

Tim Bruyns Via Email on BID

Comments/Recommendations	Response
<p>I have a query on the 10m setback line indicated on the proposal. It is not clear what the setback is for. The setback also does not appear to be measured from the top of the ridge but from a few contours down over the ridge. In my opinion it should be measured from the top of the ridge so that the first row of buildings are set back from the ridge 10 m onto the flatter part of the site</p>	<p>I've referred your query on the setback to the engineers (Element Engineers, based in George) as the setback is very much informed by slope stability (or risk for slope failure).</p> <p><u>Updated Response:</u></p> <p>The 10m setback line is measured from the edge of the ridge towards the first set of proposed holiday units. This 10m buffer area have been identified as a mitigation measure to preserve the ecotone between the higher-lying area proposed for development and the lower-lying area to be preserved as natural open space.</p>
<p>The description of how the sewage will be handled is very vague</p>	<p>Element Engineers are also responsible for the civil engineering aspects, including stormwater management, so I've asked them to please also provide a response on how they will deal with the stormwater in more detail, and to provide specifics about the proposed on-site sewage package plant.</p> <p><u>Updated Response:</u></p> <p>The bulk sewer solution for the development is the provision of two holding/conservancy tank (not septic tank) design. This holding/conservancy tank shall be designed and located in such a way as for the internal network's flow to easily convert/switch to the municipal system when it becomes available. The conservancy tanks will be gravity fed and has no treatment process. The preferred locations of the conservancy tanks were chosen to avoid the use of pressure pumps until such time a municipal sewer infrastructre becomes available. Making use if</p>

	<p>gravity is the most cost effective and reduces the risk if spills and odours emitted from pressure pumps. Sewage is accumulated in the concrete tank as holding measure only and is emptied on a regular basis by a private contractor or by the KOT. The concrete tanks are highly resistant to degradation and remains stable over the long term, resulting in little maintenance costs. The tanks have an underground footprint with very limited above-ground infrastructure visible, other than a manhole. The tank is supplied with odour-controlled ventilation and hence has no odour. The tank has no pumps or other mechanical parts and subsequently also has no noise pollution. Scraping or scarifying is not required. The tank has no pumps or other mechanical parts and hence has no mechanical maintenance requirements. The only operation required is the regular emptying of the tank by a private contractor or by the KOT. This will be performed by tanker, either on contract, or internally by owned equipment. Inspection of the system will be performed by the supervisor on a daily basis. The operational methodology shall be incorporated into the service level agreement (SLA) with the municipality. The conservancy tanks will be sized accordingly to reduce the amount of times it will need to be emptied (approximately 11kl per tank).</p>
<p>There have been problems with the sizing of the stormwater that runs through the lower property in the past and the pipe sizes will possibly have to be increased depending on how the stormwater drainage is handled.</p>	<p><u>Updated Response:</u></p> <p>No stormwater accumulation will be performed. All stormwater will be handled as sheet flow over the development. All internal roads and parking areas will be constructed using grass block pavers with a high level of infiltration resulting in negligible stormwater runoff. Energy dissipation will be performed as standard practice at all rooftop drainage outlets.</p>

Walter Leonhardt Via Email on BID	
Comments/Recommendations	Response
<p>Daar moet voorsiening gemaak word vir 'n nuwe voetgangerspaadjie, langs HC Bothastraat. Op die voorgestelde plan, is daar 'n houttrap vanaf die nuwe ontwikkeling, af na die strandoord. HC Botha straat is baie smal en beswaarlik breed genoeg vir 2 voertuie om langs mekaar verby te ry. Daar is nie spasie vir voetgangers ook nog in HC Bothastraat nie. Daar moet veilig, langs HC Bothastraat (nie in HC Bothastraat nie), vir voetgangers voorsiening gemaak word.</p>	<p>Ek neem kennis van die inligting wat u deurgee in u epos rakende veiligheid van voetgangers en voertuie in HC Bothastraat en u bekommernis rondom die huidige voorstel.</p> <p>Ek sal seker maak dat u bekommernis uitgewys word aan die Beplanner en Verkeersingeneur sodat hulle daarop kan reageer en/of dit in ag neem met die voorlopige beplanning en uitleg.</p> <p><u>Updated Response:</u></p> <p>The proposed development includes a paved/raised walkway in the H.C. Botha Street road reserve to allow residents from the Dwarswegstrand Holiday Resort to access the beach on foot due to the limitation of parking available as well as privacy of surrounding homeowners. The proposal also includes multipurpose and swimming pool facilities with parking to reduce overcrowding during peak holiday times.</p>
CJ Meintjies Via Email on BID	
Comment/Recommendations	Response
<p>Die onooglikheid en onaangenaamheid vir inwoners en besoekers van n gesamentlike rioolput op voorgestelde posisie sal n negatiewe invloed he en afbreek doen aan die oord se estetiese waarde. Veral met die hoër frekwensie van uitsuigaksies met meer inwoners en tydens piek vakansietye.</p>	<p>Die voorgestelde aanleg om riool te kan hanteer word beplan as 'n modulere stelsel wat as 'n eerste fase vir bv 5 eenhede voorsiening kan maak en dan stuk vir stuk uitgebrei kan word soos ander fases ontwikkel. Die aanleg is 'n geslote aanleg wat ingegrawe word (juis om te verseker dat die nie 'n oogseer is vir die ontwikkeling en/of aanliggende eiendomme). Ek neem egter</p>

kennis van u bekommernis rondom die moontlike aansigte en ook die moontlike reuk-aspekte en sal dit derhalwe met die Ingeneurs opneem om beter antwoorde aan u te kan verskaf.

Updated Response:

The bulk sewer solution for the development is the provision of two holding/conservancy tanks (not septic tank) design. This holding/conservancy tank shall be designed and located in such a way as for the internal network's flow to easily convert/switch to the municipal system when it becomes available. The conservancy tanks will be gravity fed and has no treatment process. The preferred locations of the conservancy tanks were chosen to avoid the use of pressure pumps until such time a municipal sewer infrastructure becomes available. Making use of gravity is the most cost effective and reduces the risk of spills and odours emitted from pressure pumps. Sewage is accumulated in the concrete tank as holding measure only and is emptied on a regular basis by a private contractor or by the KOT. The concrete tank is highly resistant to degradation and remains stable over the long term, resulting in little maintenance costs. The tanks have an underground footprint with very limited above-ground infrastructure visible, other than a manhole. The tank is supplied with odour-controlled ventilation and hence has no odour. The tanks have no pumps or other mechanical parts and subsequently also has no noise pollution. Scraping or scarifying is not required. The tank has no pumps or other mechanical parts and hence has no mechanical maintenance requirements. The only operation required is the regular emptying of the tank by a private contractor or by the KOT. This will be performed by tanker, either on contract, or internally by owned equipment. Inspection of the system will be performed by the supervisor on a daily basis. The operational methodology shall be incorporated

	<p>into the service level agreement (SLA) with the municipality. The conservancy tanks will be sized accordingly to reduce the amount of times it will need to be emptied (approximately 11kl per tank).</p>
<p>Vanuit 'n beplanningsoogpunt van die oorspronklike Dwarswegstrandoord, insluitend die (1) Kloof gedeelte, (2) Dwarswegstrand seekant van die sekuriteitskontrolepunt, (3) Dwarswegstrand voor die sekuriteitskontrolepunt asook (4) die voorgestelde nuwe ontwikkeling, waarvan elke gedeelte klaarblyklik op sy eie beplan was/is, blyk daar n gebrek te wees aan 'n duidelike holistiese siening van wat uiteindelik bereik wil word.</p>	<p>Die ad hoc beplanning rondom Dwarswegstrand is 'n kwessie wat deur verskeie rolspelers uitgewys is. Dit is 'n aspek wat die HEV (huseienaarsvereniging) en KOT (Kaapse Onderwyserstrust) van bewus is en so ook die Mosselbaai Munisipaliteit (wat die onderskeie aansoeke moet oorweeg). Die Stadsbeplanner (Mr Deon Nel) is aanspreeklik daarvoor om ondersoek in te stel na die haalbaarheid al dan nie van die ontwikkeling en deel daarvan is die manier waarop gedeeltes van Dwarswegstrand ontwikkel word. Dit is wel so dat daar al meer fokus is (vanuit 'n beplanningskant) op optimalisering van onbenutte grond binne stedelike grense (eerder as om stukke grond buite stedelike areas te ontwikkel) en dit dryf grotendeels die tipe ad-hoc ontwikkelings want stukke grond wat voorheen nie vir ontwikkeling geormerk was nie, word nou (meer so as in die verlede) wel geidentifiseer vir ontwikkeling. Die Stadsbeplanner sal egter meer besonderhede kan voorsien en ek sal dit onder sy aandag bring.</p>
<p>Uit 'n koste-oogpunt sal bv. 'n sekuriteitskontrole net na die afdraai vanuit Morri sonweg na Dwarsweg, baie meer bekostigbaar en effektief wees vir al 4 gedeeltes hierbo genoem. Die finansiële dra en instandhouding van die sekuriteit moet eweskansig toegepas word. Dit sal as afskrikmiddel of dan as ontmoediging dien vir die strandgangers (met voertuie) van die etlike 100 erwe wat Noord van Morrisonweg ontwikkel gaan word.</p>	<p>Gesamentlike toegang vir die voorgestelde ontwikkeling en Dwarswegstrand is 'n goeie voorstel. Dit is egter iets wat deur die Munisipaliteit (as 'n munisipale pad) en die Provinsiale Padowerheid (Morrisonweg is 'n Provinsialepad) bepaal word itv hul Regulasies. Ek is bewus daarvan dat Provinsiale Paaie 'n minimum afstand het (vanaf 'n interseksie) waarbinne beheerde toegange aan sekere voorvereistes moet voldoen en een daarvan is die helling/steilte van so 'n toegang. Vir 'n stop-toegang sal hulle nie sommer so iets oorweeg wanneer die</p>

	<p>beteken dat voertuie teen 'n bult (komende vanaf die see se kant) moet stop en wegtrek nie. Dieselfde sal geld vir die ingaande verkeer en ook die 'stacking' afstand wat voertuie sal moet toustaan (dalk tot in die Provinsialepad) om by so 'n toegang by Morrison-afdraai te kan ingaan. Ek sal wel u voorstel onder die aandag v die ingeneurs bring wat moet kyk na verkeer en toegang en na u toe terugkom met verdere inligting.</p>
<p>Toegang na die strandarea sal met toekomstige uitbreiding (o.a. Kyki C en Noord van Morrisonweg) vroegtydig aangespreek moet word; die impak van meer gebruikers op die infrastruktuur en geriewe; sowel as verandering in die aard en wese van die oord (die geslotenheid is juis wat die area uniek maak).</p>	<p>Toegang tot die see is 'n bepalende kwessie. Huidiglik word slegs voetganger toegang voorsien vir die Kykie'C voorstel (via Dwarswegstrand) juis weens parkeringsbeperkinge en privaatheid. Maar in wese sal daar na die haalbaarheid daarvan gekyk moet word as deel van die formele aansoekproses. Verdere beperkinge mag geld en sal as deel vd proses deurgegee word vir kommentaar.</p> <p><u>Updated Response:</u></p> <p>The proposed development includes a paved/raised walkway in the H.C. Botha Street road reserve to allow residents from the Dwarswegstrand Holiday Resort to access the beach on foot due to the limitation of parking available as well as privacy of surrounding homeowners. The proposal also includes multipurpose and swimming pool facilities with parking to reduce overcrowding during peak holiday times.</p>
<p>Uiteraard sal die gehalte van die ontwikkeling sodanig moet wees dat dit nie afbreek doen aan bestaande eiendomme nie.</p>	<p>Die voorstel van die KOT is om die eenhede as voetspoor eenhede te ontwikkel om sodoende die plantegroei te kan gebruik as 'buffer' en versagting. Die argitekstyle is uniformig met die bedoeling dat dit nie aftrek maak aan die area nie. Ek sal 'n volledige stel van die planne aanvra en dit insluit in die impakstudieverslag wat weer vir verdere kommentaar gesirkuleer sal word.</p>

Tiaan Boshoff Via Email on BID	
Comments/Recommendations	Response
<p>Behalwe vir reeds geïdentifiseerde velde van ondersoek vir die be-oogde projek, wil ek klem lê op die reuk tydens uitpomp van 'n gesamentlike rioolput wat op 'n gereelde basis vir die be-oogde wooneenhede gedoen sal moet word. My eiendom is geleë te Thys Olivierstraat 2, sowat 80m vanaf die be-oogde rioolpunt. Met die oorwegend Oos/ Suid-ooste wind is die reukresultaat asook die hoë frekwensie van uitsuigaksies tydens piek vakansietye vanselfsprekend.</p>	<p>Die voorgestelde aanleg om riool te kan hanteer word beplan as 'n modulere stelsel wat as 'n eerste fase vir bv 5 eenhede voorsiening kan maak en dan stuk vir stuk uitgebrei kan word soos ander fases ontwikkel. Die aanleg is 'n geslote aanleg wat ingegrawe word (juis om te verseker dat die nie 'n oogseer is vir die ontwikkeling en/of aanliggende eiendomme). Ek neem egter kennis van u bekommernis rondom die moontlike aansigte en ook die moontlike reuk-aspekte en sal dit derhalwe met die Ingeneurs opneem om beter antwoorde aan u te kan verskaf.</p> <p><u>Updated Response:</u></p> <p>The bulk sewer solution for the development is the provision of two holding/conservancy tanks (not septic tank) design. This holding/conservancy tank shall be designed and located in such a way as for the internal network's flow to easily convert/switch to the municipal system when it becomes available. The conservancy tanks will be gravity fed and has no treatment process. The preferred locations of the conservancy tanks were chosen to avoid the use of pressure pumps until such time a municipal sewer infrastructure becomes available. Making use of gravity is the most cost effective and reduces the risk of spills and odours emitted from pressure pumps. Sewage is accumulated in the concrete tank as holding measure only and is emptied on a regular basis by a private contractor or by the KOT. The concrete tanks are highly resistant to degradation and remains stable over the long term, resulting in little maintenance costs. The tanks</p>

	<p>have an underground footprint with very limited above-ground infrastructure visible, other than a manhole. The tank is supplied with odour-controlled ventilation and hence has no odour. The tanks have no pumps or other mechanical parts and subsequently also has no noise pollution. Scraping or scarifying is not required. The tank has no pumps or other mechanical parts and hence has no mechanical maintenance requirements. The only operation required is the regular emptying of the tank by a private contractor or by the KOT. This will be performed by tanker, either on contract, or internally by owned equipment. Inspection of the system will be performed by the supervisor on a daily basis. The operational methodology shall be incorporated into the service level agreement (SLA) with the municipality. The conservancy tanks will be sized accordingly to reduce the amount of times it will need to be emptied (approximately 11kl per tank).</p>
<p>'n Bekommernis uit 'n beplanningsoogpunt is die blykbaar Ad – hock beplanning van die oorspronklike Dwarswegstrandoord. Dit sluit die (1) Kloof gedeelte, (2) Dwarswegstrand seekant van die sekuriteitskontrolepunt, (3) Dwarswegstrand voor die sekuriteitskontrolepunt asook (4) die voorgestelde nuwe ontwikkeling in. Elke gedeelte was klaarblyklik op sy eie beplan sonder 'n duidelike holistiese seining van wat uiteindelik bereik wil word.</p>	<p>Die ad hoc beplanning rondom Dwarswegstrand is 'n kwessie wat deur verskeie rolspelers uitgewys is. Dit is 'n aspek wat die HEV (huiseienaarsvereniging) en KOT (Kaapse Onderwyserstrust) van bewus is en so ook die Mosselbaai Munisipaliteit (wat die onderskeie aansoeke moet oorweeg). Die Stadsbeplanner (Mr Deon Nel) is aanspreeklik daarvoor om ondersoek in te stel na die haalbaarheid al dan nie van die ontwikkeling en deel daarvan is die manier waarop gedeeltes van Dwarswegstrand ontwikkel word. Dit is wel so dat daar al meer fokus is (vanuit 'n beplanningskant) op optimalisering van onbenutte grond binne stedelike grense (eerder as om stukke grond buite stedelike areas te ontwikkel) en dit dryf grotendeels die tipe ad-hoc ontwikkelings want stukke grond wat voorheen nie vir ontwikkeling geormerk was nie, word nou (meer so as in die verlede) wel geidentifiseer vir ontwikkeling. Die</p>

