

PROPOSED REFURBISHMENT AND CONSTRUCTION OF COASTAL INFRASTRUCTURE WITHIN THE KING SABATA DALINDYEBO LOCAL MUNICIPALITY (KSDLM), COFFEE BAY, EASTERN CAPE

DRAFT BASIC ASSESSMENT REPORT PERIOD NO. 02 (10 March 2022 – 11 April 2022)

COMMENTS AND RESPONSES

Name	Organisation
Mr David Malherbe	I & AP – Property Owner
Ms Thandeka Mbambo – DFFE	Department Forestry, Fisheries & Environment – Oceans & Coasts
Mr Bongani Figlan – KSD	Environmental Officer – Environmental Impact Management KSD Local Municipality
Mr Rory Haschick - ECDC	Sector Specialist: Renewable Energy & Tourism
Mr Ruan Brand – SAHRA	South African Heritage Resources Agency – Heritage Officer: Maritime & Underwater Cultural Heritage
Mr P Reilly	Interested & Affected Party
Mr N Lugetye – Env Practitioner	Env Practitioner OR Tambo DM Rural Economic & Dev Planning Dept
Ms Rachel Rambani – DWS	Department Water & Sanitation King Sabata Dalindyebo
Ms Nondumiso Gwadiso – KSD	Local Municipality – KSD

Name and Date	Comment	Response
<p>Date: 23 03 2021 (Email) Mr David Malherbe I&AP/Property owner</p>	<p>I hope that you are both well. Sorry to be a stick in the mud , but beach access does not seem to be marked on the maps/diagrams.</p> <p>I feel beach access is quite critical, as these could have a significant mitigating impact of people walking through the dune forest? I do think that they are one of the most important and positive parts of the project. The whole reason people are coming down here is to go to the beach. There need to be multiple access to the beach, which must be accessible and direct, because if they are too difficult to use or find people will make their own direct path to the beach. The sea bush/dune forest needs to be fenced off, with low fence. To stop wandering. I also think there needs to be a low (1.2m) fence halfway up to near the top, of the beach facing dune, to stop beach goers from walking in the dune forest.</p> <p>How are the lifeguards going to get to their tower – and then also people who need to talk to the lifeguards? There needs to be one big 2m to 3m wide track through the forest to the parking. As I have suggested before just planks laid directly on the sand, chained together. Not a raised decking, which will break very quickly. Typical raised walkways - I feel are a waste of money, and environmentally destructive, as poles have to be dug into the dune forest. Just laying the planks straight on the sand is simpler, less destructive, and cheaper.</p> <p>I saw in one of the diagrams “Beach access stair ways” – which are going to break asap. They are a waste of money and unnecessary. If they can use standard pine deck planks (or plastic timber) chained together on the dunes in the South of France, we can use it here. In the S of France, they take tens of thousands of feet a day. And then last for years. Because of the good drainage of the beach sand the wood lasts a long time.</p>	<p>Hi Mr. Malherbe, thank you for your comments, please refer to the responses below:</p> <p>The proposed development includes dedicated walkways to access three dedicated viewing decks. Due to the unstable nature of the dune environment, the beach and coastal specialist advised that infrastructure should not be placed below the viewing decks. The beach may be accessed on foot from each viewing deck and also by the new poly-timber staircase (which will replace the existing wooden staircase).</p> <p>Currently, there is no coastal infrastructure in place to address the concern regarding coastal access. The aim of the proposed development is to introduce infrastructure (in the form of dedicated walkways, viewing decks, parking areas and a new staircase) to regulate pedestrian traffic along the coastal dune habitat. Taking into account the highly unstable conditions present at the south and the degrading conditions towards the north, our current proposal includes significant infrastructure to address beach access, whilst minimising further disturbance to the receiving environment. Unsustainable/ uncontrolled beach access is an ongoing issue which needs to be continuously addressed in the operational phase. The installation of a low fence on the beach fencing dune will be discussed and considered during the construction period, as the Municipality will need to revise the available project funds.</p> <p>The lifeguards will be able to access the new tower using either the new walkways or via the beach, using the new staircase. The proposed development will not include any infrastructure along the beach and as such, this area will not be disturbed. Concerning the track, a 2m – 3m track through the forest is not advised, as this will require the removal of sensitive, important coastal vegetation. Concerning the type of walkway, a raised walkway would be more accommodating to the prevailing winds along the coastline (Coffee Bay is susceptible to heavy winds, which is associated with a lot of sand deposition) as planks laid directly onto the soil will very easily become covered with sand.</p> <p>The new beach access stair way will replace the existing, broken wooden staircase (this staircase will provide beach access from the braai/ picnic areas). Based on the elevation of the dune, a staircase (as compared to chained planks) will be the preferred option to access the beach. After investigating potential materials, poly-timber was found to be more durable compared to wood (i.e. pine).</p>

Name and Date	Comment	Response
	Wastewater – what his happening with the grey and black water? I have not see how this is going to be handled?	Both grey and black water will feed into the two new conservancy tanks that will be installed at the new ablution facility.
<p>Date 04.04.2022 (E Mail) Mr Bongani Figlan: KSD Local Municipality</p>	<p>RE: AKNOWLEDGEMENT OF RECIEPT OF BASIC ASSESSMENT APPLICATION FOR THE PROPOSED CONSTRUCTION AND REFUBISHMENT OF COASTAL INFURSTRUCTURE AT COFFEE BAY AND HOLE IN THE WALL WITHIN KING SABATHA DALINYEBO MUNICIPAL AREA; EC157/ORT/LN1&LN3/M/22-2</p> <p>The subject bears a reference. The Department acknowledges receipt of the basic assessment application received on the 25 March 2022 via electronic transmission. The final Basic Assessment Report (BAR) must be submitted within 90 days (before 30 June 2022) from the date of receipt of application. Failure to submit the BAR within the said period your application shall deem as having lapsed. Your attention is drawn to Regulation 19 and 45 of the current NEMA EIA Regulations 2014, as amended.</p> <p>You are also advised to consider applying for:</p> <ul style="list-style-type: none"> • Coastal Conservation Area (CCA) permit from this Department (DEDEAT); • Forest permit and or consent from DFFE – Forestry directorate; • eWULA permit from Department of Water and Sanitation – Water Affairs directorate; • Other required permits including but not limited to Off Road Vehicle (ORV) driving. <p>Threatening or Protected Species (TOPS) permits (DEDEAT), Sea Shore lease, Coastal Marine permit etc</p> <p>The draft basic assessment report must be submitted to this Department and to other affected stakeholders, interested and affected parties (IAP) for comments.</p> <p>You are therefore advised to comply with National Environmental Management Act - Environmental Impact Assessment (NEMA EIA) Regulations 2014, as amended.</p> <p>Construction of a listed activity without prior Environmental Authorization constitute environmental crime in terms of section 24F of the National Environmental Management Act, 1998 (Act No. 107 of 1998)</p> <p>Should there be any queries concerning this matter, contact Bongani Figlan of this Office.</p>	<p>Thank you for your mail received. Please refer to the responses below.</p> <p>ACER (Africa) Environmental Consultants (ACER) is responsible for the Basic Assessment and Water Use Licence Application. The Department of Forestry, Fisheries and the Environment (DFFE) (Working for the Coasts) will be responsible for obtaining any/ all other permits. However, it is important to note that:</p> <ul style="list-style-type: none"> • The proposed development will not involve any construction below the high-water mark; • The proposed development will not involve the removal/ destruction/ transplanting of any protected trees. <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted, thank you for your comments.</p>
<p>Date 04.04.2022: E Mail Mr Bongani Figlan:KSD Local Municipality</p>	<p>Apart from the advise / comments in the acknowledgement letter submitted to you. Please also consider Listing Notice 3 (GNR 324) activity 3 (talks to construction of masts/towers exceeding 15 metres high) of the current NEMA EIA Regulations 2014 as amended. If therefore the proposed streetlamps in Coffee Bay and Hole in the</p>	<p>Noted.</p> <p>Concerning the masts/ towers, the proposed streetlights will have a length of between 6 m – 9 m and as such, this activity will not be</p>

