



Eco Route

ENVIRONMENTAL CONSULTANCY
REGISTRATION NO. 1998/031976/23

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Appendix F: Final BAR – Public Participation Report

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

DEA&DP Ref. No:

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1. Introduction

This document records the details of the public participation process and records any comments received from Interested and Affected Parties (IAPs) in terms of the EIA regulations of the National Environmental Management Act (Act 107 of 1998) as well as the responses provided by the Environmental Impact Assessment Practitioner and the proponent.

2. Identification of IAPS and Notification Process

A public participation process is being carried out in accordance with Section 24J of the NEMA; the following activities have been carried out:

- Submission of Notice of Intent and accompanying Screening Tool Report and Site verification report to the competent authority, Department of Environmental Affairs and Development Planning (DEADP) on 27 June 2024.
- Notice of proposed application for EA and registration of IAPs:
 - Placing two posters close to the site to inform the public of the process.
 - Emailing notice to organs of state, landowners, adjacent landowners and potential IAPs
 - Placing an advertisement in the KNYSNA PLETT HERALD on Thursday 4 July 2024
- Allowing for a 30-day registration and initial comment period on Notice;
Registration of IAPs: 4 July – 4 August 2024
- Background information document (BID) provided to registered IAPs
- Record of registration and comments received in response to the notices and BID
- Distribution of draft basic assessment report (BAR) to IAPs for a 30-day review and comment period.
Review and comment period: 1 November to 2 December 2024

All comments received as well as responses provided by the Environmental Impact Assessment Practitioner and the proponent will be recorded throughout the process. Comments will be addressed in the assessment process.

See the following attached appendices for details of public participation activities carried out:

- Annexure E1: Notices, BID, Adverts and Background information document
- Appendix E2: Full Register of interested and affected parties
- Appendix E3: Registrations, Comments and Responses



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Appendix E1: Adverts, notices and BID

Advert placed in the KNYSNA PLETT HERALD on Thursday 4 July 2024

FORM JJJ

LOST OR DESTROYED DEED

Notice is hereby given in terms of Regulation 68 of the Deeds Registries Act, 1937, of the intention to apply for the issue of a certified copy of Deed of Transfer T3004/2019, in favour of **KNYSNA MUNICIPALITY**, in respect of a certain **ERF 19213 KNYNSA, IN THE KNYNSA MUNICIPALITY, DIVISION KNYNSA, PROVINCE OF THE WESTERN CAPE** which has been lost or destroyed.

All persons having objection to the issue of such copy are hereby required to lodge the same in writing with the **REGISTRAR OF DEEDS at ROOM 1216, 12th FLOOR, 90 PLEIN STREET, CAPE TOWN** within two weeks after the date of the first publication of this notice.

Dated at **PLETTENBERG BAY** on the 4th day of **JULY 2024**.

Applicant : **SPS MALEPENG
C/O NANDI BULABULA ATTORNEYS**
20 Florina Place, Mainstreet, Plettenberg bay
Contact Number: 044 533 6721
E-mail: akwaba@nandibulabulainc.co.za

FORM JJJ

LOST OR DESTROYED DEED

Notice is hereby given in terms of Regulation 68 of the Deeds Registries Act, 1937, of the intention to apply for the issue of a certified copy of Deed of Transfer T68958/2002, in favour of **KNYSNA MUNICIPALITY**, in respect of a certain **ERF 11758 KNYNSA, IN THE KNYNSA MUNICIPALITY, DIVISION KNYNSA, PROVINCE OF THE WESTERN CAPE** which has been lost or destroyed.

All persons having objection to the issue of such copy are hereby required to lodge the same in writing with the **REGISTRAR OF DEEDS at ROOM 1216, 12th FLOOR, 90 PLEIN STREET, CAPE TOWN** within two weeks after the date of the first publication of this notice.

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E-mail: akwaba@nandibulabulainc.co.za

Legal Notices / Important Notices

IN THE HIGH COURT OF SOUTH AFRICA
(WESTERN CAPE DIVISION, CAPE TOWN)

CASE NO: 2329/2015

In the matter between:

NEDBANK LIMITED

Plaintiff

and

LITTLE CREEK TRADING 285 CC
(Registration Number: 2005/165125/23)

First Defendant

AYODELE FOLU AYENI
(Born: 9 May 1963)

Second Defendant

OLAYINKA OMOTOKUNBO IRENE ROSE AYENI
(Born: 30 September 1964)

Third Defendant

NOTICE OF SALE IN EXECUTION OF IMMOVABLE PROPERTY

KINDLY NOTE THAT that the following property will be offered for sale in execution, by public auction, on **17 JULY 2024 at 11h00** at the offices of the Sheriff of the High Court, Knysna at No. 8 Church Street, Knysna, in terms of a warrant of execution issued pursuant to a judgment granted by the abovementioned Honourable Court on 1 August 2017:

CERTAIN: Erf 59 Knysna, in the Municipality and Division of Knysna, Western Cape Province
SITUATED AT: 41 Circular Dive, Paradise, Knysna
MAGISTERIAL DISTRICT: Knysna
MEASURING: IN EXTENT 828 (EIGHT HUNDRED AND TWENTY EIGHT SIX) square metres
AS HELD: by the First Defendant under Deed of Transfer T82178/2006

**THE PROPERTY IS ZONED FOR RESIDENTIAL USE.
SUBJECT TO THE TERMS AND CONDITIONS MENTIONED OR REFERRED TO THEREIN.**

IMPROVEMENTS:

- Although no warranties are given, the following information is provided:
 - A modern well designed multi storey dwelling built from plastered and painted brick walls under a pitched corrugated iron roof, flooring from concrete covered with ceramic tile, carpet and timber, gypsum- and synthetic board ceilings with exposed beams and aluminium window frames.
 - The main building consists of an entrance hall, lounge/dining room, living room guest toilet, storeroom, kitchen, scullery/laundry, 5 bedrooms, 2 en-suite bathrooms and 3 en-suite showers. The main building is fitted with a burglar alarm. The kitchen is fitted with floor cupboard with granite tops and a freestanding Eurogas stove. The living room is fitted with a built-in bar and some of the bathrooms are fitted with heated towel rails.
 - The outbuildings consist of a single storey double garage built from plastered and painted brick walls under a mono-pitched corrugated iron roof and aluminium window frames. There is a swimming pool, decks and balconies.

(The nature, extent, condition and existence of the improvements are not guaranteed.)
- A copy of the Conditions of Sale may be inspected at the offices of, or obtained, from:
 - Sheriff of the High Court Knysna, Tel: 044 382 1020; and
 - VanderSpuy Cape Town, 1st Floor, 56 Shortmarket Street, Cape Town, Tel: 021 419 3622.
- The following amounts are payable at the sale and upon signature of the conditions of sale:
 - a deposit of 10% (TEN PERCENT) of the full purchase price, payable in cash or by bank guaranteed cheque (balance is payable on registration of transfer, which balance shall be secured by an approved bank guarantee, to the Plaintiff's conveyancers within 14 (FOURTEEN) days of the date of sale); and
 - Sheriff's commission, calculated as follows:
 - 6% on the first R100 000.00 of the proceeds of the sale, and
 - 3.5% on the proceeds of the sale exceeding R100 000.00 to R400 000.00 and;
 - 1.5% on the balance of the proceeds of the sale.
 - subject to a maximum commission of R40 000.00 plus VAT and a minimum of R3 000.00 plus VAT (inclusive in all instances of the sheriff's bank charges and other expenses incurred in paying the proceeds into his or her trust account).
- The sale in execution will be conducted by Mr Senzo Dhamini of the Sheriff of the High Court Knysna (Tel: 044 382 1020) and the following information can be obtained from the Sheriff:
 - rules of auction (conditions of sale);
 - directions to the property put up for sale in execution;
 - directions to the premises where the sale in execution will be taking place; and
 - 1 (ONE) free copy of this notice.
- A copy of the regulations promulgated in terms of the Consumer Protection Act 68 of 2008 can be obtained at the following URL link: https://www.gov.za/sites/default/files/32186_467.pdf (last accessed on 21 May 2024)
- Prior to the commencement of the auction, any person that intends to bid must register his or her identity on the Sheriff's bidder's record. Such registration requires proof of identity and of residence. Any person who intends to bid on behalf of another person must produce a letter of authority expressly authorising him or her to bid on behalf of that person, and both that person and the bidder must produce proof of identity and of residence. If a person will be bidding on behalf of a company, the letter of authority must appear on a letterhead of the company and must be accompanied by a certified copy of a resolution authorising him or her to do so.

DATED AT CAPE TOWN ON THIS DAY OF FEBRUARY 2024.

VANDERSPUY CAPE TOWN
Attorneys for Plaintiff
Per:

Ref: Mr Y Cariem/NED8/0235
1st Floor
56 Shortmarket Street
CAPE TOWN
Tel: 021 419 3622
Fax: 021 418 1329



Knysna
Municipality || Munisipaliteit || uMasipala
inclusive || innovative || inspired

NOTICE: AMENDMENT TO AGRICULTURAL ZONED PROPERTIES

All agricultural zoned properties within the Knysna Municipal jurisdictional area will be charged with the base residential property rates tariff as from 1 July 2024. The agricultural rebate of 75% will only be applicable to owners of agricultural zoned properties who practice bona fide farming activities on the property. Therefore, owners must be registered with the South African Revenue Service as a farmer and must submit a copy of the latest **IT48** ("calculation of taxable income from farming operations"), together with the application for a rebate.

If no **IT48** can be produced upon application, due to recent ownership change or any other acceptable reason, a municipal official, authorized by the Municipal Manager, shall issue an agricultural certificate to the owner of the property after an inspection of the property if he or she is satisfied that such land is used bona fide and exclusively by the owner or occupier for agricultural purposes.

Agricultural zoned properties used for bona fide farming activities as well as other non-related farming activities (business activities and etcetera), will be multi-purposed in terms of Council's Municipal Property Rates Act Policy and By-Law. The 75% agricultural rebate will only be applicable on the agricultural portion of the multi-purposed property valuation.

Application forms for the agricultural rates rebate, accompanied by the latest SARS assessment (**IT48**) must be submitted to the Rates Department at Customer Care Centre or emailed to rates@knysna.gov.za.

For any clarification, contact the Accountant: Rates & Taxes, Ms. Mandisa Siko at 044 302 6453.

SETLOANE MAPELENG
ACTING MUNICIPAL MANAGER



www.knysna.gov.za
151142 www.ayandambanga.co.za

Legal Notices / Important Notices

ECO-ROUTE ENVIRONMENTAL CONSULTANCY



Notification of Public Participation

Proposed residential development on Erf 2074, Bitou Local Municipality, Western Cape

A residential development (estimated 230 units) is proposed to be developed on Erf 2074, located on Marine Drive in Plettenberg Bay, Bitou Local Municipality in the Western Cape Province. The erf is approximately 6 ha in extent; approximate central coordinates: 34° 3'16.00"S; 23°21'37.65"E.

In terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA) and the 2014 Environmental Impact Assessment (EIA) regulations (as amended, 2017), the proposed development requires an environmental authorisation (EA) to be issued by the Western Department of Environmental Affairs and Development Planning (DEA&DP) prior to the commencement of construction. The proposed development triggers the following NEMA EIA listed activities:

- Listing Notice 1 (GNR 327) – Activity 27
- Listing Notice 3 (GNR 324) – Activity 12

The environmental authorisation application process requires a Basic Assessment to be carried out. The proposed development may require a Water Use License Authorisation (WULA) / General Authorisation (GA) in terms of the National Water Act, 1998 (Act No. 36 of 1998). The NWA process will be run in parallel with the NEMA process.

Notice is hereby given in terms of Regulation 41 of the NEMA EIA regulations that the developer will be applying for an EA from the DEA&DP. A public participation process will be conducted in terms of the NEMA Regulation 41 of GN R. 326, 2014, as amended.

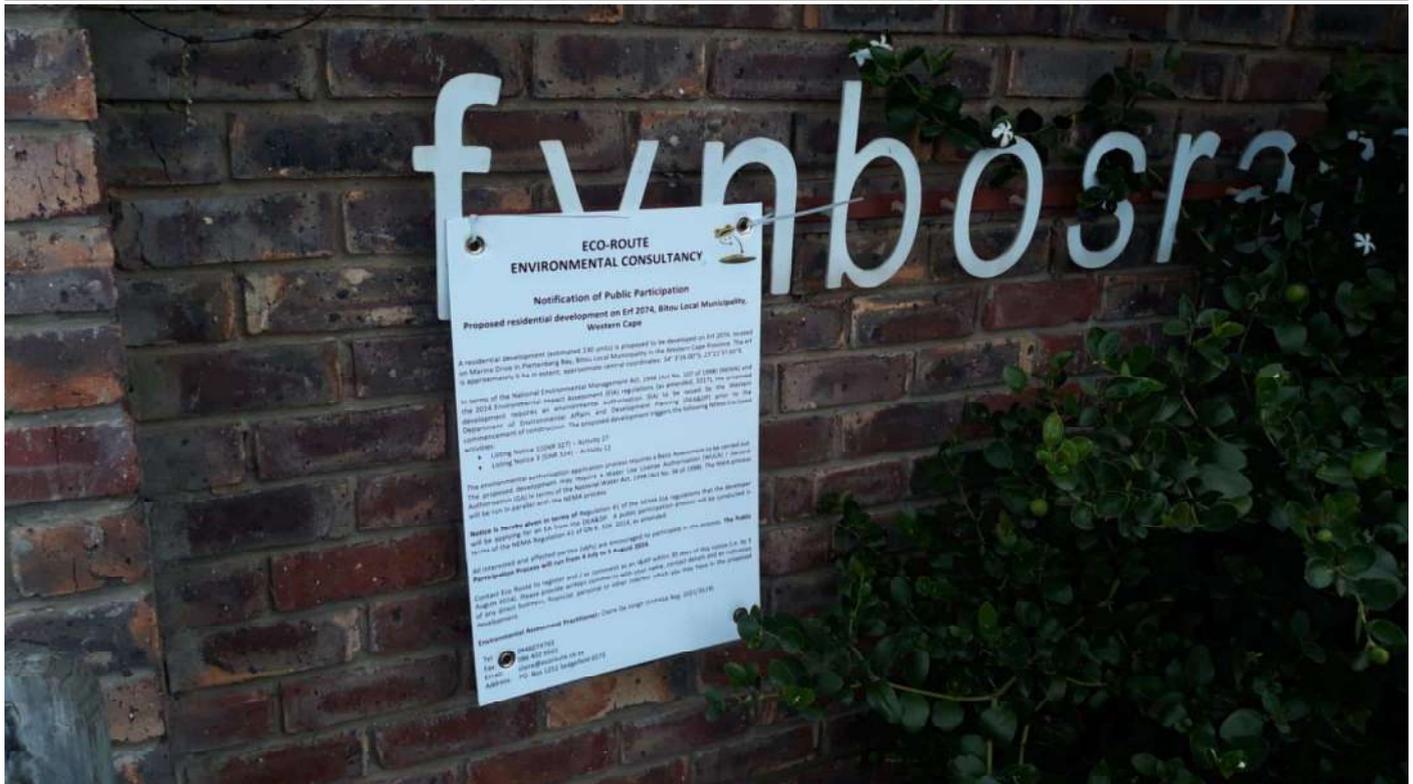
All interested and affected parties (IAPs) are encouraged to participate in the process. The Public Participation Process will run from 4 July to 5 August 2024.

Contact Eco Route to register and / or comment as an I&AP within 30 days of this notice (i.e. by 5 August 2024). Please provide written comments with your name, contact details and an indication of any direct business, financial, personal or other interest which you may have in the proposed development.

Environmental Assessment Practitioner: Claire De Jongh
(EAPASA Reg: 2021/3519)

Tel: 0846074743
Fax: 086 402 9562
Email: claire@ecoroute.co.za
Address: PO. Box 1252 Sedgefield 6573

Site notices placed in close proximity to the site on Thursday 4 July 2024



ECO-ROUTE
ENVIRONMENTAL CONSULTANCY



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Environmental Assessment Practitioner: Claire De Jongh (EAPASA Reg: 2021/3519)

Tel: 0846074743
Fax: 086 402 9562
Email: claire@ecoroute.co.za
Address: PO. Box 1252 Sedgfield 6573

Figure 1:

Background Information Document



BACKGROUND INFORMATION DOCUMENT (BID)

PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON
RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

PUBLIC PARTICIPATION PROCESS

Pre-application Phase

Application for Environmental Authorisation as required in terms National Environmental Management Act (Act 107 Of 1998) Environmental Impact Assessment Regulations 2014, as amended

4 July 2024

Introduction

A medium to high density residential development is proposed to be developed on RE / Erf 2074. The site is approximately 5.95 hectares (ha) in extent and situated within the urban edge of the Plettenberg town settlement, immediately south of Marine Way within the Bitou Local Municipality in the Western Cape Province.

The proposed development entails the construction and operation of a residential development and will require prior authorisation in terms of the following:

- National Environmental Management Act (Act 107 Of 1998) (NEMA)
- NEMA Environmental Impact Assessment (EIA) Regulations 2014, as amended, 2017
- National Environmental Management: Biodiversity Act (Act 10 of 2004) (NEMBA)
- National Heritage Resources Act (Act 25 of 1999) (NHRA)
- National Water Act (Act 36 of 1998) (NWA)

Eco-Route Environmental Consultancy have been appointed to carry out the environmental authorisation process as required in terms of NEMA and the NEMA EIA regulations, 2014, as amended.

Purpose of the BID

The main purpose of this Background Information Document (BID) is to:

- Provide potential Interested and Affected Parties (IAPs) with information regarding the proposed development;
- Describe the environmental process being undertaken in terms of the NEMA and the EIA regulations, 2014, as amended
- Outline the basic assessment and public participation process

Project Proposal (Alternative 1)

An estimated 230 units are proposed to be developed on Erf 2074; the units are proposed to be two- and three-bedroom units in three-storey buildings; each unit is proposed to be approximately 100 to 130m² in extent. Supporting services and infrastructure will be installed, including; access roads, internal roads, sewage, electric and water reticulation systems, stormwater management structures as well as parking bays. The development including supporting services and infrastructure will occupy an estimated 50 000 m² (5 ha) of the erf. The development is proposed to be developed in 3 or 4 phases to allow the development to respond to changing market demands.



The property is situated in an area that has been identified as a “Strategic Development Area” in terms of the Bitou Strategic Development Framework, 2022, with the potential for medium-density (3 to 4-storey) residential development.

Erf 2074 is currently used for single residential purposes and existing infrastructure includes a house and an outbuilding. Indigenous trees and vegetation have been planted by the owner of the property; a small olive grove (3000m²) was planted as part of previous agricultural activities; a small plantation of king proteas has been planted.

A rezoning application was submitted in 2006 to rezone Erf 2074 from Agriculture to a subdivisational area, however this application was never concluded. In August 2012, an application was made for a second dwelling which allowed a new house to be constructed in the southern portion of the site. The application was approved, and the house construction commenced however it was not completed. Remnants of the building footprint and access road still exist.

The current development proposal has been designed for the maximum number of units that can be achieved taking into account access and parking requirements, existing structures, site characteristics, as well as infrastructure development parameters of the zoning Scheme.

Alternatives

Alternatives are defined in the NEMA EIA Regulations as different means of meeting the general purpose and requirements of the activity, which may include alternatives to:

- (a) the property on which or location where it is proposed to undertake the activity;
 - The development is proposed by the landowner of Erf 2074; Erf 2074 will be the only location assessed.
- (b) the type of activity to be undertaken;
 - The proposed development is a medium to high residential developing entailing approximately 230 units with a maximum development footprint of 5 hectares.
- (c) the design or layout of the activity;
 - An initial site development plan has been included as Appendix B.
 - The current layout proposal will be assessed as alternative layout 1; any changes to the layout identified during the assessment process will form the basis of alternative 2.
- (d) the technology to be used in the activity or process alternatives;
 - Includes, *inter alia*, energy, water, sewage, waste management options
- (e) the operational aspects of the activity; and
 - Includes, *inter alia*, energy, water, sewage, waste, landscape management options
- (e) the option of not implementing the activity.
 - The no-go option will be assessed.

Should any reasonable / feasible alternatives be identified by IAPS, organs of state, specialists or the project team during the environmental process, such alternatives will be investigated.

Environmental Sensitivities

Historically the entire site resembled an open-canopy vegetation type which is consistent with the South Outeniqua Sandstone Fynbos mapped on the property in terms of National Vegetation Map (2018); South Outeniqua Sandstone Fynbos (FFs 19) is a *least threatened vegetation type* in terms of NEMBA and the 2022 updated list of threatened ecosystems.



The Western Cape Biodiversity Spatial Plan (WCBSPP; 2017) excludes the majority of Erf 2074 from the conservation planning areas; the southernmost section of the site is mapped as a terrestrial Critical Biodiversity Area 1 (CBA1); Ecological Support Areas 1 and 2 (ESA1 and ESA2) are mapped along the west-south-western boundary of Erf 2074.

The site is situated in quaternary catchment K60G. The closest perennial river is the Piesang River located in the valley bottom below the cliffs approximately 250 m south of the property. At this point, the river is mapped as the Estuarine Functional Zone (EFZ) and flows in an easterly direction for approximately 1.8 km until it exits to the sea at the river mouth.

The property is located on a watershed; the northern area indirectly drains to the Keurbooms River via stormwater in urban areas, while the southernmost section of the property drains directly to the Piesang River.

The western area of the development is situated within 100 meters of a mapped drainage line; the drainage line falls on Erf 2073 and drains towards the Piesang River in the south. Any construction of stormwater outlets, pipes or associated infrastructure directing stormwater into the drainage line on the western neighbouring property to the may require a water use license (WUL) / general authorisation as Section 21 c and I water uses listed in the NWA will be triggered.

According to the National Freshwater Ecosystem Priority Atlas (NFEP; Nel et al., 2011) the two sub-quaternary reaches (SQR 9200 and 9188) mapped on the property are classified as Freshwater Ecosystem Priority Areas (FEPAs).

A heritage impact assessment was carried out on the site in 2005 by Dr Lita Webley. A stone house is located on the property and is believed to have been constructed over 100 years ago. A Notice of intention was submitted in 2005 in terms of Section 38 of the NHRA. In 2006 a Heritage approval was obtained for the previous development on terms of section 38 (8) of the National Heritage Resources Act and states that no further study was required.

Environmental Legislation

National Environmental Management Act

In terms of the NEMA 2014 EIA Regulations (as amended, 2017) the proposed development triggers activities listed in GNR. 327 (Listing Notice 1) and 324 (Listing Notice 3) and therefore requires an environmental authorisation. A basic assessment is required to be carried out as part of the environmental authorisation process.

The competent authority is the Western Cape Department of Environmental Affairs and Development Planning (DEADP).

The following NEMA EIA listed activities are applicable to the proposed development (please note that these are subject to change as more information becomes available):

| Listing Notice | Activity No(s): | Activity Description |
|-------------------------|-----------------|---|
| Listing Notice 1 | 27 | The clearance of an area of 1 hectares or more, but less than 20 hectares of indigenous vegetation. |
| Listing Notice 3 | 12 | The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan. i. Western Cape ii. Within critical biodiversity areas identified in bioregional plans. |



Screening Tool

The Department of Forestry, Fisheries and Environment (DFFE) has launched an on-line screening tool that is applied at the initial stages of an assessment. A Screening Report has been generated for the site; the DFFE National Screening Tool indicates the following environmental sensitivities:

- Agriculture theme: Medium sensitivity
- Animal species theme: High sensitivity
- Aquatic biodiversity theme: Very high sensitivity
- Archaeological and Cultural Heritage theme: Very High sensitivity
- Civil aviation theme: High sensitivity
- Defence theme: Low sensitivity
- Palaeontology theme: High sensitivity
- Plant species theme: Medium sensitivity.
- Terrestrial biodiversity theme: Very High Sensitivity

The following studies have been carried out to date:

- Aquatic Compliance Statement has been carried out by Confluent Environmental (Pty) Ltd, completed February 2024
- Terrestrial Biodiversity & Terrestrial Plant Species Report by Confluent Environmental (Pty) Ltd, completed February 2024
- Terrestrial Animal Species Specialist Assessment, Site Sensitivity Verification Report by Confluent Environmental (Pty) Ltd, completed February 2024
- Heritage Impact Assessment, Dr Lita Webley, 2005

The screening tool report and the reports compiled by relevant specialists to date will assist to identify potential environmental issues and impacts in the construction phase and operational phase of the proposed development.

The following specialist assessments are deemed necessary:

- A full assessment and risk assessment matrix is recommended to be carried out once stormwater calculations for 1:100 events and pre- and post-construction flows to the south have been done and stormwater management plan compiled accordingly.
- Due to the high sensitivity of the southern section and the location of development footprints in this area, a terrestrial and plant species assessment will be required.
- Due to the high sensitivity of the southern section and the location of development footprints in this area, a terrestrial animal species assessment will be required.

With regards to archaeology, heritage and palaeontology, the stone house identified in the 2005 Heritage Impact Assessment will not be demolished but incorporated into the planned development; furthermore, in 2006 approval was obtained from the Western Cape Heritage authority for the previous development proposal and stated that no further heritage assessments such as archaeological assessment, palaeontology assessment or visual impact assessments are deemed necessary.

National Water Act

The western area of the development is situated within 100 meters of a mapped drainage line which drains towards the Piesang River situated 250 meters south of the site. The proposed development may require a Water Use Authorisation (WUA) or a General Authorisation (GA) in terms of Section 21 of the National Water Act, 1998 (Act No.



36 of 1998). The Department of Water Affairs and Sanitation will be registered as an interested and affected party in the process. This process will run in parallel with the Basic Assessment Process.

Basic Assessment Process

A Basic Assessment process is carried out to identify and assess potential impacts associated with the proposed development. Mitigation measures to reduce anticipated negative impacts and enhance anticipated positive impacts are recommended. The basic assessment concludes with recommendations and any related conditions for environmental authorisation.

Public participation process is carried out according to NEMA EIA Regulation 41 of GN R.326, 2017. **All interested and affected parties (IAPs) are encouraged to participate.**

A pre-application Public Participation Process (PPP) will be done to inform the development proposal prior to submission of a formal Application to the competent authority (DEADP).

The pre-application PPP phase is carried out to allow members of the public ample time to register as Interested and Affected Parties (IAPs), receive and review project information and provide input/ comments on the proposed development.

The following steps will be undertaken as part of the EA Application Process:

- Generation of screening tool report; complete
- Compile verification report and notice of intent to apply for environmental authorisation; complete
- Submission of Notice of Intent to apply for Environmental Authorisation to the competent authority (DEADP); complete
- Public participation starts (**current**) and entails:
 - Identifying potential Interested and Affected Parties (IAPS)
 - Identifying landowners, adjacent landowners, relevant organs of state and stakeholders – these parties are automatically registered as IAPs for the process unless requested to be removed from the IAP database
 - Distribution of Notice and Background information document to identified potential IAPs
 - Placement of Site Notices at the site
 - Placement of advert in a local newspaper
 - A 30-day period is provided to register as an IAP
 - Open Registered Stakeholder database
- Maintain stakeholder database; keep record of comments received, responses provided, throughout the basic assessment process
- Undertaking of planned specialist impact assessments based on screening tool and verification report
- Compilation of Pre-Application Basic Assessment Report (BAR) which identifies of potential impacts and proposed mitigation measures, and includes a Draft Environmental Management Programme report (EMPr) (construction and operational phase), Comments and Response Report, Specialist studies
- Distribution of preapplication BAR to IAPs for a 30-day comment and review period
- Submission of EA Application to DEADP
- Update pre-application BAR to draft BAR incorporating any comments received, additional studies and accompanying changes to proposed project
- Distribution draft BAR to IAPs for a 30-day comment and review period



- Update draft BAR to final BAR based on comments received on the Draft BAR
- Submit Final BAR to DEADP for decision-making
- The DEADP reviews the documents and decides whether the project can proceed or not.
- An Environmental Authorisation (EA), with conditions, is issued to the applicant if the proposed development may proceed.
- A copy of the EA is made available to all IAPs to consider, along with the reasons for the decision made. If you disagree with the decision, you are provided with information on how to lodge an appeal.

Public participation process

A vital part of the process is public consultation. The public participation process provides IAPs with an opportunity to gain an informed understanding of the proposed development through the review relevant reports and provides an opportunity for IAPS to comment on the proposed development and raise issues or concerns to be considered during the planning process.

Should you (or any other party you may be aware of) want to participate in the process and / or have comments regarding the proposed development and social and / or environmental related concerns, ***you are invited to register as an IAP*** for the application for environmental authorisation process.

The names and contact details of members of the public who respond to the legal advert and/or notices (calling for IAPs to register and comment; registration period: **4 July to 3 August 2024**) will be captured on the project Stakeholder Register. All written comments provided throughout the process will also be recorded.

To register as an IAP please submit your full contact details, in writing, to Eco-Route Environmental Consultancy using the contact details provided at the end of this document.

Please note that the main purpose of this Pre-Application process is to gain an understanding of all issues / concerns related to the development proposal so that these can be addressed prior to submission of the formal Application to DEADP.

