Poole's Bay connection path

Basic Assessment Process for Poole's Bay pedestrian path: Pre-Application Draft Basic Assessment Report Ref no 16/3/3/6/7/1/E2/15/1265/20

Background

Why connect the two sections of the Hermanus Cliff Path?



The Hermanus cliff path follows the coastline from Grotto beach to the New Harbour except for a detour, almost in the middle of the route, where the path leaves the coastline and continues for almost a kilometre along Main Road The Cliff Path Action Group in 2018 started investigating the possibility of connecting the two parts of the current cliff path along the coastline of Poole's Bay thereby avoiding walking next to a congested road. During 2019 an assessment process was initiated, which unfortunately did not progress to the application phase due to Covid-19 and lockdown constraints during 2020. As a result, the process needed to be started anew, which has now commenced. Inputs received during the first round of investigations have been valuable and will be incorporated

into the design as well as consideration given to the proposal. The cliff path is one of the main tourist attractions and a major asset in a town depending on the tourism industry. Having an continues walkway along approximately 13km of coastline will enhance this iconic feature, contributing

The interrupted section of the Hermanus Cliff path is a rather rocky stretch of about 1km along the coast. The area also deviates from normal land-use practice in that the high watermark forms the seaside boundary of the 13 properties of Poole's Bay. Access in some areas needs to be negotiated over rocks and crevices and therefore mostly limited to agile users and low tide. The intention of the Cliff Path Action Group (Applicant) is to facilitate safer access to this part of the coast in the least disruptive and most practical way. The proposal would be beneficial considering the possible consequences that informal access could have.

Why is this needed and is it an appropriate development in this location and at this point in time?

The following points relate to need and desirability as considered in the National Guideline on Need and Desirability (2017):

• The site falls below the high watermark and will not impact on biodiversity or conservation targets. • It is located inside an urban area, surrounded by existing urban development on the one side and the sea on the other and the proposed path would support the land use in the surrounding area. • There are no recorded ecological sensitivities of significance on or in the immediate site surrounds. The Walker Bay whale sanctuary borders onto the site, but it would not be affected by the proposed

• The existing Cliff path in the area, and the fact that the proposed development would enhance this

• The exclusion of the site from identified / mapped biodiversity areas. • Waste management specifications that take account of the prevent, reduce, reuse, recycle, dispose hierarchy are included in the Environmental Management Programme.

• typical impacts associated with such developments are generally known and easily managed. This Basic Assessment served to contextualise these impacts to the site specifics. There were no apparent gaps in knowledge to suggest that impact identification and assessment were not based on a risk

• Negative impacts associated with the development are limited and of low significance, and most can be avoided altogether or limited to acceptable levels.

 All positive and negative direct, indirect and cumulative impacts on the biophysical and social environment have been clearly documented in Section H of the Basic Assessment Report.

 There will be no unacceptable opportunity costs or any impact of significance that would negatively affect the health and/or wellbeing of the surrounding community. A thorough public participation process is being undertaken to inform the assessment.

• The development will serve to support local land users in the area, as well as non-locals. The popularity of the existing cliff path is testament to the need and desirability for completion of it in this location. • The site is located on public coastal property and not subject to land use applications. There are no

known restrictions in existing land use rights that prohibit the development of a path, subject to landowner consent (Department of Land Affairs) • The Western Cape Provincial Spatial Development Framework (2009) (PSDF) does not extend to project level, however the proposal does not conflict with any of the spatial goals and objectives of the PSDF. • Overstrand Integrated Development Plan (2017-2021) regards tourism as a key economic driver. Connecting the existing Cliff path would support a landmark tourism attraction in the area. Since the

development of the path would not be financed through municipal resources, it would not put pressure on municipal revenue. Certain ward priorities are also for upgrading the Cliff path (Voelklip), thus a connection would support such initiative • The attraction of visitors to the area necessitates the need for supporting infrastructure, such as the

connection path would be an enabler in this regard • The Overstrand Integrated Development Plan includes the Environmental Management Framework for the local area and notes the effects of climate change which includes mean sea level changes, as well as

the frequency of storm events, consideration of which has been included in the design to provide for a

more robust and durable structure.

proposed pathway through a more rugged area of the coast line in Hermanus. As indicated, the proposed

- Findings and recommendations from Specialist Screening studies that were undertaken during 2019 were incorporated into the mitigation measures in the Basic Assessment Report and Environmental Management Programme and it informed the formulation of the preferred layout alternative. - The area through Poole's bay is already informally used by hikers. As such, it is believed that this

proposal constitutes a development that would optimise use of the area and add value to the existing cliff

The above factors as well as the congruence of the proposal with coastal management policy clearly demonstrates the activity as appropriate at this point in time (i.e. there is a need for the activity), and that the activity is appropriate in the context of its environmental setting (i.e. the activity is desirable in this What are proposed to limit the identified impacts?

