of the activity. A person convicted of an offence in terms of the above is liable to a fine not exceeding R10 million or to imprisonment for a period not exceeding 10 years, or to both such fine and imprisonment.</p> <p>5. A Kindly quote the above-mentioned reference number in any future correspondence in respect of this matter.</p> <p>6. The Department reserves the right to revise initial comments and request further information based on the information received.</p>				<p>The notes are acknowledged. The applicant is aware that no listed activities can commence prior to the granting of an Environmental Authorisation, in accordance with Section 49A of the National Environmental Management Act, 1998 (Act No. 107 of 1998). The Department's reference number will be quoted in all future correspondence related to this application. The Department's right to revise initial comments and to request additional information based on the information received is noted and accepted.</p>

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8.18	<p>Please can you provide me with HWC reference number for me to provide you with a comment.</p> <p>If there was no NID trigger, please not that HWC cannot comment on matters that do not form part of our mandate.</p> <p>Please include your HWC reference number in future correspondence to assist in responding to your query promptly.</p> <p>Kindly note: Due to volume of queries I receive I may not be able to respond to you immediately, if you have not received a reply from within ten working days, please resend your query</p> <p>Application forms 2024: Applications Link</p> <p>Notice</p>	01/12/2025 Emailed Comment	S. Barnardt-Delport	Heritage Western Cape	<p>Please note that the heritage specialist did not recommend submitting a NID. Attached is the Heritage Statement from the specialist.</p> <p>"Attached Heritage Statement for the proposed project"</p> <p>02/12/2025.</p>
9.1	After careful consideration of the report, we wish to provide the following comments and recommendations on the proposed activities:	01/12/2025 Emailed Comments	Nina Viljoen	Garden Route District Municipality	Engineers comments: The structure will function under 100-year flood event, but will be overtopped temporarily. Discussions with farmers in the area confirmed that the design is suitable.

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	1. Planning and Strategic Context The Garden Route District Municipality requires explicit confirmation that the new causeway has been designed for at least the 1:100 year event, with allowance for climate change, and that this was checked against recent flood behaviour in the catchment.				The GRDM is reminded that this project aims to address the damage related to the flood event, and therefore scope of the development is limited.
9.2	2. Watercourse, Hydrology and NWA Aspects <ul style="list-style-type: none">• The GRDM support the use of GA (21(c) & (i)) in principle, but recommends that:<ul style="list-style-type: none">o A copy of the DWS GA registration or confirmation letter to be provided prior to construction;o A site-specific Method Statement for working in the watercourse, including cofferdam/diversion layout, turbidity control, pump intakes, and dewatering procedure, be developed;• No stockpiles, refuelling, batching or laydown areas to be placed within 32 m of the top of bank, unless fully bunded and authorised in the EMPr.;				Engineers comments: Proof of DWS approval will be available. A method statement is standard practice. The 32m no-go zone for material storage will be adhered to. Concrete apron slabs with cut-off beams are provided outside the footprint of the bridge structure itself to prevent scour.

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	<ul style="list-style-type: none"> Quantitative erosion control detail be provided: type, extent and lifespan of apron slabs, energy dissipaters, baffles, and bank protection, to avoid downstream scour. 				
9.3	<p>3. Biodiversity, CBA and Riparian Habitat</p> <ul style="list-style-type: none"> Because the project is inside a CBA and aquatic priority area, the municipality recommends a clear no-net-loss approach to riparian habitat: <ul style="list-style-type: none"> All areas disturbed by the temporary deviation roads and working platforms must be fully rehabilitated with indigenous riparian species after removal; A site-specific rehabilitation plan must be attached to the EMPr, with plant list, spacing, source of plant material, and a 2-3 year watering and aftercare regime; The project presents a good opportunity for alien clearing along at least 100 m upstream and downstream 				<p>Engineers comments: All areas that are disturbed by the temporary deviation road and working platforms will be fully rehabilitated with indigenous riparian species after removal. A watering regime can be incorporated during the construction phase but not thereafter. Existing plants will be rescued and re-used supplemented by commercially available pioneer species. Since it is on the banks of the river with ponding upstream and downstream the soil should have a sufficient moisture content for indigenous plants. We will do clearing, but it will be limited to the road reserve or we use outside of the road reserve.</p> <p>EAPs comments: The proposed project area is largely within private land and therefore, excessive upstream and downstream alien clearance is outside of the mandate of the applicant. River maintenance is a function of the landowner and the municipality. Furthermore, the proposed project has a rehabilitation programme (Appendix H) and alien management plan (Appendix G) as outlined in the EMPr.</p> <p>Additionally, the specialists' assessments confirmed that the area is significantly degraded and populated with alien plant species, with no SCCs present (Table 3. Summary of the specialist</p>

