



**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

---

# PUBLIC PARTICIPATION PLAN

## FOR THE

## PERIODIC MAINTENANCE OF TR03105 FROM LADISMITH TO CALITZDORP (KM 0.9 TO KM 47.63) WESTERN CAPE

<b>APPLICANT:</b>	Western Cape Government: Department of Infrastructure
<b>ENVIRONMENTAL CONSULTANT:</b>	Sharples Environmental Services cc
<b>SES REFERENCE NUMBER:</b>	11/MMP/TR3105/LDC/25
<b>DATE:</b>	09 March 2026

# Public Participation Plan

## Contents

1.	Introduction .....	3
2.	Public Participation Plan .....	12
3.	Identified Interested and Affected Parties .....	14
4.	Conclusion .....	17

## List of Figures.

Figure 1: Google earth Image indicating the locality of TR31/5 and km 0.9 and km 47.63 .....	3
Figure 2: Google Earth image indicating the maintenance route between 0.9 km and 47.63 km. ....	4
Figure 5: Identified neighbouring I&APs (proposed route in blue). ....	14

## 1. Introduction

Sharples Environmental Services cc (SES) has been appointed by Bergstan South Africa Consulting and Development Engineers (Pty) Ltd, on behalf of the Western Cape Government: Department of Infrastructure to compile this Maintenance Management Plan (MMP) for the Maintenance of TR03105 from Ladismith to Calitzdorp (KM 0.9 to KM 47.63).

Trunk Road 31 is more commonly known as Route 62 and is a popular scenic alternative to the N2. The project is located between Ladismith and Calitzdorp in the Garden Route District Municipality of the Western Cape. The road as indicated below all fall within the Kannaland Municipality which is the local municipality. It passes through farmlands and along river valleys in generally rolling to flat terrain.

The Department of Infrastructure will be undertaking routine maintenance on the Route from km 0.9 to km 47.63 (TR03105). The specific objective of this project is to extend the functional life of this section of pavement by a Periodic Maintenance intervention in the form of pre-treatment and the application of a new surfacing and appurtenant works, i.e. pre-treatment of road repairs (surfacing / base repairs), drainage structures (minor culverts and side drains), minor repairs to structures (major culverts and bridges), cleaning and clearing of minor and major culverts, fencing repairs, guardrail repairs, replacement of road signs (where applicable) etc.



Figure 1: Google earth Image indicating the locality of TR31/5 and km 0.9 and km 47.63



Figure 2: Google Earth image indicating the maintenance route between 0.9 km and 47.63 km.

## LOCATION DESCRIPTION

The town of Ladismith is approximately 47.7 km northwest from the town of Calitzdorp. The route which the proposed routine maintenance is set to be undertaken on will extend from Ladismith to Calitzdorp along Trunk Road 3/5 (R62). Maintenance work will be undertaken to the areas and/or structures associated with TR31/5 between km 0.9 and km 47.63. Maintenance work will be limited to within the existing road reserve. Please refer to Figures 1 and 2 above for the locality of TR31/5.

## DESCRIPTION OF PROPOSED ACTIVITY

### Boundaries of the Site(s)

The site of the works shall consist of the entire road reserve, intersections, construction camp, any storage area on the site which the Contractor may require in addition to the area required for construction of the works and special works.

- **Road works**

The periodic maintenance includes the reseal from km 0.9 to km 47.63 using a 14mm pre-coated aggregate, using a bitumen rubber modified binder followed by a fog spray. It is proposed that the intersections with heavy turning movements receive a 40mm asphalt surface.

- **Structural Works**

**Each bridge structure with key feature**

The following eight bridges exist on this section of TR31/5. B2664 Nels River at Zoar at 18.53 km B2665 Seven weeks Poort River at 20.48 km B6094 Wilge River at 24.63 km B6095 Vaarwel River at 26.5 km B4940 Huis River No.1 at 37.52 km B4941 Huis River No.2 at 39.68 km B4342 Gamka River at 40.15 km B4942 Nels River at 47.87 km

General works on bridges include clearing vegetation, crack sealing, guardrail replacement, balustrade repair and paint where required. Repair of wingwalls and apron slab where required. Erosion protection using gabion mattresses and boxes.