	Stadsbeplanner sal egter meer besonderhede kan voorsien en ek sal dit onder sy aandag bring.
Uit 'n koste-oogpunt sal bv 'n sekuriteitskontrole net na die afdraai vanuit Morrisonweg na Dwarsweg, baie meer bekostigbaar en effektief wees vir al 4 genoemde gedeeltes hierbo genoem. Dit sal as afskrikmiddel of dan as ontmoediging dien vir die strandgangers(met voertuie) van die etlike 100 erwe wat Noord van Morrisonweg ontwikkel gaan word.	Gesamentlike toegang vir die voorgestelde ontwikkeling en Dwarswegstrand is 'n goeie voorstel. Dit is egter iets wat deur die Munisipaliteit (as 'n munisipale pad) en die Provinsiale Padowerheid (Morrisonweg is 'n Provinsialepad) bepaal word itv hul Regulasies. Ek is bewus daarvan dat Provinsiale Paaie 'n minimum afstand het (vanaf 'n interseksie) waarbinne beheerde toegange aan sekere voorvereistes moet voldoen en een daarvan is die helling/steilte van so 'n toegang. Vir 'n stop-toegang sal hulle nie sommer so iets oorweeg wanneer die beteken dat voertuie teen 'n bult (komende vanaf die see se kant) moet stop en wegtrek nie. Dieselfde sal geld vir die ingaande verkeer en ook die 'stacking' afstand wat voertuie sal moet toustaan (dalk tot in die Provinsialepad) om by so 'n toegang by Morrison-afdraai te kan ingaan. Ek sal wel u voorstel onder die aandag v die ingenieurs bring wat moet kyk na verkeer en toegang en na u toe terugkom met verdere inligting.
Uiteraard sal die gehalte van die ontwikkeling sodanig moet wees dat dit nie afbreek doen aan bestaande eiendomme nie.	Die voorstel van die KOT is om die eenhede as voetspoor eenhede te ontwikkel om sodoende die plantegroei te kan gebruik as 'buffer' en versagting. Die argitekstyle is uniformig met die bedoeling dat dit nie aftrek maak aan die area nie. Ek sal 'n volledige stel van die planne aanvra en dit insluit in die impakstudieverslag wat weer vir verdere kommentaar gesirkuleer sal word.
Heritage Western Cape Via Email on Notice of Intent to Develop	

Comments/Recommendations	Response
<p>You are hereby notified that, since there is no reason to believe that the proposed residential development on Erf 720, Dwarswegstrand will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required. The Chance finds procedure to be included in the environmental authorization.</p>	<p>Noted.</p>
<p>However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay.</p>	<p>Management action included in the Environmental Management Programme for the proposed development.</p>
Mossel Bay Municipality: Infrastructure Services via Email on Engineering Services Report	
Comments/Recommendations	Response
<p>We confirm our approval in principle of the report and detail contained therein.</p>	<p>Noted.</p>
<p>The approval is subject to the submission of detailed design drawings to the office of the Director: Infrastructure Services for consideration as well as the compilation, approval and signing of a services agreement between the Developer and the Municipality.</p>	<p>Detailed design drawings will be submitted to the office of the Director: Infrastructure Services for consideration. It will be requested at this stage that Mossel Bay Municipality: Infrastructure Services provide guidance on the requirements and implementation of all service level agreements between the developer and the Municipality.</p>

Raymond Swenson Via Email on Pre-App DBAR

Comments/Recommendations	Response
<p>Bykomende tot my kommentaar hieronder moet u asseblief ook my kommer aangaande die verkeersvloei gevolge van die beoogde ontwikkeling aanteken.</p>	<p>'n Volledige verkeers impak verslag is gedoen deur Element Consulting Engineers en beskikbaar as een van die bylae. 'n Kapasiteit ontleding was gedoen vir bestaande vekeer (2022) tot en met toekomstige verkeers kondisies (tot 2027) om die impak wat die voorgestelde ontwikkeling sal hê in vergeyking met die huidige verkeers kondisies. Die kapasiteit ontleding het gevind dat die interseksie van Morrison Road en H.C. Botha Straat 'n weglaatbare impak op vekeers toestande sal hê en dat daar nie 'n nodigheid is vir enige opgradeering/verandering aan die huidige paaie nie. Dieselfde bevinding geld vir die interseksie by die ingang van die voorgestelde ontwikkeling in H.C. Botha Straat. Meneer se bekommernis sowel as die impak tydens piek vakansie tye bly 'n bekommernis en word in gedagte gehou deur die beplannings fases en sal gedeel word met die ingenieurs span.</p> <p><u>Updated Response:</u></p> <p>The capacity analysis for existing traffic (2022) to future traffic conditions (2027) concluded that the proposed development will have negligible impacts at the intersection of Morrison Road and H.C. Botha Street as well as the intersection of the proposed development and H.C. Botha Street and therefore no upgrades/changes are required for the existing road infrastructure.</p> <p>The proposed entrance will allow for sufficient stacking distance in order to reduce the amount of vehicles queuing in H.C. Botha Street during peak holiday periods. The proposed development</p>

	<p>provides sufficient parking space at communal facilities as well as a paved/raised walkway in H.C. Botha Street road reserve for residents to access the beach area.</p>
<p>The proposed establishment of a sewerage pump station on erf 700 close to the entrance to the Dwarsweg township on a dune above the township is problematic. Smell and spillages are real possibilities. Natural gravitation and sandy soil will cause immense damage in case of a spill.</p>	<p>Meneer se bekommernis oor die pompstasie word in ag geneem en sal gedeel word met die beplanner en ingenieurs span. Die huidige voorstelling maak gebruik van suigtenks wat deur gravitasie gevoed word omrede daar nie 'n munisipale riool lyn beskikbaar is in Morrison Road nie. Indien die munisipale riool lyn beskikbaar gestel word in die toekoms, sal 'n pomp in werking gestel word om riool van die ontwikkeling na Morrison Road toe te pomp. Meneer se bekommernis rakende die stabiliteit van die grond wat skade en lekkasies kan veroorsaak sal ook met die ingenieurs span gedeel word.</p> <p><u>Updated Response:</u></p> <p>The bulk sewer solution for the development is the provision of two holding/conservancy tank (not septic tank) design. This holding/conservancy tank shall be designed and located in such a way as for the internal network's flow to easily convert/switch to the municipal system when it becomes available. The conservancy tanks will be gravity fed and has no treatment process. The preferred locations of the conservancy tanks were chosen to avoid the use of pressure pumps until such time a municipal sewer infrastructre becomes available. Making use if gravity is the most cost effective and reduces the risk if spills and odours emitted from pressure pumps. Sewage is accumulated in the concrete tank as holding measure only and is emptied on a regular basis by a private contractor or by the KOT. The concrete tanks are highly resistant to degradation and remains stable over the long term, resulting in little maintenance costs. The tanks have an underground footprint with very limited above-ground</p>

	<p>infrastructure visible, other than a manhole. The tank is supplied with odour-controlled ventilation and hence has no odour. The tank has no pumps or other mechanical parts and subsequently also has no noise pollution. Scraping or scarifying is not required. The tanks have no pumps or other mechanical parts and hence has no mechanical maintenance requirements. The only operation required is the regular emptying of the tank by a private contractor or by the KOT. This will be performed by tanker, either on contract, or internally by owned equipment. Inspection of the system will be performed by the supervisor on a daily basis. The operational methodology shall be incorporated into the service level agreement (SLA) with the municipality. The conservancy tanks will be sized accordingly to reduce the amount of times it will need to be emptied (approximately 11kl per tank).</p>
<p>The applicant, who is also a member of the Dwarsweg Home Owners Association has, to the best of my knowledge, not held any consultations with individual home owners in the area, nor was this matter even mentioned at the Annual General meeting of home owners held at Groot Brak on 22 December 2021? Such consultations should be conducted with individual home owners to afford every home owner the opportunity to make inputs re the matter, including Ad Hoc development planning of the Greater Dwarsweg Strand area and the quality of such development.</p>	<p>Meneer se kommentaar rakende die kommunikasie tussen Dwarswegstrand HEV en huiseienaars sal voorgestel word aan die aansoeker.</p>
<p>Dwarsweg Strand offers limited access opportunity to the beach and is already very crowded during peak season. Any further development such as that which forms the reason for this application will exaggerate the overcrowding of facilities</p>	<p>Toegang tot die see is 'n bepalende kwessie. Huidiglik word slegs voetganger toegang voorsien vir die voorstel (via Dwarswegstrand) juis weens parkeringsbeperkinge en privaatheid. Die voorgestelde ontwikkeling sluit wel veeldoelige en swembad fasiliteite met parkering in om opeenhoping tydens piek tye te verminder.</p>

	<p><u>Updated Response:</u></p> <p>The proposed development includes a paved/raised walkway in the H.C. Botha Street road reserve to allow residents from the Dwarswegstrand Holiday Resort to access the beach on foot due to the limitation of parking available as well as privacy of surrounding homeowners. The proposal also includes multipurpose and swimming pool facilities with parking to reduce overcrowding during peak holiday times.</p>
<p>Erf 720 is situated on a dune above the pristine Kloof forest. There is already established development on one side of the Kloof. Developing erf 720 will seriously damage or destroy this natural forest with its abundant bird life.</p>	<p>Die voorstel van die aansoeker is om die eenhede as voetspoor eenhede te ontwikkel om sodoende die plantegroei te kan gebruik as 'buffer' en versagting. Die argitekstyle is uniformig met die bedoeling dat dit nie aftrek maak aan die area nie. Die intensie van die ontwikkeling is om so min as moontlik plantegroei te verwyder sowel as al die beskermde spesies te vermy. Die voorgestelde ontwikkeling beperk die voetspoor tot 8.37% van die totale grootte van Erf 720. Meneer se bekommernis sal gedeel word met die beplanner en aansoeker.</p> <p><u>Updated Response:</u></p> <p>The total development footprint was minimized to approximately 3350 square metres out of the total 4ha of Erf 720 amounting to a loss of only 8.4% (0.335ha) of Erf 720. All protected indigenous trees will remain and the development layout was compiled taking the location of these trees into consideration. It is the intention of the developer to keep the footprint of the development as small as possible with the architect style being uniform and therefore aims to change the aesthetics of Erf 720 is little as possible. An additional 10m buffer have been incorporated between the proposed development footprint and the lower lying ravine area of Erf 720 which will not be</p>

	fragmented by a fence, therefore maintaining a natural corridor for animals.
Prinsloo Bekker Via Email on Pre-App DBAR	
Comments/Recommendations	Response
<p>It has been noted that a biodiversity impact assessment has been effected, however it cannot be ruled out that some of the sensitive ecosystem will nonetheless be damaged, destroyed or permanently removed during the construction period and thenceforth. From an aesthetic point of view, lush green vegetation will be removed to be replaced by buildings and fences.</p>	<p>Your concern regarding fauna and flora is completely understandable and relatable as we all want to preserve as much of our natural Garden Route as possible. The developer has the same insight and therefore the total development footprint was minimized to approximately 3350 square metres out of the total 4ha of Erf 720 amounting to a loss of only 8.5% (0.3ha) of Erf 720. All protected indigenous trees will remain and the development layout was compiled taking the location of these trees into consideration. It is the intention of the developer to keep the footprint of the development as small as possible with the architect style being uniform and therefore aims change the aesthetics of Erf 720 is little as possible. An additional 10m buffer have been incorporated between the proposed development footprint and the lower lying ravine area of Erf 720 which will not be fragmented by a fence, therefore maintaining a natural corridor for animals.</p> <p><u>Updated Response:</u></p> <p>The total development footprint was minimized to approximately 3350 square metres out of the total 4ha of Erf 720 amounting to a loss of only 8.4% (0.335ha) of Erf 720. All protected indigenous trees will remain and the development layout was compiled taking the location of these trees into consideration. It is the intention of the developer to keep the footprint of the</p>

	<p>development as small as possible with the architect style being uniform and therefore aims change the aesthetics of Erf 720 is little as possible. An additional 10m buffer have been incorporated between the proposed development footprint and the lower lying ravine area of Erf 720 which will not be fragmented by a fence, therefore maintaining a natural corridor for animals. The sensitivity of the site has been confirmed by Dr McDonald (botanist) and Dr Collville (faunal specialist) and their reports have been used to inform and restrict development associated with this application.</p>
<p>The Traffic Impact Statement provides the following:</p> <p>“Based on the defined study area, traffic counts were conducted from 06:00 to 18:000 on Thursday, 9th of November 2017 at the intersection of Morrison Road (MR348) and HC Botha Street to obtain true traffic volumes experienced in the area. The traffic counts were conducted on a normal work and school day. No rain was present during the counting hours. Traffic volumes for the 2022 base year for this study were inflated by 3.5% to account for the time lapse between the count date and the report.”</p> <p>It is difficult to coincide with the above. Residing at our current address for the past 8 years, we have been noticing a sharp increase of traffic on Morrison Road in the past two years of at least 50%. This is due to the influx of new permanent residents and new homes being erected in the area. The road is also utilised by all the contractors, light and heavy vehicles. Traffic volumes during the holiday seasons aggravates the traffic situation – a fact that has not been considered, as evident in the mentioned Traffic Impact Studies. Morrison Road is constantly carrying traffic in both directions throughout the day and into the</p>	<p>Your concerns about the traffic impact statement is much appreciated and will be communicated with the applicant and engineering team for further investigation.</p> <p><u>Updated Response:</u></p> <p>The trip generation of the proposed development is estimated at approximately 5 trips for the morning peak hour and 8 trips for the afternoon peak hour. The results of the analysis indicate that the development has a negligible impact on the Level of Service during both the morning and afternoon horizon year peak hours and both intersection between the entrance and H.C. Botha Street as well as the intersection between H.C. Botha Street and Morrison Road will continue to operate at a Level of Service A for both the morning and afternoon peak hours.</p> <p>The geometric design of the development access onto H.C. Botha Street will be in accordance to all municipal standards and will be submitted to the Mossel Bay Municipality for approval. The proposed development will not cater for caravans but is for residential holiday units only. Access to the proposed</p>

<p>evenings. The report was done in November 2017 and an increase of 3.5% (as the report states) is dated and off the mark. The above is a concern we are battling with daily and requires reassessment.</p>	<p>development has been approved by the Mossel Bay Municipality. H.C. Botha Street is a public municipal street.</p> <p>The proposed development provides sufficient parking for the holiday resort units as well as at the communal facilities within the resort. A paved/raised walkway is proposed from the entrance of the development in the direction of the beach in H.C. Botha Street in the road reserve to reduce the need for vehicle usage as well as to provide sufficient space for joggers and cyclist from the proposed holiday resort.</p>
<p>The proposed conservancy tank on the northeastern side of the development is another reason for concern which may affect the residents close to the corner of Morrison Road and Eekhorning Street. Having the current municipal conservancy tank (underground) for Eekhorning Street situated on the corner next to our residence, we can speak out of experience on how crucial the proper management of these tanks are.</p> <p>The risk of overflow and spillage when these tanks are emptied is always present. The tank next to our residence is emptied daily, and up to four times a day during peak season, which may be the case in the development as well. The pumping mechanism fitted to the trucks collecting the waste, tend to be very noisy, not to mention the unavoidable lingering odour that accompany these operations. The occupants in the few houses closest to the proposed development are going to have to stomach the above in double measure. A frightful scenario indeed.</p>	<p>Thank you very much for sharing your experience regarding the existing conservancy tank for Eekhorning Street. On the proposed development layout there are two possible locations identified for the proposed conservancy tanks. The eastern most tank has been pulled closer to the development footprint.</p> <p><u>Updated Response:</u></p> <p>The bulk sewer solution for the development is the provision of two holding/conservancy tanks (not septic tank) design. This holding/conservancy tank shall be designed and located in such a way as for the internal network's flow to easily convert/switch to the municipal system when it becomes available. The conservancy tanks will be gravity fed and has no treatment process. The preferred locations of the conservancy tanks were chosen to avoid the use of pressure pumps until such time a municipal sewer infrastructure becomes available. Making use of gravity is the most cost effective and reduces the risk of spills and odours emitted from pressure pumps. Sewage is accumulated in the concrete tank as holding measure only and is emptied on a regular basis by a private contractor or by the KOT. The concrete tanks are highly resistant to degradation and remains stable over the long term, resulting in little maintenance costs. The tanks</p>