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	<p>of the crossing as part of the rehabilitation package. This should be formalised as a commitment, not just an opportunity, with performance indicators.</p> <ul style="list-style-type: none"> Monitoring: <ul style="list-style-type: none"> ECO to confirm pre-construction demarcation and relocation of any salvageable indigenous vegetation as recommended by the specialist. Post-construction monitoring at minimum 6-monthly intervals for 3 years is recommended (not just "until fully rehabilitated according to ECO"), with corrective measures where vegetation fails to establish or erosion persists. 				assessments page – 15 EMPr)
9.4	<p>4. Invasive Alien Species Management</p> <p>The BAR acknowledges alien trees (<i>Acacia mearnsii</i>), but:</p> <ul style="list-style-type: none"> No long-term alien clearing plan is included; No follow-up after construction is specified. <p>In river systems, if you clear aliens only where you build, they regrow more</p>				<p>The comment is noted. The BAR identifies the presence of invasive alien species, including <i>Acacia mearnsii</i>, and the EMPr already includes alien invasive species control measures applicable to the construction footprint and disturbed areas, supported by an Alien Invasive Management Programme. These measures include the removal of alien vegetation during construction and post-construction rehabilitation to prevent reinfestation.</p> <p>Engineers comments: All areas that are disturbed by the</p>

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	aggressively. The GRDM therefore recommend a 3-year alien clearing and follow-up plan for at least 100 m upstream/downstream.				<p>temporary deviation road and working platforms will be fully rehabilitated with indigenous riparian species after removal. A watering regime can be incorporated during the construction phase but not thereafter. Existing plants will be rescued and re-used supplemented by commercially available pioneer species. Since it is on the banks of the river with ponding upstream and downstream the the soil should have a sufficient moisture content for indigenous plants. We will do clearing but it will be limited to the road reserve or the are we use outside of the road reserve.</p> <p>EAPs comments: The proposed project area is largely within private land and therefore, excessive upstream and downstream alien clearance is outside of the mandate of the applicant. River maintenance is a function of the landowner and the municipality. Furthermore, the proposed project has a rehabilitation programme (Appendix H) and alien management plan (Appendix G) as outlined in the EMPr.</p> <p>Additionally, the specialists' assessments confirmed that the area is significantly degraded and populated with alien plant species, with no SCCs present (Table 3. Summary of the specialist assessments page – 15 EMPr).</p>
9.5	<p>5. Alternatives and Layout Concerns</p> <ul style="list-style-type: none"> • The GRDM recommend that a clear preference (environmentally) be made between the upstream and downstream deviation, based on: 				<p>The comment is noted. The BAR identifies the presence of invasive alien species, including <i>Acacia mearnsii</i>, and the EMPr already includes alien invasive species control measures applicable to the construction footprint and disturbed areas, supported by an Alien Invasive Management Programme. These measures include the removal of alien vegetation during construction and post-</p>

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	<ul style="list-style-type: none">o Extent of riparian clearance;o Proximity to sensitive features;o Constructability and risk of sediment release;o Interaction with existing land uses.• Please confirm commitment that only one deviation will be constructed (already stated), and that the other alignment may not be developed opportunistically later.• Please confirm whether a narrower temporary roadway width was considered, as suggested by the aquatic specialist, to further reduce footprint.				<p>construction rehabilitation to prevent reinfestation.</p> <p>Engineers comment: Only one temporary deviation road will be constructed. A narrower temporary deviation road was considered but the safety of road users will be compromised. It will be assessed during construction if a lower temporary deviation would be feasible which will reduce the footprint.</p>
9.6	<p>6. Construction Management and EMPr:</p> <ul style="list-style-type: none">• The GRDM recommend that all specialist recommendations in Section I / specialist table be made legally binding conditions in the EMPr and in the Environmental Authorisation.				<p>The recommendations are noted. The EMPr already provides for the incorporation of specialist mitigation measures as binding management actions, the appointment of an independent ECO with authority to monitor compliance and stop works where required, the preparation and approval of method statements for environmentally sensitive activities, and mandatory environmental induction training for all contractors. To provide additional clarity</p>

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	<ul style="list-style-type: none">• An independent ECO is recommended with:<ul style="list-style-type: none">o Mandate to stop works in case of non-compliance;o Weekly site inspections during in-stream works and monthly inspections otherwise;o Monthly compliance reports submitted to DEADP, DWS (if required) and Bitou Municipality.• Method statements is recommended for at least:<ul style="list-style-type: none">o Working in the watercourse and managing diversions;o Concrete works near water (mixing, washout and curing);o Fuel, oil and hazardous substance storage and spill response;o Topsoil stripping, storage and reuse;				<p>and align with the municipality's recommendations for works within a sensitive watercourse and CBA, the EMPr has been refined to explicitly confirm the binding status of specialist recommendations, specify ECO inspection frequencies during in-stream and general construction activities, clarify reporting requirements to the relevant authorities, and list the required method statements in more detail. No substantive changes to the project or mitigation approach are required.</p> <p>The frequency and reporting duties are outlined on pg. 126 in the BAR and included; the EMPr monitoring compliance pg 74 – 76.</p>

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	<ul style="list-style-type: none">o Alien vegetation clearing and disposal;o Rehabilitation and planting;o All contractors to receive environmental induction training, with attendance registers kept on file.				
9.7	<p>7. Climate Change and Flood Resilience</p> <ul style="list-style-type: none">• The GRDM recommend submission of a short design note from the engineer confirming:o Design flood event(s) used (e.g. 1:50, 1:100);o Climate factor or allowance used for future hydrological change;o Freeboard assumptions and backwater conditions.• Please confirm that the causeway will not create upstream impoundment or exacerbate flooding on adjacent private land under design events.				<p>Engineers comment: The causeway is designed as an overtoppable structure, i.e. a causeway. The causeway is designed for a 5-year flood to pass through the structure and larger floods will overtop the structure. Standard hydraulic design practice was used based on the SANRAL Drainage Manual. The structure will not cause impoundment or exacerbate flooding. The side drains will be discharged in a controlled manner into the river.</p>