**TO REGISTER AS AN I&AP, PLEASE SEND YOUR
REGISTRATION REQUEST, NAME & FULL CONTACT DETAILS,
AND ANY PRELIMINARY COMMENTS TO:**

ATT: Claire De Jongh
P.O. BOX 1252 Sedgfield 6573
Email: claire@ecoroute.co.za
Tel: 044 343 2232
Fax: 086 402 9562



Eco Route

ENVIRONMENTAL CONSULTANCY
REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

PhD Univ. Pretoria

Cell: 072 222 6013

email: ebersohn@cyberperk.co.za

MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

BASIC ASSESSMENT PROCESS

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

REGISTRATION / INITIAL COMMENT SHEET ON BID

Should you have any preliminary comments and would like to be registered as an Interested and Affected Part (I&AP), please complete this form and return it to Eco Route Environmental Consultancy at P.O. BOX 1252 Sedgefield 6573. Tel: 044 343 2232, Fax: 086 402 9562, Email: claire@ecoroute.co.za

| | |
|---------------------------|--|
| TITLE | |
| NAME & SURNAME | |
| REPRESENTING | |
| POSTAL ADDRESS | |
| TEL NO. | |
| FAX NO. | |
| CELL NO. | |
| E-MAIL | |

Please note: Submission of incomplete contact details may result in a person / entity not being registered. Please ensure that you complete the above table in full.

COMMENTS (please feel free to submit more pages)

1. List any key issues or concerns relating to the proposed development.

2. Describe your reason / motivation for participating in this environmental process (disclose any interest).

Please note: In terms of the EIA regulations, 2014, as amended, it is compulsory for IAPs to state their interest in a project / process, thus not providing reasons, may result in a person / entity not being registered.



Eco Route

ENVIRONMENTAL CONSULTANCY

REGISTRATION NO. 1998/031976/23

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PhD Univ. Pretoria

Cell: 072 222 6013

email: ebersohn@cyberperk.co.za

MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

3. List any potential (reasonable and / or feasible) alternatives for the activity and state why these alternative(s) are recommended:

4. List IAPs or Stakeholders that you feel should be registered (please provide their full contact details & who they represent, so that they may be contacted):

Distribution of Draft BAR - Notice

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:16
To: Danie.Swanepoel@westerncape.gov.za; Francois.Naude@westerncape.gov.za; Meryll.Fredericks@westerncape.gov.za; Nathan.Jacobs@westerncape.gov.za; Noluvo.Toto@westerncape.gov.za; 'Stephanie Barnardt'; Emily.Vowles@westerncape.gov.za; 'Vanessa Stoffels'; Evan.Burger@westerncape.gov.za; RobertsJ@dwa.gov.za; 'Melanie Koen'; RMolale@dffe.gov.za; 'OCEIA'; oceia@environment.gov.za; 'Innocent Mapokgole'; leptieshaam.Bekko@westerncape.gov.za; Mercia.Liddle@westerncape.gov.za; Hilda.Hayward@westerncape.gov.za; Ryan.Apolles@westerncape.gov.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
Attachments: Erf 2074 - Draft BAR_For 30 day review and comment_1 Nov - 2 Dec 2024_organized.pdf

**Application for Environmental Authorisation: DRAFT Basic Assessment Report
PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE
DEADP reference: Waiting reference number**

Dear State Department,

Please find attached a DRAFT Basic Assessment Report which has been compiled as part of the application process for Environmental Authorisation for activities listed in Listing Notice 1 and Listing Notice 3 of the 2014 Environmental Impact Assessment Regulations (as amended, 2017) published in terms of the National Environmental Management Act (Act 107 of 1998). The proposed development requires an Environmental Authorisation from the Western Cape Department of Environmental Affairs and Development Planning before construction may commence.

The DRAFT Basic Assessment Report and supporting appendices has been compiled as part of the EA process and is available at www.ecoroute.co.za/node/100

**The DRAFT Basic Assessment Report is hereby made available for a 30-day review and comment period.
Review and comment period: 1 November to 2 December 2024**

**Kindly submit comments to:
Email: admin@ecoroute.co.za / claire@ecoroute.co.za
Post: Postal Address: P.O. Box 1252, Sedgefield, 6573
Phone: 044 343 2232 / 0846074743**

The DRAFT Basic Assessment Report will be updated to incorporate comments received; the Final Basic Assessment Report will then be submitted to the DEADP for decision making.

Thank you for your participation in the process.

Thank you

Kind Regards
Claire



Claire De Jongh

Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

claire@ecoroute.co.za

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 11:17
To: 'DEADP-EIAAdmin George'
Cc: Danie.Swanepoel@westerncape.gov.za; claire@ecoroute.co.za
Subject: DRAFT Bar - Erf 2074 Plettenberg Bay

Good day EIA Admin,

Please see screenshot below as evidence of submission of the DRAFT Bar for Erf 2074 Plettenberg Bay.

Please kindly acknowledge receipt of this email.

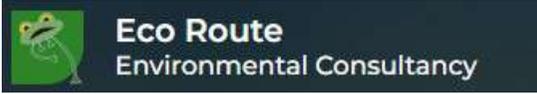
My files > EIM REGISTRY > 3. EAPS > EcoRoute

| Name | Modified | Modified By | File size | Sharing | Activity |
|--|--------------------|-------------------|-----------|---------|----------|
| <input checked="" type="checkbox"/> DRAFT Bar Erf 2074 Plettenberg Bay | A few seconds ago | Guest Contributor | 20 items | Shared | |
| 66 & 67 of 443 BAR | July 26, 2022 | Guest Contributor | 65 items | Shared | |
| 66 & 67 of 443 Plett EMPr | August 23, 2023 | Guest Contributor | 0 items | Shared | |
| Ad Hoc Setback Line Checklist Erf 699 Plett... | May 27 | Guest Contributor | 8 items | Shared | |
| Amended EMPr Crabs Creek Development | July 19 | Guest Contributor | 6 items | Shared | |
| Amendment of an EA Sandpiper Nature Re... | September 10, 2021 | Guest Contributor | 2 items | Shared | |
| Application for Amendment to EA Portion 6... | May 10 | Guest Contributor | 12 items | Shared | |
| Audit for ERF 2839, GREAT BRAK RIVER (Me... | September 6 | Guest Contributor | 1 item | Shared | |
| Audit for Prt 52 of 195 Kraaibosch George | April 18 | Guest Contributor | 3 items | Shared | |
| BAR for Beachfront Security Estate on Porti... | November 3, 2022 | Guest Contributor | 13 items | Shared | |

Kind regards,

Carina Leslie
Personal Assistant/Admin

Office: 064 691 4394
www.ecoroute.co.za



From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:45
To: joshuar@kustekonoline.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Email: admin@ecoroute.co.za / claire@ecoroute.co.za

Post: Postal Address: P.O. Box 1252, Sedgefield, 6573

Phone: 044 343 2232 / 0846074743

The DRAFT Basic Assessment Report will be updated to incorporate comments received; the Final Basic Assessment Report will then be submitted to the DEADP for decision making.

Thank you for your participation in the process.

Thank you

Kind Regards

Claire



Claire De Jongh

Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:45
To: scottsm1958@gmail.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Thank you

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Claire



Claire De Jongh

Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:44
To: linda.hore1@gmail.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Thank you

Kind Regards

Claire



Claire De Jongh

Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:43
To: 21ssvdwalt@gmail.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Claire De Jongh

Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:43
To: greeff@hbgschindlers.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Claire De Jongh

Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:41
To: reddy@hbgschindlers.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Phone: 044 343 2232 / 0846074743

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0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:41
To: gladwin-wood@hbgschindlers.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Email: admin@ecoroute.co.za / claire@ecoroute.co.za

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Thank you for your participation in the process.

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Kind Regards

Claire



Claire De Jongh

Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:39
To: acox@MPC.LAW.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:38
To: info@thulanahill.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:37
To: mike@mutualconstruction.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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**Kindly submit comments to:
Email: admin@ecoroute.co.za / claire@ecoroute.co.za
Post: Postal Address: P.O. Box 1252, Sedgefield, 6573
Phone: 044 343 2232 / 0846074743**

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Thank you

Kind Regards

Claire



Claire De Jongh

Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:37
To: sue@mutualconstruction.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Sent: Friday, 01 November 2024 10:36
To: jen@holidayplett.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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To: olivia.poluta@yahoo.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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To: warnecke@sh-aktive-beteiligungen.de
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
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From: admin@ecoroute.co.za
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To: barronw45@gmail.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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To: michellenagelhe@gmail.com
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To: geoff.anderson@mweb.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
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Thank you for your participation in the process.

Thank you

Kind Regards

Claire



Claire De Jongh

Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:31
To: poolmagicplett@gmail.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
Attachments: Erf 2074 - Draft BAR_For 30 day review and comment_1 Nov - 2 Dec 2024_organized.pdf

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**Kindly submit comments to:
Email: admin@ecoroute.co.za / claire@ecoroute.co.za
Post: Postal Address: P.O. Box 1252, Sedgefield, 6573
Phone: 044 343 2232 / 0846074743**

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Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:30
To: bgmodedesign@yahoo.de
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:30
To: dereklake70@gmail.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:29
To: ndzalama@aol.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Sent: Friday, 01 November 2024 10:29
To: drsmcnally@yahoo.com
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Sent: Friday, 01 November 2024 10:29
To: beith@telkomsa.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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0846074743

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From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:28
To: anton@tau.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:27
To: liesl.vw@legendlodges.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Eco Route Environmental Consultancy

0846074743

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From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:27
To: accounts1@holidayplett.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:26
To: nina@mutualconstruction.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:24
To: 'Gerhard De Vos'
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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0846074743

EAPASA registration: **2021/3519**

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:24
To: 'Julie'
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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EAPASA registration: **2021/3519**

claire@ecoroute.co.za

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:21
To: 'Chris Schliemann'; mrhode@plett.gov.za; 'Anje Minne'; mmemani@plett.gov.za; DSwart@plett.gov.za; info@gardenroute.gov.za; nina@gardenroute.gov.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
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Dear Municipality,

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claire@ecoroute.co.za

From: admin@ecoroute.co.za
Sent: Friday, 01 November 2024 10:20
To: asam@bocma.co.za; rmphahlele@bocma.co.za; pntanzi@bocma.co.za; 'Megan Simons'; kspencer@capenature.co.za; cfordham@capenature.co.za; managerfpa@gmail.com; Vanessa.Weyer@sanparks.org; MadondoP@caa.co.za; 'Nrateng Mashiloane'; obstacles@atns.co.za; WinnieL@atns.co.za; environment@caa.co.za
Cc: claire@ecoroute.co.za; 'Janet Ebersohn'
Subject: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape
Attachments: Erf 2074 - Draft BAR_For 30 day review and comment_1 Nov - 2 Dec 2024_organized.pdf

**Application for Environmental Authorisation: DRAFT Basic Assessment Report
PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE
DEADP reference: Waiting reference number**

Dear State Department,

Please find attached a DRAFT Basic Assessment Report which has been compiled as part of the application process for Environmental Authorisation for activities listed in Listing Notice 1 and Listing Notice 3 of the 2014 Environmental Impact Assessment Regulations (as amended, 2017) published in terms of the National Environmental Management Act (Act 107 of 1998). The proposed development requires an Environmental Authorisation from the Western Cape Department of Environmental Affairs and Development Planning before construction may commence.

The DRAFT Basic Assessment Report and supporting appendices has been compiled as part of the EA process and is available at www.ecoroute.co.za/node/100

The DRAFT Basic Assessment Report is hereby made available for a 30-day review and comment period.
Review and comment period: 1 November to 2 December 2024

Kindly submit comments to:
Email: admin@ecoroute.co.za / claire@ecoroute.co.za
Post: Postal Address: P.O. Box 1252, Sedgefield, 6573
Phone: 044 343 2232 / 0846074743

The DRAFT Basic Assessment Report will be updated to incorporate comments received; the Final Basic Assessment Report will then be submitted to the DEADP for decision making.

Thank you for your participation in the process.

Thank you

Kind Regards
Claire



Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: **2021/3519**

Appendix E2: Full Register of interested and affected parties

PROPOSED RESIDENTIAL DEVELOPMENT, ERF 2074, PLETTENBERG BAY LIST OF INTERESTED AND AFFECTED PARTIES.

| STATE DEPARTMENTS | | | | |
|---|---|--|--|--------------------------|
| Name | Contact Person | Contact Details | Email | Date of registration |
| Department of Environmental Affairs and Development Planning (DEA & DP) | Danie Swanepoel Francois Naude Meryll Fredericks | Private Bag x6509, George, 6530 044 814 2013 (T) | Danie.Swanepoel@westerncape.gov.za Francois.Naude@westerncape.gov.za Meryll.Fredericks@westerncape.gov.za Dorien.Werth@westerncape.gov.za | Automatically registered |
| Department of Health | Nathan J1acobs | Private Bag x6592, George, 6530 044-803 2727 (T) 044-873 5929 (F) | Nathan.Jacobs@westerncape.gov.za | Automatically registered |
| Heritage Western Cape | Noluvo Toto Stephanie Barnardt Emily-Jane Vowles | Private Bag x9067, Cape Town, 8000 021-483 9729 (T) 021-483 9845 (F) | Noluvo.Toto@westerncape.gov.za Stephanie.barnardt@westerncape.gov.za Emily.Vowles@westerncape.gov.za | Automatically registered |
| WC: Transport & Public Works / Department of Infrastructure | Vanessa Stoffels Evan Burger | 24 th Floor, 9 Lower Burg Street, Cape Town 021 483 4669 (T) | Vanessa.Stoffels@westerncape.gov.za Evan.Burger@westerncape.gov.za | Automatically registered |
| Department of Water & Sanitation | John Roberts | Private Bag x16, Sanlamhof, 7532 021 941 6179 (T) 021 941 6082 (F) | RobertsJ@dwa.gov.za | Automatically registered |
| DFFE: Forestry Management | Melanie Koen | Private Bag x12, Knysna, 6570 044 302 6902 (T) 044 382 5461 (F) | MKoen@dffe.gov.za | Automatically registered |
| DFFE: Oceans and Coast | Rueben Molale | Department of Forestry, Fisheries and the Environment (DFFE), Branch: Oceans and Coast, 2 East Pier Building, East Pier Road, Victoria and Alfred Waterfront, Cape Town, 8001. | RMolale@dffe.gov.za OCeia@environment.gov.za | Automatically registered |
| Coastal Management Unit, DEA&DP | leptieshaam Bekko Mercia J Liddle Hilda Hayward Ryan Apolles | Private Bag x9086, Cape Town. 8000 021 483 3370 (T) 078 744 9205 (Cell) (leptieshaam Bekko) | leptieshaam.Bekko@westerncape.gov.za Mercia.Liddle@westerncape.gov.za Hilda.Hayward@westerncape.gov.za Ryan.Apolles@westerncape.gov.za | Automatically registered |

| ORGANS OF STATE | | | | |
|--|---|--|--|--------------------------|
| Name | Contact Person | Contact Details | Email | |
| Breede-Gouritz Catchment Management Agency | Andiswa Sam R Mphahlele | PO Box 1205, George, 6530 023 346 8000 (T) 023 347 2012 (F) | asam@bgcma.co.za rmphahlele@bgcma.co.za pntanzi@bgcma.co.za | Automatically registered |
| Cape Nature Land Use Advice | Megan Simons Keith Spencer | Private Bag x6546, George, 6530 044 802 5328 (T) 044 802 5313 (F) | msimons@capenature.co.za kspencer@capenature.co.za | Automatically registered |
| Southern Cape Fire Protection Agency | Dirk Smit | Private Bag x12, Knysna, 6570 044 302 6912 (T) 086 616 1682 (F) | managerfpa@gmail.com | Automatically registered |
| SANPARKS | Vanessa Weyer | PO Box 3542, Knysna, 6570 044 302 5600 (T) 044 382 4539 (F) | Vanessa.Weyer@sanparks.org | Automatically registered |
| Civil Aviation Authority | Pamela Madondo Environmental compliance specialist | 0115451034 0675971961 | 'MadondoP@caa.co.za' MashiloaneN@caa.co.za | 15 July 2024 |
| Obstacle evaluation team | Winnie Lekabe | | 'Obstacles@atns.co.za' Winniel@atns.co.za | 15 July 2024 |
| MUNICIPALITIES | | | | |
| Name | Contact Person | Contact Details | Email | |
| Bitou Municipality | Chris Schliemann | PO Box 255, Plettenberg Bay, 6600 044 501 3324 (T) 086 659 7954 (F) 083 628 4001 | cschliemann@plett.gov.za | Automatically registered |
| Bitou Municipality | Michael Rhode | PO Box 255, Plettenberg Bay, 6600 044 501 3264 (T) 044 533 3485 (F) | mrhode@plett.gov.za | Automatically registered |
| Bitou Municipality | Anja Taljaard | PO Box 255, Plettenberg Bay, 6600 044 501 3318 (T) 044 533 6885 (F) | ataljaard@plett.gov.za | Automatically registered |
| Bitou Municipality | Municipal Manager Mbulelo Memani | Private Bag X1002, Plettenberg Bay, 6600 044 501 3000 (T) 067 495 845 (M) | mmemani@plett.gov.za | Automatically registered |

| | | | | |
|--|--|---|--|--------------------------|
| Bitou Municipality – Ward 2 Councillor | Dave Swart | Plettenberg Bay, 6600 0834197533 | DSwart@plett.gov.za | Automatically registered |
| Garden Route District Municipality | Mr. Lusanda Menze | P.O. Box 12, George, 6530 044-8031300 (T) 0865556303 (F) | info@gardenroute.gov.za | Automatically registered |
| Garden Route District Municipality | Dr. Nina Viljoen | P.O. Box 12, George, 6530 044-8031300 (T) 0865556303 (F) | nina@gardenroute.gov.za | Automatically registered |
| Garden Route District Municipality | GJ Vos Chief Municipal Health-Bitou | Tel: +27 (0)44 501 1602 +27 (0)83 557 1522 4 Virginia street Plettenberg bay 6600 | gjvos@gardenroute.gov.za | |
| NGO | | | | |
| Name | Contact Person | Postal/ Physical Address | Email | |
| Plettenberg Bay Community Environmental Forum | Julie Carlisle | Postnet Suite #38, Private Bag X1006, Plettenberg Bay 6600 | info@plettenvironmentalforum.co.za | Automatically registered |
| Planning Team and specialists | | | | |
| Name | Contact Person | Postal/ Physical Address | Email | |
| Landowner / applicant Erf 2074 | Gerhard de Vos | PO BOX 74960, LYNNWOOD RIDGE, PRETORIA, GAUTENG, 0040 | gerhardjdevos@hotmail.com | Automatically registered |
| Planning Space Garden Route (Pty) Ltd | | | | |
| Surrounding Landowners | | | | |
| Farm / Erf No. | Contact Person | Postal/ Physical Address | Email | |
| Erf 9828 (East) / 9827 | | Thulana Hill, Marine Drive | nina@mutualconstruction.co.za | Automatically registered |
| Re/2073 (east) | | Thulana Hill, Marine Drive | Accounts1@holidayplett.co.za | Automatically registered |
| Marine Way (Road) (Erf 8744; Erf 9827) (North) | | Castleton, Piesang Valley Road | Liesl.vw@legendloges.co.za | Automatically registered |
| Erf 2726 (Public place – west) Erf 3006 | Bitou municipality | Public Place | accounts@plett.gov.za | Automatically registered |
| Erf 2733 | | 14 Serica Place / 0824430834 | anton@tau.co.za | Automatically registered |
| Erf 2734 (west) | | 15 Serica Place / 0722148086 | beith@telkomsa.net | Automatically registered |
| Erf 2735 (west) | Mr and Mrs Mc Nally | 13 Serica Place | drsmcnally@yahoo.com | Automatically registered |
| Erf 2793 | | 75 Cutty sark Avenue / 0714436929 | ndzalama@aol.com | Automatically registered |
| Street (Re/3006 – west) | Bitou municipality | Cutty sark Avenue / Public Place | accounts@plett.gov.za / | Automatically registered |

| | | | | |
|---|---|---|--|---|
| Erf 2794 (west) | Lake Family Trust | 70 Cutty sark Avenue / 0828006515 | Dereklake70@gmail.com | Automatically registered / Registered 4 July 2024 |
| Erf 2809 (west) | Mr / Mrs H Sender | 2 Raven Place | bgmodedesign@yahoo.de | Automatically registered |
| Erf 2810 (west) | Mr JM Rea | 1 Raven Place / 0729447597 | poolmagicplett@gmail.com | Automatically registered |
| Erf 2811 (west) | Public Place / Bitou Municipality | Raven Place | accounts@plett.gov.za | Automatically registered |
| Erf 2812 (west) | Public Place / Bitou Municipality Public Place / Bitou Municipality | 5 Ariel Drive | accounts@plett.gov.za | Automatically registered |
| Erf 2813 (west) | Mrs DA Davis | 7 Raven Place / 0844042220 | Nitadavis1947@gmail.com | Automatically registered |
| Erf 2814 (west) | Mr G Anderson | 9 Ariel Place / Raven Place | Geoff.anderson@mweb.co.za | Automatically registered |
| Erf 2815 (west) | Mr and Mrs L Lutz | Cnr Raven Place and Ariel Drive / 0735865732 | llutz@telkomsa.net | Automatically registered |
| Erf 2816 (west) | Mr and Mrs BA Price-Hughes | 13 Ariel Drive / 0834524871 | pricehughes@icloud.com | Automatically registered |
| Erf 2817 (west) | Mr and Mrs M Diamond | 15 Ariel Drive / 0835392399 | Number not working | Automatically registered |
| Erf 2818 (west) | Mr H Nagel | 17 Ariel Drive / 0824928902 | michellenagelhe@gmail.com | Automatically registered |
| Erf 2820 (west) | Mr WR Barron | 21 Raven Place / 0828740565 | Barronw45@gmail.com | Automatically registered |
| Erf 8708 (west) | Mr and Mrs S and OCH Heydrowsky and Kusel | 24 Ariel Drive / 0723437217 | warnecke@sh-aktive-beteiligungen.de | Automatically registered |
| Erf RE/2124 (south) | Mr and Mrs ON Poluta | PO Box 2079, Plettenberg Bay, 6600 / 0826177806 | Olivia.poluta@yahoo.com | Automatically registered |
| Additional Registrations | | | | |
| Name | Contact Person | Postal/ Physical Address / contact number | Email | |
| Plettenberg Bay and Residents Association | Stuart Comline | 0836545449 | info@plettratepayers.co.za / info@plettratepayers.co.za | 3 July 2024 |
| Keith Lurie | Keith Lurie | | keithlurie1@gmail.com> | 5 July 2024 |
| Thulana Hill - resident | Chantel Yeates Mom | Thulana Hill | cmyeates@gmail.com | 4 July 2024 |
| Thulana Hill – Managing agents | JR Gerhard N. Polimis (Chairlady) | Thulana Hill | jen@holidayplett.co.za info@keepingitcompliant.co.za holidayplett@mweb.co.za | 5 July 2024 |
| Thulana Hill - resident | Mr PW Serfontein | Thulana Hill | | 5 July 2024 |
| Thulana Hill – Phase 1 | Sue Hall Mike Barnes Chantelle Gladwin-Wood Dianne Reddy Henrique Greeff Any cox | Thulana Hill | Sue@mutualconstruction.co.za Mike@mutualconstruction.co.za info@thulanahill.co.za acox@MPC.LAW.ZA gladwin-wood@hbgschindlers.com reddy@hbgschindlers.com greeff@hbgschindlers.com | 25 July 2024 |
| Simone van der Walt | Simone van der Walt | Residing on Erf 2074 | 21ssvdwalt@gmail.com | 5 August 2024 |
| Linda Hore | Linda Hore | IAP | linda.hore1@gmail.com scottsm1958@gmail.com | 5 August 2024 |
| Joshua Rosslee | Joshua Rosslee | IAP – interested in purchasing in Cutty Sark area | joshuar@kustekonline.co.za | 8 August 2024 |

| | | | | |
|---|--|---|--|------------------|
| Pieter Swiegers | 12 Raven Place | Adjacent landowner | Helene helene@swiegers.co.za Pieter Swiegers <pieter@swiegers.co.za> | 18 November 2024 |
| GEOFFREY HINDLE | GEOFFREY HINDLE | IAP | geoff.hindle1@gmail.com | |
| Owners of units: Lionel Pereira, Unit No 11, Heather Pereira, Unit No 11, Steve Scott, Units no's 33,38 and 39 Linda Scott Unit Nos 33, 38 and 39 Ellis Lehman, Unit No 53, Beth Lehman, Unit No 53, Ken Ross, Unit No 7, Rozanne Ross, Unit No 7, Kim Ross, Unit No 4, Mariska Ross, Unit no 4 David Stewart Unit 13, Delyse Stewart Unit 13 Errol Baker Unit 1 | Thulana Hill Estate | Objection – Thulan Hill Estate Adjacent landowners | heatherp@v1.co.za bethburchellehman@gmail.com scottsm1958@gmail.com linda.hore1@gmail.com stewartdj@telkomsa.net errollbaker@icloud.com | 19 November 2024 |
| Nita Davis | 7 Raven Place | 7 Raven Place Adjacent landowners | nitadavis1947@gmail.com | 19 November 2024 |
| Ellis and Beth Lehman | 53 Thulana Hill Marine Way Plettenberg Bay | 53 Thulana Hill Marine Way Plettenberg Bay | 082 448 3801/082 452 8576 bethburchellehman@gmail.com | 19 November 2024 |
| Thomas Zilk | 69 Cutty Sark Avenue | 69 Cutty Sark Avenue | thomas@citywatchinternational.com | 20 November 2024 |
| Wilhelm Standet | | IAP | standerwille1@gmail.com | 20 November 2024 |

| | | | | |
|----------------------------|--|--|---|------------------|
| John Lehman | 27 Thulana Hill | 27 Thulana Hill | CELL – +27825540966 TEL - +27154915806 E-MAIL: jml@nhg.za.net | 20 November 2024 |
| Derrick Anderson | Erf. No. 2823 – 26 Raven Place, Cutty Sark, Plettenberg Bay. IAP | Erf. No. 2823 – 26 Raven Place, Cutty Sark, Plettenberg Bay. IAP | derrick.a@telkomsa.net | 25 November 2024 |
| Hilary Baak | 64 Cutty Sark | 64 Cutty Sark | hilarybaak@gmail.com Hilary Baak 64 Cutty Sark Ave Plettenberg Bay 6600 0721795136 | 29 November 2024 |
| Ann Mawer | 55 and 48 Cutty Sark Avenue (Erf 2783; Erf 2831) | 55 and 48 Cutty Sark Avenue (Erf 2783; Erf 2831) | annmawer@mweb.co.za 0824464200 | 29 November 2024 |
| Rozanne Ross | Number 7 Thulana Hill | 7 Thulana Hill | Roze Ross - Cavers Country Guest House < info@cavers.co.za > | 29 November 2024 |
| JACQUES and Suzette Hammer | RESIDENT 44 Cutty Sark avenue , | RESIDENT 44 Cutty Sark avenue , | suzettehammer@icloud.com | 29 November 2024 |
| Margie Bonini | 6 Serica Place | 6 Serica Place | Margie Bonini marge.bonini@gmail.com | 30 November 2024 |
| Joan McCallum | 16 Red Jacket Place, Plettenberg Bay | 16 Red Jacket Place, Plettenberg Bay | joanemc@mweb.co.za | 1 December 2024 |
| Ivan and Dian Cockcroft | 11 Serica Place | 11 Serica Place | diancockcroft@gmail.com | 1 December 2024 |
| MR AND MRS Horst C. Wahl | No. 11 Red Jacket Place, adjacent Cutty Sark, Plettenberg Bay | No. 11 Red Jacket Place, adjacent Cutty Sark, Plettenberg Bay | joern.wahl@web.de | 2 December 2024 |
| Chris Ross | 75 Cutty Sark Ave | 75 Cutty Sark Ave | chris@crosscom.co.za 0829900200 | 2 December 2024 |
| Taryn Tainton | | | < taryn@helenmelonproperties.co.za > | |

| | | | | |
|--------------|---------------|--|--|--|
| David Rennie | 7 raven Place | | helenward@icon.co.za | |
| Richard Dunn | 73 cutty sark | | ritchiedunn44@gmail.com [undefined:ritchiedunn44@gmail.com] | |
| | | | | |

Appendix E3: Registration and comments and responses



CONSERVATION INTELLIGENCE:
LANDSCAPE EAST

physical 4th Floor, York Park Building,
York Street,
George 6530
website www.capenature.co.za
enquiries Megan Simons
telephone 087 087 3080
email msimons@capenature.co.za
Reference LE14/2/6/1/6/1/RE/ERF 2074_Residential_
Plettenberg Bay
date 13 August 2024

Eco Route Environmental Consultancy,
P.O. Box 1252,
Sedgefield,
6573

Attention: Ms Claire De Jongh
By email: claire@ecoroute.co.za

Dear Ms Claire De Jongh

**THE PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON
THE REMAINDER OF ERF 2074, BITOU LOCAL MUNICIPALITY, WESTERN CAPE.**

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

According to the Western Cape Biodiversity Spatial Plan (Pool-Stanvliet *et al.* 2017)¹ the property has Critical Biodiversity Areas (CBA 1: Terrestrial) to the south, a slither of Ecological Support Areas (ESA 1: Aquatic and ESA 2: Degraded) along the south- western boundary, and the remainder of the property has Other Natural Areas. The property does not have any freshwater features and is within a FEPA river corridor to the south.

According to Vlok and de Villiers (2007)² fine scale vegetation maps the area is described as Roodefontein Grassy Fynbos and Piesang River Fynbos-Forest. According to the National Biodiversity Assessment (Skowno *et al.* 2018)³ the vegetation unit is South Outeniqua Sandstone Fynbos which is Least Concerned (SANBI 2022)⁴.

Following a review of the Site Sensitivity Verification Reports, CapeNature wishes to make the following comments:

¹ Pool-Stanvliet, R., Duffell-Canham, A., Pence, G. & Smart, R. 2017. The Western Cape Biodiversity Spatial Plan Handbook. Stellenbosch: CapeNature.

² Vlok J-H, de Villiers R. (2007) Vegetation Map for the Riversdale Domain. Unpublished 1:50 000 maps and report supported by CAPE FSP task team and CapeNature.