**Bridge B2664**

Bridge No B2664 at the Nels River at Zoar at km 18.53 has 1 span, for a total length of 12.8 m. The structure is generally in a sound condition. The following defects have been noted and described along with proposed rehabilitation measures for this contract:

- Clear vegetation and reeds in waterway.
- Gabion basket damaged and loss of gabion stone. Local erosion between gabion and wingwall.
- Seal "gap" between all return walls and abutting grouted stone pitching.
- Localised cracking at return wall upstream.
- Concrete surface erosion to return walls, local spalling of concrete and exposed reinforcement at return wall.
- Missing bolts at guardrail bridge adapter. Washers at guardrail bridge adaptor indicating signs of corrosion.
- Clear blocked drainage scuppers.
- Local concrete spalling at abutment and exposed reinforcement.
- Reinstate bridge number by retrofitting the structure numbers to the inside elevation of the end blocks as per current standard plans.
- Replace Thorma bridge expansion joint in bridge and sidewalk.

**Bridge B2665**

Bridge No 2665 over the Seven Weeks Poort River at km 20.48 has a simply supported deck with 2 spans, for a total length of 26 m. The structure is generally in a sound condition. The following defects have been noted and described along with proposed rehabilitation measures for this contract:

- Clear vegetation and reeds in waterway
- Local spalling of bridge deck at intersection with abutment.
- Reinstate fence at bridge.
- Concrete surface erosion at return walls.
- 0.3mm crack width measured on return walls.
- Loss of fines at end block, crack in asphalt surface.
- Local spalling and exposed reinforcement at parapets.
- Clear blocked drainage scuppers.
- Missing bolts and reflectors at guardrail, height of guardrail to be rectified.
- Replace Thorma bridge expansion joint in bridge and sidewalk.
- Reinstate bridge number by retrofitting the structure numbers to the inside

## Public Participation Plan

- elevation of the end blocks as per current standard plans.

### **Bridge B6094**

Bridge No 6094 over the Wilge River at km 24.63 has a simply supported deck of 1 Span, for a total length of 5.95 m. The structure is generally in a sound condition. The following defects have been noted and described along with proposed rehabilitation measures for this contract:

- The Clear trees and vegetation below all spans.
- Guardrails corroded, missing reflectors, missing spacer blocks, height to be rectified to align with required height.
- Terrain and vegetation do not enable access to bridge.
- Reinstate bridge number by retrofitting the structure numbers to the inside elevation of the end blocks as per current standard plans.

### **Bridge B2658**

Bridge No 6095 over the Vaarwel River at km 26.5 has a simply supported deck with 1 span, for a total length of 6.63 m. The following are the proposed rehabilitation/ maintenance measures:

- Clear trees and vegetation below all spans.
- Guardrails corroded, missing reflectors, missing spacer blocks, height to be rectified to align with required height.
- Terrain and vegetation does not enable access to bridge.
- Reinstate bridge number by retrofitting the structure numbers to the inside elevation of the end blocks as per current standard plans.

At the time of inspection, the bridge was inaccessible. The BMS report shows the following to be repaired:

- Major Crack in wingwall needs to be repaired
- Cracks in the walls
- Debris on apron slab
- Severe Scour at outlet

### **Bridge 4940**

Bridge No 4940 over the Huis River 2 at km 37.52 has a simply supported deck with 3 spans for a total length of 58.8 m. The structure is generally in a sound condition. The following defects have been noted and described along with proposed rehabilitation measures for this contract:

- River board at bridge refers to Huis 2, road logs indicate section labelled Huis 1.
- Clear trees and vegetation below all spans.
- Local concrete crack (0.3mm) at return wall.
- Local spalling of concrete and exposed reinforcement of parapets.
- No agreement plate on bridge.
- Shrinkage cracks on bridge where remedial work has previously been undertaken.
- Guardrails missing reflector plates, missing bolts and spacer blocks to be corrected.
- Replace expansion joints
- Reinstate bridge number by retrofitting the structure numbers to the inside elevation of the end blocks as per current standard plans.