	<p>have an underground footprint with very limited above-ground infrastructure visible, other than a manhole. The tank is supplied with odour-controlled ventilation and hence has no odour. The tank has no pumps or other mechanical parts and subsequently also has no noise pollution. Scraping or scarifying is not required. The tanks have no pumps or other mechanical parts and hence has no mechanical maintenance requirements. The only operation required is the regular emptying of the tank by a private contractor or by the KOT. This will be performed by tanker, either on contract, or internally by owned equipment. Inspection of the system will be performed by the supervisor on a daily basis. The operational methodology shall be incorporated into the service level agreement (SLA) with the municipality. The conservancy tanks will be sized accordingly to reduce the amount of times it will need to be emptied (approximately 11kl per tank).</p>
<p>Visitors to holiday resorts tend to be boisterous- as they should be. The concern is the inevitable surge in noise levels, which will affect the existing residents surrounding the development. No matter how infallible a management plan may be, it is incontestable that it does not always succeed in practice and there are bound to be days, evenings, and nights with high noise pollution.</p>	<p>Thank you very much for your concern regarding the increase in noise levels, especially during peak holiday times. Your concern will be brought up with the developer as well as the persons responsible for the management of the resort during its operational phase.</p> <p><u>Updated Response:</u></p> <p>Minimal noise is expected during construction and therefore it is proposed for construction activities to be limited to normal working hours (07:00-18:00) with no construction activities to take place on Sundays and public holidays. It is envisaged that the proposed development will not generate more noise compared to similar surrounding developments in close proximity to Erf 720 and that the constant noise emitted from the ocean as well as traffic in Morrison Road will overshadow any noise emitted from the proposed holiday resort.</p>

Tiaan Boshoff Via Email on Pre-App DBAR	
Comments/Recommendations	Response
<p>My beswaar bly nog steeds die voorgestelde “Concervancy tank” se ligging met die gevolglike stank tydens die uitsuig van die tenk. My huis te 2 Thys Olivierstraat is direk onder die heersende Suidooste wind. Die ingenieurs het detail aandag aan die rioollyn en tenk konstruksie gegee insake die afwesigheid van stank. Dankie daarvoor. Geen aandag is egter gegee t.o.v. stank tydens die uitsuig van riool nie.</p> <p>Verder word voorgestel dat die “Concervancy tank” asook die res van die rioolretikulsie met drukpompe na die munisipale hoofriool gepomp sal word na die installasie van die munisipale hoofriool in Morrisonweg. Hoekom kan die “ Conservancy tank” nie aan alreeds van die begin af, aangrensend aan Morrisonweg gebou word en soos die fases uitbrei, word die riool met die reeds voorgestelde drukpompe na die tenk gepomp word nie? Wanneer die hoof riool geinstalleer word is alles reeds in plek. Stank tydens die uitsuig van riool word dan oor Morrisonweg versprei en nie direk oor huise nie.</p>	<p>Daar word huidiglik twee moontlike posisies aangedui op die voorgestelde uitleg plan en die finale posisie sal meneer se kommentaar/bekommernis in ag neem. Die moontlike posisies was geidentifiseer omrede dit toelaat vir die suigtenks om met gravitasie gevoed te word sonder die gebruik van addisionele pompe. Die posisies laat ook dus toe vir eenvoudige konneksie tot die toekomstige munisipale riool lyn in Morrison Road. Ek sal meneer se voorstel van die suigtenk posisie aangrensend Morrison Weg met die beplanner en die ingenieurs span deel (dit sal wel dus vereis dat druk pompe gebruik moet word om riool te pomp tot aangrensend Morrison Weg asgevolg van die hellende landskap). Baie dankie dat meneer opgelet het dat daar geen aandag gegee was in terme van die stank tydens die uitsuig van die riool nie. Ek sal seker maak die bekommernis word onder die aandag van die ingeneurs span gebring.</p> <p><u>Updated Response:</u></p> <p>The bulk sewer solution for the development is the provision of two holding/conservancy tanks (not septic tank) design. This holding/conservancy tank shall be designed and located in such a way as for the internal network’s flow to easily convert/switch to the municipal system when it becomes available. The conservancy tanks will be gravity fed and has no treatment process. The preferred locations of the conservancy tanks were chosen to avoid the use of pressure pumps until such time a municipal sewer infrastructre becomes available. Making use if gravity is the most cost effective and reduces the risk if spills and</p>

	<p>odours emitted from pressure pumps. Sewage is accumulated in the concrete tanks as holding measure only and is emptied on a regular basis by a private contractor or by the KOT. The concrete tanks are highly resistant to degradation and remains stable over the long term, resulting in little maintenance costs. The tanks have an underground footprint with very limited above-ground infrastructure visible, other than a manhole. The tank is supplied with odour-controlled ventilation and hence has no odour. The tank has no pumps or other mechanical parts and subsequently also has no noise pollution. Scraping or scarifying is not required. The tanks have no pumps or other mechanical parts and hence has no mechanical maintenance requirements. The only operation required is the regular emptying of the tank by a private contractor or by the KOT. This will be performed by tanker, either on contract, or internally by owned equipment. Inspection of the system will be performed by the supervisor on a daily basis. The operational methodology shall be incorporated into the service level agreement (SLA) with the municipality. The conservancy tanks will be sized accordingly to reduce the amount of times it will need to be emptied (approximately 11kl per tank).</p>
<p>Verder is geen ondersoek gedoen na die stabiliteit van H.C. Bothastraat waarop die uitsuigvragmotors moet ry nie. Krake is reeds sigbaar in die pad aan die kloofkant.</p>	<p>Baie dankie vir meneer se inset. Ek sal die bekommernis deel met die ingenieurs span wat die verkeers impak studie gedoen het en hul inset vra.</p> <p><u>Updated Response:</u></p> <p>A full stability assessment of H.C. Botha Street is not required as the tankers that will be used to empty the conservancy tanks will not be larger than the current traffic using H.C. Botha Street for the same purpose. Access to the proposed development has been approved by the Mossel Bay Municipality. H.C. Botha Street is a public municipal street and tankers already make use</p>

	of this road to service Dwarswegstrand Resort. Only a short section of HC Botha will be utilised by the tankers for this development (up to the entrance gate of the proposed development).
Die verwagting dat aansluiting by die munisipale rioolstelsel binne 5 tot 10 jaar [sonder enige waarborg daarvan] sal plaasvind, klink baie wollerig.	Die munisipale riool meesterplan stel voor dat 'n bulk riool netwerk in die volgende 5-10 jaar beskikbaar sal wees vir die area. 'n Pompstasie is onlangs klaar ontwikkel by De Dekke in Groot Brak Rivier as die eerste fase van die riool netwerk. Die druk lyn in Morrison Road na die pompstasie toe moet nog ontwikkel word en ongelukkig maak die munisipale riool meesterplan nie voorsiening vir 'n tydsraamwerk nie.
Great Brak River Conservancy Via Email on Pre-App DBAR	
Comments/Recommendations	Response
sensitive species 8" does this refer to *****, if so why the pseudonym? In reference to the 2019 sighting of "sensitive species 8" as mentioned within the report, does this elude to or include the sightings and photographs of ***** within Hersham, just west of this site?	<p>The reason is that we are not permitted to name species that are deemed protected/sensitive for fear that their habitat may then be targeted by amongst others poachers. Because the environmental application processes includes public participation, the risk of identifying and naming said species as well as their location, could very well spread the word with unwanted consequences.</p> <p>The Screening Tool which we have to use at the outset of an environmental application identifies various species for an area, which may include sensitive species. The numbering of the sensitive species also gets changed every so often to ensure that their identity remains protected. But to ensure that the faunal specialists know to assess the correct species, they consult directly with SANBI, who then confirms the species (at the time</p>

	<p>of the enquiry). This ensures that the correct level of assessment is undertaken. The Screening Tool stipulates that SANBI will only release the names of the sensitive species to registered EAPs and specialists.</p> <p>So the faunal specialists knows the correct species, but even they are not permitted to identify them in their reports. As such, throughout the environmental process you'll notice that citations for published literature related to this sensitive species have been withheld to protect its identity.</p> <p>So unfortunately neither ourselves or the specialists are at liberty to confirm or deny the actual species name/location of Sensitive Species 8. But please note that the assessment does take into account the importance/presence or suitable habitat of any such sensitive species.</p>
--	---

--	--

Dr W. Jansen van Rensburg Via Email on Pre-App DBAR

Comments/Recommendations	Response
<p>I am a bit disgusted with Mosselbay municipality to allow another development in this area which is already over developed. This proposed development is in the only little pocket of coastal fynbos which is left along the coast from Grootbrak to Glentana. There are numerous fynbos species which are adapted to the sandy soil here. The municipality should rather try preserve these areas than destroying them. It is already difficult to find pristine fynbos and we will be left to eventually finding these only in national parks. This small pocket of fynbos has surprisingly few aliens, which the municipality should rather remove and create a walkway through the area for nature lovers. It is</p>	<p>The sensitivity of the site has indeed been confirmed by Dr McDonald (botanist) and Dr Collville (faunal specialist) and their reports have been used to inform and restrict development associated with this application.</p> <p>The total development area for the 18 resort structure (26 keys) proposed, amounts to approximately 3350 square metres out of the total 4ha of Erf 720, amounting to a loss of habitat the equivalent of 8.4% of the site. Specifically all protected trees have been surveyed and units placed to avoid them altogether. The remainder of Erf 720 will still be left private open space II (a higher level of conservation i.e. Open Space III or IV could even</p>

currently very difficult getting into this area as it is quite dense. Most developers don't care about messing up the environment. This can be seen along Morrison rd. where trucks have downloaded sand for building on Bothastrand destroying some of the vegetation next to the road. (My favorite large euryops virgineus had been destroyed along Morrison) Some bird species like the Knysna Warbler are already in decline from 1990 to now. Previously I could hear them all the way from Glentana to Grootbrak, but now they are audible only in small pockets of dense bush. I sincerely hope the Mosselbay Municipality would consider saving our natural flora rather than destroying it for the financial gain.

be recommended to ensure that no further development is considered on the rest of the open space area).

The owners of the property (Dwarswegstrand Home Owners Association) has done a great job in maintaining invasive alien vegetation on the site which is commendable and if the proposal for the resort units is considered positive by the Department of Environmental Affairs, they will be obliged to continue with invasive alien vegetation management to ensure that the remaining natural habitat is not impacted by alien vegetation.

One of the reasons why the Municipality designated the site for infill/resort development in the Mossel Bay Spatial Development Framework, is because it was previously zoned Resort Zone since it forms part of the Dwarswegstrand Resort (from 1991 – 2016 it had this zoning which allowed for resort development). In 2016 the HOA rezoned it to private open space (the zoning affects rates and taxes payable to the Municipality), but with the understanding that potential future resort development would not be excluded (in which case rezoning would be required once more).

Your concern about the site being sensitive is duly noted and we'll be sure to include your submission to the Department of Environmental Affairs so that they are aware of your proposal that the site should rather be left undeveloped with the potential to make it accessible to the public.

Realistically however, since the property is privately owned by the Dwarswegstrand Home Owners Association, it is highly unlikely that it will be opened to the public as an alternative recreational area (even under the status quo it remains private). In addition to the environmental constraints of this property, it is important to understand that there are planning policies (at Provincial and Municipal level) that do support optimising vacant land within urban areas – although this is not always supported

	<p>due to environmental constraints, the planning thinking behind such an approach is to protect and conserve areas outside of urban areas where development pressure is not as high. It is not to say that all vacant pieces of land in urban area must be developed (far from it when considering their vital role in an otherwise fragmented environment), but the Department of Environmental Affairs will have to weigh-up both the environmental impacts/loss as well as the planning policies/benefits of this application and luckily that also includes the comments/submission such are yours and those of others who may not be in support of the proposal.</p>
<p>Tim Bruyns Via Email on Pre-App DBAR</p>	
<p>Comments/Recommendations</p>	<p>Response</p>
<p>One of my concerns is the present intersection at Morrison Ave Due to its alignment and angle to Morrison ave it is a very tight intersection This is made worse by the fact that there is a caravan park at Dwarswegstrand resulting in long vehicles using a narrow road, with a bend almost at the intersection on an uphill slope. I believe that the alignment and width should be relooked at I also don't believe the traffic study gives a true reflection of the amount of traffic that these roads handle. If you consider that during the December /January holidays for about a month, all the properties that use Botha ave, have an average of about 2 vehicles per household plus the caravan park, this results in about 300 vehicles using the road. plus a lot of joggers and cyclists</p>	<p>Your concerns about the traffic impact statement is much appreciated and will be communicated with the applicant and engineering team. The full traffic impact statement completed by Element Consulting Engineers investigated the capacity of existing traffic (2022) up to future traffic conditions (2027) to determine the impact that the proposed development will have. The capacity investigation concluded that the development of 26 holiday resort units will have a negligible impact at the intersection between Morrison Road and H.C. Botha Street. The proposed development provides sufficient parking for the holiday resort units as well as at the communal facilities within the resort. A paved walkway is proposed from the entrance of the development in the direction of the beach in H.C. Botha Street to reduce the need for vehicle usage as well as to provide sufficient space for joggers and cyclist from the proposed holiday resort. The traffic concerns during peak holiday seasons are kept</p>

	<p>in mind, and will be shared with the developer and engineering team.</p> <p><u>Updated Response:</u></p> <p>The geometric design of the development access onto H.C. Botha Street will be in accordance to all municipal standards and will be submitted to the Mossel Bay Municipality for approval. The proposed development will not cater for caravans but is for residential holiday units only. Access to the proposed development has been approved by the Mossel Bay Municipality. H.C. Botha Street is a public municipal street.</p> <p>The proposed development provides sufficient parking for the holiday resort units as well as at the communal facilities within the resort. A paved/raised walkway is proposed from the entrance of the development in the direction of the beach in H.C. Botha Street road reserve to reduce the need for vehicle usage as well as to provide sufficient space for joggers and cyclist from the proposed holiday resort.</p>
<p>Anton du Plooy Via Email on Pre-App DBAR</p>	
<p>Comments/Recommendations</p>	<p>Response</p>
<p>The lack of services and specifically sewerage, ground water and related contamination .</p>	<p>Thank you very much for your concerns raised regarding the availability of services. Municipal water and electrical supply have been confirmed by the Mossel Bay Municipality and luckily for the developer, there is sufficient capacity in their systems to accommodate the proposed development. Unfortunately, the same does not apply to the sewage service capacity of the area. There is currently not a sewage line available in Morrison Road and the municipal sewage master plan will only be able to accommodate a new sewer network within the next 5-10 years.</p>