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	<ul style="list-style-type: none">Please confirm that stormwater roadside drains will not discharge uncontrolled high-velocity flows directly into the watercourse, but will be stabilised and energy-dissipated, as already recommended in the BAR.				
9.8	8. Sediment Control The BAR says turbidity and sediment must be controlled, but there is no: <ul style="list-style-type: none">Silt curtain design;Cofferdam layout;Pump-intake screening;Plan for handling wet concrete waste. These are critical in a riverine environment.				The matters referred to are all temporary works for which the Contractor is responsible. The Contractor will submit method statements during construction for the coffer dam, pump screening, if all drainage is not done via gravitation. No spillage of concrete is allowed, which is monitored on a daily basis by the engineer's permanent site personnel.
9.9	9. Heritage or Archaeological Screening The BAR lists NHRA as requiring comment but: <ul style="list-style-type: none">No palaeo or heritage field assessment summary is shown; Causeway replacements often reveal historic structures (stonework, pipes,				<p>The comment is noted. Heritage considerations have been appropriately addressed in the BAR and EMPr in accordance with the National Heritage Resources Act, 1999 (Act No. 25 of 1999).</p> <p>A Heritage Compliance Statement was undertaken by a suitably qualified heritage specialist Dr. Peter Nilsen and is included as part of the specialist input to the BAR. The assessment confirmed that the proposed activity involves the replacement of an existing</p>

Commented [JG1]: Reference

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	<p>foundations). Since construction will expose riverbanks and substrate, heritage finds are possible. The GRDM therefore recommend:</p> <ul style="list-style-type: none">• A short HWC comment or letter of no objection• Chance Finds Procedure included in EMPr.				<p>causeway within an already disturbed footprint, with no known or recorded heritage or palaeontological resources identified within the construction footprint. As such, a full heritage or palaeontological field assessment was not deemed necessary at the Basic Assessment stage, which is consistent with accepted heritage screening practice for infrastructure upgrades of this nature, this information is included in the heritage statement, as well as Section I in the BAR.</p> <p>In recognition that subsurface exposure during construction may reveal previously unknown heritage resources, the EMPr already includes a Chance Finds Procedure (Appendix G in the EMPr), which sets out clear steps to be followed should any archaeological, palaeontological or historical material (including stonework, foundations, pipes or human remains) be encountered during construction.</p>
9.10	<p>10. Emergency Flood Risk During Construction</p> <p>Temporary works inside a watercourse present huge flood risks. Please elaborate on the following:</p> <ul style="list-style-type: none">• What happens if a flood hits during construction?• Will the deviation road wash away?• Could construction material enter the				<p>Engineers Comments: Three 750mm diameter temporary pipes will be installed to manage rainfall events during the construction phase. This capacity is considerably more than the current two 600mm pipes of the existing permanent structure. Due to the short construction period of about 6 months until the new permanent causeway is in operation the probability of a major flood event is low.</p> <p>In case of a flood exceeding the capacity of the temporary pipes a minor volume of construction material of the temporary deviation may wash away until such time as the breach is large enough for the passage of the water. The road will be closed if the temporary deviation road washes away. Currently the</p>

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	river? <ul style="list-style-type: none">• Where is the flood evacuation plan? The GRDM recommend a Flood Contingency Plan with: <ul style="list-style-type: none">• Trigger rainfall thresholds;• Evacuation procedures;• Measures to secure plant and materials.				residents are cut off whilst the river is in flood.
9.11	11. Concluding Remarks and Summary of Recommendations From a municipal environmental management perspective, the proposed removal and replacement of the existing DR1791 causeway, with associated temporary deviation road and bank protection, is supported in principle, given its role in restoring safe all-weather access, repairing flood damage and improving hydraulic performance. However, the activity is situated within a sensitive watercourse and Critical Biodiversity area, and involves temporary disturbance of riparian habitat. The municipality therefore recommends				The comments and overall support in principle are noted and appreciated. The BAR and EMPr recognise that the proposed removal and replacement of the DR1791 causeway is located within a sensitive watercourse and Critical Biodiversity Area and have accordingly applied the mitigation hierarchy to minimise and manage temporary impacts on riparian habitat. The recommendations raised by the Garden Route District Municipality are supported and have been addressed through the existing assessment framework and, where necessary, will be incorporated through targeted enhancements to the EMPr. This includes compliance with the National Water Act General Authorisation for Section 21(c) and (i) water uses, strict control of in-stream works and diversions, strengthened rehabilitation, alien clearing and post-construction monitoring commitments, confirmation of flood design and climate-resilient infrastructure considerations through the engineering design, and heritage risk management through Heritage Western Cape engagement and