Name and Date	Comment	Response
	Wall will exceed 15 meters high the application for environmental authorisation must be amended accordingly (including the listed activity) and the assessment must be done as such.	triggered
Date: 06.04.2022: E Mail: Mr Ruan Brand: SAHRA: Heritage Officer: Maritime & Underwater Cultural Heritage	<p>I know that we submitted a comment sheet on this development in April 2021 stating in short, that as there is no development below the high-water mark, that the development does not fall under SAHRA's remit for commenting.</p> <p>However, as new information has been coming light, we have been trying to focus on including intangible heritage aspects in our considerations as the commenting authority on heritage aspects below the high-water mark. We have read the provided heritage report, and because of the mention of the intangible heritage aspects that Hole In The Wall represents, we must issue a comment. Could you please upload the BAR and accompanying documentation on SAHRIS so that this can be done? I will ensure that the comment is issued before the 11th of April in line with your deadlines.</p> <p>If you have any issues with the uploading process, please do not hesitate to contact me and I will try to assist you as best as possible.</p>	Thank you for your mail received, we will contact you accordingly.
Date: 09.04.2022 E Mail: Mr N Luetye: Env Pract: OR Tambo DM	<ol style="list-style-type: none"> 1. Let me start by correcting that Mr Lugete from O R Tambo District Municipality is from Environmental Management Unit as opposed to the EIA department reflected in Table 7 of the BAR. 2. The BAR should investigate the practicality and suitability of having braaiing stands installed in the waterfront are rather than only near the parking area as this has the potential to encourage beachgoers to harvest firewood from the forest which they pass through when accessing the beachfront area. 3. The BAR/EMPr must provide clear measures to be used to manage/minimise air pollution associated with the refurbishment of the existing access roads. 4. What are the measures put in place to protect Mpako estuary which is described as being in a nearly pristine condition from the impacts associated with the activities if the project? 5. For sustainability and a crime-free area for beachgoers and tourist, what recommendations that the Bar can propose to integrate the unemployed youth 	<p>Noted. This will be corrected in the Final Basic Assessment Report.</p> <p>Currently, the burning of illegal fires and the harvesting of firewood is an ongoing problem being faced within the coastal forest at Hole in the Wall. In response to the illegal fires, the proposed development has included dedicated braai areas at strategic positions along the coastline. These areas have been supported by the various specialists and will cause the least possible disturbance to the receiving environment. These areas will also be fitted with waste receptacles to address the waste/ pollution issue experienced on site. The harvesting of firewood needs to be addressed at a local level and the Municipality should implement programmes to educate locals/ beach goers/ tourists on the importance of indigenous vegetation and why they should not be harvested.</p> <p>The access road (adjacent to the Hole in the Wall Hotel) will be refurbished using grass blocks and will not generate any significant air pollution. However, the EMPr includes measures to mitigate the air pollution caused during the construction phase.</p> <p>The proposed development is not expected to impact on the Mpako Estuary.</p> <p>As advised by KSDLM, the municipality has EPQP lifeguards at both Coffee Bay and Hole in the Wall who monitor safety and assist in</p>

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	<p>that serves as informal tour guides in the area during both the development phase and operational phase of the project?</p> <p>6. The objectives of the study align with those of promoting access to the coast, which is a national asset, the Bar must provide clarity on the type of welcome signage that will be installed and whether it will be in compliance with the requirements of ICMA. Because this study aims to achieve objectives of coastal access, it is recommended that the report inform the signage that will provide information about the beach as per ICMA.</p> <p>7. Among the current environmental threats in Hole in the Wall is erosion due to footpaths. It is recommended that the walkways be constructed in the already disturbed area (eroded due to footpaths areas) to minimise further erosion. The design of the balustrade walkways should also be such that it allows revegetation To happen beside and underneath the walkway especially in the areas with dunes. This should help to stabilise dunes as much as possible to avoid further erosion.</p>	<p>promoting coastal access. During holidays/ festive periods, the Municipality has developed a Festive Season Plan and a Easter Holiday Plan. These plans assist with dealing with issues such as crime, general safety, traffic management and coastal cleaning. The Festive plans/ Community Safety Plans are actioned in August every year by the Community Safety Forum.</p> <p>The proposed development at Hole in the Wall will not involve the construction of walkways within the coastal forest. In order to maintain the sensitivity and reduce disturbance, the development will make use of the existing footpaths to access various areas along the coastline.</p>
<p>Date: 11.04.2022: E Mail B Figlan – DEDEAT KSD</p>	<p>RE: COMMENTS ON DRAFT BASIC ASSESSMENT REPORT (DBAR) FOR THE PROPOSED CONSTRUCTION AND REFUBISHMENT OF COASTAL INFRASTRUCTURE AT COFFEE BAY AND HOLE IN THE WALL WITHIN KING SABATHA DALINYEBO MUNICIPAL AREA; EC157/ORT/LN1&LN3/M/22-24.</p> <p>The subject bears a reference. The Department acknowledges receipt of the draft basic assessment report downloaded on your website. Although the draft report was received late here-under are the consolidated comments that need to be addressed in the final basic assessment report:</p> <ol style="list-style-type: none"> 1. The basic assessment report template (to be attached) must be used to submit the Basic Assessment Report – only fill all the information as required and do not alter / modify the Departmental template. 2. The Specialist application form template (to be attached) must be used, signed, date of signatures must correspond (Specialist & commissioner of oath), expertise of each Specialist must be attached in the application form; 3. Screening tool report (s) attached must be signed by the compiler. 4. Application (s) for Coastal Conservation Area (CCA) for activities within high water mark of the sea, Off Road Driving (ORV) must be submitted to this Department (DEDEAT). Threatened or Protected Species (TOPS) if required must also be submitted to this Department. 5. Consent / comments from DFFE – Forestry directorate and proof of submission of application for forest permit for activities with coastal dune forest 	<p>Thank you for your comments received.</p> <p>Noted. The specialist declarations will be completed, commissioned and submitted with the Final Basic Assessment. However, the declaration from Mr. Frans Prins (Heritage Specialist) could not be obtained as he passed away from cancer in August 2021.</p> <p>Noted. The screening tool report will be signed and submitted with the Final Basic Assessment.</p> <p>Noted. Additional permit requirements will be handled by the Department of Forestry, Fisheries and the Environment (DFFE),</p>