What options have been considered and how was The EMPr aims to have the following broad outcomes: the current preferred alternative determined?

The two layout alternatives previously considered differed only in one area proposed over private land. After consultation with private landowners, it became clear that the structure should preferably remain on public land and therefore below the HWM. A long process of investigation and consideration has been followed to reach a reasonable and feasible alternative

1. Project objectives were determined - the main objective for the applicant is to complete the Hermanus Cliff path through Poole's Bay

2. Constraints were investigated, especially highwater mark and topography, as well as possible impact to birds, heritage and freshwater features in proximity to the site.

3. Alternatives were considered including the path being above the HWM in some sections - but since the route is limited to the HWM through Poole's Bay as a result of private property boundaries up to the HWM alternatives are limited to use of materials and design. The success of concrete structures in rough sea conditions have been repeatedly confirmed, and it seems fitting to implement a well validated solution. 4. Initially the path would also have spanning sections (thus a design alternative), but the cost of construction would be too high and the visual effect too sophisticated.

5. As there was a previous opportunity to obtain input from adjoining landowners, the concerns and suggestions were incorporated as far as practically possible. The preferred alternative would therefore consist of battered step and balustrade sections, depending on the height above ground level as well as the wave force in the area. To make the design as little intrusive in the landscape as possible, there would also be sections of varying demarcation as some areas on the beach may only require subtle demarcation

for users of the path to refrain from entering private property. 6. For safety considerations, balustrade sections would have stainless steel grab rails. 7. For geographical considerations, steps would accommodate the landscape, creating paths over large

rocks, while crossings would accommodate the falls and allow sea water to flow back and under the path. These gulley areas would be bridged by heavy duty sugar gum beam crossings, connected to the concrete with stainless steel threaded bar 8. The layout is planned to follow the HWM from in front of Erf 12257on the western side to Erf 6088 at

Mickey's Rock on the eastern side. Avian specialists indicated that disturbance to the birds on the Island at Mickey would not be of significant concern, but informal use and the option of a servitude over Erf 6088 would still form part of the layout, should the landowners be receptive to the option at any time in the

What happens if the development doesn't go ahead? proof drip trays, well away from combustible materials and at least 20 meters away from the stream and wetland o Store unused cement in a secure weatherproof location. In the case of the 'no-go' alternative, no action will be taken to formalise the path and undesirable access and usage conditions will remain as is current. Pedestrians would still be required to use the sidewalk detour along the R43 for this section of the path

of infrastructure and signage and waste

management along the path. Specifications in

the EMPr to address the associated impacts

No detrimental impacts to the environment or

this proposed activity will strive to enhance

Med+

High+

What impacts would completion of the Cliff path

have as a result? Impacts normally associated with construction

footprint, noise, littering, etc. In order to mitigate the Environmental Management Programme (EMPr), Demarcated restriction of construction activities site include: to minimise any potential disturbance to the • Regular inspection of infrastructure and

• Following an integrated waste management • Regular clean-up of litter along this section of bach during construction and operation. • Rehabilitation of disturbed areas must take place after the completion of construction. • Environmental awareness training to construction affected parties are expected; on the contrary,

Local employment.

Socio-economic

Cultural

Construction Aspect Impact Significance Structure in the landscape Geographical / physical Low-Geographical / physical Spillage of concrete / pollution Low-Biological Disruption of aquatic / marine ecology Low-Displacement of birds Biological Med-Biological Destruction of vegetation Med-Waste Pollution - litter and building rubble Low-Noise Nuisance of construction noise Low-Visual Visual intrusion of activities Low-Med+ Socio-economic Destruction of archaeological resources Med+ Employment creation Socio-economic Operation Biological Displacement of birds Med-Med-Waste Pollution - litter Socio-economic Improvement of access to coastal resources (tourism) High+ Socio-economic Improvement of safety (pedestrians) High+ Improvement of security (neighbouring private Socio-economic High+ property) Improvement of privacy (reduced trespassing on Socio-economic High+

social impacts.