	<p>It is therefore the responsibility of the developer to manage any sewage on-site by making use of conservancy tanks until such time that the municipal sewer network is available in Morrison Road. I do hope that the Engineering Services Report supplies sufficient information to address your concerns relating to contamination. However, your concern is much appreciated and will be shared with the engineering team to take into account during their design procedures.</p> <p><u>Updated Response:</u></p> <p>Bulk water connection has been approved by the Mossel Bay Municipality.</p> <p>Bulk electrical connection has been approved by the Mossel Bay Municipality.</p> <p>Bulk sewer infrastructure does not exist in the area. The bulk sewer solution for the development is the provision of two holding/conservancy tanks (not septic tank) design. This holding/conservancy tanks shall be designed and located in such a way as for the internal network's flow to easily convert/switch to the municipal system when it becomes available. The conservancy tanks will be gravity fed and has no treatment process. The preferred locations of the conservancy tanks were chosen to avoid the use of pressure pumps until such time a municipal sewer infrastructure becomes available. Making use of gravity is the most cost effective and reduces the risk of spills and odours emitted from pressure pumps. Sewage is accumulated in the concrete tank as holding measure only and is emptied on a regular basis by a private contractor or by the KOT. The concrete tank is highly resistant to degradation and remains stable over the long term, resulting in little maintenance costs. The tank has an underground footprint with very limited</p>
--	---

	<p>above-ground infrastructure visible, other than a manhole. The tank is supplied with odour-controlled ventilation and hence has no odour. The tank has no pumps or other mechanical parts and subsequently also has no noise pollution. Scraping or scarifying is not required. The tank has no pumps or other mechanical parts and hence has no mechanical maintenance requirements. The only operation required is the regular emptying of the tank by a private contractor or by the KOT. This will be performed by tanker, either on contract, or internally by owned equipment. Inspection of the system will be performed by the supervisor on a daily basis. The operational methodology shall be incorporated into the service level agreement (SLA) with the municipality. The conservancy tanks will be sized accordingly to reduce the amount of times it will need to be emptied (approximately 11kl per tank).</p> <p>Groundwater contamination cannot occur due to the tank being a concrete tank that cannot degrade and once it is converted to a pump station additional overflow tanks and/or generators for power failures must be installed to prevent potential spillage.</p>
<p>Destruction of habitat for birds and other wildlife.</p>	<p>The total development footprint was minimized to approximately 3350 square metres out of the total 4ha of Erf 720 amounting to a loss of only 8.5% (0.3ha) of Erf 720. All protected indigenous trees will remain, and the development layout was compiled taking the location of these trees into consideration. It is the intention of the developer to keep the footprint of the development as small as possible with the architect style being uniform and therefore aims to change the aesthetics of Erf 720 as little as possible. An additional 10m buffer have been incorporated between the proposed development footprint and the lower lying ravine area of Erf 720 which will not be</p>

	<p>fragmented by a fence, therefore maintaining a natural corridor for animals.</p> <p><u>Updated Response:</u></p> <p>The total development footprint was minimized to approximately 3350 square metres out of the total 4ha of Erf 720 amounting to a loss of only 8.4% (0.335ha) of Erf 720. All protected indigenous trees will remain and the development layout was compiled taking the location of these trees into consideration. It is the intention of the developer to keep the footprint of the development as small as possible with the architect style being uniform and therefore aims change the aesthetics of Erf 720 is little as possible. An additional 10m buffer have been incorporated between the proposed development footprint and the lower lying ravine area of Erf 720 which will not be fragmented by a fence, therefore maintaining a natural corridor for animals. The sensitivity of the site has been confirmed by Dr McDonald (botanist) and Dr Collville (faunal specialist) and their reports have been used to inform and restrict development associated with this application.</p>
<p>Increased noise levels, specifically around swimming pool proposed.</p>	<p>Minimal noise is expected during construction and therefore it is proposed for construction activities to be limited to normal working hours (07:00-18:00) with no construction activities to take place on Sundays and public holidays. Your concern regarding noise around the swimming pool area is much appreciated and will be discussed with the developer. A possible solution will be to add noise restrictions to be implemented by the management staff of the applicant.</p> <p><u>Updated Response:</u></p>

	<p>Minimal noise is expected during construction and therefore it is proposed for construction activities to be limited to normal working hours (07:00-18:00) with no construction activities to take place on Sundays and public holidays. It is envisaged that the proposed development will not generate more noise compared to similar surrounding developments in close proximity to Erf 720 and that the constant noise emitted from the ocean as well as traffic in Morrison Road will overshadow any noise emitted from the proposed holiday resort.</p>
<p>Security during construction and afterward, attracts criminal element.</p>	<p>It will be the responsibility of the on-site contractors to assure security is of highest priority, especially with existing residential neighbourhoods and holiday resorts in close proximity to Erf 720. A perimeter fence will be erected along Morrison Road as well as H.C. Botha Street to prevent any unauthorised access. The proposal has omitted any fencing on the southern boundary of the property bordering the existing Dwarswegstrand Resort as a mitigation measure for any fauna using the area as a corridor. Once construction is completed, the development will ultimately improve security for the remainder of Dwarswegstrand Resort, as the site is not currently fenced, and pedestrians have uncontrolled access to the property.</p>
<p>Susara Nortje Via Email on Pre-App DBAR</p>	
<p>Comments/Recommendations</p>	<p>Response</p>
<p>Die afloop van die stormwater.</p>	<p>Stormwater – ‘n Baie klein persentasie van stormwater sal gerig word na H.C. Botha Straat en sal dus ‘n weglaatbare impak op die huidige munisipale stormwater netwerk hê. Die meerderheid van stormwater sal in ‘n suidelike rigting na die natuurlike</p>

	<p>plantegroei gerig word. Die voorgestelde ontwikkeling maak voorsiening vir gras blokke (Eco-Blocks) om gebruik te word vir interne paaie en parkeer areas wat dus sal toelaat dat water in filtreer om stormwater afloop te verminder.</p> <p><u>Updated Response:</u></p> <p>No stormwater accumulation will be performed. All stormwater will be handled as sheetflow over the development. All internal roads and parking areas will be constructed using grass block pavers with a high level of infiltration resulting in negligible stormwater runoff. Energy dissipation will be performed as standard practice at all rooftop drainage outlets.</p>
<p>Die afloop van die riool – ek verstaan daar is stelsels ingeteken, maar die afloop of indien probleme ontstaan, is dit aan die westekant.</p>	<p>Baie dankie vir Me se bekommernis rakend die ligging van die bewaartenks. Dit sal gedeel word met die ingenieur span en ontwikkelaar. Daar word huidiglik twee moontlike posisies oorweeg vir die bewaartenks. Die finale plasing van die tenks sal die bekommernis van riool afloop in ag neem.</p> <p><u>Updated Response:</u></p> <p>The bulk sewer solution for the development is the provision of a holding/conservancy tank (not septic tank) design. This holding/conservancy tank shall be designed and located in such a way as for the internal network's flow to easily convert/switch to the municipal system when it becomes available. The conservancy tanks will be gravity fed and has no treatment process. The preferred locations of the conservancy tanks were chosen to avoid the use of pressure pumps until such time a municipal sewer infrastructure becomes available. Making use if gravity is the most cost effective and reduces the risk if spills and odours emitted from pressure pumps. Sewage is accumulated in the concrete tank as holding measure only and</p>

	<p>is emptied on a regular basis by a private contractor or by the KOT. The concrete tank is highly resistant to degradation and remains stable over the long term, resulting in little maintenance costs. The tank has an underground footprint with very limited above-ground infrastructure visible, other than a manhole. The tank is supplied with odour-controlled ventilation and hence has no odour. The tank has no pumps or other mechanical parts and subsequently also has no noise pollution. Scraping or scarifying is not required. The tank has no pumps or other mechanical parts and hence has no mechanical maintenance requirements. The only operation required is the regular emptying of the tank by a private contractor or by the KOT. This will be performed by tanker, either on contract, or internally by owned equipment. Inspection of the system will be performed by the supervisor on a daily basis. The operational methodology shall be incorporated into the service level agreement (SLA) with the municipality. The conservancy tanks will be sized accordingly to reduce the amount of times it will need to be emptied.</p>
<p>Die ingang na die nuwe uitbreiding is op die planne geskuif nader na Morrisonweg, maar ek is getuie dat in hoog-seisoen (en dit is wanneer almal wil ontspan en vakansie hou) die karavane en ander huurders ophoop by die toegang tot Dwarsweg. Al is daar ondersoek gedoen oor die verkeer – dis nie gedoen in seisoentyd nie, en wat my betref nie toepaslik nie.</p>	<p>Baie dankie vir die inligting rakend Me se ervaring van verkeer tydens seisoen tye. Dit sal gedeel word met die ingenieur span wat die verkeers impak studie gedoen het. Die voorgestelde ingang vir Erf 720 maak voorsiening vir ophoopings en mik dus om nie by te dra tot voertuig ophooping wat by Dwarswegstrand Oord wil ingaan nie.</p> <p><u>Updated Response:</u></p> <p>The geometric design of the development access onto H.C. Botha Street will be in accordance to all municipal standards and will be submitted to the Mossel Bay Municipality for approval. The proposed development will not cater for caravans but is for residential holiday units only. Access to the proposed</p>

	<p>development has been approved by the Mossel Bay Municipality. H.C. Botha Street is a public municipal street.</p> <p>The proposed development provides sufficient parking for the holiday resort units as well as at the communal facilities within the resort. A paved/raised walkway is proposed from the entrance of the development in the direction of the beach in H.C. Botha Street to reduce the need for vehicle usage as well as to provide sufficient space for joggers and cyclist from the proposed holiday resort.</p>
<p>WAAR is die toegang tot die strand vir die persone wat die persele gebruik? HOE word hierdie toegang beheer? WAAR gaan die persone parkeer? Tans is daar nie eers genoeg vir die kampeerders nie. OF gaan hulle nie toegelaat word om met hul voertuie na die strand te kom nie?</p>	<p>Toegang tot die strand is voorgestel om deur Dwarswegstrand Oord te wees. Die voorgestelde ontwikkeling maak voorsiening vir parkering op Erf 720 sowel as 'n voet paadjie langs H.C. Botha Straat vir inwoners van die voorgestelde vakansie oord om toegang tot die strand te kry. Dus is daar nie 'n noodnagtigheid vir inwoners van die voorgestelde vakansie oord om voertuie te gebruik vir toegang tot die strand nie.</p>
<p>Dit lyk vir my (en ek erken ek is 'n leek ten opsigte van die metodes gebruik) asof al die ondersoekende partye nie ewe gelukkig is oor die versteuring van die bedreigde plant-en voëlspesies nie. Te veel hang af van goeie bestuur en uitvoering van bouplanne.</p>	<p>Die ontwikkelings area omvat ongeveer 8.5% van die totale grootte van Erf 720. Spesialiste was betrokke om al die bedreigde boom spesies te identifiseer en die boom spesies sal dus almal behou word en so dus ook die habitat vir voël spesies. Die spesialis studies mik daarop om soveel as moontlik relevante bestuur/versagting maatreëls voortestel om die impak van die voorgestelde ontwikkeling so laag as moontlik te hou. Die maatreëls word ingesluit in die omgewings bestuurs plan waarby alle kontrakteurs en die aansoeker moet voldoen.</p> <p><u>Updated Response:</u></p> <p>The total development footprint was minimized to approximately 3350 square metres out of the total 4ha of Erf 720 amounting to a loss of only 8.4% (0.335ha) of Erf 720. All protected indigenous</p>

	<p>trees will remain, and the development layout was compiled taking the location of these trees into consideration. It is the intention of the developer to keep the footprint of the development as small as possible with the architect style being uniform and therefore aims to change the aesthetics of Erf 720 is little as possible. An additional 10m buffer have been incorporated between the proposed development footprint and the lower lying ravine area of Erf 720 which will not be fragmented by a fence, therefore maintaining a natural corridor for animals.</p> <p>A specialist tree survey was completed to identify protected tree species. None of the identified protected trees will be removed and therefore the habitat of various bird species will remain undisturbed.</p> <p>The specialist studies aim to identify as many management/mitigation measures as possible to reduce the impact of the proposed development. All the identified mitigation measures are included in the environmental management plan that all contractors as well as the applicant will need to adhere to.</p>
<p>Is daar enige gesprekvoering tussen die KOT en die trustees van die HEV? Word hierdie gesprekke/vergaderings iewers genotuleer? Goeie kommunikasie is essensieel vir goeie samewerking.</p>	<p>Cape EAPrac is nie deel van die vergaderings/gesprekke tussen KOT en Trustees nie en dus het ek ongelukkig nie enige terugvoering vir Me rakend die kommunikasie nie. Cape EAPrac deel wel al die dokumentasie rakend die omgewings proses met alle aangrensende grond eienaars van Erf 720 sowel as Dwarswegstrand HEV wat dus alle huiseienaars 'n geleentheid gee om insette/kommentaar te lewer op die voorgestelde aansoek.</p>

	Kommentaar rakende die kommunikasie tussen Dwarswegstrand HEV en huiseienaars sal gedeel word met die aansoeker.
Hannes van Wyk Via Email on Pre-App DBAR	
Comments/Recommendations	Response
Unless I am reading it incorrectly, the reports are inconsistent about the proposed number of units. Page 28 of the DBAR and page 26 of the Engineering Report refer to 26 units, where-as pages 19, 27 & Alternative 1 on page 44 of the DBAR makes reference to 18 units.	The proposal is for eight (8) x duette units and ten (10) x two bedroom units equalling to 18 physical buildings. However, the duette units can be seen as 16 individual units that are placed in connection with each other resulting in 8 physical duette buildings.
The use of a conservancy tank, with its associated foul odours during pumping operations, is proposed and justified on the basis that it will be tied into the network once the area has been connected to the pump station in Groot-Brakrivier. What is not stated, however, is that the installation of the main line between Groot-Brakrivier and Glentana may take a long time, as Mossel Bay Municipality is hoping for a sizable capital contribution from the proposed development on Dwarsweg Farm opposite Morrison Road before installing the line. At the current asking price for the land, it will take many years before any development will get off the ground on this property. I think the use of a sewage package plant should be strongly considered.	<p>The use of a sewage package plant comes with various positive and negative attributes. A big positive is the reduced risk of spillage to occur as sludge buildup will only need to be removed approximately every 5 years and therefore the odour emissions are reduced as it would not require to be pumped out daily.</p> <p>The downside is that a sewage package plant is quite expensive compared to conservancy tanks. The use of treated effluent as irrigation water will have to meet the Department of Water and Sanitation's General Standards which consequently will require a full Water Usage License which is very costly and time consuming to obtain. Thank you very much for sharing the information regarding development on Dwarswegstrand Farm opposite Morrison Road. I will share the information with the developer and engineering team.</p> <p>A sewage package plant design has been discussed in detail as secondary alternative in the engineering report. Please refer to</p>

	chapter 5 and 5.3.7 in the Engineering Services Report (Appendix G6).
<p>A 1.5m paved walkway is proposed between the site entrance and Dwarswegstrand boom gate. I assume this is to cater for pedestrians wanting to go to the beach. I propose a similar walkway between the site entrance and Morrison Road for visitors wanting to go for a walk or a jog.</p>	<p>The paved walkway between the proposed entrance and Dwarswegstrand Resort is to accommodate residents of the proposed development to access the beach without the need of using a vehicle as traffic in H.C. Botha Street can be an issue during peak holiday periods. The addition of a similar walkway heading towards Morrison Road is a proposal that will be shared with the developer and engineering team. However, there is a large milkwood clump located to the north-east of the proposed entrance that will need to be taken into account during the consideration of a walkway leading to Morrison Road as the proposed development aims to avoid all protected tree species.</p> <p><u>Updated Response:</u></p> <p>Initially pedestrian access was proposed in the form of a footpath and wooden staircase through Erf 720 to H.C. Botha Street, with the end destination close to the existing entrance of the Dwarswegstrand Resort.</p> <p>The specialist studies pointed out that the proposed footpath and wooden staircase will possibly fragment animal movement between Erf 720 and the open erven located west of H.C. Botha Street. The walkway was therefore moved to the road reserve in H.C. Botha street as a mitigation measure. The possible negative impacts during construction and human disturbance during the use of the walkway is therefore reduced.</p> <p>The function of this paved/raised walkway is to allow guests of the Dwarswegstrand Holiday Resort to obtain access to the beach without the need to use vehicles and therefore not</p>