³ Skowno, A. L., Poole, C. J., Raimondo, D. C., Sink, K. J., Van Deventer, H., Van Niekerk, L., Harris, L. R., Smith-Adao, L. B., Tolley, K. A., Zengeya, T. A., Foden, W. B., Midgley, G. F. and Driver, A. 2019. National Biodiversity Assessment 2018: The status of South Africa's ecosystems and biodiversity. Synthesis Report. Pretoria, South Africa. 214 pp.

⁴ Government of South Africa. (2022) South African Red List of Terrestrial Ecosystems: assessment details and ecosystem descriptions. Technical Report #7664. SANBI Pretoria, South Africa.

The Western Cape Nature Conservation Board trading as CapeNature

Board Members: Ms Marguerite Loubser (Chairperson), Prof Gavin Maneveldt (Vice Chairperson), Mr Mervyn Burton, Prof Denver Hendricks, Dr Colin Johnson, Mr Paul Slack

1. The development footprint is mostly within Other Natural Areas (ONA). Although ONAs are not prioritised, they are still an important part of the natural ecosystem. Thus, the objectives of ONA are to: "Minimize habitat and species loss and ensure ecosystem functionality through strategic landscape planning. Offers flexibility in permissible land-uses, but some authorisation may still be required for high-impact land-uses." (Pool-Stanvliet et al. 2017).
2. In terms of section 15(1) of the National Forests Act⁵, no person may cut, disturb, damage, or destroy any protected tree or possess, collect, remove, transport, export, purchase, sell, donate or in any other manner acquire or dispose of any protected tree except under a license granted by the Minister. Therefore, CapeNature recommend the department of Forestry, Fisheries, and Environment provide comments for this application.
3. CapeNature reminds the applicant that all endangered species or protected species listed in Schedules 3 and 4 respectively, in terms of the Western Cape Nature Conservation Laws Amendment Act, 2000 (Act No. 3 of 2000) may not be picked or removed without the relevant permit, which must be obtained from CapeNature.
4. The site verification for the Terrestrial Animal Species is High for the entire property and the southern part has a High Plant Species Rating. It is therefore unfortunate, that this property is the last remaining natural fynbos habitat which provides refuge for animal species.
5. Housing infrastructure is generally not compatible in conserving fynbos (Helme et al. 2006). CapeNature does not support any development to the south in the CBA which has pristine fynbos. Furthermore, we recommend reducing the development footprint to relieve pressure on natural habitat and ecological processes.
6. In the Terrestrial Biodiversity and Plant Species Site Sensitivity Verification report the specialist mentioned the fynbos to the south is unique, pristine and can be an important habitat for certain species thus this section must be buffered by an area of natural habitat.
7. CapeNature does not support development on steep slopes with a gradient that is greater than 1:4. The geology could become unstable during vegetation removal and heavy rainfall events may also exacerbate the soil condition.
8. The specialist mentioned in the Terrestrial Animal Site Sensitivity Verification report that the property contains suitable habitat for *Aloeides pallida littoralis* (**Near Threatened**) and *Aloeides thyra orientis* (**Endangered**). Therefore, we recommend that the EAP consult an entomologist with knowledge and experience of butterflies.

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

Yours sincerely,



Megan Simons
For: Manager (Conservation Intelligence)

⁵ National Forest Act, 1998 (Act No. 84 of 1998). 1998. Government Gazette No. 19408.
 The Western Cape Nature Conservation Board trading as CapeNature

Board Members: Ms Marguerite Loubser (Chairperson), Prof Gavin Maneveldt (Vice Chairperson), Mr Mervyn Burton, Prof Denver Hendricks, Dr Colin Johnson, Mr Paul Slack



Department of Environmental Affairs and Development Planning
Mercia Liddle
Biodiversity and Coastal Management
Mercia.Liddle@westerncape.gov.za | Tel: 021 483 4627
Reference: 17/8/1 (CMU 062/2024)

The EAP
Eco-Route Environmental Consultancy
P.O. Box 1252
SEDFIELD
6573

Attention: Ms Claire De Jongh

Tel: 044 343 2232
Email: claire@ecoroute.co.za

RE: REQUEST FOR COMMENT FROM THE SUB-DIRECTORATE: COASTAL MANAGEMENT ON THE PRE-APPLICATION FOR THE PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE/ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE.

Good day Madam

Your request for comment from the Sub-directorate: Coastal Management on the above-mentioned pre-application basic assessment report received on 04 July 2024, refers.

1. LEGISLATIVE CONTEXT

- 1.1. The Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) ("NEM: ICMA") is a Specific Environmental Management Act under the umbrella of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA"). The NEM: ICMA sets out to manage the nation's coastal resources, promote social equity and best economic use of coastal resources whilst protecting the natural environment. In terms of Section 38 of the NEM: ICMA, the Department of Environmental Affairs and Development Planning ("the Department") is the provincial lead agency for coastal management in the Western Cape as well as the competent authority for the administration of the "Management of public launch sites in the coastal zone (GN No. 497, 27 June 2014) "Public Launch Site Regulations".
- 1.2. The Department, in pursuant of fulfilling its mandate, is implementing the Provincial Coastal Management Programme ("PCMP"). The PCMP is a five (5) year strategic document, and its purpose is to provide all departments and organisations with an integrated, coordinated and uniform approach to coastal management in the Province. The Department has developed the next generation PCMP that includes

priority objectives for the next 5 years. This PCMP was adopted on 19 May 2023 and may be viewed at [Western Cape PCMP 2022-2027](#).

- 1.3. A key priority of the PCMP is the Estuary Management Programme, which is implemented in accordance with the NEM: ICMA and the National Estuarine Management Protocol ("NEMP"). Relevant guidelines, Estuarine Management Plans, Mouth Management Plans need to be considered when any listed activities are triggered in the Estuarine Functional Zone. The Department is in the process of approving a series of Estuarine Management Plans. Both draft and approved plans may be viewed at [DEA&DP: Coastal Management](#).
- 1.4. The facilitation of public access to the coast is an objective of the NEM: ICMA as well as a Priority in the WC PCMP. The Department developed the Provincial Coastal Access Strategy and Plan, 2017 ("PCASP") and commissioned coastal access audits per municipal district to assist municipalities with identifying existing, historic, and desired public coastal access. These coastal access audits also identify hotspots or areas of conflict to assist the municipalities with facilitating public access in terms of Section 18 of the NEM: ICMA. The PCASP as well as the coastal access audits are available on the Departmental website at [DEA&DP: Coastal Management](#).

2. COMMENT

- 2.1 The sub-directorate: Coastal Management ("SD: CM") has reviewed the information as specified above and have the following commentary:
 - 2.1.1. The applicant is proposing a medium to high density residential development on RE/Erf 2074 with an estimated 230 units with supporting services and infrastructure including access roads; internal roads, sewage, electric, water reticulation systems; storm water management structures as well as parking bays. The property is situated in an area that has been identified as a "Strategic Development Area" in terms of the Bitou Strategic Development Framework (2022), with the potential for medium-density residential development.
 - 2.1.2. The applicant accurately identified the critical biodiversity and ecological support areas in the southernmost portion of the subject property in accordance to the Western Cape Biodiversity Spatial Plan (2017).
 - 2.1.3. The southern portion of Erf RE/2074 is located within the coastal protection zone ("CPZ") as such, Section 63 of the NEM: ICMA must be considered where an authorisation is required in terms of Chapter 5 of the NEMA. Furthermore, Section 62 of the NEM: ICMA obliges all organs of state that regulates the planning of land to apply that legislation in a manner that gives effect to the purpose of the CPZ. As such, Section 63 of the NEM: ICMA should be considered by local authorities for land use decision making in order to comply with Section 63. The SD: CM notes from the layout designs of Appendix C that no development is proposed for this specific portion of the subject property.

- 2.1.4. The SD: CM confirms that the subject property appropriately falls landward of the Garden Route District coastal management line ("CML") and outside the estuarine functional zone ("EFZ") which equates to the 5m contour. The applicant also adequately considered the proposed development in relation to the Piesang River Estuary and the SD: CM is of the opinion that the proposed development will not comprise the ecological functioning of the estuary. Furthermore, the Aquatic Compliance Statement Report (2024) has recommended a 48m buffer for the adjacent drainage line which is aligned with the south-western boundary of Erf RE/2074.
- 2.1.5. The proposed development also aligns with Priority Area 1: Social & Economic Development, of the Western Cape Provincial Coastal Management Programme (2022-2027).
- 2.1.6. Based on the information provided and all the abovementioned items, the SD: CM does not object to the proposed development on Erf RE/2074, provided that all relevant mitigations measures as stipulated in the Environmental Management Programme are strictly adhered to.
3. The applicant must be reminded of their general duty of care and the remediation of environmental damage, in terms of Section 28(1) of NEMA, which, specifically states that: "...Every person who causes, has caused or may cause significant pollution or degradation of the environment must take reasonable measures to prevent such pollution or degradation from occurring, continuing or recurring, or, in so far as such harm to the environment is authorised by law or cannot reasonably be avoided or stopped, to minimise and rectify such pollution or degradation of the environment..." together with Section 58 of the NEM: ICMA which refers to one's duty to avoid causing adverse effects on the coastal environment.
4. The SD: CM reserves the right to revise its comments and request further information from you based on any information that may be received.

Yours faithfully

**leptieshaam
Bekko**

Digitally signed by leptieshaam
Bekko
Date: 2024.08.06 14:19:22 +02'00'

leptieshaam Bekko
CONTROL ENVIRONMENTAL OFFICER
SUB-DIRECTORATE: COASTAL MANAGEMENT
DATE: 06 August 2024

Heritage – Emily Jane Vowles

Our Ref: HM / EDEN / BITOU / PLETTENBERG BAY / ERF 2074 REMAINDER
Case No.: HWC24092606EJV1002
Enquiries: Emily-Jane Vowles
E-mail: emily.vowles@westerncape.gov.za
Tel: 021 829 3324



Lizemarie Botha
lizemarie@planningspace.co.za

RESPONSE TO NOTIFICATION OF INTENT TO DEVELOP: FINAL COMMENT
In terms of Section 38(8) of the National Heritage Resources Act (Act 25 of 1999) and the Western Cape
Provincial Gazette 6061, Notice 298 of 2003

NOTIFICATION OF INTENT TO DEVELOP: PROPOSED RESIDENTIAL DEVELOPMENT ON ERF 2074 RE, MARINE WAY, PLETTENBERG BAY SUBMITTED IN TERMS OF SECTION 38(1) OF THE NATIONAL HERITAGE RESOURCES ACT (ACT 25 OF 1999)

The matter above has reference.

Heritage Western Cape is in receipt of your application for the above matter received. This matter was discussed at the Heritage Officers Meeting held on 26 November 2024.

You are hereby notified that, since there is no reason to believe that the proposed residential development on Erf 2074 RE, Marine Way, Plettenberg Bay will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.

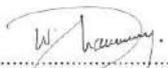
However, should any heritage resources, including evidence of graves and human burials, archaeological material and paleontological material be discovered during the execution of the activities above, all works must be stopped immediately, and Heritage Western Cape must be notified without delay.

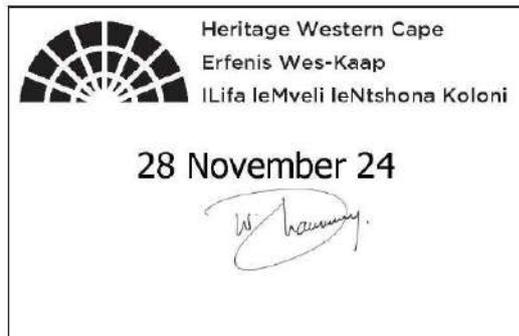
This letter does not exonerate the applicant from obtaining any necessary approval from any other applicable statutory authority.

This decision is valid for 5 years from the date of this decision. This period may be extended on good reason being shown and at the discretion of HWC, provided that application for extension must be made prior to the effluxion of the 5-year period.

HWC reserves the right to request additional information as required.

Should you have any further queries, please contact the official above and quote the case number.


.....
Waseefa Dhansay
Assistant Director: Professional Services



www.westerncape.gov.za/cas

Street Address: Protea Assurance Building, Green Market Square, Cape Town, 8000 • **Postal Address:** P.O. Box 1665, Cape Town, 8000
• **Tel:** +27 (0)21 483 5959 • **E-mail:** ceoheritage@westerncape.gov.za

Streetadres: Protea Assuransiegebou, Groentemarkplein, Kaapstad, 8000 • **Posadres:** Posbus 1665, Kaapstad, 8000
• **Tel:** +27 (0)21 483 5959 • **E-pos:** ceoheritage@westerncape.gov.za

Idilesi yendawo: kungangatho 3, kwisakhiwo iprotea Assurance, Greenmarket Square, ikapa, 8000 • **Idilesi yeposi:** Inombolo yabhokisi yeposi 1665, iKapa, 8000 • **Iinombolo zomnxeba:** +27 (0)21 483 5959 • **Idilesi ye-imeyili:** ceoheritage@westerncape.gov.za

RE: Report Bitou



Emily Vowles <Emily.Vowles@westerncape.gov.za>
To: Lundi
Cc: lizemarie@planningspace.co.za; admin@planningspace.co.za; +3 others



2024/11/14

Follow up.
This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.

Good Afternoon Lundi

Thank you for sending this comment on the palaeontological sensitivity.

I have tabled your case for HOMs on the 25th of November. In the interim, I will continue to review it thoroughly, and will contact you should any additional information or documentation be required.

[HWC Committee Schedule 2024](#)

Kind regards

**Emily-Jane Vowles
Heritage Officer**

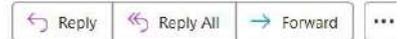
Heritage Resource Management Services
Protea Assurance Building Greenmarket Square, Cape Town

Website: www.hwc.org.za / www.westerncape.gov.za

RE: Report Bitou



Lundi <lundi@planningspace.co.za>
To: Emily.Vowles@westerncape.gov.za
Cc: lizemarie@planningspace.co.za; admin@planningspace.co.za; janet@ecoroute.co.za; claire@ecoroute.co.za; 'Gerhard De Vos'



Thu 2024/11/14 15:0



Hi Emily,

Enclosed, you will find the Palaeontological Desktop Study as requested.

I hope this email finds you well.

Kind Regards,

| |
|--|
| Lundikazi Khuphiso B. Tech TRP C/9271/2020 |
| C 066 222 0016 E lundi@planningspace.co.za W www.planningspace.co.za |



Good Day Applicant

I am the case officer assigned to the Notification of Intent to Develop for the proposed residential development on **Erf 2074 RE, Marine Way, Plettenberg Bay**.

The SAHRIS palaeo-sensitivity map indicates that the property is of high palaeontological sensitivity, I would like to request that you consult a palaeontologist for comment on the sensitivity to determine whether a Palaeontological Impact Assessment is required before the development can be approved by Heritage Western Cape.

Thank you.

[HWC Committee Schedule 2024](#)

Kind regards

Emily-Jane Vowles
Heritage Officer

Heritage Resource Management Services
Protea Assurance Building Greenmarket Square, Cape Town

Website: www.hwc.org.za / www.westerncape.gov.za



Subject: RE: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape.

Good Day

Heritage Western Cape are in the process of reviewing a s38(8) Notification of Intent to Develop for the proposed residential development on the Remainder of Erf 2074.

Until such time that we receive the outstanding information requested from Lizemarie Botha on the 8th of October 2024 (attached), we are unable to comment on the BAR.

[HWC Committee Schedule 2024](#)

Kind regards

Emily-Jane Vowles
Heritage Officer

Heritage Resource Management Services
Protea Assurance Building Greenmarket Square, Cape Town

Website: www.hwc.org.za / www.westerncape.gov.za

6

South African Civil Aviation Authority and Obstacles Evaluation Team

SOUTH AFRICAN



CIVIL AVIATION
AUTHORITY

Physical Address:

Ikhaya Lokundiza
Treur Close
Waterfall Park
Bekker Street
Midrand

Postal Address:

Private Bag X 73
Halfway House
1685

Telephone

Numbers:

+27 0860 267 435

Fax Number:

+27 11 545 1465

E-mail Address:

mail@caa.co.za

Website Address:

www.caa.co.za

Southern Region

Office:
PO Box 174
Cape Town
International Airpo
Tel. Number:
+27 21 934 4744
Fax Number:
+27 21 934 1326

Aviation Environmental Compliance

Tel No: +27 11 545 1199
Email: environment@caa.co.za
Enquiries: Ms. Pamela Madondo

11 July 2024

ECO Route Environmental Consultancy
P.O. Box 1252
Sedgefield
6573

Attention: Carina Leslie

Dear Sir/ Madam

RE:COMMENT ON THE FOR PROPOSED RESIDENTIAL DEVELOPMENT ON ERF 2074, BITOU LOCAL MUNICIPALITY, WESTERN CAPE.

We acknowledge receipt of email dated 04 July 2024. The South African Civil Aviation Authority (CAA) is an agency of the Department of Transport (DoT). The Civil Aviation Act 13 of 2009 provides for the establishment of the CAA as a stand-alone authority mandated with controlling, promoting, regulating, supporting, developing, enforcing and continuously improving levels of safety and security throughout the civil aviation industry. The CAA exercises this mandate through the Civil Aviation Regulations (CARs).

Please see our comments below:

A formal obstacle assessment must be conducted to determine if the proposed residential development will impact flight safety due to its close proximity to Plettenburg Bay Airport. Kindly note that the SACAA has transferred all obstacle assessments and applications responsibilities to Air Traffic and Navigation Services (ATNS) as published on the SACAA website: www.caa.co.za/industryinformation/obstacles/. The list and contact details of the approved obstacles assessment services providers can be obtained from the CAA website: www.caa.co.za. You are recommended to notify the Plettenburg Bay Airport for their comments and inputs.

Yours sincerely,

Aviation Environmental Compliance Department

RE: attention - Laila - Erf 2074, Marine Way Plett



obstacles <obstacles@atns>

To: claire@ecoroute.co.za; obstacles@atns

Cc: 'Admin'; Janet Ebersohn'



2024/11/14

Thank you.

Customer Solutions will be in touch.

Regards

Laila

Obstacles

Obstacles Evaluation Team | COO - Air Traffic Services

ATNS Head Office, Bruma, Johannesburg, South Africa

T: +27 11 607 1000

E: obstacles@atns.co.za • W: www.atns.com



RE: attention - Laila - Erf 2074, Marine Way Plett



obstacles <obstacles@atns.co.za>
To: claire@ecoroute.co.za



2024/11/14

Good day,

Thank you for contacting the Obstacle Evaluations Team. This is an auto reply to let you know that we have received your email, and we will respond to it as soon as possible.

If you have a general query with regards to obstacles please visit [Aeronautical Information Management\(Obstacle Evaluations\) – ATNS Website](#)

kind regards,



Obstacles

Obstacles Evaluation Team | COO - Air Traffic Services
ATNS Head Office, Bruma, Johannesburg, South Africa

T: +27 11 607 1000

E: obstacles@atns.co.za • W: www.atns.com



Automatic reply: attention - Laila - Erf 2074, Marine Way Plett



obstacles <obstacles@atns.co.za>
To: claire@ecoroute.co.za



2024/11/14

Good day,

Thank you for contacting Obstacle Evaluations.

This is an acknowledgement of your enquiry. The team will revert as soon as possible.

Kind regards,

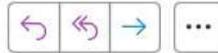
Obstacle Evaluations Team

ATNS respects personal information and adheres to the provisions of POPIA. The information contained in this email from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited.

attention - Laila - Erf 2074, Marine Way Plett



claire@ecoroute.co.za
To: 'obstacles'
Cc: 'Admin'; 'Janet Ebersohn'



2024/11/14



Obstacle assessment info.kml
19 MB



Obstacle assessment info.kmz
1000 KB

Hi Laila

As per our telephonic conversation, please find the kml of the site attached. The DRAFT Basic Assessment Report and supporting appendices has been compiled as part of the EA process and is available at www.ecoroute.co.za/node/100

Please confirm receipt.
Please let me know if you require additional information.

Thank you

Kind Regards
Claire



Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

From: claire@ecoroute.co.za
Sent: Monday, 05 August 2024 18:59
To: 'obstacles'
Cc: 'Winnie Lekabe'; 'Janet Ebersohn'
Subject: RE: Obstacle assessment - Erf 2074 Plettenberg Bay

Good day

We have still not received a proposal to carry out the obstacle assessment for development of residential houses on Erf 2074.

Kind regards
Claire
0846074743

From: claire@ecoroute.co.za <claire@ecoroute.co.za>
Sent: Tuesday, July 23, 2024 4:34 PM
To: 'obstacles' <obstacles@atns.co.za>
Cc: 'Winnie Lekabe' <Winniel@atns.co.za>; 'Janet Ebersohn' <janet@ecoroute.co.za>
Subject: RE: Obstacle assessment - Erf 2074 Plettenberg Bay

Good day

Please could you advise further on the detailed Obstacle Assessment application required and provide associated fees.

Thank you

Kind Regards
Claire

From: obstacles <obstacles@atns.co.za>
Sent: Wednesday, July 17, 2024 3:24 PM
To: claire@ecoroute.co.za

1

Cc: Winnie Lekabe <WinnieL@atns.co.za>
Subject: RE: Obstacle assessment - Erf 2074 Plettenberg Bay

Good day Claire,

RE: ERF 2074 PLETTENBERG BAY

The proposed Erf 2074 Plettenberg Bay is in close proximity to Plettenberg Airfield.

ATNS does not oppose the establishment of the proposed Erf 2074 Plettenberg Bay development, however this does not serve as an **approval/no objection letter**, the applicant still needs to apply for a detailed obstacle assessment in order to obtain a letter of objection /no objection from ATNS and a conditional Approval from the South African Civil Aviation Authority.

Please contact obstacles@atns.co.za for a detailed Obstacle Assessment application.

Kind Regards,

Obstacles Evaluation Team | COO - Air Traffic Services
BRUMA
E: obstacles@atns.co.za • W: www.atns.com

From: claire@ecoroute.co.za <claire@ecoroute.co.za>
Sent: Tuesday, July 16, 2024 3:34 PM
To: obstacles <obstacles@atns.co.za>
Cc: 'Janet Ebersohn' <janet@ecoroute.co.za>; joclyn@ecoroute.co.za; Winnie Lekabe <WinnieL@atns.co.za>
Subject: RE: Obstacle assessment - Erf 2074 Plettenberg Bay

Good day

Please find information attached as requested.

I note the information relates to wind turbines, so I have adapted for the 2 – 3 storey residential development proposed with a maximum height of 10.67. Site ranges from 114 to 138 MASL.

I am also attaching the kml file of the proposed development.

Please also note that this site is located between two existing residential developments.

Based on this information could you please advise if a risk assessment will still be necessary.

Thank you

Kind Regards
Claire

From: obstacles <obstacles@atns.co.za>
Sent: Monday, July 15, 2024 12:44 PM
To: claire@ecoroute.co.za
Subject: RE: Obstacle assessment - Erf 2074 Plettenberg Bay

Good day Claire,

RE: Proposed Structure

This is to acknowledge that ATNS has received your query.

We would have to conduct relevant assessments to evaluate whether the proposed Structure will affect the safety of flight for aerodromes in close vicinity as well as communication, navigation, and surveillance (CNS) equipment.

Kindly note that there is an application fee as well as assessment fee attached to the assessments.

Before the assessments commence, our Business Development department will forward a proposal to the client.

The proposal and payment process are as follows if applicable:

- You will receive the proposal from our Business Development department, it will contain the work that will be done as well as what it will cost.
- They will provide you with all the information needed to make payment. **For this reason, please provide a billing address and the details of the person to whom the proposal should be addressed.**

Please **complete the .XLSX file attached for each structure**, with required information below before we can proceed with our assessment:

- WGS-84 Coordinates (in degrees, minutes and seconds: S235214.452 E0281549.256) for all the corners as well as the center of the structure.
- Height to the top of structure (in meters) and coordinates as well if it does not form part of above-mentioned coordinates.
- The Elevation above mean sea level (Ground elevation for each coordinate provided).
- A KMZ file for the position of the proposed development.

This whole process can take up to 120 working days' minimum that will commence after the proposal is accepted, signed, and received by our Business Development department.

Please send all future correspondence to: obstacles@atns.co.za

To get the ATNS Obstacle Evaluation fees please contact Winnie Lekabe at Winniel@atns.co.za.

Please note that the assessment conducted by ATNS is an independent process in line with obtaining final approval from the South African Civil Aviation Authority (SACAA).

Kind regards,

Obstacles Evaluation Team | COO - Air Traffic Services
BRUMA

E: obstacles@atns.co.za • W: www.atns.com

From: claire@ecoroute.co.za <claire@ecoroute.co.za>
Sent: Monday, July 15, 2024 12:16 PM
To: obstacles <obstacles@atns.co.za>
Cc: 'Janet Ebersohn' <janet@ecoroute.co.za>; joclyn@ecoroute.co.za
Subject: Obstacle assessment - Erf 2074 Plettenberg Bay
Importance: High

Good day

Could you please assist with further details on an obstacle assessment required as requested by SACAA in response to a proposed residential development on Erf 2074, Marine way, Plettenberg Bay.

Western Cape Department of Infrastructure

Application for the submission of a property environmental study for comment - App No: 2024-11-0015

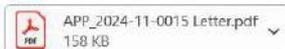


Application Manager <applications@westerncaperoadsinfrastructure.org.za>
To: claire@ecoroute.co.za

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

Fri 2024/11/08 13:2

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



Dear Eco Route Environmental Consultancy,

The message below refers to your application for the submission of a property environmental study for comment (Application No - 2024-11-0015) submitted to the Western Cape Government on 2024/11/01.

Properties related to the application

- Erf 2074, PLETTENBERG BAY
- Erf 2074, PLETTENBERG BAY

Attached find this Branch's response to your application.

Best Regards,
Western Cape Government



Note:
Please ensure that you reply to this email when corresponding with us and that the application number is correctly contained in the subject line in the format App No:



Ref: 16/9/6/1-22/74 (Application 2024-07-0096)

Eco Route Environmental Consultancy
PO Box 1252
SEDFIELD
6573

Attention: Ms C de Jongh

Dear Madam

REGISTRATION AS AN I&AP: BASIC ASSESSMENT PROCESS: PROPOSED MEDIUM TO HIGH RESIDENTIAL DEVELOPMENT ON REMAINDER ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

1. Your unreferenced background information document dated 4 July 2024 refers.
2. Proclaimed Main Road 383 (MR00383; Marine Way), for which Bitou Municipality is the Road Authority and this Branch the Approving Authority in terms of Roads Ordinance 19 of 1976, is affected by this proposed development.
3. This Branch requests to be registered as an Interested and Affected Party.
4. From an environmental point of view this Branch offers no objection to this development. The compilation of a traffic impact assessment (in accordance with this Branch's Access Management Guidelines, 2020) by a reputable traffic engineer and the Road Authority's subsequent traffic related comments and recommendation to approve will be required by this Branch.

Yours Sincerely

SW CARSTENS

For DEPUTY DIRECTOR-GENERAL: TRANSPORT INFRASTRUCTURE BRANCH

DATE: 24 JULY 2024

From: Lizemarie <lizemarie@planningspace.co.za>
Sent: Wednesday, 25 September 2024 16:26
To: 'Evan Burger'; 'Vanessa Stoffels'
Cc: claire@ecoroute.co.za
Subject: Proposed rezoning Remainder of Erf 2074 Plettenberg Bay
Attachments: Cover letter to WCPR 25-09-2024.pdf; Transport section - APP_2024-07-0096 Letter.pdf; Proposed Site Development Plan.pdf; Traffic Impact Assessment August 2024.pdf; DIAGRAM 1-Locality Map.pdf; DIAGRAM 3-Zoning Map.pdf; ANNEXURE A-Power of Attorney & Company Resolution.pdf

Your reference: 16/9/6/1-22/74 (Application 2024-07-0096)

Hi Evan

I hope you are well.

Attached hereto is the Traffic Impact Assessment as requested.

We would appreciate your comment and approval as the controlling authority in terms of Act 21 of 1940.

Kind Regards

Lizemarie

| | |
|--|---|
| Lizemarie Botha 07397 - 91 1911234 |  Town and Regional Planners |
| C 082 855 1125 | |
| E lizemarie@planningspace.co.za | |
| W www.planningspace.co.za | |



Department of Infrastructure
Vanessa Stoffels
Chief Directorate: Road Planning
Vanessa.Stoffels@westerncape.gov.za | Tel: 021 483 4669

Ref: 16/9/6/1-22/74 (Application no: 2024-11-0015)

Eco Route Environmental Consultancy
PO Box 1252
SEDFIELD
6573

Attention: Ms C. de Jongh

Dear Madam

DRAFT BASIC ASSESSMENT REPORT: PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON REMAINDER ERF 2074, MARINE WAY (PROCLAIMED PROVINCIAL MAIN ROAD 383; MR00383), BITOU LOCAL MUNICIPALITY, WESTERN CAPE

- The following refer:
 - This Branch's letter 16/9/6/1-22/74 (Application 2024-07-0096) dated 24 July 2024 to you.
 - Engineering Advice and Services' traffic impact assessment Version 1 dated August 2024.
 - Your unreferenced draft basic assessment report dated 18 October 2024.
- MR00383, for which Bitou Municipality is the Road Authority and this Branch the Approving Authority in terms of Roads Ordinance 19 of 1976, is affected by this proposed development.
- From an environmental point of view this Branch remains to offer no objection to this development. The Road Authority's traffic related comments and recommendation to approve this development remains a requirement during the land use application stage.