Cumulatively, the connection path would support tourism in the area and region. Improved cooperation between the municipality and community organisations could also be brought about and the

few frequently used abbreviations: CBA - Critical Biodiversity Area; CPAG - Cliff Path Action Group; DEA&DP - Department of

ivironmental Affairs and Development Planning; **EAP** - Environmental Assessment Practitioner; **ECO** - Environmental Contro Officer; **EMPr** - Environmental Management Programme; **HWM** - High watermark; **NEMA** - National Environmental Management Act

Improvement of the landscape and natural features

(the Cliff Path valued by the local community for

neighbouring private property)

Employment creation

aesthetic significance)

objectives of the Western Cape Coastal access strategy would be endorsed

.07 of 1998; **WCBSP** - Western Cape Biodiversity Spatial Plan of 2017

Coastal Considerations The shoreline areas of the Overberg coastline are rugged and characterized by a range of habitats including rocky headlands, boulder beaches, wave cut platforms, sandy beaches, subtidal soft sediment habitats, pocket beaches, kelp forests, estuaries, sub tidal reefs and pelagic habitat. The Poole's Bay area in particular consists mostly of rocky outcrops, but some small gravel coves and pebble beaches with kelp washed up in many places are also found

What will be affected or influence the development?

along the area where the connection path is proposed. The proposed path would fall within the Coastal Public Property and would therefore affect it as a new structure would be developed. The proposed development is intended to enhance the Coastal Public Property, as it would provide improved access to this part of the coastline, that is also in line with the Western Cape Coastal Access strategy. The proposed path would fall seaward side of the Coastal Management lines as promoted in the coastal management plan of the municipality.

Heritage Considerations

Socio-economic Considerations

Two Later Stone Age archaeological sites were located. One was a scatter of shells and quartzite flakes near the east end of proposed path. An existing old footpath goes through this area, but it appears to be only a light scatter that extends under the bushes. A second site was identified only by a few marine shells in an area of lawn and garden midway along the proposed pathway. The first site could be left in situ and incorporated into the new path while the second would not be affected by the new path.

Hermanus is one of the top five cities visited in the Western Cape. Hermanus emerges unsurprisingly as the economic hub of the Overstrand local economy contributing almost two-thirds (62,2%) of the area's economic output. Tourism is a major economic driver for the Overstrand and plays an important role in the social, cultural and economic vibrancy of the Overstrand. The effect of tourism is not limited to the accommodation, cafes & restaurants, retail and personal services sectors; the indirect financial and employment benefits filter through to all industries.

Historical processes have over time limited access to the coast. This is reflected in socio-economic patterns of land dispossession and ownership in the present. Historical restriction of access in this particular area has also mostly been driven by property ownership and until very recently, access was 'prohibited' by private signage.

Previously raised concerns When the assessment process was first initiated during 2019, a number of issues were raised at the time, which have been considered in the process as follows:

Manner in which the issues were incorporated

The Coastal Access Audit was considered the in the report as the Poole's Bay area was identified as a conflict area where public access is desired. Coastal access is an to the need for safer and equitable | important government driven issue, as is evident from the current coastal access access and a desire to rather walk management strategy. It was revealed during the public participation process for this along the coastline than along the strategy that people in the area was under the general impression that access was enied to this part of the coast. is the intention of the process to consider practical options with their impacts t determine if feasible and reasonable and if not, the No-go option would be No-go Inadequate In the 2019 pre-application draft report, two alternatives were presented along with alternatives the no-go alternative. These alternatives were not substantially different, albeit from an alignment / lay-out point of view in that for one, the possibility of having the path each did not differ

Through respecting the fact that properties in this area extends down to the HWM and that the majority of landowners would prefer to see the path below the HWM the only feasible alignment is therefore along the HWM Although other alternatives, such as materials to be used was considered, it is no regarded as practical within the coastal context and therefore it is motivated that they are not reasonable or feasible. The original design presented is more elaborate and not feasible from a financial point of view, considering that this would be a community easonable and feasible alternatives, the preferred alternative may be assessed in omparison the no-go alternative, provided that a reasonable motivation is provided This was further investigated and a survey by an Avian specialist is included under The importance of birds and sea Appendix G. Although two red data species were observed during their study, they also life in this area and on the island observed a number of people using the current informal path. close to the proposed eastern Their findings concluded that the path would not present fatal flaws from an avian point of view that may compromise the birds' presence or possible breeding. Use of public funding / Allocation | be municipal or other public funding.