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	<p>(s);</p> <p>6. Consent / comments from DFFE – Environmental Affairs directorate for any activities within low water mark of the sea; including receipt of acknowledgements, proof of applications for other required permits i.e. Marine Coastal permit (if required) etc.;</p> <p>7. eWULA proof of application for permit and consent / comments from Department of Water and Sanitation – Water Affairs directorate</p> <p>8. Activities within Sea Shore will require seashore lease agreement, proof of application must be attached in the report;</p> <p>9. Comments and inputs from all the stakeholders, interested and affected parties must be addressed in the final report.</p> <p>10. Comments from traditional authority (ies) (chief / headman), Ward councilor and Kwa-Tshezi Community Development Trust within Coffee Bay and Hole in the Wall area.</p> <p>11. Note that construction of 4-metre-wide access road is listed in terms of Listing Notice 3 (GNR 324) activity 4 of the current NEMA EIA Regulations 2014 as amended. If there will be any road construction around hole in the wall hotel which will be wider than 4 metres, the application for environmental authorization must be amended and assessment must be undertaken as such.</p> <p>12. Consider the advises in the acknowledgement of application for environmental authorization submitted to you on the 04 April 2022.</p>	<p>working for the coast. The Draft BARs was submitted to the Department of Forestry (Mr. Dinga – Forestry Manager Mthatha) and the reports did not yield any comments. Further, it must be noted that the proposed development will not involve the removal/disturbance or destruction of vegetation within the dune forest/ environment. The viewing decks and walkways will be positioned in disturbed, opened areas which will not require the removal of trees.</p> <p>Noted. The proposed developments will not undertake any work within the high/ low water mark. As such, no further permit requirements are expected.</p> <p>Noted. The Applicant is in the process of completing the WUL application.</p> <p>Noted. A Sea Shore Lease permit is required for projects taking place below the high-water mark. Considering that the proposed developments will not take place below the high-water mark, it is unlikely that this permit will be required.</p> <p>Noted. Comments and inputs from all stakeholders, interested and affected parties will be addressed in the Final Basic Assessment Report.</p> <p>The traditional authorities/ representatives were notified during the announcement period and MBB Consulting undertook a meeting with the traditional council to obtain consent/ approval on the project. The traditional authorities have been included on the project database and have been involved during the 30-day commenting periods.</p> <p>Noted – this proposed activity is not expected to be triggered as the road will be formalised using grass blocks and will replace the original footprint. The purpose of the road upgrade is to improve the access conditions and storm water experienced on site.</p> <p>Noted. The advice submitted on 04 April 2022 will be considered for the Final Basic Assessment.</p>

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	<p>13. Consider Climate change issues with regards to the proposed development.</p> <p>14. You are requested to submit soft copy and two hard copy reports to OR Tambo region office and one soft copy & one hard copy at head office (Bhisho).</p> <p>15. The final Basic Assessment Report (BAR) must be submitted within 90 days (before 30 June 2022) from the date of receipt of application. Failure to submit the final BAR within the said period your application shall deem as having lapsed. Your attention is drawn to Regulation 19 and 45 of the current NEMA EIA Regulations 2014, as amended.</p> <p>16. These comments must be thoroughly addressed in the final Basic assessment report to be submitted.</p> <p>17. Construction of a listed activity without prior Environmental Authorization constitute environmental crime in terms of section 24F of the National Environmental Management Act, 1998 (Act No. 107 of 1998). Should there be any queries concerning this matter, do not hesitate to contact this Office.</p>	<p>Noted. The materials used for the proposed infrastructure have been strategically chosen to withstand the impacts of climate change and</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. All comments will be addressed in the Final Basic Assessment.</p> <p>Noted.</p>
<p>Date 12.04.2022 E Mail: R Brand – SAHRA – Heritage Officer</p>	<p>MBB Consulting Services (Eastern Cape) (MBB) was appointed by the Department Forestry, Fisheries and the Environment (DFFE), through their Environmental Protection and Infrastructure Programmes (EPIP) – Working for the Coast (Eastern Cape) (Project Funders), to facilitate the refurbishment and construction of coastal infrastructure at Coffee Bay and Hole in the Wall on behalf of the King Sabata Dalindyebo Local Municipality (KSDLM) (Project Applicant), Eastern Cape. ACER (Africa) Environmental Consultants (ACER) was appointed as Environmental Assessment Practitioner (EAP) to take responsibility for obtaining the relevant Environmental Authorisations (EA) and Water Use Licenses (WUL) for the proposed developments. The proposed development involves the refurbishment and construction of coastal infrastructure near Hole in the Wall, with the key objective being the promotion and development of sustainable coastal infrastructure. The proposed development will formalise coastal accessibility and coastal access whilst promoting and preserving the ecological integrity of the receiving environment.</p> <p>The South African Heritage Resources Agency (SAHRA) would like to thank you for submitting the Draft Basic Assessment Report (DBAR) as part of Section 38(8) of the National Heritage Resources Act (no. 25 of 1999) for the project 'Proposed Refurbishment and Construction of Coastal Infrastructure Within the King Sabata Dalindyebo Local Municipality, Hole in the Wall, Eastern Cape.'</p> <p>SAHRA is the heritage authority responsible for the identification, protection, and promotion of all heritage resources located below the high-water mark and within the maritime cultural zone of the Republic, as well as those situated in, or associated with,</p>	<p>Noted.</p> <p>Noted. Thank you for providing comment.</p> <p>Noted.</p>