Yours Sincerely

DD FORTUIN
For DEPUTY DIRECTOR-GENERAL: TRANSPORT INFRASTRUCTURE BRANCH
DATE: 7 NOVEMBER 2024

1

www.westerncape.gov.za
Infrastructure | Transport Infrastructure Branch





Department of Environmental Affairs and Development Planning
Dorien Werth
Directorate: Development Management, Region 3
Dorien.Werth@westerncape.gov.za | Tel: 044 814 2005
DEADPEIAadmin.George@westerncape.gov.za | Tel: 044 814 2006

REFERENCE: 16/3/31/D1/14/0037/24
DATE: 12 November 2024

The Managing Director
Duinesand (Pty) Ltd.
P.O. Box 74960
Lynnwood Ridge
PRETORIA
0040

Attention: Mr Gerhard de Vos

Cell: 0836476794
E-mail: gerhardjdevos@hotmail.com

ACKNOWLEDGEMENT OF RECEIPT OF THE DRAFT BASIC ASSESSMENT REPORT IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT: ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014 (AS AMENDED) FOR THE PROPOSED RESIDENTIAL DEVELOPMENT ON REMAINDER OF ERF 2074, SOUTH OF MARINE WAY, BITOU MUNICIPALITY

1. The Draft Basic Assessment Report ("DBAR") received by this Department on 04 November 2024, refers.
2. This letter serves as an acknowledgment of receipt of the aforementioned document.
3. The Department will review the DBAR and provide comment on the document within timeframe.
4. Kindly quote the above-mentioned reference number in any future correspondence in respect of the application.
5. Please note that the activity may not commence prior to an Environmental Authorisation being granted by the Department.
6. This Department reserves the right to revise or withdraw initial comments or request further information from you based on any information received. Yours faithfully

Yours faithfully

Francois Naudé

Digitally signed by Francois Naudé
Date: 2024.11.12 06:29:49 +02'00'

HEAD OF COMPONENT
ENVIRONMENTAL IMPACT MANAGEMENT SERVICES: REGION 3
DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

Copied to: **Bitou Municipality**
Mbulelo Memani E-mail: mmemani@plet.gov.za
Anje Minne E-mail: aminne@plet.gov.za

Eco Route Consultancy
EAP: Claire De Jongh E-mail: claire@ecoroute.co.za

Page 1 of 1

www.westerncape.gov.za

Department of Environmental Affairs and Development Planning | Directorate: Development Management (Region 3)
George Regional Office: 4th Floor, York Park Building, 93 York Street, George, 6529

RE: DRAFT Bar - Erf 2074 Plettenberg Bay

DG DEADP-EIAAdmin George <DEADPEIAAdmin.George@westernc...>
To: admin@ecoroute.co.za
Cc: Danie Swanepoel; claire@ecoroute.co.za

i You forwarded this message on 2024/11/04 10:01.

Good Morning

This Department acknowledges receipt of your submission

Thank you

DEADPEIA Admin George
Department of Environmental Affairs and Development Planning
Western Cape Government

4th Floor, York Park Building, 93 York Street, George, 6529

Tel: +27 (0)44 814 2002
Email: DEADPEIAAdmin.George@westerncape.gov.za
Website: www.westerncape.gov.za/eadp



Be 110% Green. Read from the screen.

RE: DRAFT Bar - Erf 2074 Plettenberg Bay

DG DEADP-EIAAdmin George <DEADPEIAAdmin.George@westernc...>
To: admin@ecoroute.co.za
Cc: Danie Swanepoel; claire@ecoroute.co.za

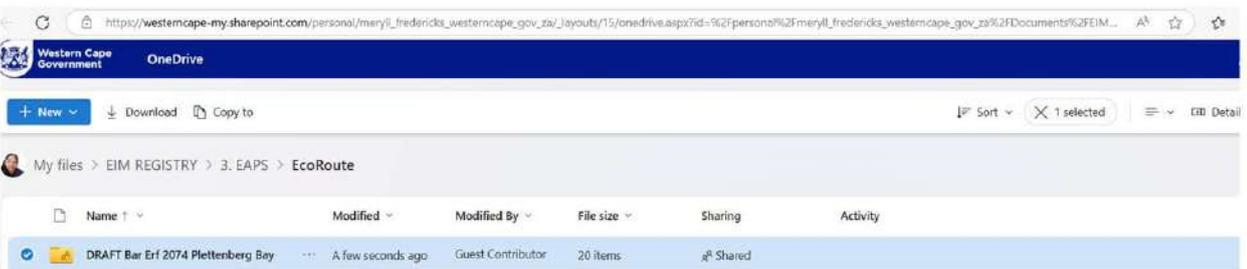
i Follow up.
You forwarded this message on 2024/11/04 10:01.
To: DEADP-EIAAdmin George <DEADPEIAAdmin.George@westerncape.gov.za>
Cc: Danie Swanepoel <Danie.Swanepoel@westerncape.gov.za>; claire@ecoroute.co.za
Subject: DRAFT Bar - Erf 2074 Plettenberg Bay

Reply Reply All Forward ...
Mon 2024/11/04 06:07

Good day EIA Admin,

Please see screenshot below as evidence of submission of the DRAFT Bar for Erf 2074 Plettenberg Bay.

Please kindly acknowledge receipt of this email.



REFERENCE: 16/3/3/1/D1/14/0037/24
DATE: 06 November 2024

The Managing Director
Duinesand (Pty) Ltd.
P.O. Box 74960
Lynnwood Ridge
PRETORIA
0040

Attention: Mr Gerhard de Vos

Cell: 0836476794

E-mail: gerhardjdevos@hotmail.com

ACKNOWLEDGEMENT OF RECEIPT OF THE APPLICATION FOR ENVIRONMENTAL AUTHORISATION IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT: ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2014 (AS AMENDED) FOR THE PROPOSED RESIDENTIAL DEVELOPMENT ON REMAINDER OF ERF 2074, SOUTH OF MARINE WAY, BITOU MUNICIPALITY

1. The abovementioned document compiled by the appointed Environmental Assessment Practitioner, Mrs. Claire De Jongh (EAPASA No: 2021/3519), of Ecoroute submitted to this Directorate on 28 October 2024, refers.
2. The application form has been reviewed and is found to be in order. This letter serves as an acknowledgment of receipt of the abovementioned application and the date of receipt is registered as: 28 October 2024.
3. It is understood that the proposal entails the development of affordable housing units which consists of approximately 230 units; the units which are proposed will be two- and three-bedroom units in three-storey buildings. Each unit will be between approximately 100m² to 130m² in extent and it is proposed to have a lock up garage. Furthermore, the development includes internal roads, parking bays, and required services infrastructure (sewage, water, electricity). The total developed footprint is approximately 5ha in extent.
4. Please note the following requirements to be complied with in respect to all applications for Environmental Authorisation in terms of the National Environmental Management Act (Act No. 107 of 1998) ("NEMA") and the EIA Regulations, 2014 (as amended):

4.1. Alternatives

According to the information provided to this Directorate it is noted that design/layout alternatives have been investigated. However, the investigation of the alternatives is not only limited to design alternatives, but include site alternatives, operational and technology

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Department of Environmental Affairs and Development Planning | Directorate: Development Management (Region 3)
George Regional Office: 4th Floor, York Park Building, 93 York Street, George, 6529

alternatives. You are hereby reminded that it is mandatory to investigate and assess the option of not proceeding with the proposed activity (the "no-go" option) in addition to the other alternatives identified. Every EIA process must therefore identify and investigate alternatives, which is feasible and reasonable and these alternatives must be comparatively assessed.

4.2. Public Participation

A public participation process ("PPP") that meets the requirements of Regulation 41 of the EIA Regulations, 2014 (as amended) must be undertaken. You are reminded that a period of at least 30 days must be provided to all potential or registered interested and affected parties to submit comment on the BAR and EMP.

General public participation advice

In terms of good practice, you are encouraged to engage with State Departments and other Organs of State early in the EIA process to solicit their inputs on any of their requirements to be addressed in the EIA process. Please note that this does not replace the requirement of making the draft BAR available to State Departments/Organs of State as stipulated above.

A register of I&APs must be opened and maintained. The register must also be submitted to the Department.

The EAP must record and respond to all comments received. The comments and responses must be captured in a Comments and Responses Report and must also include a description of the public participation process followed. This report must also be included in the public participation information attached to the BAR to be submitted for decision.

The EAP must ensure that all the organs of state administering a law relating to a matter affecting the environment must be consulted.

4.3. Environmental Management Programme

In accordance with Section 24N of NEMA and Regulation 19 of Government Notice (GN No R.326 as amended 7 April 2017), the Department hereby requires the submission of an Environmental Management Programme ("EMP"). The contents of such an EMP must meet the requirements outlined in Section 24N (2) and (3) of the NEMA (as amended) and Appendix 4 of (GN No R.326 as amended 7 April 2017). The EMP must address the potential environmental impacts of the activity throughout the project life cycle, including an assessment of the effectiveness of monitoring and management arrangements after implementation (auditing). The EMP must be submitted together with the BAR.

4.4. National Web Based Environmental Screening Tool Report

It is noted that the report has been attached in Appendix D of the application form. The advice provided during the pre-app consultation phase regarding the screening tool report and associated site sensitivity verification report (see DEA&DP ref. 16/3/3/6/7/1/D1/14/0200/24) must be considered.

4.5. Government Policies and Plans, Guidelines, Environmental Management Instruments:

You are advised that when undertaking the EIA process, it is the responsibility of the EAP and Specialists to take into account all the government policies and plans, guidelines, environmental management instruments and other decision making instruments in respect of the application process or the kind of activity which will be the subject of the application, including the guidelines, information documents or circulars developed by this Department which include *inter alia*, the following:

- DEA (2017), Guideline on Need and Desirability, Department of Environmental Affairs.
- Guideline for determining the scope of specialist involvement in EIA processes (June 2005)
- Guideline for review of specialist input in the EIA process (June 2005)
- Guideline for involving visual and aesthetic specialists in the EIA process (June 2005)
- Guideline for involving heritage specialists in the EIA process (June 2005)
- Guideline for involving social assessment specialists in the EIA process (February 2007)
- Guideline for Environmental Management Plans (June 2005).
- Guideline for involving social assessment specialists in the EIA process, February 2007.
- Guideline for involving economists in the EIA process, June 2005.

4.6. Need & desirability

In terms of the EIA Regulations, when considering an application, the Department must take into account a number of specific considerations including *inter alia* the need for and desirability of any proposed development. As such, the need for and desirability of the proposed activity must be considered and reported on in the BAR. The BAR must reflect how the strategic context of the site in relation to the broader surrounding area, has been considered in addressing need and desirability. Refer to the DEA (2017), Guideline on Need and Desirability, Department of Environmental Affairs.

4.7. NEMA Principles

In addition to the above, you must clearly show how the proposed development complies with the principles contained in Section 2 of the NEMA and must also show how the proposed development meets the requirements of sustainable development.

4.8. Other legislative Requirements

- National Heritage Resources Act, Act No. 25 of 1999

It is noted that a Notification of Intent to Develop was submitted to Heritage Western Cape, ("HWC"), please provide comments/recommendation from HWC in the Basic Assessment report.

- National Water Act (Act No. 36 of 1998)

Based on the information submitted to this Directorate in the application form it is noted that a Water Use License is not applicable to this proposal, however please obtain comments from Breede-Olifants Catchment Management Agency to confirm this statement and provide these comments in the Basic Assessment Report.

4.9. BAR Requirements

The BAR must contain all the information outlined in Appendix 1 of GN No R.982 of 4 December 2014 (as amended) and must also include the information requested in this letter, and it must be demonstrated how the advice provided during the pre-app consultation phase (see DEA&DP ref: 16/3/3/6/7/1/D1/14/0200/24) has been considered. Omission of any of the said information may result in the application for Environmental Authorisation being refused.

In accordance with Regulation 19 of GN No R.326 as amended 7 April 2017, (as amended) the Department hereby stipulates that the BAR must be submitted to this Directorate for decision within 90 days from the date of receipt of the application by the Department (i.e. 17 February 2025). If, however, significant changes have been made or significant new information has been added to the BAR, the applicant/EAP must notify the Department that an additional 50 days (i.e. 140 days from receipt of the application) would be required for the submission of the BAR. The additional 50 days must include a minimum 30-day commenting period to allow registered I&APs to comment on the revised report/additional information.

If the BAR is not submitted within 90 days or 140 days, where an extension is applicable, the application will lapse in terms of Regulation 45 of Government Notice Regulation No. 982 of 4 December 2014 and your file will be closed. Should you wish to pursue the application again, a new application process would have to be initiated. A new Application Form would have to be submitted.

5. This Directorate awaits the submission of the Draft Basic Assessment Report.
6. Please note that the proposed development may not commence prior to an environmental authorisation being granted by the Department.
7. This Department reserves the right to revise or withdraw initial comments or request further information from you based on any information received.

Yours faithfully

Francois Naudé

Digitally signed by Francois Naudé
Date: 2024.11.06 07:37:10 +02'00'

pp
HEAD OF COMPONENT
ENVIRONMENTAL IMPACT MANAGEMENT SERVICES: REGION 3
DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

Copied to: **Bitou Municipality**
Mbulelo Memani Email: mmemani@plet.gov.za
Eco Route Consultancy
EAP: Claire De Jongh Email: claire@ecoroute.co.za

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Department of Environmental Affairs and Development Planning

Garden Route District Municipality



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George
Western Cape
6529

PO Box 12,
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6530

Tel: 044 803 1300
Fax: 086 555 6303
E-mail: info@gardenroute.gov.za
www.gardenroute.gov.za

OFFICE OF THE MUNICIPAL MANAGER

Enquiries: GJ VOS
Reference: A/11/24
Date: 04/11/2024

Ms Claire de Jongh
Eco Route Environmental Consultancy
P.O.Box 1255
Sedgefield
6573

Ms

RE: PROPOSED RESIDENTIAL DEVELOPMENT ON ERF 2074 MARINE WAY ,PLETTENBERG BAY, BITOU MUNICIPALITY.

Your letter under reference RE/ERF 2074 with attachment dated 1 Nov 2024 concerning the above mentioned refers:

This office subjected to the following condition has no objection to the proposed activity.

- Bitou Municipality provide all bulk water to the development.
- Bitou Municipality must have enough bulk space capacity to render this service.
- All upgrading to the bulk water supply lines must be completed before commencement of the development.
- All sewage is to be connected to the Bitou Municipality sewer system into Waste Water Treatment Plant.
- The Bitou Municipal Waste Water Treatment Plant must have the capacity to handle the additional load without any negative effect.
- All necessary upgrades to the bulk sewer lines must be completed before commencement of the development.
- Solid waste stored on – site in a designated area approved by Bitou Municipality.
- Refuse collection area enclosed with no rainwater or stormwater run off, water point for proper cleaning and gully connected to sewer on lowest point of concrete floor.
- All refuse is to be incorporated into the Bitou Municipal solid waste stream.
- All service agreements between developer and Bitou Municipality must be in place.

Yours faithfully

GJ Vos

Chief Municipal Health-Bitou

gjvos@gardenroute.gov.za

Tel: +27 (0)44 501 1602 | +27 (0)83 557 1522

4 Virginia street

Plettenberg bay 6600

Barbara Hughes

RE: Objection to the proposed rezoning of Erf 2074, Marine Way, Plettenberg Bay



claire@ecoroute.co.za

To: 'Barbara Price-Hughes'; 'townplanning@plett.gov.za'; 'pdwashu@plett.gov.za'; 'oyonke@plett.gov.za'
Cc: 'Lizemarie'; 'admin@ecoroute.co.za'

Reply Reply All Forward

Fri 2024/11/29 11:03

Good day

The comment has been received and will be responded to in detail.

Thank you

Kind Regards
Claire

Objection to the proposed rezoning of Erf 2074, Marine Way, Plettenberg Bay



Barbara Price-Hughes <pricehughes@icloud.com>

To: townplanning@plett.gov.za; pdwashu@plett.gov.za; oyonke@plett.gov.za
Cc: Lizemarie; admin@ecoroute.co.za; claire@ecoroute.co.za

Reply Reply All Forward

Fri 2024/11/29 10:29

You replied to this message on 2024/11/29 11:03.



Rezoning objection Erf 2074.pdf
33 KB



Untitled attachment 00011.txt
129 bytes

Good day

This is a resend of the objection sent on 19 November. There were 2 previous objections sent to ecoroute prior to this one.

Kindly acknowledge receipt.

regards

Barbara Price-Hughes

19 November 2024

Municipality of Bitou

Att: Planning Department

Att: Developer of Erf 2074, Bitou

Subject: Petition objecting to the proposed rezoning and residential development on Erf 2074, Marine Way, Plettenberg Bay, Bitou.

Dear Sir/Madam

I own and live with my husband and sister-in-law at 13 Raven Place, Plettenberg Bay. My property Erf 2816 borders on Erf 2074 and my entrance is onto Ariel Street, next to one of the gates. I will be directly impacted by the proposed rezoning and residential development. I have already expressed my objection to these to the Environmental Authorities following the initial draft plan, and the revised draft plan.

I have not received any request to give assent to this proposal, which is a necessary obligation of the municipality and I will not give assent.

My objection is based on the high density proposed, the height of the proposed units, the increase in traffic and access, the change to the neighbourhood, which is low density, low access, and the strain on the basic services in this area.

1. Density: this is understated in the report as it is measured against all the land, when it is clear that the southern portion is environmentally sensitive and is not scheduled for development. In other words, the actual density is higher than the 45 units per hectare in the draft, which is already high density – not medium by Plett standards.
2. Height: the height of any buildings should be in line with normal regulations of 8.5 m as is usual in Plettenberg Bay. In addition, the building design should exclude any overlooking of properties along Raven Place to ensure continued privacy.
3. Traffic and access: the proposed 228 units will put intense pressure on Marine Way. Even in a one car family that would be an additional 228 cars exiting onto Marine Way. Plus the additional 90 units for Thulana stage 2 and possibly some of the 400 from the low cost units to be built behind Santini. I understand a higher density complex is planned on the municipal ground on Cutty Sark, overlooking the municipal waste depot. What plans has the municipality put in place to cope with more than doubling the current number exiting onto this main road?
I request that there be no emergency exits on Ariel and Cutty Sark, other than one fire exit. There was a bad fire on Erf 2074 in January 2013, started by a Chinese lantern lit from the Castleton side. The fire department used the Ariel gate (I have a key) and it was essential as all the properties along Raven were at risk. As the southern end of the property is to remain undeveloped fynbos, another fire is always a possibility.
There is no precedent for emergency exits on any gated developments, and its likely that people would abuse any such gates. Increased traffic around here risks disturbing this quiet neighborhood where those disabled, aged, very young etc all

use the roads for exercise. The roads are narrow, corners sharp and near misses are frequent.

4. Nature of the neighbourhood: which is as said above and the proposed rezoning and development would have a negative impact on this area. In addition it would put considerable strain on the existing resources of the area, and in fact the whole of Plett. Marine Way is the primary entrance to Plett. There has been no increase in capacity of the existing water, sewerage and etc. supplies since I have lived here, 15 years, and when the previous development was proposed in 2006, the lack of services was one reason why the development was not pursued. What plans does the municipality have to address these?

In addition, according to the national building regulations (clause 7,b,ccc) local authorities should not approve the erection of buildings that will probably or in fact, derogate from the value of adjoining or neighbouring properties. This is clearly that case with this rezoning and development.

Yours faithfully

Mrs Barbara Price-Hughes

Mr Glynn Price-Hughes

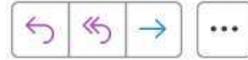
Mrs Gwyneth Reid

Residents and owners of 13 Raven Place, Plettenberg Bay

Re: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Rep...



Barbara Price-Hughes <pricehughes@
To admin@ecoroute.co.za
Cc claire@ecoroute.co.za; Janet Ebersohn



2024/11/09

I have read the new report and do not consider the revision sufficient to remove my concerns.

1. Traffic

Other gated estates with secondary access supposedly kept for emergencies have experienced abuse of the limitations. It's unlikely they will be respected here. The closed roads system in the Cutty Sark area means many old and some handicapped people are used to walking, exercising themselves and pets. One lady in a motorised wheelchair rides it with a dog on a leash. She cannot do that on a busier road. Another cerebral palsy invalid is pushed around, seniors with carers etc.

In addition the potential increase in traffic on Marine Way will have a significant impact. All the other developments along the road are low density. Santini traffic does not flow directly onto Marine Way.

2. There are no 3 storey buildings on Marine Way, let alone 4 storey. I don't think there are any 4 storey buildings in Plett. This is setting a bad precedent and I'm not sure if the bylaws permit 4 storeys. Plett should be overbuilt like Unhlanga which is now a hectic suburb of Durban. It's changing the nature of Plett and unlikely to attract tourists who come here to relax. Tourism is the lifeblood of Plett.

3. I've lived in Raven Place since 2009. In 2013 the erf 2074 had a serious fire and the pine trees burnt and were removed. The fynbos was invisible till then, but sprang to life after the burn. The insect life and bird life recovered with the fynbos and I often see the copper butterflies in my garden. I think you are under assessing the ecological damage that will be done with this high density development, even higher than Santinis.

Kindly give further assessment to the damage that this style of development will do. I continue to object.

Regards

Barbara Price-Hughes

RE: Objection to the proposed rezoning of Erf 2074, Marine Way, Plettenberg Bay



claire@ecoroute.co.za
To: 'Barbara Price-Hughes'
Cc: 'Lizemarie'; admin@ecoroute.co.za; 'townplanning@plett.gov.za'; 'potwashu@plett.gov.za'; 'oyonke@plett.gov.za'



Wed 2025/01/29 11:33

This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.



Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire

Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

From: Barbara Price-Hughes <pricehughes@icloud.com>
Sent: Sunday, 11 August 2024 22:07
To: claire@ecoroute.co.za
Cc: admin@ecoroute.co.za; janet@ecoroute.co.za
Subject: Re: Public participation for erf 2074, Plettenberg Bay

Thank you.
Sent from my iPhone

> On 11 Aug 2024, at 19:33, claire@ecoroute.co.za wrote:

>
> Good day Barbara
>
> Thank you for your comments. I will register you as an interested / affected party and include your comments in the draft basic assessment.
>
> Kind regards
> Claire

> Sent: Saturday, August 10, 2024 3:22 PM
> To: claire@ecoroute.co.za
> Cc: admin@ecoroute.co.za; janet@ecoroute.co.za
> Subject: Public participation for erf 2074, Plettenberg Bay

>
> Good afternoon
>
>
> My apologies that I missed the deadline to object to the proposed development- Unfortunately I accidentally deleted my mailbox and have only recently regained access
>
> I am familiar with the history of the property and recall that the earlier proposal before 2008 when I bought my house, was turned down by the municipality because of the lack of services in this area. Since then the owner, now deceased, rezoned as agricultural and planted pine trees, which burnt in a fire in 2013. Mr De Vos then got permission to build an off the grid house facing down Piesang Valley, which was never completed because he died.

> I don't think anything has changed since then except the area has developed further as res 1 stands have been built on.
> My property borders the southern side of the property, erf 2816 on Raven Place, next to one of the access gates. My house and its value will be affected by increased traffic flow.
>
> The proposal of 230 units will change the nature of the established area known as 'Cutty Sark' by the locals, as its a low traffic area where people allow their children to walk and ride bicycles, walk the dogs etc. The roads are quite narrow and there are issues already where cars park on the road as there's insufficient verge to park on. There are several tight corners and a blind corner.
>
> It's unlikely that Marine Way will cope with the increase too, its got a great deal busier as Plett has filled up. Another circa 200 cars needing access daily would require a serious upgrade.
>
> I am not sure of the fynbos damage that the development will do - after the 2013 fire and removal of the pine trees, the fynbos regrew and was particularly beautiful, the owner refused to keep clearing exotic trees regrowth however. So it's got too many exotic saplings which impact the fynbos.
>
> Kindly give my objection to a high density development where there is inadequate sewerage, water and electricity capacity already, plus is an established low traffic area.
>
> regards
>
> Barbara Price-Hughes
> 0834524871

RE: Objection to the proposed rezoning of Erf 2074, Marine Way, Plettenberg Bay



claire@ecoroute.co.za

To: Barbara Price-Hughes

Cc: 'Lizemarie'; 'admin@ecoroute.co.za'; 'townplanning@plett.gov.za'; 'pdwashu@plett.gov.za'; 'oyonke@plett.gov.za'

Reply Reply All Forward

Wed 2025/01/29 11:33

This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.



Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards

Claire

Claire De Jongh

Eco Route Environmental Consultancy

0846074743

EAPASA registration: 2021/3519



PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

Public Participation process carried out in terms the National Environmental Management Act (Act 107 of 1998) Regulation 41 of GN R.326

Attention: Barbara Price-Hughes
Email: pricehughes@icloud.com

Date: 29 January 2025

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 9 November 2024 | Response |
|---|--|
| <p>1. Traffic</p> <p>Other gated estates with secondary access supposedly kept for emergencies have experienced abuse of the limitations. It's unlikely they will be respected here. The closed roads system in the Cutty Sark area means many old and some handicapped people are used to walking, exercising themselves and pets. One lady in a motorised wheelchair rides it with a dog on a leash. She cannot do that on a busier road. Another cerebral palsy invalid is pushed around, seniors with carers etc.</p> <p>In addition the potential increase in traffic on Marine Way will have a significant impact. All the other developments along the road are low density. Santini traffic does not flow directly onto Marine Way.</p> | <p>The TIA carried out states the following:</p> <p><i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p><i>"Additional secondary access points to the municipal road network to the east via Cutty Sark Avenue and Ariel Drive will be provided for use should an emergency arise in the complex comprising the main access onto Marine Way"</i></p> <p>Emergency access will not be permitted to be used during construction phase- included in EMPr.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) <p>Operational Phase:</p> <ul style="list-style-type: none"> This Traffic Impact Assessment be approved by the Bitou Local Municipality; The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection; Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies) |
| <p>2. There are no 3 storey buildings on Marine Way, let alone 4 storey. I don't think there are any 4 storey buildings in Plett. This is setting a bad precedent and I'm not sure if the bylaws</p> | <p>The developer wants to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights. The developer aims to provide high quality yet affordable</p> |



Eco Route

ENVIRONMENTAL CONSULTANCY

REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

PhD Univ. Pretoria

Cell: 072 222 6013

email: ebersohn@cyberperk.co.za

MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

permit 4 storeys. Plett should be overbuilt like Umhlanga which is now a hectic suburb of Durban. It's changing the nature of Plett and unlikely to attract tourists who come here to relax. Tourism is the lifeblood of Plett.

housing. The identified development area is approximately 5 ha. The initial concept proposed 250 units; however, this was considered to be too dense (50 units / ha). The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m² in size and developed in (76) blocks of 3-storeys.

The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).

The final spatial development plan for the phased development must still be approved. The following mitigation measures are included:

Planning Team:

- Planning must ensure that long term social conflict is avoided, and social wellness is ensured by ensuring sufficient space is allocated per unit and for the required open space areas, bulk services and roads. A maximum density of 228 units proposed at 100 – 130m² per unit is recommended.
- Any four storey buildings that could be accommodated to be placed in northern, central and western areas (BLM Restructuring Zone) away from quieter eastern residential areas and sensitive southern fynbos area. 2/3 storey buildings to be planned for east (quieter adjacent residential area) and environmentally sensitive southern sections

It is unlikely that 4 storeys will be included in the final SDPs

Refer to the following appendices of the BAR:

Appendix G5 – Traffic Impact Assessment, EAS

Appendix K – Town Planning Report, Planning Space Town and Regional Planners

Appendix H – EMP

Appendix J - Assessment

3. I've lived in Raven Place since 2009. In 2013 the erf 2074 had a serious fire and the pine trees burnt and were removed. The fynbos was invisible till then, but sprang to life after the burn. The insect life and bird life recovered with the fynbos and I often see the copper butterflies in my garden. I think you are under assessing the ecological damage that will be done with this high density development, even higher than Santinis.

With the occurrence of the high number of alien vegetation on the site and natural fynbos in the south, the site is considered to have a high fire risk; measures must be put in place to prevent unplanned fires and control planned fires (fynbos requires burning every 7 to 15 years).