It is emphasized that the project is community driven, but would be dependent or private funding / donor funding for construction as well as maintenance. Maintenance cost: Financial guarantees have been suggested to ensure that the means to fund the project Ability of applicant to complete Timing; Methods; Manageme (noise, dust, nuisance, litter etc) evised design descriptions for the preferred alternative have been included Further refinement of design report. Updated drawings / plans have been included in Appendix B. alignment and inclusion of coastal | The path would need to be constructed in the same way any other sea-ex; structure is done, such as piers, harbours and tidal pools, so damage by wave action c management line on site plan be withstood. Experienced engineers and contractors have been approached for it tructural integrity and method statements are to be included with the EMPr to ensure that structures a leveloped sustainably.

Freshwater feature

who will be responsible

The Freshwater ecologist suggested a bridge like crossing, so the approximately 2n wide stream would not be impacted. This has been incorporated into the design (suga The ecologist further noted that if the path stays below the HWM, there should not be any impact on the wetlands located adjacent above the HWM. These areas have beer authorities and by ensuring disclaimers are visible along the pathway. This has bee stipulated as a requirement to be implemented through the EMPr. The current specifications, as well as method statements to be included with the EM Concrete spills specifies how construction should take place to minimise the risk of spills. Safety (referring to physical safety | Appropriate signage has been recommended and included as a specification to when using the path) Storm surges, danger during high | The purpose of the path would be to ease access over difficult terrain and the prop design included in the report and Appendix B shows how - battered sections with steps over large rocks or crossings over crevi The proposed alignment is off private property. We have been informed by local Loss of privacy landowners that there are regular breaches of privacy by hikers not knowing where Pool on Erf 6337 valk currently. It is assumed that since the path is envisaged to be as low as possib he path would also be aligned below the pool on Erf 6337 he perceived loss of privacy and security would be relative to the physical location Decline due to loss of privacy and the path in relation to individual properties. It is unlikely that the values would decline substantially as a result of the pathway, which may not be physically visible to most of the properties due to topography, as the pat

Security (referring to criminal | It is our opinion that to formalise the Poole's Bay section would improve accessibility law enforcement officials to pursue poachers or other criminal elements It is not possible to respond or predict what property owners along the path would d The path may result in property | Currently only two properties don't have some form of barrier between their property owners erecting walls and fences and the shore. which would have a visual impact. The EMPr specifies how waste should be dealt with during construction and operation onstruction and operational phase and specifies responsibility. development - it must be specified

Biodiversity Considerations The Western Cape Biodiversity Spatial Plan (WCBSP)

2017 is limited to Biodiversity Features above the high watermark of the sea. Although the proposed path would seemingly fall within the Critical Biodiversity Area that is indicated along this stretch of coastline, it is not indicated as such on the WCBSP, as the site falls below the HWM, where very little vegetation is found

Fauna on or adjacent the site is limited to shore birds, an occasional sea otter, dassies or whales offshore. The design s sensitive to the environment as to not impede movements of any of the fauna that would have to cross the path. The site borders onto the Walker Bay Whale Sanctuary, but whales would not be affected.

There is currently easy access to the area close to Bird Island for people and dogs. The human visitation rate was just over 30 people per hour (recorded mainly on Sunday 8 March 2020). The study however concluded that present evidence suggest that little negative disturbance to the avifauna will result from the provision of a walkway between the two existing cliff top pathways, and judging by the number of human visitors, such a path would be regularly used by tourists and local inhabitants alike.