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	<p>that Environmental Authorisation, if granted, be subject to the conditions and enhancements outlined in the comments above, particularly with respect to: (i) registration and compliance with the NWA General Authorisation for Section 21(c) and (i) uses; (ii) strict control of works and diversions within the watercourse; (iii) strengthened rehabilitation, alien clearing and monitoring obligations; (iv) explicit confirmation of flood design criteria and climate-resilient infrastructure design; and (v) HWC confirmation and a Chance Finds Procedure for riverbank excavation.</p> <p>The comments provided aims to complement the specialist inputs by ensuring practical accountability, policy alignment, and transparent decision-making.</p> <p>We appreciate the efforts made by Sharples Environmental Services cc and the applicant to ensure responsible and legally compliant development activities.</p> <p>The Garden Route District Municipality reserves the right to provide comment/s</p>				<p>implementation of a Chance Finds Procedure. The comments are regarded as complementary to the specialist inputs and will assist in ensuring accountable, policy-aligned and environmentally responsible implementation of the project. The efforts and constructive engagement of the Garden Route District Municipality are acknowledged.</p>

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	or to amend initial comment/s.				
10.	<p>Good day</p> <p>RE: BASIC ASSESSMENT REPORT FOR PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD 1791 AT KM 1.59, STOPPAD ROAD, CROSSING FARM 501 AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.</p> <p>The Breede-Olifants Catchment Management Agency (BOCMA) has assessed the above-referenced submission and provides the following comments which must be duly considered and addressed:</p> <p>1. The proposed project triggers water uses in terms of Section 21(c) and 21(i) of the National Water Act, 1998 (Act No. 36 of 1998) (NWA):</p> <ul style="list-style-type: none"> Section 21(c): Impeding or diverting the flow of water in a watercourse. Section 21(i): Altering the bed, banks, course, or characteristics of a watercourse. <p>This is because certain activities associated with the project will occur within the regulated area of a watercourse.</p> <p>2. A water use authorisation must be obtained before any such water use activities commence, as required by Section 22 of the NWA read with Section 21.</p>	25	Rabokale Mphahlele	Breede-Olifants BOCMA	<p>The comment is noted and accepted.</p> <p>The proposed replacement of the existing road and culvert infrastructure, including the construction of a temporary bypass road and associated in-stream and riparian works, triggers water uses as defined in Section 21(c) (impeding or diverting the flow of water in a watercourse) and Section 21(i) (altering the bed, banks, course or characteristics of a watercourse) of the National Water Act, 1998.</p> <p>The Environmental Assessment Practitioner confirms that no Section 21 water use activities will commence prior to the required water use authorisation being obtained, in accordance with Section 22 of the National Water Act. It is acknowledged that the applicable water uses may be regulated through a General Authorisation issued in terms of Section 39 of the NWA as received on the 8th of December 2025.</p> <p>All applicable conditions, mitigation measures and restrictions contained within the relevant General Authorisation has been fully incorporated into the Final Basic Assessment Report (FBAR) and the Environmental Management Programme (EMPr). Compliance with these requirements will be enforced during the construction phase through the appointment of an Environmental Control Officer (ECO).</p>

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	<p>RE: BASIC ASSESSMENT REPORT FOR PROPOSED REMOVAL AND REPLACEMENT OF THE EXISTING ROAD AND CULVERT INFRASTRUCTURE LOCATED ALONG DIVISION ROAD (DR) 1791 KM 1.59, STOPPAD ROAD, CROSSING FARM 501AND FARM 306 ON PORTION 22 WITTEDRIFT, BITOU LOCAL MUNICIPALITY, GARDEN ROUTE DISTRICT MUNICIPALITY.</p> <p>3. These office may be contacted for any queries and guidance related to the water use authorization process and requirement .</p> <p>4. Please note that commencing with any Section 21 water use without the required authorisation constitutes an offence in terms of Section 151(1)(a) of the NWA. Non-compliance may result in a criminal case being opened with the South African Police Service.</p> <p>5. These comments are are given in the interest of responsible water resource management, and the responsibility to comply with all applicable provisions of the NWA rests with the property owner or person in control of the land.</p> <p>6. BOCMA reserves the right to amend or supplement these comments and to request any additional information deemed necessary.</p> <p>Yours faithfully,</p>				<p>The Applicant acknowledges that commencement of any water use without the required authorisation constitutes an offence in terms of Section 151(1)(a) of the National Water Act, and commits to full compliance with all legislative requirements.</p>
11.1	<p>I refer to your e-mail notification of 18 November 2025 with outstanding documents.</p> <p>Please receive comments from the Branch: Forestry Management, Directorate: Forest Resource Protection in</p> <p>the Department of Forestry, Fisheries and the Environment (DFFE) on the above-mentioned proposed Draft</p> <p>BAR. Site inspection was conducted 21 November 2025.</p>	03/12/2025 Emailed comments	M. Koen	Department of Forestry, Fisheries and the Environment	<p>Based on the specialist botanical assessment, no further assessment is required. The appointed botanical specialist confirmed that no indigenous forest or plant species of conservation importance occur within the development footprint. The site is highly transformed and extensively infested with alien vegetation, rendering it unsuitable for indigenous forest or protected plant species.</p> <p>It is acknowledged that no destruction, damage, or disturbance of indigenous or protected trees will occur without the requisite licence issued in terms of Sections 7 and 15 of the National Forests Act.</p> <p>Should any indigenous or protected tree species be discovered</p>