Planning - Design Team

- The southern boundary of Erf 2074 should preferably remain unfenced - Should a fence be planned along the southern edge of Erf 2074 (as opposed to just along the southern boundary of the proposed development) this fence (and potential associated fire breaks – consult the Southern Cape Fire Protection Association) will present additional management impact which is currently addressed in this report.
- It is recommended that the landowner/ s of Erf 2074 become a member of the Southern Cape Fire Protection Association (SCFPA). The SCFPA provides a number of services including, wildfire risk assessments, wildfire prevention and response plans, alien invasive clearing



Eco Route

ENVIRONMENTAL CONSULTANCY

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Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

| | |
|---|--|
| | <p>teams, conduct prescribed or ecological burns on behalf of the landowner(s).</p> <ul style="list-style-type: none"> Development should therefore be avoided as far as possible in the southern CBA section of the site which contains the most pristine vegetation on the site. <p>Refer to the following appendices of the BAR: Appendix H – EMPr Appendix J - Assessment</p> |
| Kindly give further assessment to the damage that this style of development will do. | Refer to the following appendices of the BAR: Appendix H – EMPr Appendix J - Assessment |
| I continue to object. | Noted |
| Comment received 29 November 2024 | |
| <p>Petition objecting to the proposed rezoning and residential development on Erf 2074, Marine Way, Plettenberg Bay, Bitou.</p> <p>Owner 13 Raven Place - property Erf 2816 borders on Erf 2074 and entrance is onto Ariel Street, next to one of the gates.</p> <p>I will be directly impacted by the proposed rezoning and residential development. I have already expressed my objection to these to the Environmental Authorities following the initial draft plan, and the revised draft plan.</p> <p>I have not received any request to give assent to this proposal, which is a necessary obligation of the municipality and I will not give assent.</p> | |
| My objection is based on the high density proposed, the height of the proposed units, the increase in traffic and access, the change to the neighbourhood, which is low density, low access, and the strain on the basic services in this area. | Noted; see responses below |
| 1. Density: this is understated in the report as it is measured against all the land, when it is clear that the southern portion is environmentally sensitive and is not scheduled for development. In other words, the actual density is higher than the 45 units per hectare in the draft, which is already high density – not medium by Plett standards. | <p>RE/2074 is approximately 6.25 ha in extent.</p> <p>The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m² in size and developed in (76) blocks of 3-storeys.</p> <p>Approximately 1 ha will remain as open space.</p> <p>228 units per 5 ha is approximately 45.6 units per ha.</p> |
| 2. Height: the height of any buildings should be in line with normal regulations of 8.5 m as is usual in Plettenberg Bay. In addition, the building design should exclude any overlooking of properties along Raven Place to ensure continued privacy. | The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys). |
| 3. Traffic and access: the proposed 228 units will put intense pressure on Marine Way. Even in a one car family that would be an additional 228 cars exiting onto Marine Way. Plus the additional 90 units for Thulana stage 2 and possibly some of the 400 from the low cost units to be built behind Santini. I understand a higher density complex is planned on the municipal ground on Cutty Sark, overlooking the municipal waste depot. What plans has the municipality put in place to cope with more than doubling the current number exiting onto this main road? I request that there be no emergency exits on Ariel and Cutty Sark, other than one fire exit. There was a bad fire on Erf 2074 in January 2013, started by a Chinese lantern lit from the Castleton side. The fire department used the Ariel gate (I have a key) and it was essential as all the properties along | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> |



Eco Route

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BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

Raven were at risk. As the southern end of the property is to remain undeveloped fynbos, another fire is always a possibility.

There is no precedent for emergency exits on any gated developments, and it's likely that people would abuse any such gates. Increased traffic around here risks disturbing this quiet neighbourhood where those disabled, aged, very young etc all use the roads for exercise. The roads are narrow, corners sharp and near misses are frequent.

When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions **with the Ultra City intersection configured as a roundabout.**

When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.

The emergency access points will only be permitted to be used in emergency situations (i.e. fire event which compromises the main entry / exit on Marine Way / Challenge Drive)

4. Nature of the neighbourhood: which is as said above, and the proposed rezoning and development would have a negative impact on this area. In addition, it would put considerable strain on the existing resources of the area, and in fact the whole of Plett. Marine Way is the primary entrance to Plett. There has been no increase in capacity of the existing water, sewerage and etc. supplies since I have lived here, 15 years, and when the previous development was proposed in 2006, the lack of services was one reason why the development was not pursued. What plans does the municipality have to address these?

In addition, according to the national building regulations (clause 7,b,ccc) local authorities should not approve the erection of buildings that will probably or in fact, derogate from the value of adjoining or neighbouring properties. This is clearly that case with this rezoning and development.

The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.

A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers. Services Level Agreement is to be concluded with Bitou as a prerequisite for the Development to proceed. *There is sufficient reservoir and tower storage capacity available in the existing "Close to Town" reservoir and "Upper" tower to accommodate the proposed development. Sewage from the proposed development will drain towards the existing Plettenberg Bay PS 1a. There is sufficient capacity in the existing Plettenberg Bay sewer reticulation system to accommodate the proposed development.*

An electrical report has been compiled by GLS. *An estimated maximum demand of 500kVA for the proposed housing development was calculated by De Villiers and Moore Consulting Engineers on the behalf of the developers. The network around the erven is currently mainly supplied by SS-1 Main (Ferdinand), which is the substation supplying electricity to Plettenberg Bay town area. SS-1 Main currently has enough capacity to carry the additional 500kVA maximum demand brought by the proposed development on Erf 2074. The MV feeders supplying the surrounding area have sufficient capacity to carry the additional demand at the proposed development.*

The following measures are recommended:

- Solar panels on roofs
- Energy efficient lighting (i.e. LED / compact fluorescent)
- Energy saving designs and materials
- Avoid leaking taps and pipes / unnecessary water waste.
- It is recommended that rainwater collection is incorporated into the development for re-use (i.e washing / irrigation) to reduce the water demand.
- Indigenous landscaping

Refer to the following appendices of the BAR:

Appendix G5 – Traffic Impact Assessment, EAS



Eco Route

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Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

Appendix K – Town Planning Report, Planning Space Town and Regional Planners
Appendix H – EMPr
Appendix J - Assessment

Chantelle Yeates

From: claire@ecoroute.co.za
Sent: Thursday, 04 July 2024 13:28
To: 'Chantel Yeates'
Cc: 'Janet Ebersohn'; 'Admin'
Subject: RE: Proposed Residential Development, Erf 2074 Plettenberg Bay
Attachments: BID_Erf 2074_Final_4 July 2024_.pdf

Hi Chantel

Yes certainly. I have attached a background information document for your review and comment. The information is also available at: www.ecoroute.co.za

Could you please send me your moms contact name and details and I can add her to the Interested and Affected party (IAP) registration list.

Thank you

Kind regards
Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

From: Chantel Yeates <cmyeates@gmail.com>
Sent: Thursday, July 4, 2024 1:22 PM
To: claire@ecoroute.co.za
Subject: Re: Proposed Residential Development, Erf 2074 Plettenberg Bay

Good day

My mom owns a unit at Thulana Hill, next door to Erf 2074.

Could you please send us further information regarding this proposed development.

Many thanks and regards

--

Chantel Yeates
Cell: 082 461 2972

“ If you wish to succeed in life, make perseverance your bosom friend, experience your wise counselor, caution your elder brother, and hope your guardian genius. ”

— **Joseph Addison**

Derek Lake

Further Comments on the BAR for ERF 2074 Plettenberg Bay



dwlake@mweb.co.za
To admin@ecoroute.co.za X



2024/11/22

Dear Sirs,

I have been studying the map included in the BAR and I notice that there is a 5.5 meter wide road proposed right up the eastern boundary close to the stand alone properties.

My comments follow-

- 1.) 5.5 meters is an extremely narrow road; the more normal width for a suburban road is 8.5 m
- 2.) There needs to be a 5 m buffer zone between the edge of the road and the Eastern boundary.
- 3.) there needs to be a gradation in building height from east to west
- 4.) A more appropriate road location seems to be alongside Talana Hill on the western boundary where there is already a high density development.

Regards,
Derek Lake
ERF 2794

Further Comments on the BAR for ERF 2074 Plettenberg Bay



dwlake@mweb.co.za
To admin@ecoroute.co.za X



Fri 2024/11/22

Dear Sirs,

I have been studying the map included in the BAR and I notice that there is a 5.5 meter wide road proposed right up the eastern boundary close to the stand alone properties.

My comments follow-

- 1.) 5.5 meters is an extremely narrow road; the more normal width for a suburban road is 8.5 m
- 2.) There needs to be a 5 m buffer zone between the edge of the road and the Eastern boundary.
- 3.) there needs to be a gradation in building height from east to west
- 4.) A more appropriate road location seems to be alongside Talana Hill on the western boundary where there is already a high density development.

Regards,
Derek Lake
ERF 2794

Comments on the BAR Report for ERF 2074 Plettenberg Bay



Derek Lake <dereklake70@gmail.com>
To: admin@ecoroute.co.za; claire@ecoroute.co.za



2024/11/05

Dear People.

I have read the report and have two comments

1.) Cutty Sark Avenue must not be used as a construction access. It is narrow and there is limited off-road parking,

with the result that cars are often parked in the street.

2.) The BAR states that water reticulation will be installed. I am not sure that this is only internal to the scheme or includes the reticulation connecting ERF 2074 to the Bitou system.

a.) If it does, please note the existing pressure at ERF 2794. The municipal pressure is inadequate at 190kPa. We cannot water the garden or shower properly. We have had to install a pump to raise the pressure to 400 kPa.

Please scrutinise the Bitou Proposal to ensure that there are new, bigger pipes planned.

b.) If the BAR does not cover connection to the Bitou system, please notify the municipality that you need them to install a system capable of supplying water to ERF 2074 at 400kPa plus enough pressure to reach the top of your highest building without disrupting other customers.

Regards,

Derek Lake 0828006515

RE: Comments on the BAR Report for ERF 2074 Plettenberg Bay



claire@ecoroute.co.za
To: 'Derek Lake'
Cc: 'admin@ecoroute.co.za'



Wed 2025/01/29 11:53

This message is part of a tracked conversation. [Click here](#) to find all related messages or to open the original flagged message.



Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire

Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

From: dereklake70@gmail.com
Sent: Friday, 05 July 2024 10:02
To: claire@ecoroute.co.za
Subject: RE: Public Participation in the Proposed Residential Development on Erf 2074

Hi Claire,
Thanks for your email.
Regards,
Derek Lake.

From: claire@ecoroute.co.za <claire@ecoroute.co.za>
Sent: Thursday, July 4, 2024 5:21 PM
To: dereklake70@gmail.com
Subject: RE: Public Participation in the Proposed Residential Development on Erf 2074

Good day Derek

Thank you for your comments. I will forward these to the planning team (engineers and town planning). There will also be a Traffic impact assessment carried out and will therefore send your comments to the traffic engineer.

I am not sure if you have received the Background Information Document and relevant appendices.

I am attaching to this email to provide you with additional information.

Kind Regards
Claire

From: dereklake70@gmail.com <dereklake70@gmail.com>
Sent: Thursday, July 4, 2024 5:00 PM
To: claire@ecoroute.co.za
Subject: Public Participation in the Proposed Residential Development on Erf 2074

Dear Sirs,

My comments wrt the above follow:-

- 1.) My name is Derek Walter Lake of Erf 2794 (70 Cutty Sark Avenue). I am a trustee and beneficiary of the Lake Family Trust house built on Erf 2794
- 2.) Contact 0828006515 and dereklake70@gmail.com
- 3.) I have no direct interest in the development.

I have two comments wrt to the above development

1,) The water pressure in Cutty Sark Avenue is already low at 190 kPa. Any development on Erf 2074 must supplement the water supply and not make the current situation any worse

2.) Cutty Sark Avenue is currently a Cul de Sac with a locked gate between it's western end and Erf 2074.

Further the current road is narrow with no off road stopping or parking which is totally unsuitable for heavy traffic.

Therefor please do not allow construction or residential access from the western end of Cutty Sark into Erf 2074. This should only be allowed from the main entrance in Marine Way.

I hope you will find the comments useful.

Regards,
Derek Lake.



PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

Public Participation process carried out in terms the National Environmental Management Act (Act 107 of 1998) Regulation 41 of GN R.326

Attention: Derek Lake
Email: dereklake70@gmail.com

Date: 29 January 2024

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 4 November 2024 | Response |
|--|---|
| <p>1.) Cutty Sark Avenue must not be used as a construction access. It is narrow and there is limited off - road parking , with the result that cars are often parked in the street.</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p>Emergency access will not be permitted to be used during construction phase- included in EMPr.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) <p>Operational Phase:</p> <ul style="list-style-type: none"> This Traffic Impact Assessment be approved by the Bitou Local Municipality; The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection; <p>Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies)</p> <p><i>Refer to the following appendices of the BAR: Appendix G5 – Traffic Impact Assessment, EAS Appendix H – EMPr Appendix J - Assessment</i></p> |
| <p>2.)The BAR states that water reticulation will be installed. I am not sure that this is only internal to the scheme or</p> | <p>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers.</p> |



Eco Route

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BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

| | |
|--|--|
| <p>includes the reticulation connecting ERF 2074 to the Bitou system.</p> <p>a.) If it does, please note the existing pressure at ERF 2794. The municipal pressure is inadequate at 190kPa. We cannot water the garden or shower properly. We have had to install a pump to raise the pressure to 400 kPa. Please scrutinise the Bitou Proposal to ensure that there are new, bigger pipes planned.</p> <p>b.) If the BAR does not cover connection to the Bitou system, please notify the municipality that you need them to install a system capable of supplying water to ERF 2074 at 400kPa plus enough pressure to reach the top of your highest building without disrupting other customers.</p> | <p><i>There is sufficient reservoir and tower storage capacity available in the existing "Close to Town" reservoir and "Upper" tower to accommodate the proposed development.</i></p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G6 – GLS Services report, GLS</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>Comment received 17 November 2024</p> | |
| <p>A.) The proposed dwelling density is too high at $228/5 = 45.6$ units/Ha. I use 5Ha as that is the part that is being developed. The accepted max density is 30/Ha which means 150 units in total.</p> | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>The developer wants to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights. The developer aims to provide high quality yet affordable housing. The identified development area is approximately 5 ha. The initial concept proposed 250 units; however, this was considered to be too dense (50 units / ha). The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m² in size and developed in (76) blocks of 3-storeys.</p> <p>According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area.</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix K – Town Planning Report, Planning Space Town and Regional Planners</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>B.) I presume that the emergency exits will not be permanently manned?</p> | <p>The TIA carried out states the following: Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</p> <p>Emergency access will not be permitted to be used during construction phase- included in EMPr.</p> <ul style="list-style-type: none"> • Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies). <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G5 – Traffic Impact Assessment, EAS</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>Comment received 22 November 2024</p> | |



I have been studying the map included in the BAR and I notice that there is a 5.5 meter wide road proposed right up the eastern boundary close to the stand alone properties.

My comments follow-

- 1.) 5.5 meters is an extremely narrow road; the more normal width for a suburban road is 8.5 m
- 2.) There needs to be a 5 m buffer zone between the edge of the road and the Eastern boundary.
- 3.) there needs to be a gradation in building height from east to west
- 4.) A more appropriate road location seems to be alongside Talana Hill on the western boundary where there is already a high density development.

The 5.5-meter width of the internal roads is stated in the civil structural engineering report prepared by Poise consulting (Appendix G7 of BAR).

The TIA recommended that access control gates to the development on erf 2074 should be configured with a minimum of two entry lanes set back a minimum of 19.5m (3 car lengths) from the erf 2073 access road so that entering vehicles do not block access to erf 2073

A Planning report has been compiled for the proposed development: According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area.

The developer wants to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights.

It is proposed to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights.

Land use description: "Flats" means a building containing three or more dwelling units of which at least one does not have a ground floor, together with such outbuildings, open space and private roads as are ordinarily associated with flats.

Development parameters:

(a) Coverage

The maximum coverage is 60%.

(b) Floor factor

The floor factor may not exceed 1,5.

(c) Height

(i) The highest point of a building may not exceed 10,67 metres

(ii) The general provisions regarding earth banks and retaining structures in this By-law apply.

(d) Building lines

(i) The street building line is at least 5 metres.

(ii) Side and rear building lines are at least 4,5 metres,

(iii) The general building line encroachments in this By-law apply.

(e) Parking and access

1.5 bays per unit in PTA1 areas

The following mitigation measures, inter alia are included:

- Planning must ensure that long term social conflict is avoided, and social wellness is ensured by ensuring sufficient space is allocated per unit and for the required open space areas, bulk services and roads. A maximum density of 228 units proposed at 100 – 130m² per unit is recommended.
- Any four storey buildings that could be accommodated to be placed in northern, central and western areas (BLM Restructuring Zone) away from quieter eastern residential areas and sensitive southern fynbos area. 2/3 storey buildings to be planned for east (quieter adjacent residential area) and environmentally sensitive southern sections. (i.e. gradation of building heights from west (tallest) to east (lowest))
- Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.)



Eco Route

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Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.

Refer to the following appendices of the BAR:

Appendix G5 – Traffic Impact Assessment, EAS

Appendix G7 – SWMP, Poise consulting

Appendix K – Town Planning Report, Planning Space Town and Regional Planners

Appendix H – EMP

Appendix J - Assessment



*Holiday Home Management-Holiday Home Rentals-
Property Administrators, Body Corporate & Home Owners Association Management
CK2003/033318/23*

*P.O. Box 1743
Plettenberg Bay
6600*

email: holidayplett@mweb.co.za

044 5333008(tel)

044 5333002(fax)

website: www.holidayplett.co.za

5th July, 2024

Ecoroute,
P.O. Box 1252
SESDGEFIELD,
6573

Attention : Claire De Jongh

Dear Ms De Jongh,

THULANA HILL AND PROPOSAL TO DEVELOP ERF 2074 PLETTENBERG BAY

We are the managing agents for Thulana Hill, Marine Way, Plettenberg Bay.

The Trustees of this development have requested us to register Thulana Hill as an Interested and Affected Party in this project.

Please note our contact details as above and include the Chairlady, Mrs. N. Polimis, in all correspondence on this subject.

Her email address will appear on the header line when we forward this communication by email.

Kindly acknowledge receipt of this request.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'J.R. Gerhard'.

J.R. GERHARD (Mrs)
MANAGING AGENT – HOLIDAY PLET

From: claire@ecoroute.co.za
Sent: Friday, 05 July 2024 12:38
To: 'Holiday Plett'
Cc: 'info@keepingitcompliant.co.za'
Subject: RE: THULANA HILL : INTERESTED AND AFFECTED PARTY IN ERF 2074
Attachments: BID_Erf 2074_Final_4 July 2024_.pdf

Good day Jenny

Thank you for your registration.

I am attaching a background information document. Please review and provide any comments / concerns for inclusion into the assessment process.

Thank you

Kind Regards
Claire

From: Holiday Plett <jen@holidayplett.co.za>
Sent: Friday, July 5, 2024 12:06 PM
To: claire@ecoroute.co.za
Cc: info@keepingitcompliant.co.za
Subject: THULANA HILL : INTERESTED AND AFFECTED PARTY IN ERF 2074

Kindly see attached registration as an I&AP for Thulana Hill.

Yours faithfully,

Keith Lurie

Re: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marin



Keith Lurie <keithlurie1@gmail.com>
To: admin@ecoroute.co.za
Cc: claire@ecoroute.co.za; Janet Ebersohn

Reply Reply All

Follow up

Good morning

Thank you for the report.

It looks to me like there is no consideration of existing Yellowwoods, proteas and other trees on the property. I would think that 'Alternative layout 1' could be slightly adjusted to preserve the trees lining the current driveway. This should have no impact on the total number of units.

It is also my understanding that the access road to Tulana Hills is not acceptable if running close to and parallel to Marine Way, which is why the access road was expected to cut through the olive grove. This lends itself to the possibility of a small commercial zone along Marine way.

There are 2 small quarries on the property, probably from the construction of the house and outbuildings. It would be worth incorporating these as landscaping features to preserve the heritage value.

Just my 2c

Regards

Keith

RE: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium t...



claire@ecoroute.co.za
To: 'Keith Lurie'
Cc: 'Janet Ebersohn'; 'admin@ecoroute.co.za'

Reply Reply All Forward

Wed 2025/01/29 11:43

This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.



Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: Keith Lurie
Email: keithlurie1@gmail.com

Date: 29 January 2025

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 1 November 2024 | Response |
|---|--|
| <p>No consideration of existing Yellowwoods, proteas and other trees on the property.</p> | <p>A flora assessment and terrestrial biodiversity assessment have been carried out: <i>Three species of protected trees have been identified on the site:</i></p> <ul style="list-style-type: none"> - <i>Afrocarpus falcatus (The Outeniqua yellowwood)</i> - <i>Podocarpus latifolius (The real yellowwood tree)</i> - <i>Sideroxylon inerme inerme (Milkwood tree)</i> <p><i>One possible flora SCC (Lampranthus cf. pauciflorus; endangered (EN) was observed during the terrestrial assessment on the steep rocky outcrops along the south of the site, extending into the valley and outside of the development footprint. Two Protea bushes were identified on the site; king protea (Protea cynaroides); possible hybrid / cultivar of the grey-leaf protea (P. cf. laurifolia).</i></p> <p><i>The northern section of the site has been confirmed to have a Low botanical theme sensitivity; permits will however be required to trim, remove, or alter the protected trees if necessary. The southern section of the site (i.e. fynbos and valley fynbos-thicket) has been confirmed to have a high plant species sensitivity.</i></p> <p>The following mitigation measures, inter alia, are recommended:</p> <ul style="list-style-type: none"> - Development should be reduced in the southern section of the site which contains the most pristine vegetation on the site. Only 1200m² development recommended in mapped CBA (WCBS) due to flatter gradient as opposed to steeper areas immediately west, not within CBA but which connects to CBA. |



Eco

ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

PhD Univ. Pretoria

Cell: 072 222 6013

email: ebersohn@cyberperk.co.za

MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za



| | |
|--|---|
| | <ul style="list-style-type: none"> - Conserve identified SCC and protected trees by marking them off during construction and incorporating the vegetation into landscaping on the site. <ul style="list-style-type: none"> • Any permits for sensitive flora species of conservational concern to be in place prior to construction. Allow 3 months for this process. • Search and rescue of flora SCC (succulents and geophytes) must take place on site prior to start of construction. This vegetation must be transplanted (where possible) or seeded in suitable ecosystems identified close to the site (southern CBA section) • Identify a suitable specialist to assist with a suitable method to remove, store and / or transplant identified flora species of special concern • Identify area on site which will not be disturbed by construction activities for establishment of an on-site indigenous plant nursery on site and are to store removed topsoil / vegetation • Rescued plants must all be placed in suitable containers / bags • These must then to be transported with care to a nursery that should preferably be set up on the site in an existing disturbed area. Alternatively, arrangements with a suitable nursery / available receptor site should be made to keep and care for removed plants during the construction phase of the project. |
| <p>'Alternative layout 1' could be slightly adjusted to preserve the trees lining the current driveway. This should have no impact on the total number of units.</p> | <p>The following mitigation measures, inter alia, are recommended:</p> <ul style="list-style-type: none"> - Conserve identified SCC and protected trees by marking them off during construction and incorporating the vegetation into landscaping on the site. |
| <p>Access road to Tulana Hills is not acceptable if running close to and parallel to Marine Way, which is why the access road was expected to cut through the olive grove. This lends itself to the possibility of a small commercial zone along Marine way.</p> | <p>A TIA has been carried out: Recommendations:</p> <ul style="list-style-type: none"> • Traffic Impact Assessment be approved by the Bitou Local Municipality; • The Bitou Municipality consider reconfiguring the Marine Way / Ultra City intersection as a roundabout as it operates at LOS F during the PM peak hour under current conditions; • The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection; • Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies); and • The main access gate to erf 2074 be set back a minimum of 20m from the erf 2073 access road and the access be configured with two entering lanes as indicated on Figure 15 with the cost of access arrangements being met by the developer. |



Road and access layout (adapted from figure 15, TIA, EAS, 2024)

The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.

There are 2 small quarries on the property, probably from the construction of the house and outbuildings. It would be worth incorporating these as landscaping features to preserve the heritage value

Noted. The old building will not be demolished but incorporated into the planned development.

From: claire@ecoroute.co.za
Sent: Friday, 05 July 2024 11:39
To: 'Keith Lurie'
Subject: RE: erf 2074
Attachments: BID_Erf 2074_Final_4 July 2024_.pdf

Good day Keith

Noted, I will add you to the IAP database.

Please find Background information attached if you haven't yet received.

The draft BAR will be made available for a comment and review period of 30 days.

Thank you

Kind regards
Claire

From: Keith Lurie <keithlurie1@gmail.com>
Sent: Friday, July 5, 2024 10:49 AM
To: claire@ecoroute.co.za
Subject: erf 2074

Good morning Claire

Please register me as an IAP

Regards

Keith

Linda Hore

From: claire@ecoroute.co.za
Sent: Monday, 05 August 2024 15:37
To: 'linda.hore1@gmail.com'; 'scottsm1958@gmail.com'
Cc: 'Janet Ebersohn'; 'Admin'
Subject: RE: Objections to erf 2074

Good day

Thank you for your comments and relevant information regarding the proposed residential development on Erf 2074. I am almost finished the draft basic assessment report to distribute for a 30-day review and comment period. I will add your comments to the draft report.

Kind Regards
Claire

Objection to the development of ERF: 2074

4 main objections as follows:

- 1) Water scarcity:
- 2) Power Infrastructure
- 3) Sewage/effluent processing and infrastructure
- 4) Solid Waste disposal.

1) Water Scarcity and restrictions thereof:

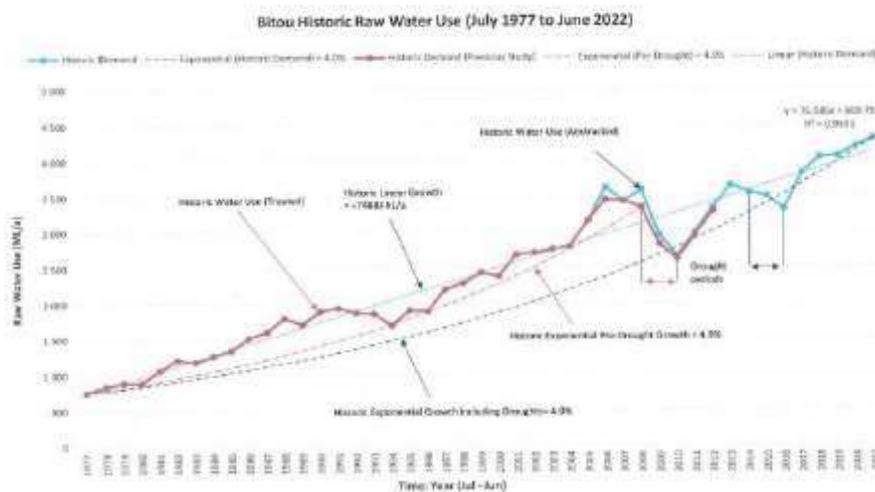
Plett's Bulk Water Resources

1. Keurbooms River (source of most of our water) \
2. Desalination Plant (small 2 ML/d - expensive to operate – usually only during peak demand)
3. Roodefontein Dam (very small allocation to Plett – only 150 000 ML/a)

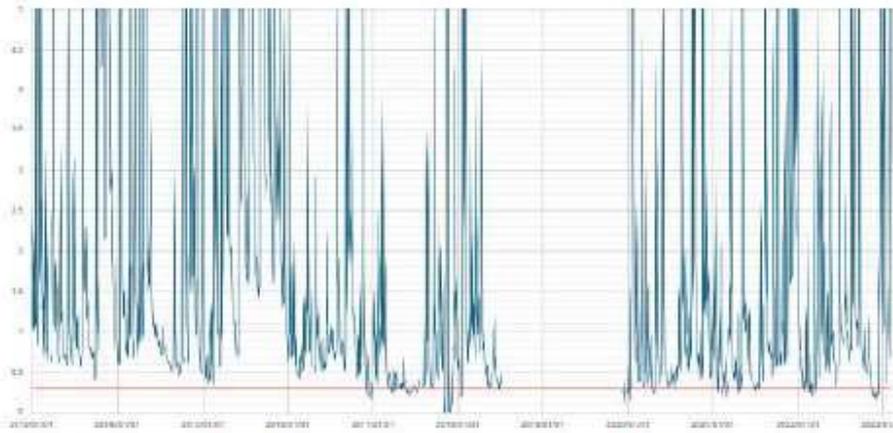
Below images are the increased demand for water over the past 15 years:

Table 3.2: Historic Raw Water Abstraction Summary - July 2006 to June 2022

| Town | Source | Raw Water Abstraction (ML/a) | | | | | | |
|--------------------|------------------|------------------------------|-------|-------|-------|-------|-------|-------|
| | | 06/07 | 11/12 | 16/17 | 18/19 | 19/20 | 20/21 | 21/22 |
| Plettenberg Bay | Keurbooms River | 1 781 | 2 287 | 2 438 | 3 195 | 3 105 | 3 726 | 3 737 |
| | Roodefontein Dam | 1 626 | 249 | 375 | 89 | 253 | 133 | 77 |
| | Boreholes | 0 | 0 | 0 | 228 | 86 | 0 | 0 |
| | Desalination | 0 | 253 | 271 | 247 | 303 | 0 | 156 |
| Subtotal | | 3 407 | 2 789 | 3 084 | 3 759 | 3 747 | 3 861 | 3 970 |
| Markerville | Boreholes | 0 | 1 | 6 | 2 | 1 | 4 | 7 |
| Subtotal | | 0 | 1 | 6 | 2 | 1 | 4 | 7 |
| Kurland | Wit River | 126 | 137 | 172 | 8 | 58 | 169 | 94 |
| | Boreholes | 0 | 0 | 0 | 188 | 165 | 65 | 139 |
| Subtotal | | 126 | 137 | 172 | 196 | 223 | 234 | 233 |
| Nature's Valley | Groot River | 85 | 58 | 48 | 76 | 79 | 84 | 88 |
| Subtotal | | 85 | 58 | 48 | 76 | 79 | 84 | 88 |
| Bitou Total (ML/a) | | 3 619 | 2 984 | 3 309 | 4 034 | 4 050 | 4 184 | 4 298 |



Many times in the last 5 years the water cut off point to extract water from the Keurbooms has been breached, therefore Plett has been placed under water restrictions.



Historic Flow in Keurbooms River illustrating cut-off at 300 l/s (0.3 m³/s).

“If in the opinion of the municipality the consumption of water by a consumer adversely affects the supply of water to another consumer, it may apply such restrictions as it may deem fit to the supply of water to the first mentioned consumer in order to ensure a reasonable supply of water to the other consumer and will inform that consumer of such restrictions.”

Above statement is from the municipal by-laws effectively restricting flow to users if the demand “balance” supply to other users – this should be considered when undertaking new developments on the current “users” in the immediate vicinity.

To allow a new property development for large scale housings should not be permitted due to the impact of the low water reserves, current infrastructure with regards to water supply and treatment and the impact on the current Plettenberg bay community until such time as the water availability can be increased on an on going basis to have availability for the additional proposed developments.