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	<p>inland lakes, rivers, or other bodies of water. This includes, inter alia, shipwrecks older than 60 years and their associated cargo and debris, heritage resources in the intertidal zone, and intangible heritage associated with water.</p> <p>The aforementioned project entails the refurbishment and construction of coastal infrastructure near the Hole in the Wall landmark with the key objective being to promote and develop sustainable coastal infrastructure. There are no planned construction activities below the high-water mark. Via a comment sheet during the Background Information Document (BID) phase of the Basic Assessment (BA) process, SAHRA registered as an Interest & Affected Party (IAP) and advised that the Heritage Impact Assessment (HIA) must consider the potential of finding heritage resources in the dunes above the high-water mark as these may be maritime in character. SAHRA now notes that the HIA report that forms part of the DBAR identifies the Hole in the Wall as a living heritage resource. Although no construction activities are planned within 150m of the Hole in the Wall landmark, it remains important to ensure that the intangible heritage aspect of this underwater living heritage resource is safeguarded during the nearby construction activities.</p> <p>The HIA reports that the Hole in the Wall is protected by the NHRA under section 3.2.1 and under section 6 of the HIA it recommends that a 50m buffer must be maintained around the feature and that the local beliefs relating this feature must be respected. Section 5.2 states that the cultural landscape of the Hole in the Wall has heritage significance and under section 6, on page 24 of the HIA it is recommended that discussions with the local community need to be scheduled as the community has raised concerns about developments compromising the local 'sense of place'. SAHRA agrees with the HIA report in that the local community's concerns need to be addressed in a responsible and systematic manner as part of the project's key objective of developing sustainable coastal infrastructure. The Final Basic Assessment Report must detail the public participation process to show how these concerns with the local community were addressed so that the living heritage associated with Hole in the Wall is safeguarded.</p> <p>Please note that all updates and/or changes to the project, supporting documentation, correspondence, reports, or any other work relating to the project must be uploaded to the case on SAHRIS to provide SAHRA with the opportunity to comment. SAHRA does not accept emailed documents or hard-copy documents received via post.</p> <p>Should you have any further queries, please contact the designated official using the case number quoted above in the case header.</p>	<p>Noted. The intangible heritage aspect of the underwater living heritage resource will be safeguarded during the construction activities.</p> <p>Noted. The Final Basic Assessment Report (Appendix E) details the public participation and consultation that was undertaken for the proposed development. The "sense of place" of the area was maintained by removing formal infrastructure within the Coastal Forest. The living heritage component has been addressed in the impacts/ mitigation section of the Basic Assessment and has also been covered in the Environmental Management Programme (EMPr).</p> <p>Noted. A case has been created on SAHRIS (Case ID 18352).</p> <p>Noted.</p>
<p>Date:14.04.2022: E Mail Rachel Rambani: DWS KSD</p>	<p>COMMENTS ON TGE PROPOSED REFURBISHMENT AND CONSTRUCTION OF COASTAL INFRASTRUCTURE WITHIN THE KING DABATA DALINDYEBO LOCAL MUNICIPALITY (KSDLM) , COFFEE BAY, EASTERN CAPE)</p> <p>1. INTRODUCTION</p>	





Name and Date	Comment	Response
	<p>This serves to acknowledge receipt of the Draft Basic Assessment Report , dated March 2022, for the above-mentioned project prepared by ACER (Africa) Environmental Consultants on behalf of King Sabata Dalindyebo Local Municipality.</p> <p>The proposed development at Coffee Bay will involve the refurbishment and construction of coastal infrastructure along the Coffee Bay main beach as well as the decommissioning and relocation of existing public facilities adjacent to the Ngena River. The proposed refurbishments and construction will include the following components:</p> <ul style="list-style-type: none"> • Provision of two dedicated parking areas. • Dedicated picnic and braai areas at various locations. • A viewing deck along the access path up to the new road constructed on the hill overlooking the Hole in the Wall. • The use of existing tracks and footpaths near the Hole in The Wall and Boiling Pot. • The refurbishment of an existing road adjacent to the Hole in The Wall Hotel. • The formalisation of a boat launch site adjacent to the Hole in the Wall Hotel. • The introduction of streetlights within the Hole in The Wall development node. • Erection of new welcome boards/signage at the entrance to the Hole in The Wall development node. <p>The Department of Water and Sanitation does not have any objections on the proposed project and Resource Protection and Water Quality units provided the following comments.</p> <p>2. RESOURCE PROTECTION</p> <p>In terms of Chapter 4 of the National Water Act, 1998 (Act No. 36 of 1998) (the Act) a water use authorisation is required for any activity taking place within the regulated area i.e.:</p> <ul style="list-style-type: none"> • Within the 1:100-year flood line or the delineated riparian habitat; whichever is the greatest. • In the absence of a 1:100 – year flood line or riparian area , the area within 100m from the edge of a watercourse. • Within 500 m radius from the boundary of a wetland. <p>A water use authorisation application for section 21(c) & (i)water uses should be submitted to the Department should any of the proposed activities be located within the regulated area and the following should be requested from the applicant.</p> <ul style="list-style-type: none"> • Master layout plan outlining the proposed activities in relation to the affected watercourses, the regulated areas of the watercourses, scientific buffers, 	<p>Thank you for confirming receipt of the Basic Assessment Report for Coffee Bay.</p> <p>Noted.</p> <p>Noted. Thank you for supporting the proposed development.</p> <p>Noted. The Applicant is currently undertaking a Water Use Licence Application for the proposed development (some of the proposed infrastructure is located within 500 m from a watercourse/ wetland). A site investigation will be undertaken with the Department of Human Settlements, Water and Sanitation (DHSWS) on 10 May 2022.</p> <p>Noted. The documents will be submitted as part of the WUL Application.</p>

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	<p>stormwater infrastructure.</p> <ul style="list-style-type: none"> • Wetland delineation Report as per DWS requirements. • Aquatic Impact Assessment Study. • Beach and Coastal Impact Assessment. • Storm Water Management Plan. • Flood line Determination Report. • Method Statement. • Civil designs. <p>This Unit reserves the right to make further recommendations/request additional information as the application is being assessed.</p> <p>Please note that any use of water (as stipulated under Section 21) without an authorization is a contravention as in accordance with Section 151 of the National Water Act, 1998 (Act 36 of 1998)</p> <p>3. WATER QUALITY 3.1 Storm Water Management</p> <ul style="list-style-type: none"> • Clean water must be kept clean and be routed to a natural water course by a system separate from the dirty water system while preventing or minimizing the risk of spillage of clean water into dirty water systems. • Dirty water must be collected and contained in a system separate from the clean water system and the risk of spillage or seepage into clean water system must be minimized. <p>3.2 Solid Waste Management</p> <ul style="list-style-type: none"> • All waste generated at the proposed development must be disposed off in a suitable manner so as not to cause any surface water pollution or health hazard. • All solid waste generated must be disposed of at a permitted landfill site allowed to accept such waste, proof of this must be made available if required. • This Department must be contacted if any other disposal route is to be followed. • This Department fully supports recycling of waste generated as a result of day-to-day activities of the development. • Any incident that would happen on site and have potential to pollute water resources be immediately reported to this office. <p>3.3 2 x 6000 L Conservancy tanks</p>	<p>Noted.</p> <p>Noted.</p> <p>The receiving environment will be filled and shaped to accommodate stormwater runoff into the Nenga Estuary and surrounding areas. An existing stormwater pipe (pipe culvert underneath the road) which feeds water to the artificial wetland will be replaced and extended to accommodate additional stormwater runoff.</p> <p>During the operational phase, clean water to service the ablution facilities will be obtained from the new Jojo tanks that will be installed. Dirty water generated by the ablution facilities will be directed and stored in two new underground conservancy tanks.</p> <p>As advised by the KSDLM, all waste will be serviced at the Waste Transfer Station in Coffee Bay. In the event that the Waste Transfer Station cannot accommodate the volume of waste, waste will be collected and delivered to the Mqanduli Landfill site.</p> <p>Noted. The conditions will be adhered to and included within the</p>