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	<p>The mandate of the Forestry Branch in the Department of Forestry, Fisheries and the Environment</p> <p>(DFFE), as a commenting authority, is to ensure control over developments that affect State forests,</p> <p>natural forests, forest nature reserves and protected trees.</p> <p>1.The applicant must assess and quantify the anticipated impacts on the indigenous forests. The National</p> <p>Forests Act of 1998 (as amended) provides the strongest and most comprehensive legislation and mandate for</p> <p>the protection of all natural forests in South Africa. The principles of the Act in Section 3 state clearly that</p> <p>"...natural forests may not be destroyed save in exceptional circumstances where, in the opinion of the Minister, a proposed new land use is preferable</p>				<p>within the construction footprint, the applicant will apply for and obtain the necessary Forest Act Licence prior to commencement of any related activities.</p> <p>The applicant acknowledges that unauthorised cutting or disturbance of indigenous or protected trees constitutes a criminal offence and commits to full compliance with the National Forests Act, 1998.</p>

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	<p>in terms of its economic, social or environmental benefits".</p> <p>2. Section 7 of the National Forest Act (NFA), act no 84 of 1998 as amended provides for the prohibition of the destruction of indigenous trees in any natural forest without a license.</p> <p>Under section 62 (1) of the NFA any person who contravenes the prohibition of certain acts in relation to trees in natural forests referred to in Section</p> <p>7 (1) is guilty of a second category offence. A person who is guilty of a second category offence may be</p> <p>sentenced on a first conviction for that offence to a fine or imprisonment for a period of up to two years, or to both</p> <p>a fine and such imprisonment. Section 15 of the NFA, prohibits the destruction of protected trees without a</p> <p>license- "No person may cut, damage, destroy or remove any protected tree;</p>				

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	<p>or collect, remove, transport,</p> <p>export, purchase, sell donate or in any other manner acquire or dispose of any protected tree.....Anyone contravening this prohibition, is guilty of a first category offence, and can be sentenced to up to 3 years imprisonment, or a fine, or both.</p> <p>3. Section 7 of the Act prohibits the cutting, disturbance, destruction or removal of any indigenous living or dead</p> <p>tree in a forest without a licence, while Section 15 places a similar prohibition on protected tree species listed</p> <p>under the Act, some of which are also forest species.</p> <p>4. Cutting or disturbing an indigenous tree in a natural forest without a valid Forest Act Licence is a criminal offence and a transgression of the National Forests Act, 1998 (Act No. 84 of 1998) and carries a fine or</p>				

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	imprisonment or both.				
11.2	<p>5. Indigenous trees with active bird nests or other significant biodiversity features may not be destroyed without a valid Fauna Permit from the provincial conservation authority, the Western Cape Department of Agriculture, Environmental Affairs, Rural Development and Land Reform ("DAERL"), if these would be affected.</p>				<p>The comment is noted. No indigenous trees with active bird nests or other significant biodiversity features were identified within the development footprint during the specialist assessment. An appointed Environmental Control Officer (ECO) will monitor the site during construction. Furthermore, the ECO will do a sweep of the area before the start of construction to ensure fauna move off site (Page 39 of the EMPr - Outcome 2: Establish Environmentally Sensitive Site Camp & Site Facilities). Should any such features be encountered, works will cease in the affected area and the relevant Fauna Permit will be obtained from the relevant Western Cape Department prior to any disturbance.</p>
11.3	<p>6. According to the information provided: The Western Cape Government undertook a flood damage repair programme, of which this project forms part of. The severe flood event in November 2021, caused widespread damage to road and drainage infrastructure in the Garden Route region. The existing causeway, approximately 20 m long × 6.1 m wide- is permanently</p>				<p>The terrestrial biodiversity and plant species specialist assessment (Appendix G3 C: Plant, Animal and Terrestrial Compliance Statement) confirms that the proposed causeway replacement and associated temporary deviation works are located within a highly disturbed and degraded footprint, dominated by invasive alien vegetation, particularly <i>Acacia mearnsii</i> (Black Wattle), <i>Bugweed</i> and <i>Lantana</i>. The specialist explicitly concludes that the ecological significance of the site is low, with no Species of Conservation Concern recorded within the development footprint, and that the area does not provide viable habitat for threatened or protected species.</p> <p>While the comment notes the presence of scattered pioneer indigenous species (e.g. <i>Taaibos</i>, <i>Bos Taaibos</i>, <i>Sage</i>, <i>Bietou</i> and <i>Cross-berry</i>), the specialist report does not identify these species as</p>