	<p>contribute towards any traffic congestion in H.C. Botha Street. It is unlikely that there will be a notable increase in pedestrian traffic due to the proposal only including 26 units as well as multifunctional and swimming pool facilities.</p> <p>Mossel Bay Municipality is responsible for the safety of pedestrians on public roads, but the developer of the proposed Dwarswegstrand Holiday Resort decided to take it upon themselves to provide safe access for their guests to the beach even though it is not a requirement of the local authority to develop. The proposed paved/raised walkway covers approximately 60% of H.C. Botha Street as part of the proposed development. The Municipality as the roads authority can still implement (or request to implement) that the walkway be extended, however with the focus being on accessing the beach area the Applicant has restricted the footprint of a pedestrian walkway along HC Botha in a southern direction only.</p> <p>The location of the milkwood clump has been taken into account with the walkway down to Dwarswegstrand Resort.</p>
Pienaar Kloppers Via Email on Pre-App DBAR	
Comments/Recommendations	Response
<p>Kindly provide details of the construction contractors earmarked for engagement in the development.</p>	<p>The Kaapland Onderwys Trust (KOT) (the Applicant) is still some time away from any construction, so there are no contractors identified/appointed yet.</p> <p>The KOT must first go through the environmental application process (which can take anything from 5-6 months still), followed by the Municipal Planning decision (potentially another 3-4</p>

	<p>months), then service level agreements and building plan approvals from the local Municipality. That's if they obtain authorisation for their proposal.</p> <p>Contractors will only be brought onboard after all of the above processes have been finalised – which put together can easily take up to two years from.</p> <p>So at this point in time there are no contractors in the picture yet. But should you wish to make recommendations on contractors, or wish to give guidance on anything one must look out for (ito contractors) should they eventually achieve all of the approvals, please do not hesitate to send such through to us and we'll be sure to pass it onto the KOT.</p>
<p>Please let me examine the report Melanie Koen, who works for the Department of Forestry and Fisheries, produced. She is the foremost authority on our flora, and I have worked with her in the past.</p>	<p>Ms Koen has been notified of the development application alongside all of the relevant environmental authorities including the Department of Environmental Affairs and CapeNature.</p> <p>Ms Koen does not produce a report on the development application, however she will comment on the application and her response will then be incorporated into the Basic Assessment Report. So you will get to see the Department of Forestry's comment in the next version of the Basic Assessment Report along with all of the other comments we receive during the course of the ongoing public participation.</p> <p>In the absence of having comment from the environmental authorities just yet, the Botanical and Biodiversity Reports compiled by Dr Dave McDonald are attached for your perusal. These reports have been compiled specifically to inform the layout and development application to date and forms part of the Basic Assessment Report currently available for stakeholder review and comment.</p>

<p>When is the Socio-Economic Assessment scheduled for completion, and could you please provide details regarding the assessment protocol to be employed, as well as the specific national or international standards that will guide the process.</p>	<p>A socio-economic study has not been undertaken for this application mainly due to the small scale, compatibility of the land use with surrounding land uses and alignment with the local spatial planning for the area.</p> <p>Arriving at this conclusion required us to consider the key triggers for a socio-economic impact assessment, as these are stipulated in the Guideline for Social Impact Assessment as drawn up for the Department of Environmental Affairs by Tony Barbour (2007).</p> <p>The purpose of the Guideline Series is specifically to provide guidance (to environmental consultants and the Department in particular) on whether or not a specific specialist study is deemed applicable/necessary to inform decision-making.</p> <p>Summary of the main triggers as stipulated per the Guideline below.</p> <ul style="list-style-type: none"> • Consideration of the nature of the receiving environment, in particular whether vulnerable community, or areas with high poverty/unemployment, or areas where livelihoods depend on existing social relationships and income generating patterns, will be affected; <ul style="list-style-type: none"> ○ The study area does not qualify to these characteristics – the area is characterised mostly by medium-high income, well-educated and employed/retired people; • Areas where access to services, mobility/community networks are affected, or where livelihoods depend on access to and use of environmental resources and services; <ul style="list-style-type: none"> ○ The Municipality has confirmed services availability and the property is not utilised for
--	---

	<p>ecosystem services at a communal scale. Care has been taken to place units in areas that do not contain thicket clumps/protected trees and the remaining natural areas will continue to function as private open space;</p> <ul style="list-style-type: none">• Areas of important tourism or recreational value should conflicting land uses be introduced;<ul style="list-style-type: none">○ The coastal townships/suburbs stretching from Glentana to Great Brak is characterised by a combination of primary dwellings, secondary (holiday) homes, as well as resort type developments mainly due to its proximity to the ocean/beach. Development of a resort is not considered a conflicting land use but rather compatible with the tourism/recreational qualities of the area;• Compatibility of the land use (proposed) in terms of the Integrated Development Plan / Spatial Development Framework of the local Municipality;<ul style="list-style-type: none">○ Although the property is currently zoned private open space, it forms part of the greater Dwarswegstrand Resort development and had the zoning of 'Resort Zone' from 1991 – 2016. Reverting back to this resort zone is not deemed inconsistent with the surrounding land use. Furthermore, the Municipality has confirmed that the site is located within the urban edge according to the Spatial Development Framework (2022) and is designated specifically for urban expansion, notably medium density residential or resort type development;
--	--

	<ul style="list-style-type: none">• Areas where the proposed land use will alter the sense of place or character of the area, or where the project represents a significant change in land use from the prevailing use;<ul style="list-style-type: none">○ Development of a resort, adjacent to the existing Dwarswegstrand Resort, within an urban context, will not change the character of the area (although the vacant status of the property itself will change) and as such will not result in a significant change in the land use compared to the prevailing urban (prevailing) use;• Large, high intensity type projects such as large infrastructure or civil projects; or<ul style="list-style-type: none">○ The development of 18 single storey structures with limited footprints (8 will be duette units, plus 10 single standing units) with amenities, which will be positioned to avoid thicket clumps/individual protected trees (also helping to screen the structures) on the study site, does not qualify as a high intensity or large scale project;• Projects that require large workforce relative to the size of the existing workforce such as dams, railways, roads;<ul style="list-style-type: none">○ The development will happen in phases with bulk earthworks and civils, following by units (five units per phase) over a period of time, so as to avoid needing a large workforce on the site at any one time. The recommendation is also for the property boundary fence to be erected (by hand) prior to commencing with earthworks or bulk services to ensure that construction activities, including the workforce, is restricted to the site only. Security is always a sensitive matter when projects are
--	--

	<p>implemented, so the Environmental Management also specifies a number of conditions to ensure that the contractor(s) and his/her workforce do not move around or off the site when they are working on different phases.</p> <p>Having considered the key triggers that would typically indicate the need for a socio-economic impact assessment to be undertaken to inform decision-making, we determined that the proposal is not the type of activity (both in nature and in scale) for which such a study is required.</p>
Christina Jurgens Via Email on Pre-App DBAR	
Comments/Recommendations	Response
<p>Request for Fire Risk Assessment Study and Fire Prevention Measures.</p> <p>As guided by the National Environmental Management Act 107 of 1998 (NEMA) and the Environmental Impact Assessment Regulations of 2014, it is essential to acquire the fire risk assessment study, encompassing an evaluation of potential hazards and the corresponding safeguards concerning the proposed development.</p> <p>Adherence to fire prevention measures is mandated by the National Building Regulations and Standards Act 103 of 1977, wherein the standards and provisions for fire safety are delineated. It is requested that a comprehensive overview of fire prevention measures be furnished, outlining strategies such as</p>	<p>The proposed development site is not subject to a burning regime to maintain the natural vegetation. The thicket vegetation present on the property is not a highly flammable fuel source and therefore a Fire Risk Assessment Study is not deemed necessary.</p> <p>The internal assessment of the management, building plan approvals and emergency procedures outlining strategies such as fire-resistant materials, emergency exits, fire detection and suppression systems and evacuation protocols will be submitted by the applicant to the municipality.</p> <p>Fire prevention measures have been included in the Environmental Management Programme for the proposed development that must be adhered to by the applicant and future Home Owners Association (HOA):</p>

<p>fire-resistant materials, emergency exits, fire detection and suppression systems, and evacuation protocols.</p> <p>Furthermore, in consideration of the impact of the proposed development on the local fire-fighting capacity, as guided by the National Environmental Management: Biodiversity Act 10 of 2004 (NEMBA), kindly provide documentation detailing the findings of a study that assesses the potential escalating in demand on the existing fire-fighting infrastructure.</p>	<p>The Mossel Bay Municipality (Fire, Rescue and Disaster Management Services) have been approached as part of the public participation process to provide input and comment regarding the proposed development.</p>
<p>Details of Contractors and Development Timeline.</p> <p>In compliance with the stipulations of the Municipal Systems Act 32 of 2000 and the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA), you are hereby requested to provide comprehensive details regarding the contractors slated for involvement in the construction of various aspects of the resort. The particulars sought include contractor identifies, qualifications, and relevant prior experience.</p> <p>As per the aforementioned legislation and the National Building Regulations and Standards Act 103 of 1977, it is requisite to present a development timeline encompassing the projected commencement, milestones, and culmination of the proposed development.</p>	<p>The applicant must first go through the environmental application process (which can take anything from 5-6 months still), followed by the Municipal Planning decision (potentially another 3-4 months), then service level agreements and building plan approvals from the local Municipality. It is therefore premature to identify contractors at the Environmental Impact Assessment stage since further approvals will only follow after the environmental application process.</p> <p>Tender procedures to identify contractors will be held before any contractors are employed.</p> <p>Contractors will only be brought onboard after all of the above processes have been finalised – which put together can easily take up to two years from.</p> <p>The Environmental Authorisation Application applies for a 5-year period for the commencement of construction with an additional 10-year period from the commencement of construction to completion.</p>
<p>Noise studies and mitigation measures.</p> <p>In line with the Environmental Impact Assessment Regulations of 2014 and the imperative of addressing environmental</p>	<p>Minimal noise is expected during construction and therefore it is proposed for construction activities to be limited to normal working hours (07:00-18:00) with no construction activities to take place on Sundays and public holidays. It is envisaged that</p>

<p>considerations, it is requested that a comprehensive dossier outlining conducted noise studies and the subsequent noise mitigation measures be furnished. This documentation should encompass methodologies employed for noise assessment, identified noise sources, and proposed strategies for noise abatement.</p>	<p>the proposed development will not generate more noise compared to similar surrounding developments in close proximity to Erf 720 and that the constant noise emitted from the ocean as well as traffic in Morrison Road will overshadow any noise emitted from the proposed holiday resort.</p> <p>The inclusion of a noise impact study is therefore not deemed necessary as the operational phase is associated with urban/township resort development in an urban context.</p> <p>The noise mitigation measures applicable to the development phases are included in the Environmental Management Programmes and attached as Appendix H.</p>
<p>Mitigation Measures for Pedestrian Traffic and Building Material. Guided by the provisions of the National Environmental Management: Integrated Coastal Management Act 24 of 2008 (NICMA), which governs coastal zones, it is imperative to address the potential impact on pedestrian traffic and to implement mitigation measures. Kindly provide an overview of the strategies devised to prevent pedestrian ingress from the resort to the non-enclosed Nature-on-Sea area.</p> <p>With regard to building material selection, as mandated by the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) and the National Building Regulations and Standards Act 103 of 1977, it is requested that you elaborate on the incorporation of half-log building material. This consideration aligns with building guidelines and aims to mitigate the visual impact of the proposed resort.</p>	<p>The proposed development provides sufficient parking for the holiday resort units as well as at the communal facilities within the resort. A paved/raised walkway is proposed from the entrance of the development in the direction of the beach in H.C. Botha Street to reduce the need for vehicle usage as well as to provide sufficient space for joggers and cyclist from the proposed holiday resort. No strategy is currently devised to prevent pedestrian ingress from the resort to the non-enclosed Nature-on-Sea area. The current state of the vegetation on the eastern border of the proposed development site prevents the movement of pedestrians and will be kept in its current state.</p> <p>Building material selection will only be decided during the detailed design phase after the environmental process. The design standards will have to be approved by the municipality and align with all prescribed building guidelines.</p>
<p>Adequacy of the existing water pressure.</p> <p>In conjunction with the aforementioned inquiries, if an assessment has been undertaken to evaluate the adequacy of</p>	<p>Bulk water has been approved for the proposed development by the Mossel Bay Municipality. Adequacy of water pressure will be investigated during the detail design stage as per normal detail</p>

<p>the existing water pressure across the encompassing area for effective fire suppression and the sustenance of water pressure during periods of heightened demand, kindly furnish information regarding the findings and conclusions of said assessment. This evaluation is pivotal to ensuring the practicality of fire extinguishing efforts and the seamless maintenance of water pressure during instances of elevated consumption.</p>	<p>design guidelines. Detail design drawings will not be approved by the Mossel Bay Municipality if suitable pressure is not provided, either by pressure available in the system, or by the necessary pressure boosters.</p>
DEA&DP Biodiversity and Coastal Management Via Email on Pre-App DBAR	
Comments/Recommendations	Response
<p>It is noted that the proposed development site is located inland of the coastal management line as well as the coastal erosion risk lines as delineated by this Department.</p>	<p>Please refer to Appendix A2 which indicates the proposed development site (Erf 720) in relation to the coastal management line as well as coastal erosion risk lines.</p>
<p>Restricted access to the coastline, particularly within the Mossel Bay and George Municipal administrative areas within the Garden Route District is increasingly becoming a significant issue. Section 63 of the NEM: ICMA, stipulates several considerations that the Competent Authority must take into account when considering environmental authorisations for activities in the coastal zone, including coastal access. Furthermore, Section 62 of the NEM: ICMA obliges any organ of state that regulates planning or development of land located within the coastal protection zone, to consider any development application in a manner that is consistent with the purpose of the coastal protection. As such, the provisions of Section 63 of the NEM: ICMA must be addressed in the PBAR.</p>	<p>It is evident from the considerations regarding the NEM:ICMA mentioned, that the proposed development will not prejudice the achievement of any coastal management objectives and is not in contrary to the interests of the surrounding community. The proposed development will not cause irreversible or long-lasting adverse affects to any aspect of the coastal environment. The proposed development will not deny the public access to the coastal environment as it is private land and a private development.</p> <p>Please refer to Section E(7) of the Final Basic Assessment Report for the full considerations regarding NEM:ICMA.</p>

<p>Adequate investigation of public access must be considered in the PBAR to demonstrate if the development may restrict public access to the coast within the context of in situ public access to the coastline within the area, and if so how any possible access limitations are considered.</p> <p>The Department of Environmental Affairs and Development Planning (DEA&DP) supported the Garden Route District Municipality and Local Municipalities with the facilitation of coastal access by commissioning the Garden Route Coastal Access Audit. Please review the said report for consideration within the Draft BAR.</p>	<p>According to the Western Cape Provincial Coastal Access Audit – Garden Route Municipal District (2019), the closest access point to Erf 720 is stipulated as BOT 03, located directly to the south of the proposed development site. The coastal access report intends to assist the Garden Route Municipalities to prioritise efforts and resources. It is noted that for access point BOT 03, no conflicts, environmental damage, safety issues, needs, required maintenance or illegal activities were identified. BOT 03 was also not earmarked for further investigations.</p> <p>Please refer to Section E(7) of the Final Basic Assessment Report for the full considerations regarding coastal access.</p>
<p>While it seems that from a coastal processes perspective, (based on the coastal risk modelled data) the development does not raise significant issues, it is advised that a precautionary approach be applied with the placement and design of the units. While it is acknowledged that the proposed site is elevated and is buffered by existing development on the seaward boundary, the storm surge event that occurred over the weekend of 16 to 17 September 2023 resulted in large scale erosion that would also impact the position of the high-water mark of the sea. The increased frequency of these storm surge events, especially along the southern cape coastline warrants careful consideration of the need and desirability of locating new development within the coastal protection zone.</p>	<p>The proposed development will be limited to higher-lying northern portion of Erf 720, therefore applying avoidance mitigation to protect the natural coastal buffer zone that could be affected by storm surge events as well as potential climate change related impacts. An environmental management programme will be adhered to for the proposed development which will aim to preserve/maintain the natural coastal corridor environment.</p>
<p>Department of Health Garden Route District Municipality Via Email on Pre-App DBAR</p>	
<p>Comments/Recommendations</p>	<p>Response</p>