An avian survey confirmed the occurrence of important birds

n the area, with two red data species observed on Bird island at the western entrance of the proposed path. Even though the study provides only a snapshot of which avian species are less likely to be recorded. There was however no evidence of threatened species such as African Penguins or Black Oystercatchers breeding along the proposed path. A Freshwater Ecology Screening identified two wetlands. Construction of the footpath within either wetland would result in minor wetland loss and may therefore require a Water Use Authorisation in order to proceed with construction. It is, however, possible in the opinion of the specialist that both wetlands can be avoided, and this approach is strongly recommended. At Wetland 1, the watercourse can be crossed by way of a small bridge on the pebbled beach where the watercourse becomes a stream. At Wetland 2, there is sufficient space below the wetland to construct a concrete footpath over the rocks (which would fall below the high watermark) in such a manner that the flow



Specialist investigations

of water from the wetland is not interrupted in any way

From comments received during the previous process and also as a result of the National Screening Tool indications, the following specialist studies were undertaken to assist in reaching the best practical option with least impact on the Land surveyor completed a survey of the HWM

 Architect designed the pathway with Engineering input to determine the least intrusive but most robust way to build a structure within a harsh landscape exposed to the elements Freshwater Ecologist delineated freshwater features which also influenced the layout and design Heritage specialist investigated heritage and

archaeological sensitivities Avian specialist completed a survey to determine presence of sensitive bird species and possible influence construction and use of a pathway would have

Recommendations to be considered by the Decisionmaking Authority

As the public participation process has not been concluded yet, recommendations cannot be finalised yet Based on the specialist studies conducted, as well as previous input received from the authorities and the public, the following is provisionally proposed to be conditional upon approval of the proposed development: • The Applicant should provide the DEA&DP with a bank guarantee for the cost of the works and 5 year's maintenance costs before construction may commence.

maintenance, should activities for maintenance exceed a period of two weeks. • A maintenance management plan should be adopted by the DEA&DP for future activities associated with maintenance of the path, which would entail disturbance of material within the stream or on the seashore

The EMPr must be adhered to, including the appointment of an ECO during construction and any future

• All activities must be restricted to the demarcated area to minimise any potential disturbance to the surrounding area and avoid trespassing on private property.

During excavations, sediment into streamflow and the sea must be restricted.

Main Decision-making Authorities









Why is a formal environmental impact assessment process required? The approval of the development is subject to a Basic Assessment Process as required by the NEMA Environmental Impact Assessment

nvestigation

Regulations 2014, as amended. The process is required to authorise relevant listed activities under the Regulations. tegration and Public and determination consultation Authority review decisionmaking an 5 cubic metres into, or the dredging, depositing of more than 5 m³ of pebbles and grit within

A particularly important component of the NEMA Authorisation process is Public and Authority consultation.

It is task of the Environmental Assessment Practitioner's (EAP) (in this case Ecosense) to compile a comprehensive report containing details of the investigation, recommendations and conditions and present this in order to identify any additional issues as a result of the proposal. Such issues must be addressed and presented again to those interested and affected parties that chose to participate. Once the EAP is satisfied that all the identified issues had been addressed, the report plus proof of public consultation can be submitted to the Authorities for

Notices will be issued via the media and to pre-identified persons (neighbours, community organisations, Councillors, Authorities etc) that there will be an opportunity to comment on the assessment reports for a proposed development.

Persons / entities can register as interested and affected parties (IAPs) by sending their name and contact details via email, SMS, WhatsApp, fax or hardcopy letter to the EAP that is facilitating the EIA process. Information about the progress of the process will be distributed to those who register, and they will have an opportunity to comment, in writing, on any related documents made available for this purpose. IAPs may raise any issues which they believe to be of significance to the consideration of the application. It is however required by the species may occur in the Poole's Bay area, by definition rare Regulations that any interested and affected party that register as part of the process to comment also disclose any direct business, financial,

> personal or other interest they may have in the approval or refusal of the application. Note that after the initial notifications, any future correspondence will only be issued to those parties who officially registered. In terms of the Protection of Personal Information Act, participating interested and affected parties should be aware that by taking part, they are entering a public process and that their names, comments and objections will be made public. Contact details which may appear on submitted

emails for instance will be hidden as far as possible and only made available to the authorities for proof. pplication Phase Notify registered IAPs Letters to registered Site notices and authorities and Full report on community Ecosense Website representatives Distribution of flyers 30 day comment and letters period Engagement with Focus group meetings authorities and as required community representatives •30 day comment period Focus group meetings as required September 2021 (if no second comment period required during December to Mid-January 2021 application phase).