### **Bridge 4342**

Bridge No 4342 over the Gamka River at km 40.15 has a simply supported deck with 5 spans for a total length of 96 m. The structure is generally in a sound condition. The following defects have been noted and described along with proposed rehabilitation measures for this contract:

- Clear trees and vegetation below all spans.
- Vertical cracks (0.65mm and 0.75mm) on return wall.
- Loose bolts at guard rail bridge adapter.
- Clear blocked drainage scuppers.
- Local spalling of concrete on parapets and exposed reinforcement.
- Replace expansion joints
- Reinstate bridge number by retrofitting the structure numbers to the inside elevation of the end blocks as per current standard plans.

### **Bridge 4942**

Bridge No 4942 over the Nels River at km 47.87 has a simply supported deck with 5 spans for a total length of 96 m. The structure is generally in a sound condition. The following defects have been noted and described along with proposed rehabilitation measures for this contract:

- Clear thick reeds below all spans.
- No agreement plate displayed on bridge.
- No river sign board placed at bridge.
- Replace expansion joints
- Retrofit the structure numbers to the inside elevation of the end blocks as per current standard plans.

### **Culverts with key features**

#### **Major culverts**

There are nineteen major culverts along this section of the TR31/5. In general, all major culverts need clearing and silt build up to be removed. The general condition of the culverts is fair to good with repairs required to the cracking and spalling. Exposure of the rebar needs treatment in accordance with standard methods.

#### **Proposed Remedial Actions:**

- Clear siltation
- Clear litter and sedimentation
- Clean and prepare the eroded surfaces and apply a suitable concrete repair mortar to restore the eroded areas.
- Seal the crack with epoxy resin to prevent water ingress.
- Vegetation Clearing and removal of sediment mound.
- Replace missing reflector plates and bolts.
- Realignment of guardrail.
- Clear mound and remove obstructions.
- Apply a rust inhibitor to the cleaned reinforcement to prevent further corrosion.
- Apply a repair mortar to damaged area.
- Clear vegetation at inlet and outlet structure and remove vegetation.

## Public Participation Plan

- Clean and prepare the eroded surfaces and apply protective sealants to reduce future erosion caused by water flow or chemical exposure.
- Replace spacer blocks
- New culvert number
- Spalled concrete to be removed, reinforcement to be inspected for corrosion.
- Appropriate methodology to be undertaken for treatment of reinforcement and reinstatement of concrete surface.
- Replace guardrails.
- Crack repair to be undertaken methodology relative to crack width measured.

### **Minor culverts summarised according to type, purpose and size**

There are 236 minor culverts along the route of which 208 are pipe culverts and 28 are concrete box culverts. Furthermore, the general condition of all minor culverts can be summarised as below:

1. There 62 pipe culverts with stone pitched inlets and outlets, of which
  - 27 are functional and in fair condition.
  - 20 not functional as they are blocked (sedimented > 50%)
  - 7 are not functional due to damage to either the inlets and/ or outlets.
  - 8 inlets/ outlets are not functional or inaccessible.
2. There are 146 pipe culverts with concrete headwalls, of which
  - 76 are functional and in fair condition
  - 17 not functional as they are blocked (sedimented >50%)
  - 9 are not functional due to damage to the headwalls of the inlet/outlet (spalling/cracking)
  - 19 culverts are inaccessible not functional, or they no longer exist
  - 15 inlets/outlets are non-functional and inaccessible
3. There are 10 box culverts with stone pitched headwalls, of which
  - 5 are in fair condition
  - 5 are failing due to cracking or stone debonding from the wall.
4. There are 18 box culverts with concrete headwalls, of which
  - 6 are in fair condition
  - 1 is not functional due to damage to the inlet
  - 11 are inaccessible from the roadside
5. There are 2 lesser culverts not indicated on the bridge management system:
  - 23.47 - Access drainage
  - 25.57 – Access drainage