Proper storage and disposal of waste generated (general waste and construction waste) on site.	This recommendation is included in the Environmental Management Programme for the proposed development.
Managing dust emanating from site by means of the most practical option available.	This recommendation is included in the Environmental Management Programme for the proposed development.
Ensure proper toilet facilities for employees on site.	This recommendation is included in the Environmental Management Programme for the proposed development.
Mossel Bay Municipality Town Planners Via Email on Pre-App DBAR	
Comments/Recommendations	Response
<p>The area is located within the Mossel Bay Urban Edge as defined by the Mossel Bay Spatial Development Framework/Environmental Management Framework 2022.</p> <p>The area is located within an Urban Expansion Zone.</p> <p>The particular Expansion Area is defined as area 82 and earmarked for Resort, Medium Density Residential uses.</p> <p>The presented proposal is therefore in line with the use envisaged in the Mossel Bay Spatial Development Framework/Environmental Management Framework 2022, which is the principle guiding document for development within the Mossel Bay Municipal area. The necessary Planning applications must be lodged with the Municipality.</p>	Thank you very much for the extensive feedback. It is highly appreciated and valued.
Mossel Bay Municipality Electrical Services Via Email on Pre-App DBAR	

Comments/Recommendations	Response
<p>We confirm the availability of 100kVA electrical capacity as per our letter dated 11 Feb 2020.</p> <p>Depending on budget constraints, it is envisaged that the overhead line running along Morrison Rd and the northern boundary of Erf 720, will be replaced with an underground cable in the next 2-3 years. Construction work on the overhead line replacement project will start on 26 Sep 2023 at a point approximately 1900m east of this development.</p> <p>We therefore propose that allowance be made for ground mounted equipment for the bulk electrical connection to this development instead of the pole mounted transformer and overhead MV connection referred to in the Electrical Services report.</p>	<p>We take note of the proposed changes to your bulk electrical infrastructure and we will make necessary adjustments to our designs and will inform our client accordingly.</p>
Breede-Olifants Catchment Management Agency Via Email on Pre-App DBAR	
Comments/Recommendations	Response
<p>Please advise about the capacity of on-site conservancy tank and if the local municipality confirm the capacity to cater for additional wastewater from the resort.</p>	<p>The preliminary conservancy tank design will be an underground concrete tank, approximately 21kl in size with dimension of 3m(w) x 4m(l) x 1.8m(d).</p> <p>The Mossel Bay Municipality has approved the engineering report and confirmed capacity at the Great Brak River WWTW for the 21kl/day from the proposed development.</p> <p><u>Updated Response:</u></p>

	The preliminary conservancy tank design will be underground concrete tanks, approximately 11kl in size each with dimensions of 3m(w) x 2m(l) x 1.8m(d).
How often will the conservancy tank be emptied.	During peak holiday periods it is envisaged that the proposed conservancy tanks will be emptied twice a day (morning and evening).
How likely that the on-site conservancy tank will overflow and pose risk to the human health and the environment.	<p>Sewage will be emptied from the conservancy tank by a private contractor or by the KOT. This will be with a formal contract on specified times (twice per day during peak season on specific times). The concrete tank is highly resistant to degradation and remains stable over the long term, resulting in little maintenance costs. The tank has an underground footprint with very limited above-ground infrastructure visible, other than a manhole. The tank is supplied with odor-controlled ventilation and hence has no odor.</p> <p>Inspection of the system will be performed by the supervisor on a daily basis. The operational methodology shall be incorporated into the service level agreement (SLA) with the municipality.</p>
Please ensure that no water is taken from a water resource for any purpose without authorisation from the Responsible Authority.	<p>Water supply is available from a 110mm uPVC Municipal line along H.C. Botha Street along the south-western boundary of Erf 720. Water will be distributed throughout the proposed development site using HDPE pipelines ranging in diameters between 63mm and 90mm, depending on the pressure that is available and the flow required. No water will therefore be taken from a water resource.</p> <p>Drink water – Municipal.</p> <p>Construction – Untreated water sourced from Water Treatment Works.</p>

<p>Please ensure that no waste or water containing waste is disposed in a manner which may detrimentally impact in a water resource without authorisation from the National Water Act, 1998 (Act 36 of 1998) and other related legislations.</p>	<p>Solid waste will be collected by the Municipality and disposed at a registered landfill site. Sewage will be emptied from the conservancy tank by a private contractor or by the KOT. This will be with a formal contract on specified times (twice per day during peak season on specific times).</p> <p>The conservancy tank has to be emptied twice per day during peak season in order to mitigate risk. This arrangement provides for a 12hour contingency time during peak season, i.e. sufficient time to make an arrangement for a replacement tanker.</p>
<p>No pollution of surface water or groundwater resources may occur due to any activity. Stormwater management must be addressed both in terms of flooding, erosion, and pollution potential.</p> <p>No stormwater runoff from the application premises containing waste, or water containing waste emanating from any activity may be discharged into a water resource without prior treatment.</p>	<p>Stormwater attenuation will take place on-site. The highly permeable soils as well as the design of the internal access roads with grass blocks will increase stormwater infiltration and therefore reduce stormwater runoff from the proposed development site. Each holiday unit as well as communal facility buildings will be equipped with rainwater harvest tanks to reduce the amount of rainwater reaching the permeable soils.</p> <p>The conservancy tank has to be emptied twice per day during peak season in order to mitigate risk. This arrangement provides for a 12hour contingency time during peak season, i.e. sufficient time to make an arrangement for a replacement tanker.</p>
<p>Cape Nature Via Email on Pre-App DBAR</p>	
<p>Comments/Recommendations</p>	<p>Response</p>
<p>The Hartenbos Dune Thicket is part of the Albany Thicket Bioregion and is endemic to South Africa. This is a poorly protected ecosystem with 79% of its natural extent remaining.</p>	<p>A broader study than just on the property in question would be required to make the assessment of Hartenbos Dune Thicket in terms of pressure on it as a vegetation unit. It would not rely only</p>

<p>The Hartenbos Dune Thicket has not been critically assessed to determine the risks and pressures for this vegetation unit and data on the ecosystems condition (including biotic disturbances, overutilization, and altered fire regimes) is limited (SANBI 2022).</p>	<p>on a local site such as where the proposed development would take place at Dwarswegstrand. Such a study would require a multi-disciplined approach that would have to be conducted over a few years to be able to determine all the risks, threats and pressures that impact this vegetation type. Such a study is beyond the scope of the included botanical / biodiversity assessment.</p>
<p>The proposed development site is surrounded by urban development, and it is understood that the surrounding open/natural areas will also be developed. However, the site is partially connected to the west and to the south of the property, which will not be developed. CapeNature therefore supports the 10m buffer along the ecotone boundary.</p>	<p>In addition to the 10m buffer along the ecotone boundary, the proposed development has omitted any fencing on the southern and south-western boundary. Therefore the fragmentation of this faunal corridor is avoided.</p>
<p>According to the WCBSP the property is within a coastal corridor (Pool-Stanvliet et.al. 2017). Coastal ecosystems are ecological infrastructures that provides a range of regulatory services to coastal communities. The foredunes play an essential role in providing physical buffering against sea storm surges and other potential climate change related impacts. Therefore, they should be in a functional near-natural state. As these areas are important corridors to maintain landscape connectivity it is crucial that no further disturbances occur, and that the area must be restored to improve connectivity and reduce landscape fragmentation.</p>	<p>The proposed development will be limited to higher-lying northern portion of Erf 720, therefore applying avoidance mitigation to protect the natural coastal buffer zone that could be affected by storm surge events as well as potential climate change related impacts. An environmental management programme will be adhered to for the proposed development which will aim to preserve/maintain the natural coastal corridor environment.</p>
<p>CapeNature acknowledges the indigenous protected trees will be incorporated and recommend the Department of Forestry, Fisheries and Environment (DFFE) provide comments. Furthermore, these protected trees must be demarcated as No-</p>	<p>The Department of Forestry, Fisheries and Environment (DFFE) have provided comment on the proposal. All comments from the DFFE are included in this Comments and Response Report as well as in the Final Basic Assessment Report.</p>

<p>Go areas and illustrated on a map which must be included in the EMPr.</p>	<p>All protected trees will be demarcated prior to any development taking place. A No-Go areas map is included in the Environmental Management Programme for the proposed development.</p>
<p>The applicant is reminded that the management of invasive alien species is a requirement of all landowners in terms of both the Conservation of Agricultural Resources Act (CARA) and the NEM:BA Alien and Invasive Species Regulations and applies to the entire property. The eradication methods of invasive aliens must be compliant with the National Environmental Management: Biodiversity Act (Act No.10 of 2004)7 and including areas outside of the proposed development area.</p>	<p>The management of invasive alien species is included in the Environmental Management Programme for the proposed development. Invasive alien vegetation will be managed better through designated management and levies that will be allocated for environmental management inclusive of invasive alien management in particular.</p>
<p>Suitable locations must be determined before the geophytes are relocated. The season should also be considered to give the plants an adequate chance to re-establish. CapeNature is of the opinion that a suitable site with similar microclimate and geological conditions must be identified, and the success rate must be confirmed. Furthermore, it will be important that an experienced Environmental Control Officer (with botanical knowledge) be appointed to oversee the removal of the plants.</p>	<p>A suitable location for the relocation of geophytes will be determined by a suitably qualified environmental control officer with botanical knowledge prior to any development taking place.</p> <p>The rescue and relocation of geophytes have been included in the Environmental Management Programme for the proposed development.</p> <p>The ECO will oversee the relocation of the geophytes.</p>
<p>Fencing around the property must be animal permeable. Thus, appropriately sized fence gaps, at the ground level, must allow the movement of small mammals. These fences must be visible to wildlife, including birds, by fitting reflective or colorful weather-resistant flags (e.g., aluminum, or plastic strips) to the wire.</p> <p>CapeNature supports the recommendation to relocate the staircase and the proposed access road to maintain the remaining natural vegetation and landscape connectivity.</p>	<p>The proposed development has omitted any fencing on the southern and south-western boundary. Therefore the fragmentation of this faunal corridor is avoided. Appropriately sized fenced gaps will be applied at regular intervals to the fence along H.C. Botha Street and Morrison Road.</p>

<p>CapeNature supports the recommendation to relocate the staircase and the proposed access road to maintain the remaining natural vegetation and landscape connectivity.</p>	<p>Noted.</p>
<p>The ECO must ensure that the mitigation measure proposed by the specialists are implemented to protect the remaining ecological process and landscape connectivity.</p>	<p>A suitably qualified environmental control officer will be appointed to oversee the proposed development.</p>
<p>Department of Environmental Affairs and Development Planning Via Email on Pre-App DBAR</p>	
<p>Comments/Recommendations</p>	<p>Response</p>
<p>The Department notes the opinion of the EAP with regard to the “interim urban edge” as defined in this Department’s Circular 1 of 2012 on Section E.9 of the pre-app BAR. According to the EAP the property is located inside the interim urban edge since it was zoned as Resort Zone on 5 March 2012. The opinion of the EAP is acknowledged; however, this Department does not necessarily consider “Resort Zone” as an urban use. It is also understood that although the portion of land may have been zoned as Resort Zone, it was not services or set aside for development, but rather as a undeveloped portion of land or even for a conservation use. In light of the above, the Department stands by the comment in this regard as presented</p>	<p>It is noted that although the site falls within the built-up area of Dwarswegstrand / Outeniquastrand/ Glentana, the DEA&DP is of the opinion that the proposed development footprint is located outside urban areas/urban edge. The relevant applicable listed activities have therefore been assessed and included in the Basic Assessment Process.</p>

<p>in the comment on the Notice of Intent, dated 17 March 2023. Therefore, the relevant activities should be applied for and assessed in the application for environmental authorisation. Please be advised that only those activities applied for and authorised in an Environmental Authorisation, may be commenced with in accordance with Section 24F of the National Environmental Management Act, 1998 (“NEMA”). The onus is on the proponent/applicant to ensure that all the applicable listed activities are applied for and assessed as part of the environmental impact assessment (EIA) process.</p>	
<p>The Department notes that the layout for the preferred has been informed by the presence of protected tree species <i>Sideroxylon inerme</i> (milkwood) and <i>Pittosporum viridiflorum</i> (cheesewood). It is noted that the layout avoids the clumps of protected trees in order to avoid removal of such trees. In this regard, it is noted that micro-siting will be undertaken prior to construction to ensure that tree growth and / or germination of new protected trees are taken into account. However, it is understood that trimming will in all likelihood be required.</p> <p>In light of the above, please be informed that in terms of Section 15(1)(a) of the National Forest Act, Act No. 84 of 1998, (as amended) no person may cut, disturb, damage or destroy any protected tree (i) except under a license granted by the Minister. An application for a license for the cutting, disturbance and / or removal of a protected tree species must therefore be obtained from the National Department of Forestry, Fisheries and the Environment (“DFFE”) prior to the cutting, disturbance and / or removal of such trees. Therefore, you are advised to consult with the DFFE: Western Cape Forestry – Knysna office timeously to obtain the relevant permits.</p>	<p>The following impact management measure was identified and included in the Environmental Management Plan for the proposed development:</p> <ul style="list-style-type: none"> • Forestry License(s) must be obtained for any trimming of protected trees prior to erection of the fence line, installation of services or construction/development of structures/units.

<p>According to the information in the pre-app BAR, the No-Go Alternative will have a Low indirect negative impact over the long terms on indigenous habitat and biodiversity due to, inter alia, the spread of alien invasive plants. According to the EAP the spread of alien invasive will be as a result of less maintenance by the owner / management to keep the alien vegetation under control. However, please be advised of the duty of care relating to listed invasive species in terms of Section 73(2) of the National Environmental Management: Biodiversity Act, Act 10 of 2004 (as amended) a person who is the owner of land on which a listed invasive species occurs must take steps to control or eradicate the listed invasive species as prescribed by the Minister; and take all the required steps to prevent or minimise harm to biodiversity. Therefore, the Department does not agree with the statement since the landowner has a legal obligation to control or eradicate listed invasive species on the property.</p>	<p>The No-Go alternative (status quo) with no development of a holiday resort and continued as a private open space area implies that the property remains as private open space to be managed by the Dwarswegstrand HOA.</p> <p>The open space is relatively small and with sufficient funds to manage invasive alien vegetation, the site can be retained as vacant land in a reasonably natural state.</p> <p>However, the additional cost of fencing the property to secure it against unwanted dumping / unauthorised access / potential land invasion and poaching of wildlife, will have to be funded from home owners, alongside long-term invasive alien management.</p> <p>The HOA has already earmarked the site for alienation in part to generate funds for operational requirements of the Dwarswegstrand Resort. Should the KOT not be successful in their application, it is highly likely that the HOA will continue to have the property on offering for development, especially considering that it is earmarked for infill development in terms of the 2022 Spatial Development Framework.</p>
<p>The Department has reviewed the Terrestrial Animal Species Compliance Statement (Colville et al, 2022). It is noted that the recommendations made by the specialist include, inter alia:</p> <ul style="list-style-type: none"> • the establishment of a 10m buffer from the ecotone between the upper development area and the lower “ravine” area; • the omission of the 1.8m-high fence along the southern boundary of the development site as it will cut off access to fauna to the upper areas of natural vegetation; 	<p>The recommendations provided by Colville et al. (2022) informed the preferred proposal. The site development plan has been amended to depict the following recommendations and assessed as an alternative.</p> <ul style="list-style-type: none"> • The 10m buffer from the ecotone between the upper development area and the lower ravine area; • The omission of the 1.8m high fence along the southern boundary of the development site; • The omission of the proposed wooden staircase.