Name and Date	Comment	Response
	<p>Coasts (O&C) Branch appreciates the opportunity granted to comment on the Draft Basic Assessment Report for the Proposed Refurbishment and Construction of Coastal Infrastructure Within the King Sabata Dalindyebo Local Municipality, Coffee Bay, Eastern Cape. The recommendations below from the Branch O&C are in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), (“NEMA”) and the National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) (“ICM Act”).</p> <p>Importantly, is to note that the Branch O&C has the mandate to ensure the holistic management of the coast and estuarine areas as an integrated system and promote coordinated coastal management. It ensures that the ecological integrity, natural character, and economic, social, and aesthetic value of coastal zones are maintained to ensure that people, properties, and economic activities are protected against the impacts of dynamic coastal processes.</p> <p>Guided by the principles of integrated coastal management, the Branch O&C continues to strive for environmental sustainability and socially justified sharing of benefits derived from a resource-rich coastal area without compromising the ability of future generations to access those benefits. In line with the principles of international best practice, the Branch O&C underscores the need for coastal environments to be developed in a manner that allows for equal access and enjoyment.</p> <p>Integrated coastal management strives to ensure sustainable development and that development within the coastal zone is socially responsible, economically justifiable, and ecologically sustainable.</p> <p>Based on on-site inspection observations, practical knowledge, and experience in the application of environmental legislation, the assessment of associated impacts, the Branch O&C concludes that it SUPPORT the competent authority granting environmental authorisation for the proposed refurbishment and construction of coastal infrastructure within the King Sabata Dalindyebo Local Municipality, Coffee Bay, Eastern Cape, subject to the applicant addressing the key recommendations as stipulated below.</p> <ol style="list-style-type: none"> 1. The following specific Conditions below are for the attention of the Environmental Assessment Practitioner (EAP) and Competent Authority (CA). <ol style="list-style-type: none"> 1.1 The Branch O&C endorses the implementation of the Dedicated Parking area with Terracrete Blocks/ Concrete Blocks. The following to be considered: <ol style="list-style-type: none"> 1.1.1 The report identifies that the proposed parking area will be located where the existing ablution facilities are situated. The existing ablution facilities will be decommissioned and relocated just north of the current location. Additionally, the existing road verge (opposite the Nenga River Lodge, just north of the 	<p>development at Coffee Bay.</p> <p>Noted.</p> <p>Noted. The proposed development is aimed at creating equitable coastal access, whilst preserving and maintaining the present environmental conditions.</p> <p>Noted.</p> <p>Noted. Thank you for supporting the proposed development. As requested, the recommendations have been discussed and/ or addressed below:</p> <p>Noted. This is provided in Section 3 (Description of the proposed activity) of the Draft Basic Assessment Report.</p>

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	<p>repositioned ablution facilities) will be widened to include individual parking bays. It further specifies that the proposed parking area will include:</p> <ul style="list-style-type: none"> • The introduction of a grass block parking area (approximately 1,300 m²): regular servicing and maintenance requirements should be specified and agreed to with the Municipality. The maintenance activities should be specified in the EMPr and conducted in line with the approved EMPr. Sufficient stormwater management should be affected to ensure that impacts of flooding are avoided and/or mitigated and that the proposed coastal infrastructure will be protected from long-term, cumulative and unintended impacts. • The widening of the road verge to accommodate additional parking bays: sufficient space (between 4.5m and 6.6m long and 3.5m and 2.0m wide) should be allocated for each parking bay to ensure that motorists and pedestrians have adequate space to park without damaging their vehicles. The allocation should also be made to include parking bays for the disabled • A formalised walkway to access the picnic and braai area: regular servicing and maintenance requirements should be specified and agreed to with the Municipality. The material used to construct this walkway should be durable and ensure that it can withstand the long-term, cumulative impacts of climate influence. • The introduction of parking signage: the proposed signage needs to be clearly visible to all and strategically positioned where it's easy to see to encourage compliance and detract from parking on the grassed areas. This will also make it easier for enforcement officials to act in cases where there is non-compliance. • Minor landscaping to complement the receiving environment and address the flooding and stormwater concerns within the site: while the proposed material for minor landscaping has not been specified in the report, only indigenous plant species should be used in the landscaped areas • The introduction of bollards to restrict vehicular access to the dune environment <p>1.2 The Branch O&C is not in favour and/or does not endorse the implementation of the proposed Three Viewing Decks, subject to the applicant addressing the proposed recommendation measures. The following to be considered:</p> <p>1.2.1 The development proposal specifies three viewing decks which will be provided at Coffee Bay that will be strategically located on the coastal dune cordon to allow pedestrians and beachgoers scenic views of the beach and coastal dune vegetation. However, the motivation for connecting these viewing decks is not apparent if the infrastructure is not planned in such a way that connecting the viewing decks would serve a particular purpose or aid the tourist experience. A</p>	<p>Grass blocks have been designed to receive minimum maintenance. The EMPr will include measures to maintain the parking area/ grass block components during the operational phase of the development. In response to the flooding during rainfall periods, the site will be infilled and shaped to accommodate natural storm water runoff into the receiving environment. Presently, the site is uneven and susceptible to ponding of stormwater.</p> <p>Noted. The parking bays will be constructed to include the required specifications. Further, the parking bays will allow for the disabled.</p> <p>The formalised walkway will be constructed using poly-timber. Poly-timber is a material that is able to withstand extreme weather conditions (wind, rain, temperature etc.) and is therefore able to withstand the long-term, cumulative impacts of climate influence.</p> <p>Noted. The parking signage will be clearly visible and strategically positioned to encourage compliance and detract people from parking on grassed areas.</p> <p>Noted. The appointed contractors will ensure that indigenous vegetation is used during landscaping activities.</p> <p>Noted.</p> <p>Noted, the recommendations will be discussed and agreed upon by the Applicant.</p> <p>Noted. The viewing decks also serve to stabilise the surrounding dune habitat (by directing pedestrian traffic and by erecting the viewing decks on a foundation – the base of the viewing deck will be placed on poles that have been secured to the dune). Joining the viewing decks will create a designated path to navigate the dune habitat and this will reduce unnecessary disturbance and/ or</p>