**Proposed remedial work**

In general, the following remedial work is proposed to the minor culverts:

1. Siltation and vegetation in the culverts, inlet and outlet must be removed.
2. The culverts listed on RNIS which could not be found or assessed due to vegetation encroachment (or non-existence must be cleaned and assessed for functionality).
3. The damaged concrete inlet/outlet structures are to be repaired.
4. The non-functional stone pitched inlet and outlet structures must be replaced with WCG standard concrete inlet and outlet structures.
5. All culverts are to have functional apron slabs at the inlet and outlet.
6. The condition during visual assessment was inhibited by siltation.
7. Scour protection works are to be constructed where evidence of damage due to scour.

**NEMA LEGISLATIVE REQUIREMENTS**

**NATIONAL ENVIRONMENTAL MANAGEMENT ACT, NO. 107 OF 1998, AS AMENDED AND THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014 (AS AMENDED)**

The periodic maintenance of TR31/5 will be undertaken within the existing road reserve and will consist of maintenance/upgrades of the road surface, cross sections, intersections, existing access roads, associated damaged drainage structures, road signage and erosion occurring to road embankments and drainage structures.

The following listed activities contained in the National Environmental Management Act (NEMA) Environmental Impact Assessment (EIA) Regulations, 2014 (as amended 2017), defined in Government Notice No. 324(as amended) are identified as falling within the ambit of the management and maintenance of roads and drainage structures.

Chapter 6, regulation 40(3) and 41 of EIA Regulation (GNR 326, 7 April 2017) required that the PPP provides access to all information that may have the potential to influence the decision regarding the applications. It further outlines that the potential interested and affected parties (I&APs) be provided with an opportunity to comment on project reports and plans.

**Activity 19: Government Notice No. R 327 (Listing Notice 1)**

The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse;

but excluding where such infilling, depositing, dredging, excavation, removal or moving—

- a) will occur behind a development setback;
- b) is for maintenance purposes undertaken in accordance with a maintenance management plan;
- c) falls within the ambit of activity 21 in this Notice, in which case that activity applies;
- d) occurs within existing ports or harbours that will not increase the development footprint of the port or harbour; or
- e) where such development is related to the development of a port or harbour, in which case activity 26 in Listing notice 2 of 2014 applies.

**Activity 27: Government Notice No. R 327 (Listing Notice 1)**

The clearance of an area of 1 hectare or more, but less than 20 hectares of indigenous vegetation, except where such clearance of indigenous vegetation is required for—

- (i) the undertaking of a linear activity; or
- (ii) maintenance purposes undertaken in accordance with a maintenance management plan.

**Activity 12: Government Notice No. R 324 (Listing Notice 3)**

The clearance of an area of 300 square meters or more of indigenous vegetation except where such clearance of vegetation is required for maintenance purposes undertaken in accordance with maintenance management plan.

- (iii) Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEM:BA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004
- (iv) Within critical biodiversity areas identified in bioregional plans
- (v) Within the littoral active zone or 100 meters inland from high water mark of the sea or an estuarine functional zone, whichever distance is greater, excluding where such removal will occur behind the development setback line on erven in urban areas;
- (vi) On land, where, at the of the coming into effect of this Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning; or
- (vii) On land designated for protection or conservation purposes in an Environmental Management Framework adopted in the prescribed manner, or a Spatial Development Framework adopted by the MEC or Minister.