Ecosense CC has been appointed as independent consultant responsible for facilitating the Basic Assessment process and compiling a Basic Assessment Report and Maintenance Management Plan for the proposed pedestrian path to connect the existing Hermanus Cliff Path via Poole's Bay, Hermanus. The Environmental Assessment Practitioner (EAP) is Kozette Myburgh, EAPASA registration no

do they have any pecuniary or other interest that could be reasonably regarded as being capable of affecting their independence or that of Ecosense. Ecosense has no beneficial interest in the outcome of the assessment which can affect its independence. The findings, results, observations, conclusions, and recommendations given in the report are based on the author's best scientific and professional knowledge as well as available information supplied to Ecosense by the Applicant or their appointed consultants. Ecosense CC and its staff reserve the right to modify aspects of the report including the recommendations if and when new information may become available from ongoing research or further work in this field or pertaining to this investigation. The process is being undertaken in terms of the National Environmental Management Act (NEMA, Act 107 of 1998), Environmental

Impact Assessment Regulations as promulgated in December 2014 (as amended). The Applicant is the Cliff Path Action Group, who will facilitate and implement the activity, should it be approved by the Department of Environmental Affairs and Development Planning (DEA&DP). In terms of the NEMA, this proposal requires an application for environmental authorisation for the following listed activities 15, 52, 18, 19 and 19A, through a Basic Assessment process. These activities are concerned with development in or within proximity to water courses and the sea.

ahead. These may include: Water Use Authorisation, Seashore Lease, Heritage approval.

How and when will the decision under NEMA be made?

Once all the comment periods have been concluded and no new issues were raised that had not been addressed before, the EAP will

and Development Planning For the final Decision, the Department has 107 days to conclude. After the decision has been issued the EAP must notify the registered

interested and affected parties of the outcome. There is then an opportunity to appeal, should there still be unresolved issues in the opinion of the interested and affected party.

Mitigation measures are approaches or practices to prevent, reduce or control undesirable effects of a project. Implementation of an environmental management programme to cover construction and operation and maintenance of the path would be conditional upon approval.

• To set out the mitigation measures and environmental specifications which are required to be implemented during the various phases of the development in order to minimise the extent of environmental impacts, to manage environmental impacts and where possible to improve the condition of the environment servitude was • To state standards and guidelines that are required to be achieved in terms of environmental legislation and authorization conditions.

• To provide a clear indication of the environmental management requirements of each of the role players involved. Mitigation and operation of the proposed development are included in the EMPr aims to achieve the following more specific outcomes:

Construction Phase mitigation and monitoring measures – Operational Phase mitigation and monitoring measures-

Properly managed Paints/Hazardous Substances

any accidental spillages

A low visual imact on the environment using river sand and rough stone aggregate in the concrete m

e walkway would take on a rough stone look and feel

To only build on the sea side of the High Water Mark

Controlled Access and Construction Traffic

o Construction access to this site is limited to the existing cliff path (by foot) on either end of the new path section, as o The site shall be kept neat and tidy. No littering on site - litter shall be collected daily into bins or more frequently accessed via Main Road and Protea Road parking areas. Access via private properties would need to be specifically as required to prevent it from blowing onto adjacent properties/areas. negotiated between the contractors and the respective property owners. Construction vehicles are not to hinder the o Waste shall be disposed of at licensed waste shall be stored/bagged applicable to any construction work required as part of maintenance work, including ECO access of other road users in the area (public roads and public parking places) e.g. during off loading or due to separately for recycling. No waste may be disposed of on site by burning or burying. Remove staff food waste from appointment if the work scope is longer than 2 weeks. obstructive parking. Traffic safety must be maintained at all times and station flagmen placed when required. All site minimum daily.

o Any lost materials/sand/debris on the surrounding public road network or cliff path as a result of the contractors' landfill or waste management service provider. activities shall be cleared immediately. These shall be swept up and removed and not left on the side of the road or o Stockpile all building rubble in central locations on site and remove this as soon as it constitutes a practical load.