2) Power Infrastructure

Currently the infrastructure is sufficient, yet aging, for the residents on Marine way near the shell service station. Yet there have been instances where the local sub station has been overloaded and phases have dropped and fuses have blown.

Likely a new upgraded substation will be required, where will the funds come from for this upgrade, and how long will the local users be affected in this upgrade. This information is required to facilitate the objection to this development.

Below details show demands and investments required by the municipality in order to have sufficient supply and infrastructure to supply power for future developments.

INFRASTRUCTURE 1 - ELECTRICITY

- Grid** - In good condition
- *The big Issue* - ESKOM load shedding
 - *Peak Demand* - 27MVA, constant for 9 years
 - *Increasing population* - Consumption will rise
 - *Capital investment in Grid planned* - R237m before 2040

Alternative Energy

Bitou - Installed Solar capacity about 1.07 MW and growing
Solar - limited impact on maximum demand, but reduces sales to consumers
 Increasing use of solar and batteries by consumers will reduce Bitou revenues further.
 Energy Transition (Solar, Waste to Energy) programme needs to be implemented by Bitou



3) Sewage and effluent services:

Currently the Gasnvlei WWTW is at capacity and at times overflows into the estuaries.

This infrastructure capacity and the effects of an additional 300 residences shall have to be studied in order to make an educated decision before the developer is given authority to continue with the project.

Due to the topography of Thulana hills estate, much of the effluent is stored in a temporary vessel and pumped North back to gravity return sewage ways, This unit has to have a standby diesel generator for load shedding and power supply interruptions. In the event the effluent cannot be pumped away, the spill effect is dire and could contaminate the Piesang river and desalination water source.

Therefore a detailed study and risk mitigation exercise should be undertaken before allowing a development of this size to continue:

INFRASTRUCTURE 2 – SEWAGE SYSTEM

- *70 sewage pump stations with standby generators, well maintained. Upgrades being implemented*
- *5-10 sewer blockages/overflows daily, (root ingress and sabotage). Most cleared within 24 hours - very efficient. Appreciate workers efforts.*
- *Gasnevlei WWTW serves all of Plett. Near design capacity at peak periods. Expansion is necessary*
- *Consultant appointed to assess expansion for anticipated load increase.*
- *Government grant funding needs to be procured urgently*
- *Influent sampling systems need upgrading*
- *Upgrading of the Kuriland WWTW is to commence in the new financial year*

4) Solid waste disposal:

Currently all the waste is collected and sorted and trucked to Mossel bay waste facility. With an additional 300 units, what will the impact be on these services and the fleet of trucks required to remove this waste.

Also addressing long term planning for more efficient ways at disposing of waste.

This should form part of the proposal from the developer to ensure that their responsibilities to the local community and eco-system is undertaken and managed.

INFRASTRUCTURE 3 – SOLID WASTE DISPOSAL

- *Last 3 years difficult - excess waste at Transfer Station*
- *Need to transport waste to Mossel Bay using old, undermaintained equipment*
- *Recent improvements - purchase of new vehicles and equipment - more is required.*
- *High cost - improve recycling and reduce waste*
- *With population increase, requires better management, procurement, maintenance and sufficient equipment.*
- *PetroSA landfill replaced by new facility, but delays implementation.*
- *Waste to energy to be investigated. If feasible, a long-term solution*
- *Tribute to "Keep Plett Clean" volunteers*



From: admin@ecoroute.co.za <admin@ecoroute.co.za>
Sent: Friday, July 5, 2024 2:06 PM
To: admin@ecoroute.co.za
Subject: [Public participation] Erf 2074: proposed development

PW Serfontein (not verified) (pwserfontein@gmail.com) sent a message using the contact form at <https://ecoroute.co.za/node/88>.

The sender's name

PW Serfontein

The sender's email

pwserfontein@gmail.com

Subject

Erf 2074: proposed development

Message

I am a member and permanent occupent of Thulana Hill, the adjacent property to Erf 2074, that will be directly affected by the proposed development.

From: claire@ecoroute.co.za
Sent: Friday, 05 July 2024 15:25
To: 'pwserfontein@gmail.com'
Cc: 'admin@ecoroute.co.za'
Subject: RE: [Public participation] Erf 2074: proposed development
Attachments: BID_Erf 2074_Final_4 July 2024_.pdf

Good afternoon

Thank you for your participation in the process. The background information is attached if you have not yet received a copy.

Kind Regards

Claire

From: admin@ecoroute.co.za <admin@ecoroute.co.za>
Sent: Friday, July 5, 2024 2:46 PM
To: pwserfontein@gmail.com
Cc: claire@ecoroute.co.za
Subject: RE: [Public participation] Erf 2074: proposed development

Good afternoon Mr Serfontein,

Thank you for your email, you have been registered as an I&AP.

Please do not hesitate to contact us should you require any further information.

Kind regards,

Carina Leslie

Personal Assistant/Admin

Office: 064 691 4394

www.ecoroute.co.za

Simone van der Walt

From: Simone van der Walt <21ssvdwalt@gmail.com>
Sent: Monday, 05 August 2024 15:47
To: claire@ecoroute.co.za
Subject: Re: [Public participation] Affected Party from the development of Fynbosrant

Hi Claire,

Yes I am residing on the property. I am in the second house, not the heritage building.

Many thanks
Simone

On Mon, 05 Aug 2024 at 15:07, <claire@ecoroute.co.za> wrote:

Hi Simone

Are you currently residing on Erf 2074 in Plett – I just want to make sure I add you to the correct database and send you the correct information.

I have attached a locality map of the site.

Thank you

Claire

From: admin@ecoroute.co.za <admin@ecoroute.co.za>
Sent: Monday, August 5, 2024 2:32 PM
To: 21ssvdwalt@gmail.com
Cc: claire@ecoroute.co.za
Subject: RE: [Public participation] Affected Party from the development of Fynbosrant

Good afternoon Simone,

Thank you for your email, please note that you have been registered as an I&AP.

Kind regards,

Carina Leslie
Personal Assistant/Admin

Office: 064 691 4394

www.ecoroute.co.za

From: admin@ecoroute.co.za <admin@ecoroute.co.za>
Sent: Sunday, August 4, 2024 10:46 PM
To: admin@ecoroute.co.za
Subject: [Public participation] Affected Party from the development of Fynbosrant

Simone van der Walt (not verified) (21ssvdwalt@gmail.com) sent a message using the contact form at <https://ecoroute.co.za/node/88>.

The sender's name

Simone van der Walt

The sender's email

21ssvdwalt@gmail.com

Subject

Affected Party from the development of Fynbosrant

Message

I am one of the residents on the property Fynbosrant and would like to be included in the communications or any shared information regarding the development of the property. I'd like to know the plans in order to be prepared on my end in regards to the when the development begins and for the welfare of my family (how much time we have to relocate etc)

Stuart Comline – Plettenberg Bay Ratepayers Association

FW: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - T...



Stuart Comline <comline@icon.co.za>
To: admin@ecoroute.co.za; claire@ecoroute.co.za;
'Janet Ebersohn'
Cc: info@plettratepayers.co.za



2024/11/29

 Erf 2074 Plett Ratepayers Assoc letter to Ecoroute BAR response 28 November 2024.pdf
299 KB

Good day

Please find attached the letter from Plettenberg Bay Ratepayers Association in response to the BAR for Erf 2074 Plettenberg Bay

Regards

Stuart Comline

For Plettenberg Bay Ratepayers Association

0836545449

From: Plett Rate Payers <info@plettratepayers.co.za>

Sent: 01 November 2024 20:02

To: 'Stuart Comline' <comline@icon.co.za>

Subject: FW: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residential Development on RE/Erf 2074, Marine Way, Bitou Local Municipality, Western Cape



PLETTENBERG BAY RATEPAYERS AND RESIDENTS ASSOCIATION

PO Box 162 Plettenberg Bay 6600 • info@plettratepayers.co.za • www.plettratepayers.co.za

Chairman: Steve Pattinson

Eco Route Environmental Consultancy

Att Claire de Jongh

14 Main Road,

P.O. Box 1252

Sedgefield,

Western Cape, 6573

Via Email: admin@ecoroute.co.za / claire@ecoroute.co.za

28 November 2024

ERF RE 2074, PLETTENBERG BAY, BITOU MUNICIPALITY - BASIC ASSESSMENT REPORT

We refer to your email of 1 November 2024, with the attached copy of the Basic Assessment Report ("BAR") for the proposed medium to high density residential development on Re/Erf 2074 ("Erf 2074"), Marine Way, Bitou Municipality, Western Cape and related documents as posted on your website under reference link; <https://www.ecoroute.co.za/node/100>, which we have perused.

The Plettenberg Bay Ratepayers Association ("Association") submits the following comments;

1. The material provided includes comprehensive reports, based on studies of numerous aspects of the existing natural environment, town planning, engineering and infrastructure, as well as studies of the proposed development.
2. In contrast, there is much less information on how the planning will impact on the future residents and homeowners of the proposed development, an important constituency critical to the success of the proposed development. When complete, the development will have 228 units, which will likely be homes to a community of between 500 and 800 people. There is inadequate recreational area provided a community of this size. The only "greenbelt area" is in the southern extremity of the development, some 500 metres from the northern most homes. Aside from that area, there are two small swimming pool areas and one even smaller

playground noted on the layout plans. This limited extent of public recreational space is totally inadequate for the number of residents in the proposed development.

3. Accordingly, there should be a number of green belt, garden areas, with recreational facilities, set aside throughout the proposed development. This can be achieved by reducing the density of units to under 30 per hectare. The layout of the development appears to have been done in line with “city” planning design parameters and disregards the fact that this development is in the Garden Route and in Plettenberg Bay, which are characterised by abundant “green belt” open space areas. There are already too many apartment complexes in Plettenberg Bay that are “more concrete than green” and the town does not need another such development that deviates from the established character of the town.
4. It is stated that the internal roads will be 5.5 m wide. It is uncertain if this is the width of the paved road or the road reserve. Although such a paved width may be adequate for the “last metres”, off the main access road, leading to individual groups of dwellings, it is inadequate for the main internal access road. A main access road should have a road reserve of at least 10 metres wide to allow for all of vehicles, pedestrian sidewalks, and cycle tracks.
5. It is noted that the only playground area on the plans is situated next to the main access road which will carry most traffic. This is unacceptable and any children’s recreational area should be sited away from any traffic.
6. It is important that the proposed medium to high density development should blend in as much as possible with the neighbouring area, and in particular with the stand-alone homes on larger erven in the Cutty Sark Area to the east, and thus there should be a green belt buffer zone of at least 10 metres along the eastern boundary.
7. Most of the supporting documents in the BAR focus on Erf 2074 only, and do not take full cognisance of the wider environment in at least three important aspects;
 - a. Although the need for additional “middle income earner” housing in Plettenberg Bay is not disputed, the proposed development on Erf 2074 has limited recognition of numerous other similar housing developments planned in Bitou. The extent of the need for this category of housing does not appear to have been adequately quantified.

- b. The comprehensive water report in the BAR addressed the infrastructure capacity for the area that serves Erf 2074. However, the report does not adequately address Bitou's bulk water resources, and in particular the bulk storage and infrastructure capacity, which are under increasing pressure due to rapid urban and population growth throughout Bitou, as well as being due to erratic weather patterns. Security of long term water supply cannot be assumed.
 - c. The traffic study on Erf 2074 mostly takes into account existing traffic and the traffic that would emanate from this development, but largely ignores that Marine Way in this vicinity will also have to accommodate considerable additional traffic from other proposed and planned multi-unit housing developments that will in future use Marine Way to access either the N2 highway or other parts of Plettenberg Bay.
 - d. Accordingly the BAR and the proposed development should not be approved until all of; the extent of the market for "middle income earner" housing; the long term bulk water security for all of Bitou; and the full impact of the traffic on Marine Way, from numerous other new proposed housing developments, has been established.
8. The BAR loosely states that the development will be scheduled over three to four phases, yet there is limited indication as to when each phase would start, what each phase will comprise and on which part of the property each of the phases will be developed. The developer must provide such information, so that existing residents in the surrounding areas can fully assess the impact that such a development may have on their lives and on the investments they have made in their properties.

Regards



Stuart Comline

On behalf of the Plettenberg Bay Ratepayers Association

0836545449

RE: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium t...



claire@ecoroute.co.za

To: 'Stuart Comline'

Cc: 'info@plettratepayers.co.za'; 'admin@ecoroute.co.za'; 'Janet Ebersohn'

Reply

Reply All

Forward



Wed 2025/01/29 11:19

This message is part of a tracked conversation. [Click here to find all related messages or to open the original flagged message.](#)



Response - Stuart Comline - Plettenberg Bay Ratepayers .pdf
265 KB

Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards

Claire



Claire De Jongh

Eco Route Environmental Consultancy

0846074743

EAPASA registration: **2021/3519**



PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

Public Participation process carried out in terms the National Environmental Management Act (Act 107 of 1998) Regulation 41 of GN R.326

Attention: Stuart Comline - Plettenberg Bay Ratepayers and Residents Association,

Date: 29 January 2025

Email: Stuart Comline <comline@icon.co.za>

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 29 November 2024 | Response |
|--|--|
| <p>ERF RE 2074, PLETTENBERG BAY, BITOU MUNICIPALITY - BASIC ASSESSMENT REPORT</p> <p>We refer to your email of 1 November 2024, with the attached copy of the Basic Assessment Report (“BAR”) for the proposed medium to high density residential development on Re/Erf 2074 (“Erf 2074”), Marine Way, Bitou Municipality, Western Cape and related documents as posted on your website under reference link; https://www.ecoroute.co.za/node/100, which we have perused. The Plettenberg Bay Ratepayers Association (“Association”) submits the following comments;</p> | <p>Noted, see responses below</p> |
| <p>1. The material provided includes comprehensive reports, based on studies of numerous aspects of the existing natural environment, town planning, engineering and infrastructure, as well as studies of the proposed development.</p> | |
| <p>2. In contrast, there is much less information on how the planning will impact on the future residents and homeowners of the proposed development, an important constituency critical to the success of the proposed development. When complete, the development will have 228 units, which will likely be homes to a community of between 500 and 800 people. There is inadequate recreational area provided a community of this size. The only “greenbelt area” is in the southern extremity of the development, some 500 metres from the northern most homes. Aside from that area, there are two small swimming pool areas and one even smaller. This limited extent of public recreational space is totally inadequate for the number of residents in the proposed development</p> | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>A Planning report has been compiled for the proposed development: According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area. The developer wants to rezone the property to “General Residential II” which permits flats, group housing and townhouses as primary rights. It is proposed to rezone the property to “General Residential II” which permits flats, group housing and townhouses as primary rights. Land use description: “Flats” means a building containing three or more dwelling units of which at least one does not have a ground floor, together with such outbuildings, open space and private roads as are ordinarily associated with flats.</p> |



Eco Route

ENVIRONMENTAL CONSULTANCY

REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

PhD Univ. Pretoria

Cell: 072 222 6013

email: ebersohn@cyberperk.co.za

MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

| | |
|---|--|
| | <p>Development parameters:</p> <ul style="list-style-type: none"> (a) Coverage The maximum coverage is 60%. (b) Floor factor The floor factor may not exceed 1,5. (c) Height <ul style="list-style-type: none"> (i) The highest point of a building may not exceed 10,67 metres (ii) The general provisions regarding earth banks and retaining structures in this By-law apply. (d) Building lines <ul style="list-style-type: none"> (i) The street building line is at least 5 metres. (ii) Side and rear building lines are at least 4,5 metres, (iii) The general building line encroachments in this By-law apply. (e) Parking and access 1.5 bays per unit in PTA1 areas <p><i>Refer to the following appendices of the BAR: Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i></p> |
| <p>3. Accordingly, there should be a number of green belt, garden areas, with recreational facilities, set aside throughout the proposed development. This can be achieved by reducing the density of units to under 30 per hectare. The layout of the development appears to have been done in line with “city” planning design parameters and disregards the fact that this development is in the Garden Route and in Plettenberg Bay, which are characterised by abundant “green belt” open space areas. There are already too many apartment complexes in Plettenberg Bay that are “more concrete than green” and the town does not need another such development that deviates from the established character of the town.</p> | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys).</p> <p>According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area.</p> <p>Recommendations of final SDP: Erf is approximately 6.25 ha. Development footprint is an estimated 4.7 ha; the no-go development area (intact fynbos, valley thicket within CBA) is an estimated 1.5 ha</p> <p><i>Refer to the following appendices of the BAR: Appendix B – Site plans Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i></p> |
| <p>It is stated that the internal roads will be 5.5 m wide. It is uncertain if this is the width of the paved road or the road reserve. Although such a paved width may be adequate for the “last metres”, off the main access road, leading to individual groups of dwellings, it is inadequate for the main internal access road. A main access road should have a road reserve of at least 10 metres wide to allow for all of vehicles, pedestrian sidewalks, and cycle tracks.</p> | <p>The 5.5-meter width of the internal roads is stated in the civil structural engineering report prepared by Poise consulting (Appendix G7 of BAR).</p> <p>The TIA recommended that access control gates to the development on erf 2074 should be configured with a minimum of two entry lanes set back a minimum of 19.5m (3 car lengths) from the erf 2073 access road so that entering vehicles do not block access to erf 2073</p> <p><i>Refer to the following appendices of the BAR: Appendix G5 – TIA Appendix G7 – Revised SWMP</i></p> |
| <p>4. It is noted that the only playground area on the plans is situated next to the main access road which will carry most traffic. This is unacceptable and any children’s recreational area should be sited away from any traffic</p> | <p>Recommendations of final SDP: Erf is approximately 6.25 ha. Development footprint is an estimated 4.7 ha; the no-go development area (intact fynbos, valley thicket within CBA) is an estimated 1.5 ha</p> <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if</p> |



Eco Route

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BSc. Hons. Environmental Management

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e-mail: janet@ecoroute.co.za

| | |
|---|---|
| | <p>authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> |
| <p>5. It is important that the proposed medium to high density development should blend in as much as possible with the neighbouring area, and in particular with the stand-alone homes on larger erven in the Cutty Sark Area to the east, and thus there should be a green belt buffer zone of at least 10 metres along the eastern boundary.</p> | <p>Land use description: "Flats" means a building containing three or more dwelling units of which at least one does not have a ground floor, together with such outbuildings, open space and private roads as are ordinarily associated with flats.</p> <p>Development parameters:</p> <ul style="list-style-type: none"> (a) Coverage The maximum coverage is 60%. (b) Floor factor The floor factor may not exceed 1,5. (c) Height <ul style="list-style-type: none"> (i) The highest point of a building may not exceed 10,67 metres (ii) The general provisions regarding earth banks and retaining structures in this By-law apply. (d) Building lines <ul style="list-style-type: none"> (i) The street building line is at least 5 metres. (ii) Side and rear building lines are at least 4,5 metres, (iii) The general building line encroachments in this By-law apply. (e) Parking and access 1.5 bays per unit in PTA1 areas <p>The following mitigations measures, inter alia, have been included:</p> <ul style="list-style-type: none"> • Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.) • The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels. <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix B – Site plans</i> <i>Appendix K – Town Planning Report, Planning Space Twn and Regional Planners</i></p> |
| <p>6. Most of the supporting documents in the BAR focus on Erf 2074 only, and do not take full cognisance of the wider environment in at least three important aspects; a. Although the need for additional "middle income earner" housing in Plettenberg Bay is not disputed, the proposed development on Erf 2074 has limited recognition of numerous other similar housing developments planned in Bitou. The extent of the need for this category of housing does not appear to have been adequately quantified.</p> | <p>The Plettenberg Bay area historically has very few housing opportunities for middle-income earners. The mentioned influx of higher-income families moving to the area and subsequent sharp increases in housing prices have further exacerbated the lack of affordable housing. Many residents are displaced as property values rise to the point of unaffordability. This displacement of the middle class and lack of affordable housing has a tremendous effect on the economy of the town, as the middle-class workforce actively contributing to these economies can no longer afford to live here.</p> <p>According to the Bitou LM IDP 2024 – 2025, in 2022 the population totalled 65 240 individuals in 2022 and is expected to reach 80 628 by 2027. The largest population growth projection was recorded in the working age population (15 -64 years) which grew at an annual average rate of 3.0 per cent (2011 – 2022); Some houses have backyard dwellings; these backyards are there are a result of growing families and growing population. There has been talks of GAP housing between Shell Garage and Santini</p> |



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| | |
|---|---|
| | <p>Village; The tender for Shell Ultra housing development planned on Erf 4367 has been advertised for middle-income units.</p> <p>The Bitou IDP recognises that population expansion could potentially give rise to significant challenges in delivering essential services in the Bitou area, as the increased populace will lead to heightened demands for resources such as food, water, housing, energy, healthcare, transportation, and more.</p> |
| <p>b. The comprehensive water report in the BAR addressed the infrastructure capacity for the area that serves Erf 2074. However, the report does not adequately address Bitou's bulk water resources, and in particular the bulk storage and infrastructure capacity, which are under increasing pressure due to rapid urban and population growth throughout Bitou, as well as being due to erratic weather patterns. Security of long term water supply cannot be assumed.</p> | <p>The Bitou IDP recognises that population expansion could potentially give rise to significant challenges in delivering essential services in the Bitou area, as the increased populace will lead to heightened demands for resources such as food, water, housing, energy, healthcare, transportation, and more.</p> <p>The following projects are included in the IDP (1 to 5 year period)</p> <ul style="list-style-type: none"> • New Water Treatment Plant to Goose Valley reservoir pump station and bulk supply pipe • New Kurland WTP • New 3 ML reservoir at new Plettenberg Bay • New 8 ML (Upper) and 5ML (lower) reservoir in Roodefontein area • New 0.5 ML Keurboomstrand (reservoir upper) • New 2 ML Matjiesfontein reservoir. • New Wadrift Dam • Several pump station upgrades <p>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers. There is sufficient reservoir and tower storage capacity available in the existing "Close to Town" reservoir and "Upper" tower to accommodate the proposed development.</p> <p>It is recommended that rainwater collection is incorporated into the development for re-use (i.e washing / irrigation) to reduce the water demand.</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G6 – Bulk services report</i> <i>Appendix J – Assessment</i> <i>Appendix H – Draft EMPr</i></p> |
| <p>c. The traffic study on Erf 2074 mostly takes into account existing traffic and the traffic that would emanate from this development, but largely ignores that Marine Way in this vicinity will also have to accommodate considerable additional traffic from other proposed and planned multi-unit housing developments that will in future use Marine Way to access either the N2 highway or other parts of Plettenberg Bay.</p> | <p>The TIA assessed the impact of additional traffic from the proposed 228 units on erf 2074 and the 200 units on erf 2073 on the on the operation of the associated road network; the assessment considered impact for both the development (assumed to be 2025) and development plus five-year (2030) horizons. The methodology included obtaining present traffic flow patterns and analysis of the affected intersections where after recommendations were made on the present need for road upgrading, without taking the proposed development into account.</p> <p>The growth rate of 2.5% per annum was used to escalate background traffic volumes.</p> <p>Existing road network Marine Way (MR00383) is a Class U3 provincial main road that provides the main access to Plettenberg Bay from N2 Section 8 passing</p> |



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| | |
|---|---|
| | <p>through the Bitou Municipality The road consists of a single 4.8m wide lane per direction, sidewalks on the northern edge (towards the town centre) and is in a good condition. Turning lanes are configured on the approach to the Ultracity / Whalesong intersection and the Challenge Drive intersection is configured as a single-lane roundabout. The posted speed limit is 60km/hr. • Challenge Drive is a Class U5 residential street serving residential suburbs to the north of Marine Way. The road consists of a single 3.4m wide lane per direction and is in a very good condition based on visual assessments conducted as part of the District Municipality RRAMS programme. The posted speed limit is 60km/h. • Ultracity Access provides access to the Shell Ultracity development situated next to the N2 / Marine Way intersection. The access road is configured with one 3.4 m wide exiting lane and two 3.4m wide approach lanes and is in good condition.</p> <p>The level of service before development indicates the following: Marine Way / Ultra-City LOS A (am) F (pm) Marine Way / Erf 2073 LOS A (am) A (pm) Marine Way / Challenge Drive LOS A (am) A (pm)</p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.</p> <p><i>Refer to the following appendices of the BAR: Appendix G5 – TIA</i></p> |
| <p>d. Accordingly the BAR and the proposed development should not be approved until all of; the extent of the market for “middle income earner” housing; the long term bulk water security for all of Bitou; and the full impact of the traffic on Marine Way, from numerous other new proposed housing developments, has been established.</p> | <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> |



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7. The BAR loosely states that the development will be scheduled over three to four phases, yet there is limited indication as to when each phase would start, what each phase will comprise and on which part of the property each of the phases will be developed. The developer must provide such information, so that existing residents in the surrounding areas can fully assess the impact that such a development may have on their lives and on the investments they have made in their properties.

The following scheduling is provided in the basic assessment report (Section J. 2.7)

Phased development:

Construction to commence between August 2025 and all phases complete by May 2032 (within 7 years of authorisation).

| Construction Phase | August 2025 – May 2032 |
|---|------------------------|
| Construction Phase – Phase 1 within 2 years (commence August 2025 – May 2027) | 3 years construction |
| Construction Phase – Phase 2 within 3 years (commence August 2025 – May 2028) | 3 years construction |
| Construction Phase – Phase 3 within 4 years (commence August 2025 – May 2029) | 3 years construction |
| Operational Phase | 2032 |
| Operational Phase – Phase 1 within 5 years of EA (2028 - 2030) | 3 years construction |
| Construction Phase – Phase 2 within 6 years of EA (2028 - 2031) | 3 years construction |
| Construction Phase – Phase 3 within 7 years of EA (2028 - 2032) | 3 years construction |

From: claire@ecoroute.co.za
Sent: Thursday, 04 July 2024 13:44
To: 'Stuart Comline'
Subject: RE: Erf 2074 Plettenberg Bay
Attachments: BID_Erf 2074_Final_4 July 2024_.pdf

Hi Stuart

Yes, the current zoning is Agriculture 1 in terms of the Bitou Zoning Scheme. It is proposed to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights.

The public participation process for the Environmental Authorisation process has just started. However, discussions between the planning team and the municipality have taken place over time. The rezoning application will likely be submitted once all the required specialist studies have been completed, and once comments on the proposed development have been addressed, as these will determine if there are any changes required based on the input received.

Planning Space Garden Route (Pty) Ltd have been appointed to prepare the required Town Planning Report.

I am attaching an updated BID to this email which includes additional appendices:

- Appendix A: Locality Map
- Appendix B: Town Planning Report
- Appendix C: Layout alternative 1
- Appendix D: Screening Tool report
- Appendix E: Site verification Report and accompanying specialist compliance statement.

Thank you for your participation in this process.

Kind Regards

Claire

The draft BAR will be made available to all registered IAPS for 30-day review and comment period prior to the application for environmental authorisation being submitted.

Thank you

Kind Regards

Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

From: Stuart Comline <comline@icon.co.za>

Sent: Wednesday, July 3, 2024 3:31 PM

To: claire@ecoroute.co.za

Cc: info@plettratepayers.co.za

Subject: Erf 2074 Plettenberg Bay

Good day Claire

On behalf of the Plettenberg Bay Ratepayers and Residents Association, please register this organisation as an Interested and Affected party in respect of the proposed development on Erf 2074 Plettenberg Bay.

This organisation, through its Town Planning portfolio, monitors all new developments within the Bitou Municipality on behalf of residents of the town and its members.

Kindly provide us with any information on the proposed development on Erf 2074 Plettenberg Bay.

Thank you for your assistance

Sue Hall – Sugar Sweet Props 26 (Pty) Ltd

From: claire@ecoroute.co.za
Sent: Thursday, 25 July 2024 18:33
To: 'Sue Hall'
Cc: 'Mike Barnes'; 'info'; 'Andy Cox'; 'ebersohn@cyberperk.co.za'; 'janet@ecoroute.co.za'; 'Chantelle Gladwin-Wood'; 'Dianne Reddy'; 'Henrique Greeff'
Subject: RE: Application Erf 2074

Thank you for your registration and comments Sue.

Kind Regards
Claire

From: Sue Hall <Sue@mutualconstruction.co.za>
Sent: Thursday, July 25, 2024 6:17 PM
To: claire@ecoroute.co.za
Cc: Mike Barnes <Mike@mutualconstruction.co.za>; info <info@thulanahill.co.za>; Andy Cox <acox@MPC.LAW.ZA>; ebersohn@cyberperk.co.za; janet@ecoroute.co.za; Chantelle Gladwin-Wood <gladwin-wood@hbgschindlers.com>; Dianne Reddy <reddy@hbgschindlers.com>; Henrique Greeff <greeff@hbgschindlers.com>
Subject: Application Erf 2074

Dear Claire

Please find attached documents to register Sugar Sweet Props 26 (Pty) Ltd as an Interested and Affected party in Erf 2074

Sugar Sweet Props 26 (Pty) Ltd are the owners of the property right next door to Erf 2074 so have a vested interest

Please acknowledge receipt

Thank you



BASIC ASSESSMENT PROCESS
PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE
REGISTRATION / INITIAL COMMENT SHEET ON BID

Should you have any preliminary comments and would like to be registered as an Interested and Affected Part (I&AP), please complete this form and return it to Eco Route Environmental Consultancy at P.O. BOX 1252 Sedgefield 6573. Tel: 044 343 2232, Fax: 086 402 9562, Email: claire@ecoroute.co.za

| | |
|----------------|--------------------------------|
| TITLE | MISS |
| NAME & SURNAME | SUSAN HALL |
| REPRESENTING | SUGAR SWEET PROPS 26 (Pty) LTD |
| POSTAL ADDRESS | P O BOX 32584, KYALAMI, 1684 |
| TEL NO. | 010 594 5134 |
| FAX NO. | — |
| CELL NO. | 0825725799 |
| E-MAIL | sue@mutualconstruction.co.za |

Please note: Submission of incomplete contact details may result in a person / entity not being registered. Please ensure that you complete the above table in full.