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	<p>cumulative and unintended impact of this could be potentially increasing the crime impacts in the area if adequate measures are not put in place, notwithstanding the impacts this potentially poses on threatened tree species that are found in the area. According to our understanding, the principal challenge that necessitates the addition of the three viewing decks is the need for access to the coastal portion of this site for recreational purposes and to discourage the deforestation and illegal cutting of protected trees located in this stretch.</p> <p>1.2.2 A recommendation that could be explored as means of addressing this challenge could be the inclusion of signage and educational boards on different points of the viewing deck that explicitly demonstrates the dangers associated with overexploitation of the protected tree species and/or other boards which celebrate and highlight the unique features that are found in this area which tourists and visitors can take photographs of as a means of improving the tourist experience.</p> <p>1.2.3 In the absence of this recommendation, the Branch O&C would endorse that the viewing decks remain separate and are not connected to provide different points as which to access the coastal area.</p> <p>1.2.4 The Branch O&C support's the proposal that the viewing deck, benches, picnic sets, waste receptacles, and walkways are made from poly-timber. All walkways and viewing decks should be adequately fitted with balustrades/ handrails to increase safety for older individuals and children.</p> <p>1.3 The Branch O&C endorses the implementation of the proposed Picnic and braai area. The following to be considered:</p> <p>1.3.1 The picnic and braai area adjacent to the Nenga River mouth where visitors can relax and enjoy the surrounding estuary and beach IS SUPPORTED as there are existing broken braai facilities that are currently on site. Therefore, this constitutes the replacement of like-for-like.</p> <p>1.3.2 However, taking both environmental and social considerations into account, the proposed plan of securing the picnic area with ClearVu Fencing on three sides and post and rail fencing on the south side of the picnic area adjacent to the Nenga River and the introduction of a playground (jungle gym, slides, and swings in this area are NOT SUPPORTED.</p> <p>1.3.3 The report specifies that a flood line assessment conducted to determine the position of the existing infrastructure about the 1:50 and 1:100 flood line levels</p>	<p>damage to the receiving environment.</p> <p>Noted. As part of the working along the coast initiative, the Applicant will include signage and educational boards within the area to highlight the importance of conservation and sustainability. Sign boards will be erected at the viewing decks and other prominent areas within the site (e.g. ablution facilities, braai/ picnic areas etc.).</p> <p>Noted. The above recommendation will be implemented and as such, the viewing decks will be connected/ joined.</p> <p>Noted. All viewing decks will be fitted with balustrades and based on the topography, certain portions along the walkway will also be fitted with balustrades/ hand rails.</p> <p>Noted.</p> <p>Noted. The existing, broken facilities will be replaced with new brick/ concrete braai areas and poly-timber benches, chairs and picnic sets.</p> <p>By securing the area, informal parking and access will be dissuaded. Informal parking and/ or access not only dilapidates the existing road surface, but also destroys the surrounding grass/ dune environment. Securing/fencing the area will maintain access within the area and direct pedestrian traffic The area will be infilled and stabilised to create a safe environment for both young and old. We therefore request the Department to reconsider this and support this component going forward.</p> <p>Noted. The findings from the flood line assessment did determine that the existing infrastructure (including the ablution facilities) are</p>

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	<p>indicates that the area where the playground is proposed lies within the 1:50 and 1:100 flood lines.</p> <p>Formalisation of the picnic and braai area adjacent to the Nenga River. A new playground area will be provided within the picnic area adjacent to the Nenga River</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Dilapidated braai facilities which will be demolished and reconstructed</p> </div> <div style="text-align: center;">  <p>Dilapidated tables and seating which will be demolished and reconstructed</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  <p>Proposed playground area within the picnic site adjacent to the Nenga River. The site will require landscaping and provision of suitable drainage infrastructure</p> </div> <div style="text-align: center;">  <p>The existing ablution facilities will be decommissioned to make space for a dedicated parking area</p> </div> </div> <p style="text-align: center;">Figure 1: Proposed picnic and braai area</p> <p>Figure 1 above indicates that the area where the ClearVu Fencing and playground is proposed is unstable and the soil currently lies on different levels, within 20m from the watercourse and is not suitable for the proposed area, environmental considerations, and the activities that will be taking place within this space (e.g., braai area where there is currently and potentially will be a lot of drinking activities taking place).</p> <p>1.3.4 To protect people, property, and economic activities from the risks and threats which may arise from dynamic coastal processes such as wave and wind erosion, coastal storm surges, flooding, and sea-level rise, and mitigate the visual impacts, the Branch O&C does not endorse proposals to erect structures</p>	<p>within the 1:50 and 1:100 year flood line.</p> <p>Noted.</p> <p>Noted. The Applicant acknowledges that the existing area, in its current condition is not safe for human activity (sitting, braaing etc.). However, even in its current condition, the area is excessively used by tourists, beach goers and locals (during weekends and public holidays). Whilst we understand and acknowledge your concern, the current conditions need to be improved for safe use. It is with this understanding that the Applicant intends to infill and stabilise the footprint around the existing ablution facility and braai/ picnic areas, thus making it safer for use.</p> <p>Noted. However, there is a responsibility to improve the existing conditions to prevent further pollution and degradation. Due to the large numbers visiting the area, there is an urgent need to improve the conditions to facilitate the influx. Therefore, the existing</p>