## Public Participation Plan

It must be noted that all activities undertaken should remain within the road reserve however if disturbance outside of the road reserve is required (for stabilising, shaping or erosion protection measures, etc) the above listed activities and their thresholds will be applicable.

## 2. Public Participation Plan

Activity in accordance with regulation 41(2)(a) to (d) of the EIA Regulations	Requirements	Proposed
<p><b>(a)</b> fixing a notice board at a place conspicuous to and accessible by the public at the boundary, on the fence or along the corridor of—</p> <p>(i) the site where the activity to which the application or proposed application relates is or is to be undertaken; and</p> <p>(ii) any alternative site;</p>	<p>Proponents/ applicants, EAPs, specialists and professionals, where relevant, must:</p> <ul style="list-style-type: none"> <li>- ensure that all reasonable measures are taken to identify potential I&amp;APs for purposes of conducting public participation on the application; and</li> <li>- ensure that, as far as is reasonably possible, taking into account the specific aspects of the application-</li> </ul>	<p>Three notice boards will be placed up, at the start, midpoint and end of the maintenance site.</p>
<p><b>(b)</b> giving written notice, in any of the manners provided for in section 47D of the Act, to—</p> <p>(i) the occupiers of the site and, if the proponent or applicant is not the owner or person in control of the site on which the activity is to be undertaken, the owner or person in control of the site where the activity is or is to be undertaken and to any alternative site where the activity is to be undertaken;</p> <p>(ii) owners, persons in control of, and occupiers of land adjacent to the site where the activity is or is to be undertaken and to any alternative site where the activity is to be undertaken;</p> <p>(iii) the municipal councillor of the ward in which the site and alternative site is situated and any organisation of ratepayers that represent the community in the area;</p> <p>(iv) the municipality which has jurisdiction in the area;</p> <p>(v) any organ of state having jurisdiction in respect of any aspect of the activity;</p> <p>and</p> <p>(vi) any other party as required by the competent authority;</p>	<p>(a) information containing all relevant facts in respect of the application or proposed application is made available to potential I&amp;APs; and</p> <p>(b) participation by potential or registered I&amp;APs has been facilitated in such a manner that all potential or registered I&amp;APs are provided with a reasonable opportunity to comment on the application or proposed application.</p> <p>In ensuring the above, applicants and EAPs, in addition to the methods contained in Chapter 6 of the EIA Regulations, or as part of reasonable alternative methods proposed in terms of regulation 41(2)(e) of the EIA Regulations, may make use of the following non-exhaustive list of methods: emails, websites, or direct telephone calls, virtual meetings, newspaper notices, radio advertisements, community representatives, distribution of notices at places that are accessible to potential I&amp;APs.</p>	<p>An extensive I&amp;AP database has been compiled, which identifies affected authorities and organs of state.</p> <p>The proposed means to notify Interested and I&amp;APs include email notifications, placement of site notices and the publication of notices in the local newspaper. (Oudtshoorn Courant)</p> <p>In terms of Regulation 39(2)(a) of the EIA Regulations (GNR 326, 7 April 2017), notification of adjacent landowners is not required. As the maintenance activities constitute a linear activity, direct notification of each adjacent landowner will therefore not be undertaken.</p>
<p><b>(c)</b> placing an advertisement in—</p> <p>(i) one local newspaper; or</p>		