<ul style="list-style-type: none"> • and the omission of a proposed wooden staircase due to its proximity to the western tail-end of natural vegetation which connects to a large corridor of natural vegetation on the other side of H.C. Botha Street. <p>The Department acknowledges the recommendations provided by Colville et al. (2022) as it will minimise the impact on connectivity and faunal movement between the proposed development area and the ravine which will remain undeveloped. In this regard, the Site Development Plan & Services Layout (Drawing No: 1903141/C/100 (Rev. P); dated 21 August 2023) must be amended to depict the recommendations and assessed as an alternative.</p>	<ul style="list-style-type: none"> • The access to the proposed development have been located to intersect two protected tree clumps, therefore applying avoidance mitigation. <p>SDP has been updated accordingly</p>
<p>It is advised that the remaining undeveloped portion of the property is zoned open space with a conservation purpose (e.g. Open Space Zone III).</p> <p>Furthermore, an alien invasive management plan must be compiled for the ongoing control and eradication of alien invasive species on the property. This plan must be submitted to the Department of Forestry, Fisheries and the Environment: Branch - Biosecurity for consideration and agreement.</p> <p>Furthermore, it is noted that the list of species recorded by the specialist include species which are included in Schedules 3 and / or 4 of the Western Cape Nature Conservation Laws Amendment Act, 2000 (Act No. 3 of 2000). Please be reminded that species included in Schedule 3 and 4 of this Act may not be picked or removed without the relevant permit from CapeNature.</p>	<p>It is proposed for the remainder of Erf 720 (southern portion) to remain as Open Space Zone II to prevent development creep and to conserve the natural vegetation in the area. The Applicant has elected to maintain the proposal for Open Space II zoning as their operational approach to keeping this area natural will not change with a different zoning.</p> <p>Ownership of the southern open space area dictate that any maintenance will remain the responsibility of the Dwarswegstrand HEV and not the applicant (Kaapland Onderwys Trust). Kaapland Onderwys Trust will solely be responsible for the northern portion to be developed.</p> <p>The open space is relatively small and with sufficient funds to manage invasive alien vegetation, the site can be retained as vacant land in a reasonably natural state.</p> <p>However, the additional cost of fencing the property to secure it against unwanted dumping / unauthorised access / potential land invasion and poaching of wildlife, will have to be funded</p>

	<p>from home owners, alongside long-term invasive alien management.</p> <p>The HOA has already earmarked the site for alienation in part to generate funds for operational requirements of the Dwarswegstrand Resort. Should the KOT not be successful in their application, it is highly likely that the HOA will continue to have the property on offering for development, especially considering that it is earmarked for infill development in terms of the 2022 Spatial Development Framework.</p> <p>Alien invasive species management stipulated in the Environmental Management Programme for the proposed development is therefore focussed on the ongoing control of alien invasive species on the northern portion of Erf 720 to be developed by the applicant.</p> <p>The EMP contains a section on alien vegetation management that must be adhered to once adopted to ensure compliance with the EA and EMP. An addition, standalone Alien clearing plan into NEMBA is deemed to be unnecessary as it will not contribute any further value to what the HOA/Applicant will be (legally) required to do should they receive Environmental Authorisation.</p> <p>The following impact management measure is identified and included in the Environmental Management Plan:</p> <ul style="list-style-type: none"> • Relocation of geophytes from the development footprint prior to construction (permit must be acquired from CapeNature).
<p>According to the correspondence from the Mossel Bay Municipality (Ref: 15/1/2 J Cox) dated 14 November 2022, included in the Engineering Services Report, it is noted that the municipality supports the proposed development in principle</p>	<p>Detailed design drawings will be submitted to the office of the Director: Infrastructure Services for consideration. It will be requested at this stage that Mossel Bay Municipality: Infrastructure Services provide guidance on the requirements</p>

<p>subject to the submission of detailed design drawings as well as the compilation, approval and signing of a services agreement between the developer and the Mossel Bay Municipality. In light hereof, the Mossel Bay Municipality: Infrastructure Services must provide guidance on the requirements and implementation of such a service level agreement. In addition, with specific reference to the proposed method for the disposal of sewage, the level of the service must be specified (i.e. service standard) and under which circumstances the municipality shall need to undertake the management and the maintenance of the facility to provide the service (i.e. failure to provide an adequate service).</p>	<p>and implementation of all service level agreements between the developer and the Municipality.</p>
<p>Map with environmental sensitivities</p> <p>It is noted that the EMPr lists that the map has been included in Appendix 1; however, no appendices has been attached to the EMPr. The EMPr must include a map at an appropriate scale which superimposes the proposed activity, its associated structures, and infrastructure on the environmental sensitivities of the preferred site, indicating any areas that should be avoided, including buffers. This must be informed by the recommendations of the various specialist reports.</p> <p>Curriculum vitae of the EAP</p> <p>According to Table 1 (Checklist in terms of Appendix 4 of the EIA Regulations), the EAP's curriculum vitae has been attached in Appendix 4 of the EMPr. However, as indicated above, the EMPr does not have any appendices thereto. As such, the referenced documentation must be attached to the EMPr.</p> <p>General</p>	<ul style="list-style-type: none"> • Environmental sensitivities map (depicted in Site Development Plan) and No-Go Areas map have been included in the Environmental Management Programme of the proposed development as separate appendices. • A company profile is attached to the Environmental Management Programme of the proposed development. • Occupational Health and Safety aspects have been included as an appendix in the Environmental Management Programme. • The disposal of bulbs have been removed from the Environmental Management Programme of the proposed development.

<p>This Directorate advises that the EAP consider amending the EMPr and include all aspects relating to occupational health and safety as an annexure to the EMPr as the auditing requirements of health and safety related aspects are undertaken in terms of the Occupational Health and Safety Act, Act No. 85 of 1993 and relevant Regulations and submitted to a different administering authority.</p> <p>Furthermore, it is noted that the EMPr provides for, inter alia a procedure for disposal of bulbs and procedure in event a bulb break. It is unclear how these relate to the management outcomes identified in the Basic Assessment Report and how this will be audited. This must be clarified by the EAP.</p>	
Western Cape Department of Agriculture Via Email on Pre-App DBAR	
Comments/Recommendations	Response
The Western Cape Department of Agriculture: Land Use management has no objection to the proposed development.	Noted.
Department of Fisheries, Forestry and the Environment Via Email on Pre-App DBAR	
Comments/Recommendations	Response
Forestry's previous comments for the land-use application were taken into consideration in this report- where the remnants of coastal forest patches consisting of indigenous trees such as Candlewood as well as protected Milkwood and Cheesewood	Noted. Appendix B1 and B2 indicates the GPS'd protected indigenous trees on the proposed development site.

trees occurring within the northern part of the property were GPS'd and incorporated within the proposed development design as no-go areas	
Forestry supports that the southern portion of the property be conserved (remain undisturbed) and request that this portion be indicated as a green belt and a no-go area for all future development proposals	The southern portion of the proposed development site is indicated as a No-Go area and no development is proposed on this portion. The area will remain as Open Space Zone II to prevent development creep and to conserve the natural vegetation in the area.
Forestry request that individual units be forwarded to the Department for further comment in order to ensure the protection of protected trees as well as indigenous forest	Individual unit placement will be forwarded to the DFFE for further input and comment prior to development.
Department of Environmental Affairs and Development Planning Via Email on DBAR	
Comments/Recommendations	Response
<p>It is noted that the declarations by the applicant and appointed specialists have not been included in the DBAR. According to the relevant declaration templates provided in the document, the declarations will be included in the Final BAR. In this regard, kindly note that the omission of any declarations, especially that of the applicant in this instance, suggests that the applicant and specialist do not take responsibility for any information which is contained within the report.</p> <p>In light of the fact that the DBAR forms part of the formal public participation process, the EAP is required to urgently submit the outstanding completed and duly signed declaration forms to ensure the report is recognised as part of the public participation</p>	<p>Applicant declaration and specialist declaration submitted to the DEA&DP on 11 December 2023.</p> <p>Subsequent signed applicant and specialist declarations will be submitted with the submission of the Final Basic Assessment Report.</p>

<p>process for the application for environmental authorisation. This information must be received by the Department prior to the BAR or the Revised Draft BAR (in the case of Regulation 19(1)(b) being applied) being submitted to the competent authority, failing which this may prejudice the success of the application. As such, the omission of any of the required signed declarations from the BAR, will be render the report incomplete.</p>	
<p>This Directorate provided comment on the pre-application BAR (Ref: 16/3/3/6/7/1/D6/17/0045/23) on 20 September 2023. However, the comment and the responses thereto have not been included in the comments and responses report. This must be addressed in the BAR.</p>	<p>Comments received from the DEA&DP on the Pre-Application Draft Basic Assessment Report on 20 September 2023 as well as the Draft Basic Assessment Report on 11 December 2023 have been addressed and included in this Comments and Response Report and Final Basic Assessment Report.</p>
<p>Furthermore, the comments and responses report contain summaries of the comments, mainly submitted during the pre-application process. The EAP must update the “comment & responses” report and include the written comments from each I&AP verbatim and respond in writing to each comment. The EAP must refrain from summarising comments as vital information or context may be lost in such instances.</p>	<p>This Comments and Responses Report have been updated to reflect all comments / inputs received during the public participation process of the Pre-Application DBAR as well as DBAR. All comments received from I&APs are reflected <i>Verbatim</i>.</p>
<p>This Directorate notes that the remainder of Erf 720 will be zoned open space for a conservation use to prevent development creep into the remaining open space (natural) areas. In this regard, according to the Mossel Bay Zoning Scheme By-law (2021) the following zonings can be considered:</p> <ul style="list-style-type: none"> • Open Space II: the objective of this zone is to provide for private active and passive recreational areas in order to promote recreation and enhance the aesthetic appearance of an area. The primary use of this zoning is “private open space”. 	<p>It is proposed for the remainder of Erf 720 (southern portion) to remain as Open Space Zone II to prevent development creep and to conserve the natural vegetation in the area. Management of this area will be focused on keeping the area natural and Open Space III vs Open Space II will not change this (ito operational management) for the HOA.</p> <p>Ownership of the southern open space area dictate that any maintenance will remain the responsibility of the Dwarswegstrand HEV and not the applicant (Kaapland</p>

<ul style="list-style-type: none"> • Open Space III: The objective of this zone is to provide for the conservation of natural resources in areas that have not been proclaimed as nature areas (non-statutory conservation), in order to sustain flora and fauna and protect areas of undeveloped landscape including woodlands, ridges, wetlands and the coastline. The primary use of this zoning is “nature conservation area”. <p>In light of the above, this Directorate is of the considered opinion that the remainder of Erf 720 should be rezoned to Open Space III in order to achieve the desired outcome. Notwithstanding the zoning of the portion of land, the proposal must demonstrate the legally binding provisions or obligations on the portion of land to limit the use of the proposed open space area for a conservation use. Appropriate legally binding measures may include a “Non-User Conservation Servitude” over the portion of land. Furthermore, it is advised that an operational environmental management plan, which addresses the conservation measures, access, fire management and the control and eradication of invasive alien species, be compiled in support of the measures pertaining to the use of the area.</p>	<p>Onderwys Trust). Kaapland Onderwys Trust will solely be responsible for the northern portion to be developed.</p> <p>The open space is relatively small and with sufficient funds to manage invasive alien vegetation, the site can be retained as vacant land in a reasonably natural state.</p> <p>However, the additional cost of fencing the property to secure it against unwanted dumping / unauthorised access / potential land invasion and poaching of wildlife, will have to be funded from home owners, alongside long-term invasive alien management.</p> <p>The HOA has already earmarked the site for alienation in part to generate funds for operational requirements of the Dwarswegstrand Resort. Should the KOT not be successful in their application, it is highly likely that the HOA will continue to have the property on offering for development, especially considering that it is earmarked for infill development in terms of the 2022 Spatial Development Framework.</p> <p>Alien invasive species management stipulated in the Environmental Management Programme for the proposed development is therefore focussed on the ongoing control of alien invasive species on the northern portion of Erf 720 to be developed by the applicant.</p>
<p>This Directorate notes that Site Development Plan and Services Layout (“SDP”) (Drawing No: 1903141/C/100 (Rev. P); dated 21 August 2023) attached as Appendix B1 of the DBAR. With reference to Point 2.3 of this Directorate’s letter (Ref: 16/3/3/6/7/1/D6/17/0045/23) dated 20 September 2023, please be reminded that the SDP must be amended to depict the</p>	<p>The recommendations provided by Colville et al. (2022) informed the preferred proposal. The site development plan has been amended to depict the following recommendations:</p> <ul style="list-style-type: none"> • The 10m buffer from the ecotone between the upper development area and the lower ravine area;

<p>recommendations of the Terrestrial Animal Species Compliance Statement (Colville et al, 2022).</p> <p>With reference to Point 2.3 above, the SDP must also be updated to depict the zoning and intended conservation use of the remaining natural area of Erf 720.</p>	<ul style="list-style-type: none"> • The omission of the 1.8m high fence along the southern boundary of the development site; • The omission of the proposed wooden staircase. • The access to the proposed development have been located to intersect two protected tree clumps, therefore applying avoidance mitigation. <p>A subdivision map is included in the Final Basic Assessment Report as Appendix A3, depicting the proposed zoning of the two portions of Erf 720.</p>
<p>Construction through protected tree clumps:</p> <p>From the SDP it is noted that the 32mm diameter High-density polyethylene (“HDPE”) will be developed through clusters of protected milkwood and cheesewood trees. In this regard, the EMPr must make allowance for manual labour to minimise the impact on the vegetation. The EMPr must make provision for a method statement to be compiled by the contractor. Such method statement must be submitted to the National Department of Forestry, Fisheries and the Environment: Western Cape Forestry – Knysna office (“DFFE”) along with the application for a permit in terms of Section 15(1)(a) of the National Forest Act, Act No. 84 of 1998, (as amended).</p>	<p>The Environmental Management Programme (Appendix H) for the proposed development makes allowance for manual labour for construction through protected tree clumps to minimise the impact on vegetation.</p> <p>The Environmental Management Programme also makes allowance for a Method Statement for pipeline construction to be submitted to the DFFE along with application for a permit in terms of Section 15(1)(a) of the National Forest Act, Act No. 84 of 1998, (as amended).</p>
<p>Christo Fourie Via Email on DBAR</p>	
<p>Comments/Recommendations</p>	<p>Response</p>
<p>Only comment I have is that being a separate development no access will be granted for ANY vehicles from this development into the existing Dwarswegstrand Property as we already have</p>	<p>The proposed development includes a paved/raised walkway in H.C. Botha Street road reserve to allow residents from the proposed Dwarswegstrand Holiday Resort to access the beach</p>

<p>congestion of cars over holidays, illegal parking, etc. Access to be via pedestrian walkway only by foot. Vehicles access should only be granted to disabled people's cars identified with an approved "disabled" sticker.</p>	<p>on foot due to the limitation of parking available as well as the privacy of surrounding homeowners. The proposal also includes multipurpose and swimming pool facilities with parking to reduce overcrowding during peak holiday periods.</p>
<p>Pienaar Kloppers Via Email and Telephone on DBAR</p>	
<p>Comments/Recommendations</p>	<p>Response</p>
<p>When was the project initiated, and at what point was the first communication disseminated regarding the impact on involved parties?</p>	<p>Please see the sequence of dates of the public distribution of documents below. The latest documents available for review and comment, are distributed to already registered interested and affected parties such as yourself only.</p> <p>Background Information Document: 14 December 2020 – 04 February 2021.</p> <p>Pre-Application Draft Basic Assessment Report: 22 August 2023 – 26 September 2023.</p> <p>Draft Basic Assessment Report: 15 November 2023 – 14 December 2023.</p> <p>The distribution of the Background Information Document (BID) in 2020 was aimed at the property owners of Dwarswegstrand Oord to obtain preliminary input before specialist and technical studies are completed. The distribution of the BID is not part of the required public participation process. The official public participation process as per regulation commenced with the distribution of the Pre-Application Draft Basic Assessment Report which did include the HOA of Nature-On-Sea.</p>

Please provide me the proof of registered post delivery during these sets of communiques.