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	<p>in flood plains and proximity to prominent watercourses. Further to this, this area is not safe for children, and as such, authorizing such structures would represent a limitation as it potentially introduces a safety risk to the future incidence of drowning and/or flooding.</p> <p>1.4 The Branch O&C endorses the Decommissioning and repositioning of the existing ablution facilities. The following to be considered:</p> <p>1.4.1 The report specifies that a flood line assessment was conducted to determine the position of the existing infrastructure about the 1:50 and 1:100 flood line levels and the findings indicated that the existing infrastructure is within both these flood line levels. Taking this into account, the proposal of decommissioning the two unused existing ablution infrastructures and repositioning them closer to the existing road and away from the dune and artificial wetland IS SUPPORTED.</p> <p>1.4.2 The ownership of these structures should be confirmed and permission for their removal and repositioning should be agreed upon with the property owner before the implementation of the proposed decommissioning.</p> <p>1.4.3 All construction rubble should be disposed of at a municipal approved landfill site.</p> <p>1.4.4 The applicant should further note that water resources (Nenga River and associated wetland units) close to the proposed development have the potential to become contaminated because of contaminated surface and subsurface runoff. This may also be a result of spillages and mismanagement of petrochemical substances on-site where stormwater transfers these pollutants into the receiving environment. Strict implementation of the mitigation measures outlined in the approved EMPr should be ensured to mitigate, abate, and prevent impacts related to the pollution of water resources and aquatic resources.</p> <p>1.4.5 The report outlines that the proposed ablution facilities will make use of conservancy tanks to collect organic waste. However, it further identifies that if the conservancy tanks are not routinely emptied, they may have the potential to contaminate the surrounding environment through overflowing. Although the report identifies the inclusion of the installation of two 6,000-l underground conservancy tanks to service the ablution facilities as a proposed mitigation measure, consistent maintenance, and regular servicing by KSDLM during operation will be required to ensure that the maximum benefits of this development are experienced.</p> <p>1.4.6 A financial commitment to undertake the proposed servicing and maintenance should be negotiated and agreed upon with the municipality as this potentially</p>	<p>conditions will be infilled and levelled to reinstate the braai/picnic areas, play and parking area. Once filled and shaped, the area will not be as susceptible to flooding and/ or flood damage.</p> <p>Noted. Thank you for endorsing the decommissioning and repositioning of the existing ablution facilities.</p> <p>Noted.</p> <p>Noted. The landowner/ s (traditional authority) has already been notified and consent has been obtained.</p> <p>Noted. All construction rubble will be disposed off at the Mqanduli landfill site.</p> <p>Noted. Adequate mitigation measures have been included in the Environmental Management Programme (EMPr) (Refer to Section 6, for the site-specific mitigation measures that must be adopted for the Construction Phase of the proposed development).</p> <p>Noted. The KSD Local Municipality will be requested to provide routine maintenance/ servicing to the newly constructed ablution facilities.</p> <p>Noted. The KSD Local Municipality will be requested to provide a financial commitment to undertake the proposed servicing and</p>

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	<p>can impact the future of this proposal if water quality-related issues are not adequately catered for and dealt with during the initial stages.</p>	<p>maintenance of the newly established infrastructure.</p>
	<p>1.5 The Branch O&C endorses the proposal for the inclusion of the Wetland stabilization. The following to be considered:</p>	<p>Noted.</p>
	<p>1.5.1 All activities to be undertaken in the wetland should undertake a risk-averse approach and ensure that water resources in the area are not severely impacted by the implementation of the proposed measures.</p>	<p>Noted. The appointed wetland specialist has investigated the potential impacts on the artificial wetland. Mitigation measures have been included in the specialist report and EMPr to minimise the potential impacts on the artificial wetland.</p>
	<p>1.6 The Branch O&C endorses the proposal for inserting a Lifeguard tower. The following to be considered:</p>	<p>Noted.</p>
	<p>1.6.1 The proposed lifeguard tower should be strategically positioned away from harsh winds that could damage it. The material to be used should be long-term durable, able to withstand the harsh conditions from coastal influence, and have low maintenance requirements.</p>	<p>The position of the lifeguard tower has been confirmed/ supported by the beach/ dune specialist. The receiving environment is very disruptive and the new tower will be positioned within an area that is less susceptible to erosion and the prevailing wind conditions.</p>
	<p>1.7 The Branch O&C endorses the proposal for inserting Streetlights. The following to be considered:</p>	<p>Noted.</p>
	<p>1.7.1 While the idea of introducing streetlights is not considered desirable by the residents, the lack of streetlights creates unsafe driving conditions, endangering pedestrians, animals, and drivers. The proposal to install wooden street lighting poles within the development node IS SUPPORTED. The streetlights should however be designed to ensure that they blend with the natural aesthetic in terms of height, and size to not detract from the sense of place.</p>	<p>Noted. The proposed streetlights will only be installed along the roads entering and exiting Coffee Bay. The streetlights will consist of standard wooden poles, ranging from approximately 6m – 8m in height.</p>
	<p>1.8 The Branch O&C endorses the proposal for inserting. Welcome signage in Coffee Bay. The following to be considered:</p>	<p>Noted.</p>
	<p>1.8.1 The proposal for welcome signage to be erected at the entrance to the Coffee Bay development node is SUPPORTED as this will aid visitors' experience and assist in navigating around the area with much more ease</p>	<p>Noted.</p>
	<p>1.9 Concluding Remarks</p>	
	<p>1.9.1 It should be noted that while this proposed refurbishment and construction of coastal infrastructure in Coffee Bay may be considered a relatively small development, it could be a catalytic project which could potentially encourage tourism and investment in the area and provide employment opportunities to members of the community (during the construction and operation phases). The addition of new infrastructure to accommodate larger volumes of pedestrians, beachgoers and tourists present new opportunities for economic development.</p>	<p>Noted.</p>

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	<p>1.9.2 Coffee Bay is a rural and poverty-stricken community that could benefit from increased tourism opportunities and opportunities for sustainable livelihoods. For this reason, the Branch O&C urges the applicant to consider the addition of economic hubs/stalls within the planned infrastructure that can accommodate the small businesses e.g. sale of local arts and crafts, food stalls, and provide locals with the opportunity to be tour guides and similar associated activities. This could ensure long-term maximization of the benefits associated with this development, as well as ensure that this development will blend with and complement future developments in the area.</p> <p>2. Below are the specific considerations for inclusion in the Environmental Management Plan (EMP).</p> <p>2.1. Construction and operational management of the development must ensure that as far as possible, all protected trees are not impacted by proposed construction activities at all development stages.</p> <p>2.2. The potential security and safety impacts associated with the presence of construction workers and other impacts associated with noise, dust and safety impacts associated with construction related activities and the movement of heavy vehicles were identified as key socioeconomic issues associated with this development proposal. While most of these impacts are unavoidable, the onus lies with the applicant to ensure that the construction activities result in a minimal disturbance to neighbouring.</p> <p>2.3. The construction and operational plan should not clash with the residential land use of this neighbourhood. The construction schedule/operational plan/ times be communicated and, if possible, avoid holiday periods. As far as possible, the construction schedule should be available to neighbour properties to ensure that they are aware of the proposed activities and that they can make adequate means to mitigate noise and impacts.</p> <p>2.4. Construction work should be restricted to weekday working hours between 08h00- and 17h00. The Branch O&C further stresses that the responsibility to keep noise levels within reasonable limits and hours lies with the applicant and appointed building contractor.</p>	<p>Response from DFFE: "The comment below is noted and well appreciated however there are many role players in the wild coast. The Department of Tourism (NDT) has a project for both Coffee bay & Hole in the Wall aiming at enhancing tourism for better tourists experience and they are working closely with the LED & Tourism Directorate in KSD LM. Additionally through ECPTA NDT has funded the hiking trail from PSJ to Coffee Bay, wherein they are encouraging tourists to make use of the homestays in order to experience the life and the food from the locals. In the home stays the crafts are displayed. The proposed stalls need to be conceptualize in a manner that it will be sustained and therefore the above stakeholders are at the center for such and it is not covered in this project for now, however we will raise it with the colleagues so that it is given attention. ECPTA, NDT, KSD LM Tourism will even have database of crafters in the area and have Tourism forums such must be taken care of in that platform to avoid white elephants"</p> <p>Noted, the specific considerations will be included in the Environmental Management Programme (EMPr).</p> <p>Noted. The proposed development is not expected to remove any protected trees.</p> <p>Noted. The potential impacts and mitigations have been outlined in the Final BAR and also addressed in the EMPr.</p> <p>KCDM will be responsible for the construction schedule and operational plans. Adjacent land owners will be notified prior to any activities being undertaken.</p> <p>Noted. Construction activities will only take place within the prescribed working hours.</p>