Public Participation Plan

<p>(ii) any official Gazette that is published specifically for the purpose of providing public notice of applications or other submissions made in terms of these Regulations;</p>		<p>An advertisement will be placed in Oudtshoorn Courant, a newspaper that circulates in the Ladismith and Calitzdorp areas.</p>
<p><b>(d)</b> placing an advertisement in at least one provincial newspaper or national newspaper, if the activity has or may have an impact that extends beyond the boundaries of the metropolitan or district municipality in which it is or will be undertaken: Provided that this paragraph need not be complied with if an advertisement has been placed in an official Gazette referred to in paragraph (c)(ii)</p>		
<p><b>(e)</b> using reasonable alternative methods, as agreed to by the competent authority, in those instances where a person is desirous of but unable to participate in the process due to—                  (i) illiteracy;                  (ii) disability; or                  (iii) any other disadvantage</p>		<p>I&amp;AP's who do not have access to electronic email will be notified of the process via any contact details obtainable. Information containing all relevant facts in respect of the application or proposed application will also be circulated in this way. If no contact details are obtained, notification will be undertaken by means of PPP notification letter.</p>

**AVAILABILITY OF REPORTS FOR REVIEW & COMMENT**

All documents / reports with annexures will be uploaded onto the SES website for download, review and comment. The SEScc website is designed to be mobile friendly, allowing those with only mobile internet the availability to view the relevant reports. On request, reports will also be shared via bulk online sharing sites such as WeTransfer.

**PUBLIC INFORMATION MEETING**

Should the need arise for an information sharing session, a virtual meeting will be set up during which the EAP, Engineer, Client and any required specialist will present on the findings of the Impact Assessments. Participants will be given the opportunity to post questions to the presenters, which will be answered in a Q&A session. Any virtual meetings held will be recorded and made available to all registered I&AP's.