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	<p>submerged and has suffered significant damage to its unreinforced</p> <p>concrete deck slab. "It is proposed to demolish the existing structure and construct a new in situ reinforced</p> <p>concrete causeway with three cells measuring approximately 4 m wide × 1.5 m high, providing a 4 m road width between guide blocks. The road approaches on both sides will be raised by approximately 1.4 m over lengths of ±100 m to tie into the new causeway deck height. Associated works will include new inlet and outlet structures</p> <p>with wing walls, an apron slab, and erosion protection as required. In order to maintain traffic flow during</p> <p>construction, a temporary deviation road will be installed on the downstream or upstream side of the existing</p> <p>road, depending on the conditions at the time of construction. This temporary</p>				<p>species of conservation concern, nor does it record them as ecologically sensitive within the context of the site. These species are characteristic of secondary regrowth within disturbed riparian and road reserve environments and are consistent with the specialist's finding that the footprint has been subject to extensive historical disturbance.</p> <p>The specialist assessment does not record the presence of a Milkwood (<i>Sideroxylon inerme</i>) tree within the proposed construction footprint, nor does it spatially identify or map individual protected trees. The findings of the site inspection clearly state that no protected or threatened plant species were recorded on the footprint, and that the Plant Species Theme sensitivity was verified as Low following the site sensitivity verification undertaken on 30 October 2023.</p> <p>The specialist further concludes that, provided the recommended mitigation measures are implemented, including strict adherence to the demarcated footprint, avoidance of unnecessary clearing, and post-construction rehabilitation, the anticipated impacts on terrestrial biodiversity and plant species will be low and manageable, and the land can be returned to its current ecological state within two years of construction completion.</p> <p>Should any protected tree species be confirmed during pre-construction site demarcation or construction activities, these would be managed in accordance with the applicable legislation (e.g. National Forests Act, 1998) and Environmental Management</p>

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	<p>deviation road will be</p> <p>approximately 4m wide, with a working area of approx. 3 meters between the permanent structure and the</p> <p>temporary deviation road. The temporary deviation road alignment will require clearance of indigenous</p> <p>vegetation and work within the watercourse, with the total working area outside of the road reserve downstream</p> <p>being approximately 561.71 m², and the total construction area upstream approximately 514.5 m² outside of</p> <p>the road reserve." The area is disturbed consisting mainly of invasive species such as Black Wattle, Bugweed,</p> <p>Lantana with single standing pioneer Indigenous species such as Taaibos, Bos Taaibos, Sage, Bietou and</p> <p>Cross-Berry scattered inbetween- a</p>				<p>Programme (EMPr) requirements. However, based on the specialist findings presented in Appendix G3 C, the proposed works are not anticipated to result in significant impacts on indigenous or protected plant species.</p>

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	single standing Milkwood tree falls within the north-western quadrant of the proposed construction area.				
11.4	Forestry has the following comments: i. Forestry has a co-operative governance relationship with various Authorities as well as stakeholders, and thus will take their concerns into consideration if such should arise ii. Forestry has no objection to above development proposal, provided that: 1. The Protected Milkwood tree falling outside the footprint construction area to be GPS'd indicated as no-go areas in proposed development 2. Due to the sensitivity of the site, Forestry recommends that a qualified, knowledgeable and experienced Environmental Consultant be appointed as ECO for full duration of above project 3. Forestry request seedling rescuing of protected/ indigenous woody tree species be conducted prior to any construction activities (but a NFA licence should be obtained prior to this activity).				Forestry's comments are acknowledged and are largely aligned with the mitigation hierarchy and management measures already in the specialist studies, BAR and EMPr for the proposed development. i. Co-operative governance and consideration of stakeholder concerns The Basic Assessment process has been undertaken in accordance with NEMA principles of co-operative governance. Relevant organs of state, including Forestry, have been afforded the opportunity to comment through the public participation and commenting process. Any forestry-related concerns raised have been considered in conjunction with the terrestrial biodiversity compliance statement and are addressed through avoidance, mitigation and rehabilitation measures prescribed in the EMPr. The appointment of suitably qualified specialists and the incorporation of their recommendations ensure that forestry and biodiversity concerns are appropriately managed throughout the project lifecycle. ii. No objection, subject to conditions <ul style="list-style-type: none">Protected Milkwood tree outside the construction footprint

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	Forestry request that rescued indigenous/ protected seedlings be planted on above property for rehabilitation purposes.				<p>The terrestrial biodiversity compliance statement confirms that no protected trees are located within the permanent construction footprint of the proposed causeway. Where protected or indigenous trees occur adjacent to the footprint, including any Milkwood trees outside the disturbance area, these will be clearly identified, GPS-mapped and demarcated as strict no-go areas prior to construction. This requirement is explicitly addressed in the EMPr under site demarcation and no-go area management (pg 18 – 7.4 Construction Working Area), ensuring that accidental damage is prevented during both construction and rehabilitation phases.</p> <p>Appointment of a qualified Environmental Control Officer (ECO) Given the sensitivity of the site, including its location within a Critical Biodiversity Area and an active watercourse, the EMPr already requires the appointment of an independent, suitably qualified and experienced ECO for the full duration of the project. The ECO's responsibilities include monitoring compliance with all biodiversity, forestry and rehabilitation measures, enforcing no-go areas, and ensuring that any non-compliance is rectified immediately. This directly satisfies Forestry's recommendation and strengthens on-site environmental governance.</p> <p>Seedling rescue of protected/indigenous woody species The terrestrial biodiversity specialist identified that the majority of vegetation within the temporary deviation footprint is disturbed and dominated by alien invasive species, with limited indigenous woody individuals likely to be affected. The EMPr makes provision</p>

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					for pre-construction vegetation management, including the rescue of indigenous and protected seedlings where feasible. Any such rescue operations will be undertaken only after obtaining the necessary licence in terms of the National Forests Act. Rescued seedlings will be retained on site and utilised in post-construction rehabilitation, thereby contributing to ecological restoration and supporting a no-net-loss approach to indigenous vegetation.
11.5	4. Forestry request that a rehabilitation plan be drawn up by a qualified, knowledgeable and experienced professional 5. Forestry request that a professional, qualified and knowledgeable Horticulturist be appointed for the above. But a NFA licence should be obtained prior to this activity. 6. Section 15 of the National Forest Act (NFA) (Act No. 84 of 1998) as amended prohibits the cutting, disturbing, damaging or destroying of protected tree species without a licence. Section 7 of the National Forest Act (NFA), act no 84 of 1998 as amended provides for the prohibition of the destruction of indigenous trees in any natural forest				A rehabilitation plan for the impacted aquatic area is outlined in Section H of the EMPr. Since no forest elements will be disturbed, rehabilitation concerning tree species has not been included. If an NFA license is required, it will be obtained prior to the removal of the affected vegetation.