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	<p>2.5. Should there be any archaeological evidence on-site, work should cease immediately, and the case reported to the relevant authorities for a professional investigation.</p> <p>2.6. No wastewater containing harmful chemicals should be released on-site, to avoid contamination of the sand/soil.</p> <p>2.7. Ensure drainage and runoff are controlled to prevent erosion and soil loss. Install contour berms where erosion has occurred to ensure that no new erosion pathways are formed</p> <p>2.8. Access to sensitive areas outside the developmental footprint must be controlled using signage during construction. The appointed Environmental Control Officer should ensure that all No-Go areas are demarcated</p> <p>Kindly note that the Department reserves the right to revise its comments and request further information based on any additional information received. All correspondence, documentation, and/or requests (hard copy and an electronic copy) should be submitted to our office via OCEIA@dffe.gov.za / or Physical Address: Department of Forestry, Fisheries & the Environment (DFFE), Branch: Oceans and Coast, 2 East Pier Building, East Pier Road, Victoria and Alfred Waterfront, Cape Town, 8001.</p>	<p>Noted. This has also been outlined in the Chance Find Protocol in the EMP.</p> <p>Noted.</p> <p>Noted. The site will be infilled and shaped to accommodate surface runoff.</p> <p>Noted. The appointed ECO will be responsible for ensuring that no individuals are allowed in the no-go areas.</p>
<p>11 April 2022 Eastern Cape DEDEAT</p>	<p>RE: COMMENTS ON DRAFT BASIC ASSESSMENT REPORT (DBAR) FOR THE PROPOSED CONSTRUCTION AND REFUBISHMENT OF COASTAL INFRASTRUCTURE AT COFFEE BAY AND HOLE IN-THE WALL WITHIN KING SABATHA DALINYEBO MUNICIPAL AREA, EC157/ORT/LN1&LN3/M/22-24.</p> <p>The review outcome with the key issues to be considered on the final BAR is as follows:</p> <ul style="list-style-type: none"> • The basic assessment report template (to be attached) must be used to submit the Basic Assessment Report – only fill all the information as required and do not alter / modify the Departmental template; • The Specialist application form template (to be attached) must be used, signed, date of signatures must correspond (Specialist & commissioner of oath), expertise of each Specialist must be attached in the application form; • Screening tool report (s) attached must be signed by the compiler; • Application (s) for Coastal Conservation Area (CCA) for activities within the 1km area from the high-water mark (HWM) of the sea towards inland, Off Road Driving (ORV) must be submitted to this Department (DEDEAT). If any 	<p>Noted. As part of the Final BAR, ACER has completed the requested template.</p> <p>Noted. The specialist declarations have been signed and commissioned. The declaration from Mr. Prins could not be obtained as he passed away in 2021. Please refer to the obituary attached as part of the declaration.</p> <p>The screening tool has been signed by the compiler.</p> <p>The proposed developments will not take place below the high water mark and will not require the need for an ORV. Further, the proposed developments are not expected to remove any protected</p>

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	<p>Threatened or Protected Species (TOPS) as listed on the NEMBA TOPS species Regulations that will be affected, an application must also be submitted to this Department;</p> <ul style="list-style-type: none"> • Consent / comments from DFFE – Forestry Chief Directorate and proof of submission of application for forest permit for activities within the coastal dune forest (s); • Consent / comments from DFFE – Environmental Affairs Chief Directorate (Oceans and Coast Directorate) for any activities within the low-water mark of the sea, including receipt of acknowledgements, proof of applications for other required permits i.e. Marine Coastal permit (if required) or any discharge to the sea • eWULA proof of application for permit and consent / comments from Department of Water and Sanitation – Water Affairs Chief Directorate. • Activities within the Sea Shore will require sea shore lease agreement, proof of application must be attached in the report; • Comments and inputs from all the stakeholders, interested and affected parties must be addressed in the final report; • Comments from the Traditional Authority (ies), Ward councilor and Kwa-Tshezi Community Development Trust within Coffee Bay and Hole in the Wall area. • Note that construction of 4-metre-wide access road is listed in terms of Listing Notice 3 (GNR 324) activity 4 of the current NEMA EIA Regulations 2014 as amended. If there will be any road construction around the Hole in-the Wall Hotel which will be wider than 4 m, an application for environmental authorization must be amended and assessment must be undertaken; • Consider the points raised on the acknowledgement of the receipt of your application for environmental authorization, dated 4 April 2022; • You are requested to submit soft copy and two hard copy reports to OR Tambo Regional Office and one soft copy & one hard copy to the Head Office (Bhisho). • The final Basic Assessment Report (BAR) must be submitted within 90 days (before 30 June 2022) from the date of receipt of application. Failure to submit the final BAR within the said period, your application will lapse. Your attention is drawn to Regulation 19 and 45 of the current amended NEMA EIA Regulations 	<p>trees and as such, these permit applications are not required.</p> <p>A forest permit is not required, as the proposed activities will not result in the removal/ destruction of trees.</p> <p>The comments received from Ocean and Coast have been addressed. Oceans and Coast Directorate did not identify any other permit requirements, as no activities will be taking place below the high-water mark.</p> <p>The eWULA application is still in progress and a site investigation has already been undertaken by the case officer.</p> <p>The proposed development will not require a sea shore lease permit, as there will be no activities below the high water mark.</p> <p>All issues raised by the stakeholders and I&APs have been addressed in the comments and responses report.</p> <p>The traditional authorities were involved at the inception of the project. MBB Consulting Engineers hosted a meeting with all traditional authorities/ trust members and the project was given the go ahead. The Ward councillor has been included in the project database and has not had any objections to the proposed development.</p> <p>The proposed road upgrade schedules to take place at Hole in the Wall is not expected to be wider than 4 meters and as such, listed activities within Listing Notice 3 is not applicable.</p> <p>Noted. The points raised have been considered in the Final BAR.</p> <p>As confirmed by the local office, the submission of one hard copy will be accepted</p> <p>Noted.</p>

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	of 2014.	