Effective Site Demarcation and adherence to avoidance of No-Go Areas

work area inland within the 3.5m buffer zone where this abuts private property so that staff have a visual controlled. All site staff to be made aware of the procedure to be followed in the event of a fire. Well organised, secured and neat Contractor's Camp o The contractor shall obtain approval from the landowner/municipality for any area used for temporary situ with a bio-remedial product. Report all spills and treatment to the ECO

stockpiling/deliveries, or establishing a site storage container. Effective management of fuel and plant o No bulk fuel storage (more than 50l) shall take place on the site. Jerry cans of fuel on site shall be stored in leak-

contamination of the soil, stormwater or adjacent public roads by fuels, oils and hydraulic fluids. o Mop up or treat (bio-remediate) any spills immediately

plant/equipment e.g. generators and concrete mixers that leak during refueling or operation Appropriate Housekeeping and Waste Management

construction waste types, sorting and storage and disposal/recycling methods.

waste in high wind conditions where this is a risk due to the type of waste stored.

o The Contractor is responsible for maintaining records to demonstrate that waste has been lawfully disposed of by o Maintenance workers and staff shall not access private properties at any time running boards of loose debris before vehicles leave site and covering trucks carrying sand with shade cloth/canvas removed the waste (Contractor directly or a third party service provider), date removed from site, type, quantity and properties from the pathway and trampling of vegetation. destination/treatment of waste e.g. recycling/landfill, and where obtainable, receipts/proof of delivery to a licensed • Effective Alien Invasive Plant Management

Keep clean building rubble separate from 'soft' waste to minimize dumping costs and allow for recycling e.g. at an amendments) of the National Environmental Management: Biodiversity Act (of 2004). off-site crusher facility

disposal receipt copies shall be submitted to the ECO for all hazardous wastes disposed of by the Contractor. writing between the contractor and the owner) and wherever possible pegs shall be used to demarcate the extent the o Fire - Advise the relevant authority of a fire as soon as one starts and do not wait until it can no longer be o Safety/indemnity signage is recommended to make path users aware of safety risks o Spills - Mop up all fuel/oil/chemical/sewage spills and keep all contaminated earth and mop up materials in a o Interpretative signage, encouraging environmental/conservation awareness is

sealed drum for removal to a hazardous waste disposal site periodically/at end of contract. Alternatively, treat in- Properly managed Concrete and Cement Works o Give preference to pre-cast concrete elements as opposed to on-site batching/casting wherever practically

o Avoid any cement contaminated runoff into the environment. Create/provide an impermeable plastic/plastic-lined o Remove any concrete spills from the surrounding area immediately.

o No mixing/ placing concrete products on unprotected terrain – use of mixing trays/pans/boards only o Provide drip trays (placed strategically to avoid incidental spillage of oils and fuels onto the ground) for any o Collect empty cement bags from the working areas at the end of every day and store in a windproof container and remove from site for disposal daily

o The Contractor shall provide for the ECO's approval a Waste Management Plan Register indicating the anticipated o No paint products, chemical additives or solvents such as thinners and turpentine or any other hazardous substances may be disposed of on site. o Provide sufficient bins/bags on site in which to store the solid waste. Storage facilities shall not be allowed to o Store all hazardous substances in sealed, well labelled containers when on site and remove from site at the end become overfull. Bins/bags/waste stockpiles must be covered with lids/shade cloth to prevent redistribution of the of every working day. Liquid substances containers shall be placed on a drip tray/bunded area to safely contain

Adherence to No-go areas

plants as listed in the Alien Invasive Species Regulations (2016 and any subsequent o These shall be pulled out by hand as seedlings and the plants removed from the area

o Periodic litter clean ups Ensuring safety and awareness of path users due to terrain and location within the HWM of the sea.

o Signage and infrastructure shall be aesthetically pleasing (and thus maintained in good condition).

 Utilisation of Local labour o Wherever possible, local labour shall be used for maintenance work

How will implementation be ensured?

The specifications, method statements and monitoring need to be implemented by the contractor on site. An Environmental Control Officer must be appointed to monitor and report on this implementation on a regular basis to the relevant authorities The Applicant is ultimately responsible for compliance and noncompliance is punishable through law.

How can you participate?

1 -Register as stakeholder - HOW? Send your name via SMS, WhatsApp or email.

is available at the Hermanus Library and electronically at

more detail information is available at the Hermanus Public Library, Information office, **Tourism Bureau and Fernkloof Information office.**

review/ Information posters like this one with

3 - Send questions or comment about your concerns - HOW? Send an email, SMS or WhatsApp message.