COMMENTS (please feel free to submit more pages)

1. List any key issues or concerns relating to the proposed development.

Sugar Sweet Props 26 (Pty) Ltd is the owner of the property right next door to Erf 2074
Bitou municipality have made it conditional for the approval of phase 2 at Thulana Hill, that access is through Erf 2074

2. Describe your reason / motivation for participating in this environmental process (disclose any interest).

Please note: In terms of the EIA regulations, 2014, as amended, it is compulsory for IAPs to state their interest in a project / process, thus not providing reasons, may result in a person / entity not being registered.

Bitou municipality have made it conditional for the approval of phase 2 at Thulana Hill (102 units) that access is over erf 2074



Eco Route

ENVIRONMENTAL CONSULTANCY
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MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

3. List any potential (reasonable and / or feasible) alternatives for the activity and state why these alternative(s) are recommended:

None at this stage

4. List IAPs or Stakeholders that you feel should be registered (please provide their full contact details & who they represent, so that they may be contacted):

SUGAR SWEET PROPS 26 (Pty) LTD represented by Susan Hall
email sne@mutualconstruction.co.za

cell 0825725799

owner of the land of the proposed phase 2 development
at Shulana Hill, right next door to E/2074

THULANA



HILL

Thulana Hill
Marine Drive
Plettenberg Bay
6600

25 July 2024

Ecoroute
P O Box 1252
Sedgefield
6573

Attention : Claire De Jongh

THULANA HILL AND PROPOSAL TO DEVELOP ERF 2024 PLETTENBERG BAY

We are the current land owners of phase 2 Thulana Hill, Marine Way, Plettenberg Bay, which is the direct neighbour of Erf 2074.

We therefore hereby request you to register Sugar Sweet Props 26 (Pty) Ltd as an Interested and Affected party in this proposed development of Erf 2074

Please register the accountant , Susan Hall, as the contact in all correspondence, email address sue@mutualconstruction.co.za.

Please acknowledge receipt of this request

Susan Hall
Group Chartered Accountant
Sugar Sweet Props 26 (Pty) Ltd

Sugar Sweet Props 26 (Pty) Ltd | Company No. 2006/014089/07 | VAT no. 4230233019
Postal Address: P.O. Box 32584 Kvalami 1684 | Tel: (010) 594-5134

Dirk Smit - Southern Cape Fire Protection Agency

Re: NOTIFICATION OF PUBLIC PARTICIPATION - DRAFT Basic Assessment Report - The Proposed Medium to High Density Residen...

 Dirk Smit <managerfpa@gmail.com>
To admin@ecoroute.co.za

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

Mon 2024/11/04 14:17

Cc asam@bocma.co.za; rmpahlele@bocma.co.za; pntanzi@bocma.co.za; Megan Simons; kspencer@capenature.co.za; cfordham@capenature.co.za; Vanessa.Weyer@sanparks.org; MadondoP@caa.co.za; Nrateng Mashiloane; +5 others

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



Dear Clair

The Southern Cape Fire Protection Association (SCFPA) is a membership-based organization registered as a Non-Profit Company. If the landowner becomes a member, we can provide wildfire risk assessments, wildfire prevention and response plans, as well as general advice. We also have teams available to assist with alien invasive clearing.

In addition, we can help conduct prescribed or ecological burns on behalf of the landowner(s). We recently completed such a burn at Brackenridge Private Residential Estate. Please see the attached photos from that operation.

Best regards,





Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire



Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519



PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

Public Participation process carried out in terms the National Environmental Management Act (Act 107 of 1998) Regulation 41 of GN R.326

Attention: Dirk Smit - Southern Cape Fire Protection Agency
Email: managerfpa@gmail.com

Date: 29 January 2025

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 4 November 2024 | Response |
|--|---|
| The Southern Cape Fire Protection Association (SCFPA) is a membership-based organization registered as a Non-Profit Company. | Noted |
| If the landowner becomes a member, we can provide wildfire risk assessments, wildfire prevention and response plans, as well as general advice. We also have teams available to assist with alien invasive clearing. In addition, we can help conduct prescribed or ecological burns on behalf of the landowner(s). We recently completed such a burn at Brackenridge Private Residential Estate. Please see the attached photos from that operation. | The following mitigation measures are included: <ul style="list-style-type: none"> • Due to the fire risk inherent for any fire driven ecosystem (fynbos), it is important that this application be reviewed by the Southern Cape Fire Protection Association (SCFPA) so they can provide comments on the development layout, and management recommendations from a fire risk reduction perspective. • It is recommended that the landowner/ s of Erf 2074 become a member of the Southern Cape Fire Protection Association (SCFPA). The SCFPA provides a number of services including, wildfire risk assessments, wildfire prevention and response plans, alien invasive clearing teams, conduct prescribed or ecological burns on behalf of the landowner(s). |

Dr. Helene and Pieter Swiegers Residents and owners of 12 Raven Place, Plettenberg Bay

Re: Rezoning of stand 2074, Bitou, Plettenberg bay



Pieter Swiegers <pieter@swiegers.co.za>

To townplanning@plett.gov.za; admin@ecoroute.co.za; claire@ecoroute.co.za; pdwashu@plett.gov.za;
Olwethu Yonke



Sat 10:17

This message is part of a tracked conversation. [Click here to find all related messages](#) or to open the original flagged message.

Dear recipients,

We have had another idea which may be more acceptable to the evaluation committee and we thought worth sharing.

The idea of an emergency exits for erf 2074 in Ariel and Cutty Sark are one of the main concerns raised by existing residents as, we have no doubt you would evidenced in the petition letters .

The main issue is not the emergency exits itself, but the risk of it becoming a construction, delivery or general exit point over time as people do forget original ideas and agreements with time. The consequence is off course obvious and what we are trying to prevent.

The idea of booming off the Cutty Sark entry point may also not sit well with the decision makers as it could generate wrong impressions to the citizens of Bitou.

As an alternative, we propose booms with breakable seals at the exit points for erf 2074 in Ariel and Cutty Sark currently marked as emergency access on the plan. These booms can be located just outside the proposed gates and will have no maintenance requirements and no visual impairment as they can be earth colored and also not generate wrong impressions. At the same time it will allow for the relief of the concerns raised by existing residents.

Please consider this proposal as part of your evaluation.

Re: Rezoning of stand 2074, Bitou, Plettenberg bay



Pieter Swiegers <pieter@swiegers.co.za>

To townplanning@plett.gov.za; admin@ecoroute.co.za; claire@ecoroute.co.za; pdwashu@plett.gov.za;
Olwethu Yonke



Tue 11/26



Dear recipients,

In addition to my previous correspondence (see below and attached) , I would like to request permission to boom off the entrance to Cutty Sark , which would by implication protect Ariel and Raven Place for security , safety, noise pollution and protection of wild life (specifically Guinea fowl who do bread in the area) , should any form of vehicle access be granted to stand 2074 from Ariel and Cutty Sark as proposed in the development plans .

A detailed proposal of the booms will be provided should vehicle access be granted at the proposed erf 2074 entry points.

Best Regards

Dr Helene and Pieter Swiegers

Re: Petition for erf 2074 development in Bitou, Plettenberg bay



Pieter Swiegers <pieter@swiegers.co.za>
To: admin@ecoroute.co.za
Cc: claire@ecoroute.co.za

Reply Reply All Forward

Mon 2024/11/18 14:48

Thank you Carina. Please let me know if I should lodge my letter at the local Municipality also and if so where I should send it to?

Many thanks
Pieter

Sent from my iPhone

> On 18 Nov 2024, at 13:36, admin@ecoroute.co.za wrote:
>
> Good afternoon Mr Swiegers,
>
> Thank you for your email and comments received.
>
> You have been registered as an Interested & Affected Party.
>
> Kind regards,
>
> Carina Leslie
> Personal Assistant/Admin
> Office: 064 691 4394
> www.ecoroute.co.za

Dr. Helene and Pieter Swiegers
12 Raven Place
Plettenberg Bay
6600
Pieter@Swiegers.co.za
0823139879
18 November 2024

Municipality of Bitou
Attn: Planning Department
Attn: Developer of Erf 2074 ,Bitou

Subject: Petition Regarding the Proposed Development on Erf 2074, Marine Way,
Plettenberg Bay, Bitou

Dear Sir/Madam,

We, the undersigned residents of 12 Raven Place are writing to express our views and requests concerning the proposed residential development on Erf 2074, Marine Way, Plettenberg Bay.

While we support responsible development and the advancement of our community, we respectfully request that the following considerations be taken into account to ensure that the proposed development does not negatively impact the existing residents, their properties, and the quality of life in the area.

1. Consideration for Resident Well-being

We urge you to be mindful of the impact that the development will have on the residents of Cutty Sark, Raven Place, and the immediate surrounding areas. Specific concerns include increased noise levels, traffic congestion, water usage, and security risks. These factors could directly affect the serenity, property values, and general living conditions for the residents. We request that the development be carefully planned to minimize disruptions to the peaceful nature of our neighbourhood.

2. Preferred Layout Design

Our preference is for the approval of **Layout 1** of the proposed designs. This layout is less intrusive to the existing residential properties in Raven Place and Cutty Sark, as it minimizes the extent of traffic and noise that would be directed closer to these areas. A careful evaluation of the layout will be essential in ensuring that the development does not encroach upon the tranquility of the current residents.

3. Height and Density Restrictions

In line with preserving the integrity of the environment and the quality of life for local residents, we request that the maximum building height be restricted to **8.5**

meters. Additionally, we propose a limit of **30 units per hectare** for the development, which would help reduce density and ensure that resource consumption, noise levels, and the visual impact on the valley are kept within reasonable limits. This would also preserve the splendid views currently enjoyed by the residents of Raven Place and neighbouring properties.

Please also note that the houses on Raven Place demand privacy and no views from balconies within the 8,5 m height restriction should view upon existing residences.

4. Traffic and Access Restrictions

One of the most concerning aspects of the proposed development is the potential for increased traffic and vehicle access to the site. We strongly request that **no vehicle access** (for emergency, residential, or construction purposes) be granted from **Ariel Drive** or **Cutty Sark**. Allowing such access would drastically affect the peaceful harmony of the existing neighbourhood, leading to traffic congestion and increased noise, which would negatively impact our living conditions. We invite representatives from the approval body or developers to visit our property to conduct a quantitative or qualitative test on the potential noise effects due to increased traffic. The acoustics in this area are particularly amplified by the elevated position of the properties and will result in significant sound disruption from increased traffic.

Please also note that the Cutty Sark and Flying Cloud intersection is already under strain from emergency vehicles that needs to come out of the FIRE STATION, the day Clinic, the NG church, the municipal traffic offices and IEC offices on normal work days, Sundays and funeral days.

The Cutty Sark Area, including Raven Place, and Red Jacket does have upper valuation houses, which makes the area more sensitive for devaluation due to environmental deterioration. The views, the Luxurious homes and the quietness makes it an area which will be derogated in value immediately if access is granted via Ariel and Cutty Sark.

In conclusion, we do not oppose the proposed development in principle, but we strongly urge that the concerns outlined above be considered and addressed to ensure that the development is compatible with the existing residential area. The access, resource consumption, density, and height restrictions should be within acceptable boundaries to preserve the tranquillity, quality of life, and property values of the residents.

We appreciate your attention to this matter and trust that these concerns will be given serious consideration during the planning and approval process. Please also note that we are willing, as a community, to take further action if the council approves proposed access via Ariel and Cutty Sark, as well as the three storey height adjacent to Raven Place.

Yours sincerely,

Dr. Helene and Pieter Swiegers
Residents and owners of 12 Raven Place, Plettenberg Bay



RE: Rezoning of stand 2074, Bitou, Plettenberg bay



claire@ecoroute.co.za

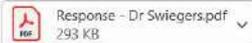
To: 'Pieter Swiegers'; 'helene@swiegers.co.za'

Cc: 'townplanning@plett.gov.za'; 'admin@ecoroute.co.za'; 'pdwashu@plett.gov.za'; 'Olwethu Yonke'; 'Admin'

Reply Reply All Forward

Wed 2025/01/29 10:11

This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.



Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire



Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2024/2610

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: Dr. Helene and Pieter Swiegers
Email: helene@swiegers.co.za; pieter@swiegers.co.za

Date: 29 January 2025

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 18 November 2024 | Response |
|--|--|
| <p>While we support responsible development and the advancement of our community, we respectfully request that the following considerations be taken into account to ensure that the proposed development does not negatively impact the existing residents, their properties, and the quality of life in the area.</p> | <p>Noted.</p> |
| <p>1. Consideration for Resident Well-being We urge you to be mindful of the impact that the development will have on the residents of Cutty Sark, Raven Place, and the immediate surrounding areas. Specific concerns include increased noise levels, traffic congestion, water usage, and security risks. These factors could directly affect the serenity, property values, and general living conditions for the residents. We request that the development be carefully planned to minimize disruptions to the peaceful nature of our neighbourhood.</p> | <p>The developer wants to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights. The developer aims to provide high quality yet affordable housing. The identified development area is approximately 5 ha. The initial concept proposed 250 units; however, this was considered to be too dense (50 units / ha). The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m² in size and developed in (76) blocks of 3-storeys.</p> <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>The following mitigations measures, inter alia, have been included:</p> <ul style="list-style-type: none"> • Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.) • Access during construction phase is only permitted from Marine drive, not from the cutty sark area. • No loud music to be allowed on site. • All vehicles and machinery must be kept in good working condition. • Working hours and deliveries / collections to be restricted to day time hours (i.e. 8 am to 5pm) • No construction work to take place after hours or on Sundays or on public holidays. • Keep artificial lighting along roads and around infrastructure to a minimum and consider lighting colour, brightness and design options with minimal impact on biodiversity. |



Eco

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| | |
|---|--|
| | <ul style="list-style-type: none"> To reduce levels of noise and visual disturbance, plantings of indigenous trees and tall shrubs should be introduced to the interface between the development and the fynbos area (if fire breaks are not recommended by fire protection agencies, in which case these plantings would be within the fynbos alongside the fire break). Fire-proof indigenous hedge species are suggested. There must be strict access control to and from the site. A security guard should be stationed on site for the duration of the construction phase and guard the site 24 / 7. Movement of all personnel and workers must be limited to areas under construction. Access to surrounding areas is not permitted. Workers are not to be housed on site but to return to their homes after hours. There must be strict access control to and from the development. <p>The proposal aligns with the Spatial Planning proposals for the Bitou municipal area.</p> <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation.</p> <p>The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> <p><i>Refer to the following appendices of the BAR:</i> Appendix H – EMPr Appendix J - Assessment</p> |
| <p>2. Preferred Layout Design Our preference is for the approval of Layout 1 of the proposed designs. This layout is less intrusive to the existing residential properties in Raven Place and Cutty Sark, as it minimizes the extent of traffic and noise that would be directed closer to these areas. A careful evaluation of the layout will be essential in ensuring that the development does not encroach upon the tranquillity of the current residents.</p> | <p>Layout 1 was considered too dense; a maximum of 228 units is recommended.</p> <p>The recommendations for the final SDP is provided in Appendix B – site plans (appended to this response). The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels.</p> <p>The following mitigations measures, inter alia, have been included:</p> <ul style="list-style-type: none"> Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.) The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels. <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> <p><i>Refer to the following appendices of the BAR:</i> Appendix B – Site plans Appendix H – EMPr Appendix J - Assessment</p> |
| <p>3. Height and Density Restrictions In line with preserving the integrity of the environment and the quality of life for local residents, we request that the maximum building height be restricted to 8.5</p> <p>4. . Additionally, we propose a limit of 30 units per hectare for the development, which would help reduce density and ensure that resource</p> | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>Relevant mitigation measure:</p> <ul style="list-style-type: none"> Planning must ensure that long term social conflict is avoided, and social wellness is ensured by ensuring sufficient space is allocated per unit and for the required open space areas, bulk |



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| | |
|---|--|
| <p>consumption, noise levels, and the visual impact on the valley are kept within reasonable limits. This would also preserve the splendid views currently enjoyed by the residents of Raven Place and neighbouring properties.</p> <p>Please also note that the houses on Raven Place demand privacy and no views from balconies within the 8,5 m height restriction should view upon existing residences.</p> | <p>services and roads. A maximum density of 228 units proposed at 100 – 130m² per unit is recommended.</p> <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i></p> |
| <p>5. Traffic and Access Restrictions One of the most concerning aspects of the proposed development is the potential for increased traffic and vehicle access to the site. We strongly request that no vehicle access (for emergency, residential, or construction purposes) be granted from Ariel Drive or Cutty Sark. Allowing such access would drastically affect the peaceful harmony of the existing neighbourhood, leading to traffic congestion and increased noise, which would negatively impact our living conditions. We invite representatives from the approval body or developers to visit our property to conduct a quantitative or qualitative test on the potential noise effects due to increased traffic. The acoustics in this area are particularly amplified by the elevated position of the properties and will result in significant sound disruption from increased traffic.</p> <p>Please also note that the Cutty Sark and Flying Cloud intersection is already under strain from emergency vehicles that needs to come out of the FIRE STATION , the day Clinic , the NG church , the municipal traffic offices and IEC offices on normal work days , Sundays and funeral days .</p> <p>The Cutty Sark Area , including Raven Place , and Red Jacket does have upper valuation houses, which makes the area more sensitive for devaluation due to environmental deterioration. The views , the Luxurious homes and the quietness makes it an area which will be derogated in value immediately if access is granted via Ariel and Cutty Sark.</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, <u>access would only be permitted at the existing intersection at Challenge Drive.</u></i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p>Emergency access will not be permitted to be used during construction phase- included in EMPr. Construction Phase</p> <ul style="list-style-type: none"> Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) <p>Operational Phase:</p> <ul style="list-style-type: none"> This Traffic Impact Assessment be approved by the Bitou Local Municipality; The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection; Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies) <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G5 – Traffic Impact Assessment, EAS</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>In conclusion, we do not oppose the proposed development in principle, but we strongly urge that the concerns outlined above be considered and addressed to ensure that the development is compatible with the existing residential area. The access, resource consumption, density, and height restrictions should be within acceptable boundaries to preserve the</p> | <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> |



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| | |
|--|--|
| <p>tranquillity, quality of life, and property values of the residents.</p> <p>We appreciate your attention to this matter and trust that these concerns will be given serious consideration during the planning and approval process. Please also note that we are willing, as a community, to take further action if the council approves proposed access via Ariel and Cutty Sark, as well as the three storey height adjacent to Raven Place.</p> | |
| <p>While we support responsible development and the advancement of our community, we respectfully request that the following considerations be taken into account to ensure that the proposed development does not negatively impact the existing residents, their properties, and the quality of life in the area.</p> | <p>Noted.</p> <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> |
| <p>Please let me know if I should lodge my letter at the local Municipality also and if so where I should send it to?</p> | <p>Your comments will be included in the Final BAR, The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> |
| <p>Comment received 18 November 2024</p> | |
| <p>Re: Stand 2074 Rezoning Proposal</p> <p>I hereby submit my formal objection to the proposed rezoning of Stand 2074, particularly in respect of the proposed height and density proposals. I also wish to associate myself with the concerns articulated by the ratepayers in their correspondence to your office.</p> | <p>Noted.</p> <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> |
| <p>Comment received 26 November 2024</p> | |
| <p>In addition to my previous correspondence (see below and attached), I would like to request permission to boom off the entrance to Cutty Sark, which would by implication protect Ariel and Raven Place for security, safety, noise pollution and protection of wild life (specifically Guinea fowl who do bread in the area), should any form of vehicle access be granted to stand 2074 from Ariel and Cutty Sark as proposed in the development plans.</p> <p>A detailed proposal of the booms will be provided should vehicle access be granted at the proposed erf 2074 entry points</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, <u>access would only be permitted at the existing intersection at Challenge Drive.</u></i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> |
| <p>Comment received 7 December 2024</p> | |
| <p>We have had another idea which may be more acceptable to the evaluation committee and we thought worth sharing.</p> <p>The idea of an emergency exits for erf 2074 in Ariel and Cutty Sark are one of the main concerns raised by existing residents as, we have no doubt you would evidenced in the petition letters.</p> <p>The main issue is not the emergency exits itself, but the risk of it becoming a construction, delivery or general exit point over time as people do forget original ideas</p> | <p>Emergency access will not be permitted to be used during construction phase- included in EMPr.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated</i></p> |



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and agreements with time. The consequence is off course obvious and what we are trying to prevent. The idea of booming off the Cutty Sark entry point may also not sit well with the decision makers as it could generate wrong impressions to the citizens of Bitou.

As an alternative, we propose booms with breakable seals at the exit points for erf 2074 in Ariel and Cutty Sark currently marked as emergency access on the plan. These booms can be located just outside the proposed gates and will have no maintenance requirements and no visual impairment as they can be earth colored and also not generate wrong impressions. At the same time it will allow for the relief of the concerns raised by existing residents.

Please consider this proposal as part of your evaluation.

that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.

Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.

Noted. The final SDPs will consider the proposed alternative. The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.

Geoffrey Hindle

RE: [Public participation] Re / erf 2074



admin@ecoroute.co.za
To geoff.hindle1@gmail.com
Cc claire@ecoroute.co.za

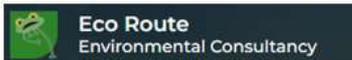
Dear Mr Hindle

Thank you for your email, you have been registered as an I&AP.

Kind regards,

Carina Leslie

Personal Assistant/Admin
Office: 064 691 4394
www.ecoroute.co.za



From: admin@ecoroute.co.za <admin@ecoroute.co.za>

Sent: Thursday, 14 November 2024 15:59

To: admin@ecoroute.co.za

Subject: [Public participation] Re / erf 2074

GEOFFREY HINDLE (not verified) (geoff.hindle1@gmail.com) sent a message using the contact form at <https://ecoroute.co.za/node/100>.

The sender's name

GEOFFREY HINDLE

The sender's email

geoff.hindle1@gmail.com

Subject

Re / erf 2074

Message

please notify any public meetings

Owners of units at Thulana Hill Estate - Lionel Pereira, Unit No 11, Heather Pereira, Unit No 11, Steve Scott, Units no's 33,38 and 39, Linda Scott Unit Nos 33, 38 and 39, Ellis Lehman, Unit No 53, Beth Lehman, Unit No 53, Ken Ross, Unit No 7, Rozanne Ross, Unit No 7, Kim Ross, Unit No 4, Mariska Ross, Unit no 4 David Stewart Unit 13, Delyse Stewart Unit 13, Errol Baker Unit 1

Bitou Municipality Town Planning

Objection to the development of ERF: 2074

Objections made on behalf of:

Lionel Pereira, Unit No 11,
Heather Pereira, Unit No 11,
Steve Scott, Units no's 33,38 and 39
Linda Scott Unit Nos 33, 38 and 39
Ellis Lehman, Unit No 53,
Beth Lehman, Unit No 53,
Ken Ross, Unit No 7,
Rozanne Ross, Unit No 7,
Kim Ross, Unit No 4,
Mariska Ross, Unit no 4
David Stewart Unit 13,
Delyse Stewart Unit 13
Errol Baker Unit 1

The above are all owners of units atThulana Hill Estate

Marine drive

PLETTENEBERG BAY

Email : heatherp@v1.co.za

Five main objections as follows:

- 6) Water scarcity:
- 7) Power Infrastructure
- 8) Sewage/effluent processing and infrastructure
- 9) Solid Waste disposal.
- 10) Traffic along marine drive

1) Water Scarcity and restrictions thereof:

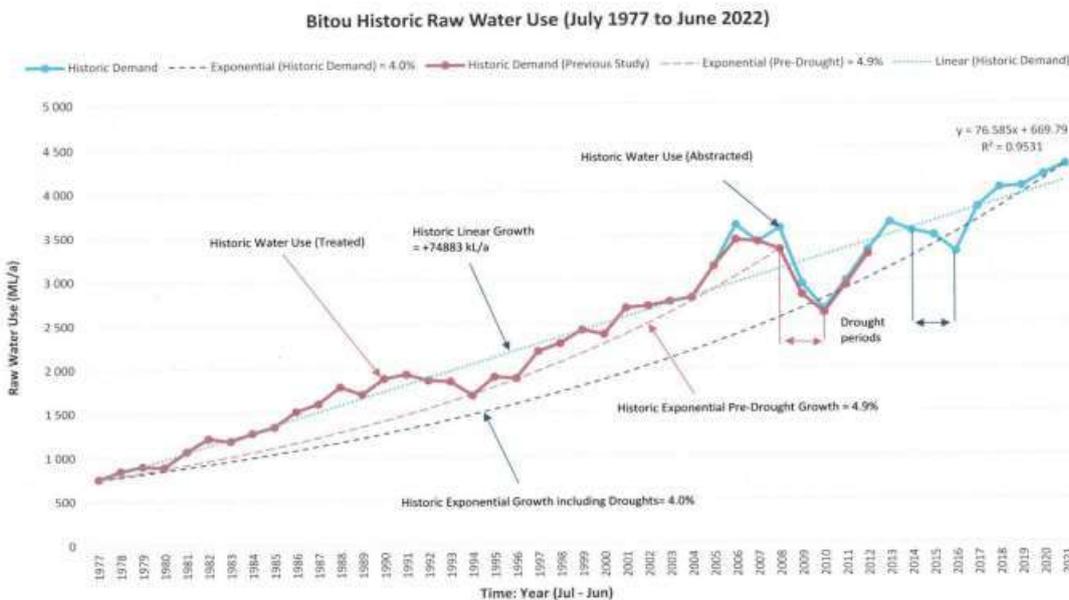
Plett's Bulk Water Resources

1. Keurbooms River (source of most of our water) \
2. Desalination Plant (small 2 MI/d - expensive to operate – usually only during peak demand)
3. Roodefontein Dam (very small allocation to Plett – only 150 000 MI/a)

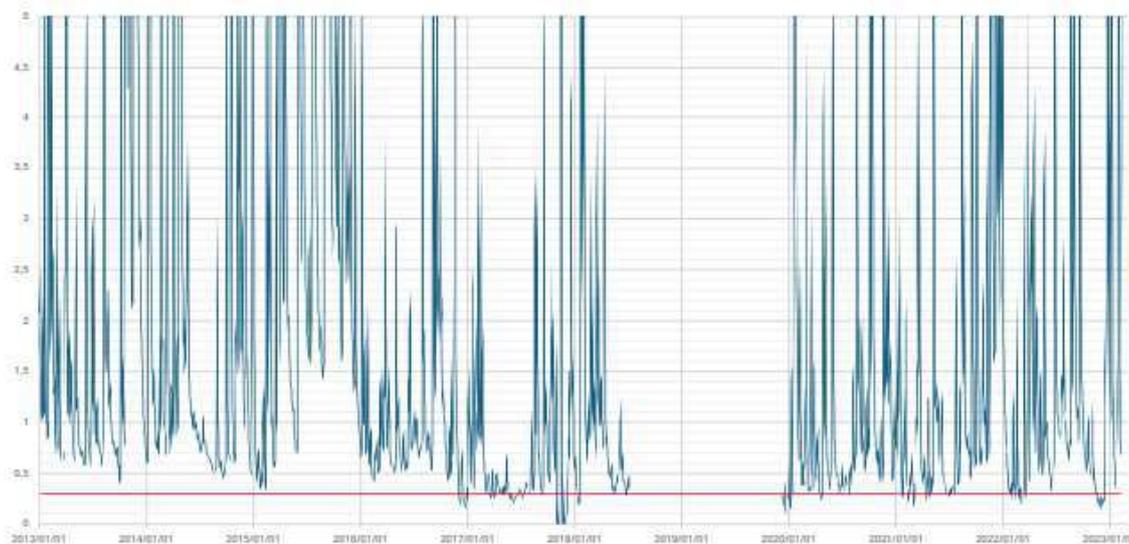
Below images are the increased demand for water over the past 15 years:

Table 3.2: Historic Raw Water Abstraction Summary - July 2006 to June 2022

| Town | Source | Raw Water Abstraction (ML/a) | | | | | | |
|---------------------------|------------------|------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | 06/07 | 11/12 | 16/17 | 18/19 | 19/20 | 20/21 | 21/22 |
| Plettenberg Bay | Keurbooms River | 1 781 | 2 287 | 2 438 | 3 195 | 3 105 | 3 728 | 3 737 |
| | Roodefontein Dam | 1 626 | 249 | 375 | 89 | 253 | 133 | 77 |
| | Boreholes | 0 | 0 | 0 | 228 | 86 | 0 | 0 |
| | Desalination | 0 | 253 | 271 | 247 | 303 | 0 | 156 |
| Subtotal | | 3 407 | 2 789 | 3 084 | 3 759 | 3 747 | 3 861 | 3 970 |
| Harkerville | Boreholes | 0 | 1 | 6 | 2 | 1 | 4 | 7 |
| Subtotal | | 0 | 1 | 6 | 2 | 1 | 4 | 7 |
| Kurland | Wit River | 126 | 137 | 172 | 8 | 58 | 169 | 94 |
| | Boreholes | 0 | 0 | 0 | 188 | 165 | 65 | 139 |
| Subtotal | | 126 | 137 | 172 | 196 | 223 | 234 | 233 |
| Nature's Valley | Groot River | 85 | 58 | 48 | 76 | 79 | 84 | 88 |
| Subtotal | | 85 | 58 | 48 | 76 | 79 | 84 | 88 |
| Bitou Total (ML/a) | | 3 619 | 2 984 | 3 309 | 4 034 | 4 050 | 4 184 | 4 298 |



Many times in the last 5 years the water cut off point to extract water from the Keurbooms has been breached, therefore Plett has been placed under water restrictions.