We as Environmental Assessment Practitioners, are not allowed to share any proof of distribution to the public as this contain contact details of property owners and registered interested and affected parties. We are mindful of the restrictions the POPIA legislation puts on public engagement and as such the proof of distribution is only shared with the competent authority, in the case of this project, The Department of Environmental Affairs and Development Planning.

Section 40(2) in Chapter 6 of regulation 982 requires that the public participation process contemplated in this regulation must provide access to all information that reasonably has or may have the potential to influence any decision regarding an application unless access to that information is protected by law and must include consultation with:

- (a) the competent authority;
- (b) every State department that administers a law relating to a matter affecting the environment relevant to an application for an environmental authorisation;
- (c) all organs of state which have jurisdiction in respect of the activity to which the application relates; and
- (d) all potential, or, where relevant, registered interested and affected parties.

In order to comply with this requirement, all parties listed in subsections a, b and c above, is provided with full digital copies of the Draft Basic Assessment Report (DBAR), Environmental Management Programme and all specialist studies and plans. Such digital copies will be provided to the competent authority, organs of state and state departments on CD/flashdrive, or by post, or via WeTransfer, or via a Dropbox link whichever may be deemed appropriate by the EAP. In terms of point 'd' above, all

	<p>Interested & Affected Parties (I&APs) that are identified, or registered as part of the pre-application public participation process is provided access to the Draft BAR via the following:</p> <ul style="list-style-type: none"> • 1.The digital copy of the documentation will be on the Cape EAPrac website and any other digital platform that is identified by Cape EAPrac or the recipients such as WeTransfer and / or Dropbox. • 2. I&APs that do not have access to digital platforms is offered to review a copy of the report at the Cape EAPrac offices, or alternatively printed hardcopies of the executive summary and any specialist reports that they may have interest in, alternatively flashdrives with the complete Draft Basic Assessment Report will be offered to stakeholders who may not be able to access websites or visit the Cape EAPrac office. • 3. Potential and registered I&APs will be informed that copies of the documentation can be provided in the above manner.
<p>Do I need to do a PAIA application to get the proof of who in NoS was sent registered communication during these time periods? Or can we make the assumption that nobody in NoS was sent the registered communication?</p>	<p>The Registered Interested and Affected Parties List (Appendix F1) is available on the Cape EAPrac website (www.cape-eaprac.co.za under 'Active Projects' – the project is listed as "Dwarswegstrand Holiday Resort" under Draft Basic Assessment Report) from where you can view the registered stakeholders that receive communication regarding this project. Trustees of the HOA of Nature-On-Sea is registered stakeholders for the project and does receive all communication.</p>
<p>Please excuse me, I am visually impaired and the website is not accessible. Please send me the link to the page where I can see</p>	<p>The Registered I&AP List is updated continuously as we receive a comment or request to be registered since December 2020. The List indicates the dates when every stakeholder was registered. You can therefore identify the individuals that</p>

<p>the people that were sent registered letters 14 December 2020 – 04 February 2021.</p>	<p>requested to be part of the Stakeholder Register and/or made comments in 2020 – 2021. Please find attached the Registered I&AP List that I am referring to.</p>
<p>I do not agree sir. I have I&AP that has received registered letters years before the dates you are listing. Did you not keep records of the registered post sent to them from 2022 to date?</p>	<p>All records of required public participation and distribution to Registered Interested and Affected Parties distributed by Cape EAPrac are kept on file and submitted to the Department of Environmental Affairs and Development Planning as part of the Environmental Authorisation Application. You are welcome to share the correspondence you are referring to with me and I will be sure to investigate.</p>
<p>21 Jan 2022 Nel & De Kock Attorneys sent registered letters to homeowners, and I assume the Nature-on-Sea homeowner association. But I also know there was correspondence with Ms Celia Prinsloo several months, if not years before that. They are unfortunately not available anymore to provide the correspondence.</p>	<p>Cape EAPrac does not keep record of any distribution lists of other companies such as Nel & de Kock Town and Regional Planners. All records of required public participation and distribution to Registered Interested and Affected Parties distributed by Cape EAPrac are kept on file and submitted to the Department of Environmental Affairs and Development Planning as part of the Environmental Authorisation Application. Therefore, correspondence received from Nel & de Kock Town and Regional Planners are not reflected in our documentation.</p>
<p>Please excuse my ignorance but how do the two processes and entities work in sequence?</p>	<p>The application for Environmental Authorisation is facilitated by Environmental Assessment Practitioners and in the case of this proposed development it is facilitated by Cape Environmental Assessment Practitioners. The application for Environmental Authorisation is submitted to the Department of Environmental Affairs and Development Planning in George. The application for Subdivision and Rezoning of properties are facilitated by Town and Regional Planners and in the case of this proposed development it is facilitated by Nel & de Kock Town and Regional Planners. The application for Subdivision and Rezoning is</p>

	<p>submitted to Mossel Bay Municipality. The Subdivision and Rezoning application will only be approved if an Environmental Authorisation is already in place for the property in question. Therefore, Cape EAPrac will firstly submit the application for Environmental Authorisation, after which Nel & de Kock will submit their application to Mossel Bay Municipality. Other than that the two applications are separate and facilitated by different companies at different times of the development process.</p>
<p>In accordance with the pertinent legal framework of South Africa, encompassing the Constitution, the National Environmental Management Act (NEMA), and other pertinent statutes, I hereby proffer the subsequent discourse:</p> <p>Whereas it has been stipulated that certain triggers do not necessitate the completion of a Socio-Economic Impact Assessment (SEIA), I feel compelled to underscore that, notwithstanding your evaluation, the inherent characteristics of the receiving environment and the nature of the envisaged project, delineated hereunder, furnish rational and compelling grounds warranting the undertaking of a SEIA, contingent upon the specific circumstances and intricacies of the proposed project:</p> <p>Concerning the nature of the receiving environment, areas wherein the extant character and "sense of place" stand to be altered represent a potentially significant impact on communities. Thus, despite your perspective, I posit that there exists a reasonable basis to conduct a SEIA for the comprehensive evaluation of these impacts.</p> <p>Pursuant to the legal considerations inherent in the realm of</p>	<p>Your comment in this regard is duly noted. We do however abide by the guidelines that are available to us ito when studies are required and when they may not be deemed necessary to inform decision because available information is deemed sufficient to inform decision-making.</p>

environmental impact assessments and social assessments, the term "sense of place" is defined as the aggregation of unique and distinctive attributes that collectively contribute to the identity and character of a specific geographical area. This encompasses, but is not limited to, cultural, historical, social, and aesthetic elements that imbue a location with singular significance, thereby distinguishing it from other locales.

Furthermore, in regard to the type of project, developments that signify a substantial departure from prevailing land uses, such as golf estates, or that run counter to spatial plans, bear the reasonable potential for significant impacts on local livelihoods, resources, and infrastructure. Consequently, notwithstanding your assessment, I advocate that the judicious course of action is to undertake a SEIA, contingent upon the context and particulars of the specific project.

In summation, I contend that, in consideration of the rights enshrined in the Constitution, including equality, human dignity, and administrative justice, as well as the principles underpinning NEMA, the potential social impacts elucidated above warrant the undertaking of a SEIA in most circumstances, subject to the particularities of the proposed project. Such an approach would be in consonance with the spirit and intent of the legal framework, ensuring that social considerations are exhaustively scrutinized.

It must be noted that the proposed is aligned with the spatial planning of the municipality for this area and therefore it is deemed compatible with the surrounding land use and change in character/sense of place especially due to its limited nature.

Tiaan Boshoff Via Email on DBAR

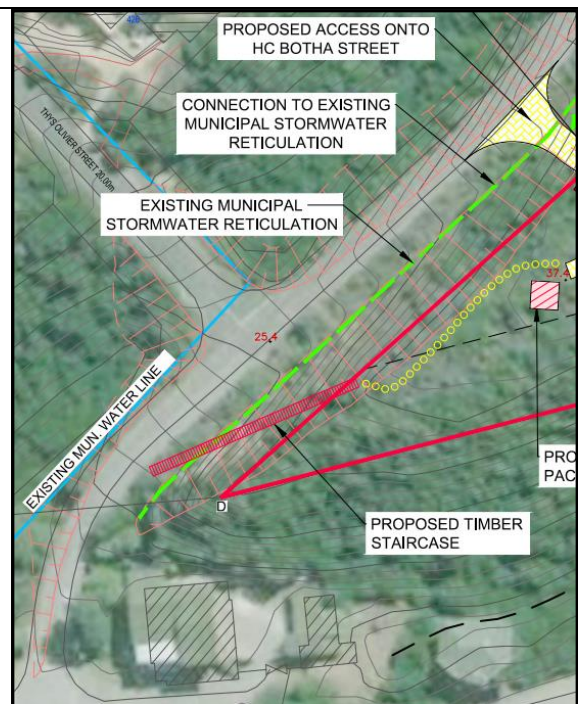
Comments/Recommendations

Response

<p>Jammer om soos 'n nat vadoek te wees maar met jul CONCERVANCY TANK voorstel spreek jul alles suksesvol aan behalwe die fisiese uitsuig/uitpomp of graviteer van riool na die tenker. Kan jul die versekering gee dat met bogenoemde aksies geen reuk sal ontsnap nie?</p>	<p>Ongelukkig kan daar nie versekering gegee word dat die uitsuig van die suigtenk geen reuk sal af gee nie. Die beskibare stappe om reuk te verminder/verhoed tydens die uitsuig proses word wel voorgestel as deel van die omgewings aansoek onder andere:</p> <ul style="list-style-type: none"> • Dat die ondergrondse suigtenk met reuk-kontrole ventilasie ontwerp word. • Dat die uitsuig van die riool deur 'n privaat kontrakteur op kontrak of deur die Kaapland Onderwys Trust (KOT) met privaat toerusting gedoen word. Dit sal dus toelaat dat die operationele metodes gebind sal wees aan 'n diensvlakkoorenkoms met die Mosselbaai Munisipaliteit. <p>Die KOT sal ook onder geen omstandighede slegte reuke tydens die uitsuig proses wil hê nie, veral omdat dit 'n slegte ervaring sal skep vir vakansie gangers van die oord sowel as aangrensende inwoners. Dus is die gebruik van 'n privaat kontrakteur 'n baie goeie opsie, omrede dit sal toelaat dat die KOT die uitsuig proses oorsien op 'n daaglikse basis en die kontrakteur op 'n hoë standaard vlak met kontrak verbind. Die gebruik van suigtenks vir alle nuwe ontwikkeling in Dwarswegstrand is ongelukkig 'n standaard praktyk omrede die riool netwerk van Mosselbaai Munisipaliteit nog nie beskikbaar is vir die area nie.</p>
<p>Kommentare en bekommernisse gelees deur oa mnr Hannes v WYK insake die verlenging van die geplaveide sypaadjie in die rigting van Morrisonweg.</p> <p>Jul spesialiste se regtig deursigtige verskoning om nie die sypaadjie te plavei nie omdat 'n melkhoutboom sogenaamd</p>	<p>Aanvanklik was voetganger toegang voorgestel in die vorm van 'n voetpaadjie en hout trappies deur Erf 720 tot in H.C. Botha Straat, met die eind punt baie naby aan die bestaande ingang van Dwarswegstrand oord (sien asb uittreksel van oorspronklike uitleg plan hieronder).</p>

in pad van so 'n geplaveide sypaadjie sal wees net die volgende :

1. Die gemelde boom staan ver genoeg van die randsteen dat dit wel gedoen kan word.
2. Die boom kan opgesnoei word wat sodat voetgangers onderdeur kan stap.
3. Snoeiwerk deur 'n kundige gedoen sal die groei van die boom stimuleer.
4. 'n Plaaslike owerheid, in die geval. Mosselbaai Munisipaliteit is regtens verantwoordelik vir die veiligheid van voetgangers.
5. Geeneen van HC Meyerstraat se 2 sypaadjies is ten volle begaanbaar vir voetgangers nie.
6. Voetgangerverkeer sal beslis noemenswaardig toeneem met die be-oogde ontwikkeling, veral tov stappers en drawwers wat na Morrisonweg beweeg.
7. Veskeie regsake is al uitgewys waar munisipaliteite skadevergoeding aan voetgangers moes betaal waar diesulkes seergekry of in ongelukke betrokke was terwyl hul op die padoppervlak moes loop weens 'n onbegaanbare sypaadjie.
8. As oud Parkehoof met opleiding in Natuurbewaring, Tuinbou asook Parke en Ontspanningsadministrasie praat ek uit ervaring oor bogenoemde.
9. Die voorgestelde ontwikkeling gaan immers tot voordeel van almal betrokke en nie om egos te streef nie.



Die spesialis studies het uitgewys dat die voorgestelde voetpaadjie en hout trappies beweging van fauna tussen Erf 720 en die oop erwe Wes van H.C. Botha Straat moontlik sou afsny (dit is waar die verwysing na die melkhou bome vandaan kom).

As 'n versagtings metode, is die voorstel van 'n voetganger paadjie na die pad reserwe van H.C. Botha Straat geskuif. Dus word die moontlikheid van negatiewe impakte tydens konstruksie en menslike versteuring tydens gebruik van die voetganger paadjie verminder.

	<p>Die funksie van die voetganger paadjie is om gaste van die voorgestelde Dwarswegstrand Holiday Resort die geleentheid te gee om per voet by die strand area uit te kom, en dus nie by te dra tot enige verkeer opeenhopings nie. Dit is onwaarskynlik dat daar 'n noemenswaardige toename in voetganger gebruik sal wees gegewe dat daar slegs 26 eenhede voorgestel word sowel as veeldoelige en swembad fasiliteite.</p> <p>Soos meneer noem, is Mosselbaai Munisipaliteit verantwoordelik vir die veiligheid van voetgangers, maar die ontwikkelaar van die voorgestelde Dwarswegstrand Holiday Resort het goed gedink om voorsiening te maak vir gaste van die oord om veilig by die strand area uit te kom al is dit nie 'n verreiste van die plaaslike owerheid om te kan ontwikkeling nie. Die voorgestelde voetganger paadjie dek ongeveer 60% van H.C. Botha Straat as deel van die voorgestelde ontwikkeling. Die oorblywende gedeelte van HC Botha na Morrisonpad kan steeds deur die Munisipaliteit (as die padowerheid) opgegradeer word met 'n sypaadjie. Die Aansoeker se fokus is egter met betrekking tot veilige gebruik van die pad via Dwarswegstrand na die strand toe.</p> <p>Die gemelde melkhout boom is in gevolgtrekking nie die rede waarom die voetganger paadjie nie verleng kan word tot in Morrison Weg nie, dit was van toepassing op die oorspronklike belyning van 'n plankpaadjie wat binne in die ontwikkeling in 'n suidelike rigting gebou sou word. As gevolg van die beperking is die voetganger toegang (en voorsiening van 'n sypaadjie langs HC Botha) geïmplimenteer.</p>

Breede-Olifants Catchment Management Agency Via Email on DBAR	
Comments/Recommendations	Response
BOCMA's initial comments were considered in the Draft Basic Assessment report and therefore this office does not have objections to the proposed project. No water use licence application will be required for preferred option 1 (conservancy tanks) since it will not pose detrimental impacts to the water resources.	Noted.
Cape Nature Via Email on DBAR	
Comments/Recommendations	Response
CapeNature has commented on the pre-application dBAR (LE14/2/6/1/6/6/ERF 720_Development_PreAPP). We are satisfied that our comments have been addressed in the dBAR.	Noted.