The first opportunity for comment on the Pre-application Draft Basic Assessment report will run from 1 December 2020 until 20 January 2021

Ways to contact us:

Contact person: Mrs Kozen Address: PO Box 1426 Knysna, 6570 Tel: 021 161 0258, Whatsapp/SMS: 082 783 9860 Fax: 086 547 4221

Email: kozette@ecosense.co.za Web: http://www.ecosense.co.za/documents-for-publicreview/

The concept

The current proposal is for a concrete pedestrian path built just below the high water mark (HWM) in Poole's Bay that would consist of battered and balustrade sections, depending on the height above There would also be sections of varying demarcation as some areas on the beach may only require subtle demarcation for users of the path to refrain from entering private property.

The balustrade sections are included for areas where the cliff fall is higher than 500mm, and where the walkway would have a concrete balustrade with a steel grab-bar. Within the battered sections, steps would accommodate the landscape, creating paths over large rocks, while crossings would accommodate the falls and allow sea water to flow back and under the path. These gulley areas would be bridged by heavy duty sugar gum beam crossings, connected to the concrete with stainless steel threaded bar.

The only material considered strong enough to withstand rough sea conditions is concrete (e.g. tidal pools and harbour walls). It would be finished with a rough aggregate, to encourage staining and seaweed/mussel shell growth. There would be no materials that could be damaged in high storm

Because the walk would mostly be built on the

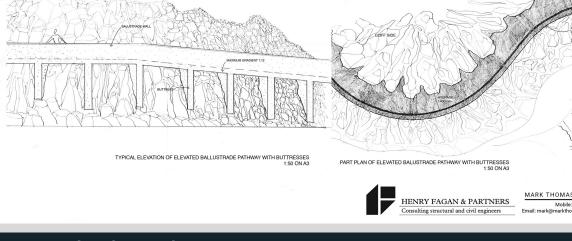
seaward side of the HWM (except for its two connection points where it would join the existing path), there would be times when it would not be safely accessible, and appropriate signage would be required to advise the public to be aware of sea over gulley areas

Concept for a series of linking walkways on the high water mark ver Estuary in the East, to the New Harbour in the west, but is broken fo Satelite image with the existing cliff path in red, the current detour onto









conditions before using this part of the walk. Less agile persons would also be warned of the nature of the walk, being inaccessible to wheelchairs as a result of the required stepped areas and crossings

End February to End March 2020

submit the final reports with proof of all the actions undertaken for public consultation, including all comments received and responses Since the Applicant is not an organ of state, the application will be submitted to the Western Cape Department of Environmental Affairs

• To provide a structure or framework within which the environmental management requirements will be implemented, audited and reported on, in order to ensure that potential impacts on the environment are minimised

parking, delivery and access points and routes must be approved by the Principal Agent and the ECO. o Appropriately secure transported materials to ensure safe passage between destinations. This includes cleaning the Contractor's site file and checked by the ECO. Records shall detail who o Signage shall be installed and maintained to discourage public access into private

o No staff, materials, equipment, damage or dumping of materials or waste is allowed outside of the agreed work site o Hazardous demolition or construction waste e.g. fuel/oil contaminated waste etc., requires special handling and for disposal. boundaries (5 meters path work area width SEAWARD from HWM plus 3.5 meter width buffer area inland above disposal per legislation. Store in a sealed drum and remove off the site to a hazardous waste disposal site or have • Effective Waste Management HWM to erect demarcation and approved stockpile/site storage areas, unless otherwise agreed per an approved collected by an accredited hazardous waste disposal service provider. Waste manifests and the related safe Method Statement) except where used to specifically rehabilitate/repair an area off-site. o Private properties are considered no-go areas (unless access has been specifically negotiated and formalized in • Available Emergency Procedures

o Maintain all vehicles and equipment in a good condition in order to minimize the risk of leakage and possible sump if required to hold any cement contaminated water

The Completion of the Hermanus Cliff Path . The existing cliff path, an icon of the town, follows a route from the Kleir

Neither Ecosense nor any of the authors of the report have any material present or contingent interest in the outcome of the report, nor

All other relevant Authorisations are being investigated and will need to be obtained before the proposed development may go

Continued Infrastructure maintenance

o Regular maintenance of infrastructure and signage o The Construction management specifications contained within the EMPr must be

o The area within 2 meter width of the new cliff path shall be kept free of alien invasive

2- Read the report - WHERE? The complete report http://www.ecosense.co.za/documents-for-public-