### 3. Identified Interested and Affected Parties

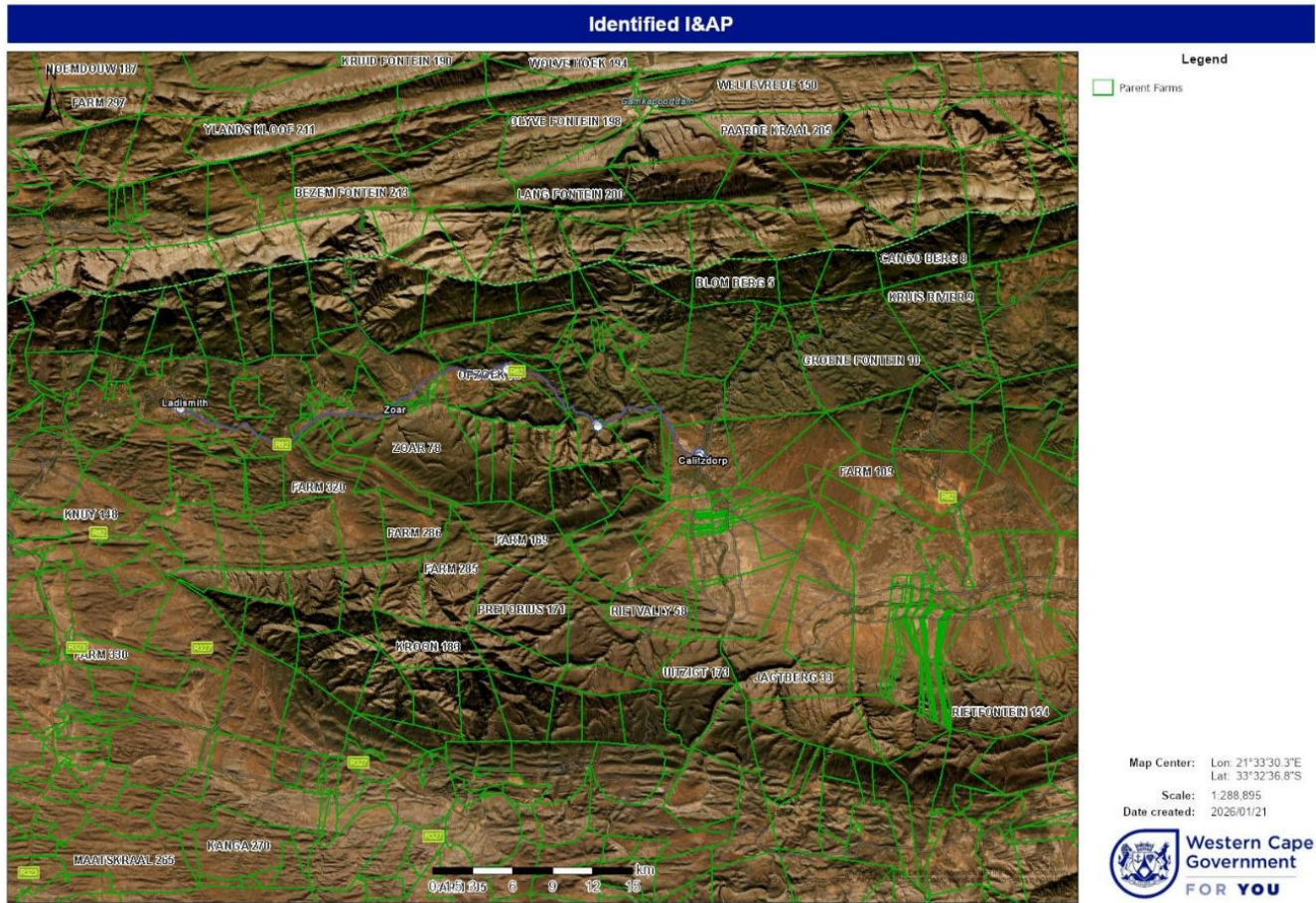


Figure 3: Identified neighbouring I&APs (proposed route in blue).



## Public Participation Plan

### AUTHORITIES AND ORGANS OF STATE

The following Authorities and Organs of State will be consulted during Public Participation:

AUTHORITY	CONTACT PERSON	MEANS OF NOTIFICATION
<b>STATE DEPARTMENTS</b>		
Eskom: Land Development	Mr O Peters	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
Department of Environment Forestry and fisheries: Biodiversity and Conservation	Mr. Stanley Tshitwamulomoni	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
Department of Environment Forestry and fisheries: Protected Areas	Mr. Thivhulawi Nethononda	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
Breede-Gouritz Catchment Management Agency	Mr. C Abrahams	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
Western Cape Government: Department of Environmental Affairs and Development Planning - Development Management (Region 3)	Mr. G Benjamin	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
Western Cape Government: Department of Infrastructure	Ms. V. Stoffels	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
Western Cape Government Department of Health	Mr. N. Jacobs	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
Heritage Western Cape	Ms S. Barnartdt	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
Department of Agriculture, Forestry and Fisheries (DAFF)	Mr. Innocent Mapokgole	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
Western Cape Government: Department of Agriculture	Mr Brandon Laymen	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
<b>ORGANS OF STATE</b>		
CapeNature	Mr. Megan Simons	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
SANRAL	Ms. Nicole Abrahams	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
Garden Route District Municipality: Community Services	Ms N Viljoen	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>
Garden Route District Municipality: Roads	Mr J Daniels	<ul style="list-style-type: none"> <li>Email notification with link to download documents</li> </ul>



## Public Participation Plan

Kannaland Municipality: Municipal Manager	Mr. Dillo Sereo (Acting) Adv	<ul style="list-style-type: none"><li>• Email notification with link to download documents</li></ul>
Municipal Councillor	Ms. Alettha Steenkamp (Ward4) Mr. Nicolaas Valentyn (Ward 3) Mr. Werner Meshoa (Ward 3)	Email notification with link to download documents



## 4. Conclusion

SES confirms that all reasonable measures will be taken to identify potential I&APs for purposes of conducting the public participation on this application.

As far as is reasonably possible all information containing relevant facts in respect of this application will be made available to potential I&APs and participation by potential or registered I&APs will be facilitated in such a manner that all potential or registered I&APs will be provided with a reasonable opportunity to comment.

This public participation plan, once agreed with the competent authority, will be strictly adhered to and any deviations, where relevant, will be identified and submitted to the authority.