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	without a license. iii. Kindly note that this letter is not a NFA licence iv. Section 15 of the National Forest Act (NFA) (Act No. 84 of 1998) as amended prohibits the cutting, disturbing, damaging or destroying of protected tree species without a licence. Section 7 of the National Forest Act (NFA), act no 84 of 1998 as amended provides for the prohibition of the destruction of indigenous trees in any natural forest without a license. Note: The Department reserves the right to revise the initial comment based on any additional information that may be received Should you wish to correspond further on this matter, quote Reference EIA-WC-GR-0032-2025-26. Enquiries may be directed to Ms. TF Gwala at TGwala@dfre.gov.za, Cell 066 374 7795. Yours Faithfully,				
12.1	CapeNature would like to thank you for the opportunity to review the above report. Please note that our comments	20/01/2026	Cape Nature	Megan Simons	CapeNature's comments are acknowledged and appreciated. It is noted that the proposed development partially overlaps with mapped Critical Biodiversity Areas (CBA 1 and CBA 2 – Terrestrial)

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	<p>only pertain to the biodiversity related impacts and not to the overall desirability of the application. CapeNature wishes to make the following comments:</p> <p>According to the Western Cape Biodiversity Spatial Plan (CapeNature, 2024)¹, the proposed development is partially located within areas mapped as Critical Biodiversity Areas (CBA 1 and CBA 2: Terrestrial). The fine-scale vegetation map indicates that the affected area comprises Groot Brak River Floodplain, Piesang River Fynbos-Forest, and Sedgefield Coastal Grasslands (Vlok et al., 2008)². According to the SA vegetation map³ the vegetation is Garden Route Shale Fynbos which is Endangered (NEM:BA, 2022)⁴.</p> <p>The development directly affects a channelled valley bottom wetland (Leermansdrift River) and indirectly affects the Bietou River floodplain wetland, which is of national importance. The Bietou River forms part of a Strategic Water Source Area (SWSA) within the Outeniqua surface</p>				<p>and occurs within vegetation types including Groot Brak River Floodplain, Piesang River Fynbos-Forest, Sedgefield Coastal Grasslands, and Garden Route Shale Fynbos, which is listed as Endangered.</p> <p>These sensitivities have been assessed in detail in the Aquatic Biodiversity Impact Assessment (Appendix G1A), the Terrestrial Biodiversity and Compliance Statements (Appendix G3C), and the Avifauna Compliance Statement (Appendix G2B). The specialist studies confirm that the proposed works are limited to an existing, previously disturbed road crossing and associated infrastructure footprint.</p> <p>The Aquatic Biodiversity Assessment confirms that the Leermansdrift River (a channelled valley bottom wetland) will be directly affected and that the Bietou River floodplain wetland, which is of national importance and forms part of a Strategic Water Source Area, may be indirectly affected. However, the assessment concludes that, provided the development footprint is restricted to already disturbed areas and all recommended mitigation measures are implemented, the residual aquatic biodiversity impact significance will be Low after mitigation, with no fatal flaws identified.</p> <p>The proposed replacement of the causeway with a structure with larger openings is expected to improve hydraulic functioning and reduce long-term impacts on flow, sediment transport, and aquatic habitat compared to the existing structure. Potential</p>

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	water system. CapeNature has reviewed the application and has the following comments:				<p>construction-phase impacts, including vegetation clearance, sedimentation, erosion, and pollution risks, are addressed through detailed mitigation and rehabilitation measures incorporated into the EMPr.</p> <p>The Avifauna Compliance Statement confirms that no sensitive avifaunal species were recorded during the site assessment and that the project footprint does not include sensitive avifaunal habitat. Anticipated impacts on avifauna are assessed as Low, provided EMPr measures are implemented.</p> <p>All recommended avoidance, mitigation, and rehabilitation measures from the specialist studies have been incorporated into the final Basic Assessment Report and EMPr. With these measures in place, the development is not expected to result in unacceptable impacts on Critical Biodiversity Areas, endangered vegetation types, or aquatic ecosystems.</p>
12.2	<p>1. Limit all construction activities strictly to the approved construction and deviation road footprint. Clearly demarcate CBA areas and no-go zones prior to construction.</p> <p>2. Active rehabilitation of all disturbed CBA areas after construction must be done. These measures include re-contouring disturbed areas, stabilisation</p>				<p>1. All construction activities will be strictly limited to the approved construction footprint and the selected temporary deviation road footprint. Critical Biodiversity Areas (CBA 1 and CBA 2) and all no-go areas will be clearly demarcated on site prior to the commencement of construction, and no activities will be permitted outside the demarcated areas, as stipulated in the EMPr, pg.16 and 57.</p> <p>2. Rehabilitation has been included as an Appendices within the EMPr (Appendix H), as well as an Alien Invasive</p>

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	<p>of soils and re-establishment of indigenous riparian or wetland vegetation where feasible.</p> <p>3. The eradication of invasive alien vegetation must be continuous and comply with the National Environmental Management: Biodiversity Act (Act 10 of 2004)⁵ and its associated Alien and Invasive Species Regulations⁶. Construction equipment should be cleaned prior to site entry to prevent the introduction of alien propagules.</p> <p>4. Restrict works within the watercourse to the smallest practicable working corridor. Schedule in-stream works, where possible, during low-flow periods/ dry seasons. The riparian and wetland areas must be rehabilitated after construction.</p> <p>5. The applicant must ensure compliance with the National Water Act (Act 36 of 1998)⁷ including any Water Use Authorisation requirements.</p> <p>6. Although no SCC were observed by the</p>				<p>Management Programme (Appendix G). Further rehabilitation efforts are also stipulated in the post-constriction/ rehabilitation phase. Rehabilitation will be undertaken under specialist guidance where required (EMPr page, 71- 74).</p> <p>3. Ongoing control and eradication of invasive alien plant species will be implemented in compliance with the National Environmental Management: Biodiversity Act (Act No. 10 of 2004) and the Alien and Invasive Species Regulations. An Alien Invasive Management Programme (Appendix G) has been included in the EMPr for implementation.</p> <p>4. Works within the watercourse will be restricted to the smallest practicable working corridor. All riparian and wetland areas disturbed during construction will be rehabilitated in accordance with the Aquatic Biodiversity Assessment recommendations and EMPr.</p> <p>5. The applicant will ensure full compliance with the National Water Act (Act No. 36 of 1998), including compliance with General Authorisation requirements. All water-related mitigation measures identified in the Aquatic Biodiversity Assessment have been incorporated into the BAR and EMPr including the Water use Licence requirements.</p> <p>6. Although no Species of Conservation Concern were</p>

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	<p>Specialist, prohibit night-time construction where feasible to reduce disturbance. Any fauna encountered during construction must be safely relocated by a suitably qualified person.</p> <p>7.</p> <p>An Environmental Control Officer (ECO) must be appointed for the duration of construction.</p> <p>8.</p> <p>The proposed development aligns with the objectives of the Climate Change Act (Act 22 of 2024) 8, particularly with respect to climate adaptation and resilience. The upgrading of the existing causeway addresses vulnerabilities to increased flood frequency and intensity, which are projected under climate change scenarios.</p> <p>In conclusion, CapeNature does not object to the proposed development, provided that all recommended mitigation and rehabilitation measures, as outlined in the specialist studies, are fully implemented and adhered to for the duration of construction and rehabilitation.</p>				<p>recorded during the specialist assessments, any fauna encountered during construction will be safely relocated by a suitably qualified person in accordance with the EMPr.</p> <p>7. An independent Environmental Control Officer (ECO) will be appointed for the proposed project to monitor compliance with the Environmental Authorisation, EMPr, and all specialist recommendations.</p> <p>8. The proposed development aligns with the objectives of the Climate Change Act (Act No. 22 of 2024), particularly with respect to climate adaptation and resilience. The upgrading of the existing causeway is intended to address increased flood frequency and intensity, thereby reducing climate-related risks to road infrastructure and associated ecological systems.</p> <p>9. CapeNature's conclusion is acknowledged, noting that no objection is raised provided that all recommended mitigation and rehabilitation measures contained in the specialist studies, BAR, and EMPr are fully implemented for the duration of construction and rehabilitation. CapeNature's right to revise comments and request further information should additional information become available is noted.</p>

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	CapeNature reserves the right to revise initial comments and request further information based on any additional information that may be received.														
13.	<p>With regards the status of your application received by our office, kindly note that the request are number 106 in the queue – see table below. We work on a first in first out basis. Our office is committed to an estimated turnaround time of 90 days (3 months). In the event of unforeseen circumstances, complexity of applications received, number of site visits required and engagements with relevant stakeholders this time might be extended. We will try our utmost to provide a response within the 90 days.</p> <table><tr><th>App number</th><th>Applicant</th><th>Type of Application</th><th>Farm No.</th><th>District</th></tr><tr><td>106</td><td>Sharples Environmental</td><td>Other</td><td>Farm 501, Farm 306/22 and DR 1791</td><td>Knysna</td></tr></table>	App number	Applicant	Type of Application	Farm No.	District	106	Sharples Environmental	Other	Farm 501, Farm 306/22 and DR 1791	Knysna	20/01/2026	Department of Agriculture	Brandon Layman	<p>Thank you for the update regarding the status of our application.</p> <p>We note that the application is currently number 106 in the queue and that your office follows a first-in, first-out process, with an estimated turnaround time of approximately 90 days, subject to any unforeseen circumstances or additional requirements.</p> <p>Please note that, due to the timing of receipt, we were unfortunately unable to incorporate the comments received into the current submission, as they fell outside the prescribed assessment and reporting timeframe.</p>
App number	Applicant	Type of Application	Farm No.	District											
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