Historic Flow in Keurbooms River illustrating cut-off at 300 l/s (0.3 m³/s).

“If in the opinion of the municipality the consumption of water by a consumer adversely affects the supply of water to another consumer, it may apply such restrictions as it may deem fit to the supply of water to the first mentioned consumer in order to ensure a reasonable supply of water to the other consumer and will inform that consumer of such restrictions.”

Above statement is from the municipal by-laws effectively restricting flow to users if the demand “balance” supply to other users – this should be considered when undertaking new developments on the current “users” in the immediate vicinity.

To allow a new property development for large scale housings should not be permitted due to the impact of the low water reserves, current infrastructure with regards to water supply and treatment and the impact on the current Plettenberg bay community until such time as the water availability can be increased on an on going basis to have availability for the additional proposed developments.

2) Power Infrastructure

Currently the infrastructure is sufficient, yet aging, for the residents on Marine way near the shell service station. Yet there have been instances where the local sub station has been overloaded and phases have dropped and fuses have blown.

Likely a new upgraded substation will be required, where will the funds come from for this upgrade, and how long will the local users be affected in this upgrade. This information is required to facilitate the objection to this development.

Below details show demands and investments required by the municipality in order to have sufficient supply and infrastructure to supply power for future developments.

INFRASTRUCTURE 1 - ELECTRICITY

Grid - in good condition

- *The big Issue* - ESKOM load shedding
- *Peak Demand* - 27MVA, constant for 9 years
- *Increasing population* - Consumption will rise
- *Capital investment in Grid planned* - R237m before 2040

Alternative Energy

Bitou - Installed Solar capacity about 1,07 MW and growing

Solar - limited impact on maximum demand, but reduces sales to consumers

Increasing use of solar and batteries by consumers will reduce Bitou revenues further.

Energy Transition (Solar, Waste to Energy) programme needs to be implemented by Bitou



3) Sewage and effluent services:

Currently the Gasnvlei WWTW is at capacity and at times overflows into the estuaries.

This infrastructure capacity and the effects of an additional 300 residences shall have to be studied in order to make an educated decision before the developer is given authority to continue with the project.

Due to the topography of Thulana hills estate, much of the effluent is stored in a temporary vessel and pumped North back to gravity return sewage ways, This unit has to have a standby diesel generator for load shedding and power supply interruptions. In the event the effluent cannot be pumped away, the spill effect is dire and could contaminate the Piesang river and desalination water source.

Therefore a detailed study and risk mitigation exercise should be undertaken before allowing a development of this size to continue:

INFRASTRUCTURE 2 – SEWAGE SYSTEM

- *70 sewage pump stations with standby generators, well maintained. Upgrades being implemented*
- *5-10 sewer blockages/overflows daily, (root ingress and sabotage). Most cleared within 24 hours - very efficient. Appreciate workers efforts.*
- *Gansevlei WWTW serves all of Plett. Near design capacity at peak periods. Expansion is necessary*
- *Consultant appointed to assess expansion for anticipated load increase.*
- *Government grant funding needs to be procured urgently*
- *Influent sampling systems need upgrading*
- *Upgrading of the Kurland WWTW is to commence in the new financial year*

4) Solid waste disposal:

Currently all the waste is collected and sorted and trucked to Mossel bay waste facility. With an additional 300 units, what will the impact be on these services and the fleet of trucks required to remove this waste.

Also addressing long term planning for more efficient ways at disposing of waste.

This should form part of the proposal from the developer to ensure that their responsibilities to the local community and eco-system is undertaken and managed.

INFRASTRUCTURE 3 - SOLID WASTE DISPOSAL

- Past 3 years difficult - excess waste at Transfer Station
- Need to transport waste to Mossel Bay using old, undermaintained equipment
- Recent Improvements - purchase of new vehicles and equipment - more is required.
- High cost - Improve recycling and reduce waste
- With population increase, requires better management, procurement, maintenance and sufficient equipment.
- PetroSA landfill replaced by new facility, but delays implementation.
- Waste to energy to be investigated. If feasible, a long-term solution
- Tribute to "Keep Plett Clean" volunteers



5) Traffic along Marine Drive.

With an average of at least one car per unit, this will increase the traffic onto marine drive by ±230 in addition to those that will be accessing the road once Thulana Hill gardens has been completed.

RE: Objection to development on Erf 2074, Plettenberg bay



claire@ecoroute.co.za

To: 'Heather Pereira'

Cc: 'Beth Lehman'; 'Stephen Scott'; 'Linda Scott'; 'David Stewart'; 'Errol Baker'; 'admin@ecoroute.co.za'

Reply Reply All Forward ...

Wed 2025/01/29 09:41

This message is part of a tracked conversation. [Click here to find all related messages](#) or to open the original flagged message.



Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention:

Lionel Pereira, Unit No 11,
Heather Pereira, Unit No 11,
Steve Scott, Units no's 33,38 and 39
Linda Scott Unit Nos 33, 38 and 39
Ellis Lehman, Unit No 53,
Beth Lehman, Unit No 53,
Ken Ross, Unit No 7,
Rozanne Ross, Unit No 7,
Kim Ross, Unit No 4,
Mariska Ross, Unit no 4
David Stewart Unit 13,
Delyse Stewart Unit 13
Errol Baker Unit 1
Thulana Hill Estate

Date: 29 January 2025

Email:

heatherp@v1.co.za
bethburchellehman@gmail.com
scottsm1958@gmail.com
linda.hore1@gmail.com
stewartdj@telkomsa.net
errollbaker@icloud.com

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 19 November 2024 | Response |
|--|---|
| <p>Five main objections as follows:</p> <ol style="list-style-type: none"> 1) Water scarcity: 2) Power Infrastructure 3) Sewage/effluent processing and infrastructure 4) Solid Waste disposal. <p>Traffic along marine drive</p> | <p>Noted. Responses provided below.</p> |
| <p>1. Water Scarcity and restrictions thereof: Plett's Bulk Water Resources</p> <ol style="list-style-type: none"> 1. Keurbooms River (source of most of our water) \ 2. Desalination Plant (small 2 Ml/d - expensive to operate – usually only during peak demand) 3. Roodefontein Dam (very small allocation to Plett – only 150 000 Ml/a) | <p><i>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers.</i></p> <p><i>Re-analysis, the total annual average daily demand (AADD) and fire flow for the</i></p> |



Eco

ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

PhD Univ. Pretoria

Cell:072 222 6013

email:ebersohn@cyberperk.co.za

MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

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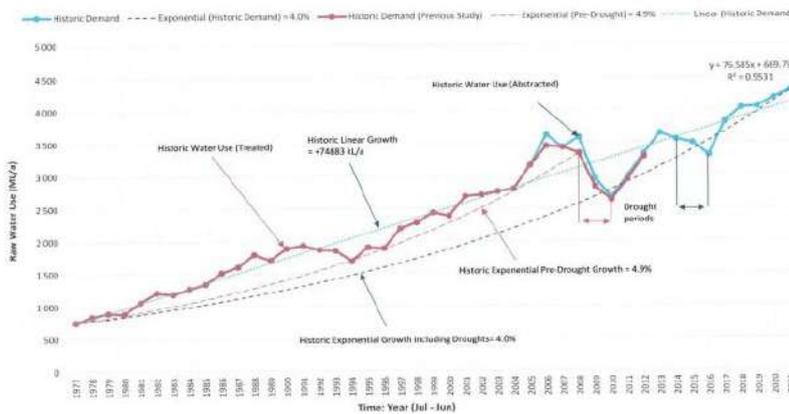


Below images are the increased demand for water over the past 15 years:

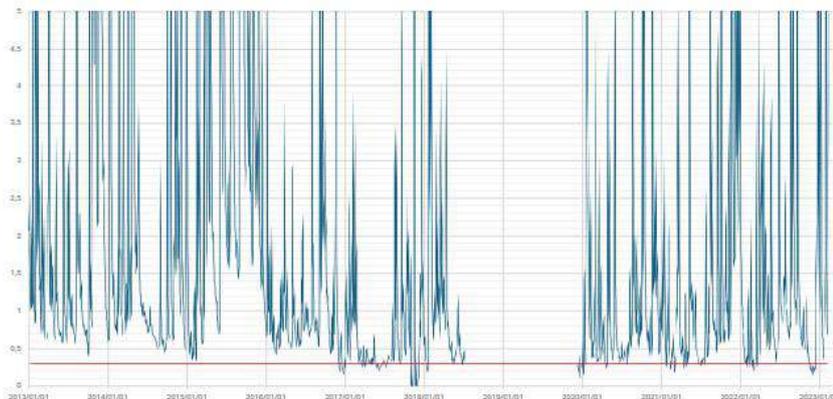
Table 3.2: Historic Raw Water Abstraction Summary - July 2006 to June 2022

| Town | Source | Raw Water Abstraction (ML/a) | | | | | | |
|---------------------------|------------------|------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | 06/07 | 11/12 | 16/17 | 18/19 | 19/20 | 20/21 | 21/22 |
| Plettenberg Bay | Keurbooms River | 1 781 | 2 287 | 2 438 | 3 195 | 3 105 | 3 728 | 3 737 |
| | Roodefontein Dam | 1 626 | 249 | 375 | 89 | 253 | 133 | 77 |
| | Boreholes | 0 | 0 | 0 | 228 | 86 | 0 | 0 |
| | Desalination | 0 | 253 | 271 | 247 | 303 | 0 | 156 |
| Subtotal | | 3 407 | 2 789 | 3 084 | 3 759 | 3 747 | 3 861 | 3 970 |
| Harkerville | Boreholes | 0 | 1 | 6 | 2 | 1 | 4 | 7 |
| Subtotal | | 0 | 1 | 6 | 2 | 1 | 4 | 7 |
| Kurland | Wit River | 126 | 137 | 172 | 8 | 58 | 169 | 94 |
| | Boreholes | 0 | 0 | 0 | 188 | 165 | 65 | 139 |
| Subtotal | | 126 | 137 | 172 | 196 | 223 | 234 | 233 |
| Nature's Valley | Groot River | 85 | 58 | 48 | 76 | 79 | 84 | 88 |
| Subtotal | | 85 | 58 | 48 | 76 | 79 | 84 | 88 |
| Bitou Total (ML/a) | | 3 619 | 2 984 | 3 309 | 4 034 | 4 050 | 4 184 | 4 298 |

Bitou Historic Raw Water Use (July 1977 to June 2022)



Many times in the last 5 years the water cut off point to extract water from the Keurbooms has been breached, therefore Plett has been placed under water restrictions.



Historic Flow in Keurbooms River illustrating cut-off at 300 L/s (0.3 m³/s).

“If in the opinion of the municipality the consumption of water by a consumer adversely affects the supply of water to another consumer, it may apply such restrictions as it may deem fit to the supply of water to the first mentioned consumer in order to ensure a reasonable supply of water to the other consumer and will inform that consumer of such restrictions.”

Above statement is from the municipal by-laws effectively restricting flow to users if the demand “balance” supply to other users – this should be considered

proposed development were calculated and classified as follows:

- 228 Residential units @ 0,5 kL/d/unit = 114,0 kL/d
- Fire flow criteria (Moderate risk 2) = 25 L/s @ 10 m

There is sufficient reservoir and tower storage capacity available in the existing “Close to Town” reservoir and “Upper” tower to accommodate the proposed development.

It is recommended that rainwater collection is incorporated into the development for re-use (i.e washing / irrigation) to reduce the water demand.

Services Level Agreement is to be concluded with Bitou as a prerequisite for the Development to proceed.

Refer to the following appendices of the BAR:

Appendix G6 – GLS Services report, GLS



when undertaking new developments on the current “users” in the immediate vicinity.

To allow a new property development for large scale housings should not be permitted due to the impact of the low water reserves, current infrastructure with regards to water supply and treatment and the impact on the current Plettenberg bay community until such time as the water availability can be increased on an on going basis to have availability for the additional proposed developments.

2. Power Infrastructure

Currently the infrastructure is sufficient, yet aging, for the residents on Marine way near the shell service station. Yet there have been instances where the local sub station has been overloaded and phases have dropped and fuses have blown.

Likely a new upgraded substation will be required, where will the funds come from for this upgrade, and how long will the local users be affected in this upgrade. This information is required to facilitate the objection to this development.

Below details show demands and investments required by the municipality in order to have sufficient supply and infrastructure to supply power for future developments.

INFRASTRUCTURE 1 - ELECTRICITY

Grid - in good condition

- The big Issue - ESKOM load shedding
- Peak Demand - 27MVA, constant for 9 years
- Increasing population - Consumption will rise
- Capital Investment in Grid planned - R237m before 2040

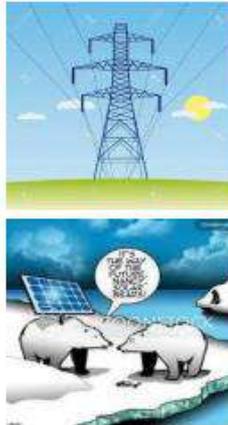
Alternative Energy

Bitou - Installed Solar capacity about 1,07 MW and growing

Solar - limited impact on maximum demand, but reduces sales to consumers

Increasing use of solar and batteries by consumers will reduce Bitou revenues further.

Energy Transition (Solar, Waste to Energy) programme needs to be implemented by Bitou



An electrical report has been compiled by GLS.

An estimated maximum demand of 500kVA for the proposed housing development was calculated by De Villiers and Moore Consulting Engineers on the behalf of the developers. The network around the erven is currently mainly supplied by SS-1 Main (Ferdinand), which is the substation supplying electricity to Plettenberg Bay town area. SS-1 Main currently has enough capacity to carry the additional 500kVA maximum demand brought by the proposed development on Erf 2074. The MV feeders supplying the surrounding area have sufficient capacity to carry the additional demand at the proposed development.

Refer to the following appendices of the BAR:

- Appendix G8 – Electrical Report, GLS
- Appendix K – Town Planning Report,

3. Sewage and effluent services:

Currently the Gasnvlei WWTW is at capacity and at times overflows into the estuaries.

This infrastructure capacity and the effects of an additional 300 residences shall have to be studied in order to make an educated decision before the developer is given authority to continue with the project.

Due to the topography of Thulana hills estate, much of the effluent is stored in a temporary vessel and pumped North back to gravity return sewage ways, This unit has to have a standby diesel generator for load shedding and power supply interruptions. In the event the effluent cannot be pumped away, the spill effect is dire and could contaminate the Piesang river and desalination water source.

Therefore a detailed study and risk mitigation exercise should be undertaken before allowing a development of this size to continue

On site treatment of sewage was considered however it was not deemed feasible for the proposed development.

A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers.

Sewage from the proposed development will drain towards the existing Plettenberg Bay PS 1a. There is sufficient capacity in the existing Plettenberg Bay sewer reticulation system to accommodate the proposed development.

Services Level Agreement is to be concluded with Bitou as a prerequisite for the Development to proceed.



INFRASTRUCTURE 2 – SEWAGE SYSTEM

- 70 sewage pump stations with standby generators, well maintained. Upgrades being implemented
- 5-10 sewer blockages/overflows daily, (root ingress and sabotage). Most cleared within 24 hours - very efficient. Appreciate workers efforts.
- Gansevelei WWTW serves all of Plett. Near design capacity at peak periods. Expansion is necessary
- Consultant appointed to assess expansion for anticipated load increase.
- Government grant funding needs to be procured urgently
- Influent sampling systems need upgrading
- Upgrading of the Kurland WWTW is to commence in the new financial year

Refer to the following appendices of the BAR:

Appendix G6 – GLS Services report, GLS

4. Solid waste disposal:

Currently all the waste is collected and sorted and trucked to Mossel bay waste facility. With an additional 300 units, what will the impact be on these services and the fleet of trucks required to remove this waste.

Also addressing long term planning for more efficient ways at disposing of waste.

This should form part of the proposal from the developer to ensure that their responsibilities to the local community and eco-system is undertaken and managed.

INFRASTRUCTURE 3 - SOLID WASTE DISPOSAL

- Past 3 years difficult - excess waste at Transfer Station
- Need to transport waste to Mossel Bay using old, undermaintained equipment
- Recent Improvements - purchase of new vehicles and equipment - more is required.
- High cost - improve recycling and reduce waste
- With population increase, requires better management, procurement, maintenance and sufficient equipment.
- PetroSA landfill replaced by new facility, but delays implementation.
- Waste to energy to be investigated. If feasible, a long-term solution
- Tribute to "Keep Plett Clean" volunteers



The following is extracted from the Bitou LM IDP 2024 – 2025:

WASTE REMOVAL The municipality is transporting waste to Mossel Bay, and this is costing taxpayer's a lot of money. This phenomenon of transporting waste to Mossel Bay will not change because there is no landfilling site in Bitou. The municipality must investigate alternative ways of dealing with waste like recycling recyclable waste and transport that which is non-recyclable. Communities are using every open space as dumpsites that soar the mushrooming of illegal dumpsite all over the Bitou Area. In some instances, contractors will dump building rubble in other areas instead of taking their waste to designated waste sites. Communities need education around illegal dumping and the municipality should increase the number of waste skips. The law enforcement officials should arrest, repossess, and fine people who use wheelie bins for transporting other things than waste. The municipality should convert some of the existing illegal dumpsites into green spaces, play parks, jungle gyms or food gardens.

Increasing disposal at landfill and few recycling options in Bitou LM is rated as a cumulative negative impact of medium-high (no mitigation) and medium (with mitigation) significance.

Investigations to reduce, reuse and recycle waste generated during the construction and operational phases of the development are recommended.

The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will



Eco

ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

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MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za



| | |
|---|--|
| | <p>need to be submitted to the local authority for consideration.</p> <p><i>Refer to the following appendices of the BAR:</i> Appendix H – EMP Appendix J - Assessment</p> |
| <p>5. Traffic along Marine Drive.</p> <p>With an average of at least one car per unit, this will increase the traffic onto marine drive by ±230 in addition to those that will be accessing the road once Thulana Hill gardens has been completed.</p> | <p>A TIA has been carried out and took into account the total development on erf 2073 comprised of 200 residential units and the proposed development of 228 units; the growth rate of 2.5% per annum was used to escalate background traffic volumes.</p> <p><i>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</i></p> <p><i>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</i></p> <p><i>When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.</i></p> <p><i>Refer to the following appendices of the BAR:</i> Appendix G5 – Traffic Impact</p> |

Nita Davis – 7 Raven Place

RE: OBJECTIONS TO THE PROPOSED DEVELOPMENT OF ERF 2074 WHICH ADJOINS MY PROPERTY IN RAVEN PLACE ERF 2813.

 **claire@ecoroute.co.za**
To 'Nita Davis', 'admin@ecoroute.co.za', 'TownPlanning@plett.gov.za', 'pdwashu@plett.gov.za', 'oyonke@plett.gov.za'

 Reply  Reply All  Forward 

Thu 2024/11/28 16:43

 This message is part of a tracked conversation. [Click here to find all related messages or to open the original flagged message.](#)

Good day Mrs Davis

Thank you for your comments. I will respond in more detail and include in the final report.

Kind Regards
Claire

OBJECTIONS TO THE PROPOSED DEVELOPMENT OF ERF 2074 WHICH ADJOINS MY ...

 **Nita Davis <nitadavis1947@gmail.com>**
To admin@ecoroute.co.za; claire@ecoroute.co.za; TownPlanning@plett.gov.za; pdwashu@plett.gov.za; oyonke@plett.gov.za

Thu 11/28

 You replied to this message on 2024/11/28 16:43.

28th November 2024.

1. The actual size and density of the proposed development on Erf 2074 is excessive with no recreational area for residents and their families.
2. Use of the two access gates in Ariel Drive and Cutty Sark must not be utilised for construction vehicles to use during the building phase. The access to Marine Drive from both Cutty Sark and Flying Cloud is always very busy without additional construction vehicles using this route.
3. There are no sidewalks in the Cutty Sark area so residents and staff have to walk in the road when walking to and from to Town
4. We have large groups of guinea fowl and wild life in the Cutty Sark area who would be at risk with the construction vehicles using this route.
- 5 The proposed road running adjacent to Raven Place in the new development will cause noise to the residents particularly as, in our case, the road would be just over 3 metres from our main bedroom. We request that the road be repositioned and run in the centre of the development so as not to cause disturbance to residents in Raven Place, Cutty Sark and Serica Place.
6. 3 Storey buildings close to single storey dwellings in Raven Place will certainly affect our privacy especially in our gardens. Reference is made in the Draft Assessment of Proposed Development on Erf 2074 of other 3 storey developments in the area such as Thulana Hill, Laridae and Santini - none of these developments abut/ overlook prime residential houses as is the case with this proposed development on Erf 2074.

We trust you will take these objections into cognizance before making a final decision.

RE: OBJECTION TO REZONING OF ERF 2074 BITOU

 **Olwethu Yonke <oyonke@plett.gov.za>**
To claire@ecoroute.co.za

 Reply  Reply All  Forward 

Wed 2024/11/20 12:15

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Good day Clair

We in receipt of your email

Regards,

Olwethu Yonke

Assistant Town Planner | Town Planning | Planning & Development | Bitou Municipality
Mobile: 063 439 1079 | Work: 044 501 3317 | Email: oyonke@plett.gov.za | Website: www.bitou.gov.za
Physical Address: Corner of Main Street and Marine drive -- Mellives Corner, Plettenberg Bay, 6600, Western Cape, South Africa

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From: claire@ecoroute.co.za <claire@ecoroute.co.za>

Sent: Tuesday, 19 November 2024 14:32

To: 'Nita Davis' <nitadavis1947@gmail.com>; Town Planning <TownPlanning@plett.gov.za>; Phumza Dwashu <pdwashu@plett.gov.za>; Olwethu Yonke <oyonke@plett.gov.za>

Cc: 'Admin' <admin@ecoroute.co.za>

Subject: RE: OBJECTION TO REZONING OF ERF 2074 BITOU

Good day

Thank you for your comments and participation in the process. I will address them in detail and respond accordingly. Your comments will be included in the final report sent to the competent authority for decision making.

Kind Regards
Claire

OBJECTION TO REZONING OF ERF 2074 BITOU



Nita Davis <nitadavis1947@gmail.com>

To: TownPlanning@plett.gov.za; pdwashu@plett.gov.za; oyonke@plett.gov.za; claire@ecoroute.co.za

2024/11/19



You replied to this message on 2024/11/19 14:32.

Municipality of Bitou,
Plettenberg Bay.

19th November 2024.

For the Attention of: Bitou Planning Department
The Developer of ERF 2074, Bitou Municipality.

Dear Sir/Madam,

RE: PETITION IN RESPECT OF PROPOSED DEVELOPMENT OF ERF 2074,
MARINE WAY, PLETTENBERG BAY AND REZONING OF THE LAND.

In connection with the above proposed development, I as the owner of 7 Raven Place, Plettenberg Bay, ERF 2813, which adjoins ERF 2074 wish to place on record the following concerns I have in respect of the rezoning and density of buildings on this erf.

The actual size and density of the development on this Erf 2074, which will impact my property in the following ways.

1. Additional noise from vehicles and the proposed apartments.
2. Being overlooked by high buildings, so I lose my privacy. Single storey units would be more acceptable especially abutting Raven Place properties..
Plan 2, the preferred choice by developers at this stage of the planning, puts the main access road for occupiers of the apartments right by our rear wall 3 metres away from our main bedroom, this is totally unacceptable.
3. Devaluation of upmarket properties in Raven Place and the whole Cutty Sark area.

Nita Davis.
7 Raven Place
Plettenberg Bay.

RE: OBJECTIONS TO THE PROPOSED DEVELOPMENT OF ERF 2074 WHICH ADJOINS MY PROPERTY IN RAVE...



claire@ecoroute.co.za

To: 'Nita Davis'

Cc: 'admin@ecoroute.co.za'; 'TownPlanning@plet.gov.za'; 'pdwashu@plet.gov.za'; 'cyonka@plet.gov.za'

Wed 2025/01/29 09:29

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

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Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire


Claire De Jongh
Eco Route Environmental Consultancy
0840074743
EAPASA registration: 2021/3519



PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

Public Participation process carried out in terms the National Environmental Management Act (Act 107 of 1998) Regulation 41 of GN R.326

Attention: **Nita Davis**

Date: 29 January 2024

Email: nitadavis1947@gmail.com

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 19 November 2024 | Response |
|---|--|
| Concerns in respect of the rezoning and density of buildings on this erf. The actual size and density of the development on this Erf 2074, which will impact my property in the following ways. | Noted. See responses below. |
| Additional noise from vehicles and the proposed apartments. | <p>The residential accommodation development will generate noise typical of residential activities and add to the ambient noise level of the area.</p> <p>The following mitigation measures, inter alia, are recommended:</p> <ul style="list-style-type: none"> To reduce levels of noise and visual disturbance, plantings of indigenous trees and tall shrubs should be introduced to the interface between the development and the fynbos area (if fire breaks are not recommended by fire protection agencies, in which case these plantings would be within the fynbos alongside the fire break). Fire-proof indigenous hedge species are suggested. Ensure municipal bylaws applicable to noise in residential areas are included in "house rules" distributed to owners / residents Any maintenance work carried out on site during the life of operation complies to construction phase mitigation measures. Landscaped and open space areas will assist to absorb noise impacts and reduce visual impacts. <p><i>Refer to the following appendices of the BAR:</i> Appendix H – EMPr Appendix J - Assessment</p> |
| Being overlooked by high buildings, so I lose my privacy. Single storey units would be more acceptable especially abutting Raven Place properties. | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>A Planning report has been compiled for the proposed development:</p> |
| Plan 2, the preferred choice by developers at this stage of the planning, puts the main access road for occupiers of the apartments right by our rear wall 3 metres away from our main bedroom, this is totally unacceptable. | |
| Devaluation of upmarket properties in Raven Place and the whole Cutty Sark area. | |



It is proposed to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights.

Development parameters:

(a) Coverage

The maximum coverage is 60%.

(b) Floor factor

The floor factor may not exceed 1,5.

(c) Height

(i) The highest point of a building may not exceed 10,67 metres

(ii) The general provisions regarding earth banks and retaining structures in this By-law apply.

(d) Building lines

(i) The street building line is at least 5 metres.

(ii) Side and rear building lines are at least 4,5 metres.

(iii) The general building line encroachments in this By-law apply.

(e) Parking and access

1.5 bays per unit in PTA1 areas

The width of the internal roads is stated as 5.5 meters in the civil structural engineering report prepared by Poise consulting (Appendix G7 of BAR).

Layout 1 was considered too dense; a maximum of 228 units is recommended. The recommendations for the final SDP is provided in Appendix B – site plans (appended to this response).

The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels.

The following mitigations measures, inter alia, have been included:

- Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.)
- The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels.
- Planning must ensure that long term social conflict is avoided, and social wellness is ensured by ensuring sufficient space is allocated per unit and for the required open space areas, bulk services and roads. A maximum density of 228 units proposed at 100 – 130m² per unit is recommended.
- Any four storey buildings that could be accommodated to be placed in northern, central and western areas (BLM Restructuring Zone) away from quieter eastern residential areas and sensitive southern fynbos area. 2/3 storey buildings to be planned for east (quieter adjacent residential area) and environmentally sensitive southern sections

The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration

Refer to the following appendices of the BAR:

Appendix B – Site Plans

Appendix K – Town Planning Report, Planning Space Twon and Regional Planners



Eco Route

ENVIRONMENTAL CONSULTANCY

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| | Appendix H – EMPr Appendix J – Assessment |
|---|---|
| Comment received 28 November 2024 | |
| 1. The actual size and density of the proposed development on Erf 2074 is excessive with no recreational area for residents and their families. | <p>The provision of residential units is in line with the long-term development vision of the town and contributes to the need of housing stock, job creation and economic growth. According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area.</p> <p>Alternative concept 2 has been designed for the maximum number of units that can be achieved taking into account access and parking requirements, existing structures, site characteristics, as well as infrastructure development parameters of the zoning Scheme. The development proposes communal open space which will include roads, infrastructure, parks and other amenities and the protection of the southern section. recommendations will inform the final SDP/s developed for the site.</p> <p>Erf is approximately 6.25 ha. Development footprint is an estimated 4.7 ha; the no-go area (intact fynbos, valley thicket within CBA) is an estimated 1.5 ha.</p> <p>Landscaped and open space areas will assist to absorb noise impacts and reduce visual impacts.</p> <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix B – Site Plans</i> <i>Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i> <i>Appendix H – EMPr</i> <i>Appendix J – Assessment</i></p> |
| 2. Use of the two access gates in Ariel Drive and Cutty Sark must not be utilised for construction vehicles to use during the building phase. The access to Marine Drive from both Cutty Sark and Flying Cloud is always very busy without additional construction vehicles using this route. | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> |
| 3. There are no sidewalks in the Cutty Sark area so residents and staff have to walk in the road when walking to and from to Town | <p><i>The emergency access points will only be permitted to be used in emergency situations (i.e. fire event which compromises the main entry / exit on Marine Way / Challenge Drive)</i></p> |
| 4. We have large groups of guinea fowl and wild life in the Cutty Sark area who would be at risk with the construction vehicles using this route. | <p><i>Neither additional public transport nor pedestrian facilities are required.</i></p> |
| 5 The proposed road running adjacent to Raven Place in the new development will cause noise to the residents particularly as, in our case, the road would be just over 3 metres from our main bedroom. We request that the road be repositioned and run in the centre of the development so as not to cause disturbance to residents in Raven Place, Cutty Sark and Serica Place. | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>The identified development area is approximately 5 ha. The initial concept proposed 250 units; however, this was considered to be too dense (50 units / ha). The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m² in size and developed in (76) blocks of 3-storeys.</p> |
| 6. 3 Storey buildings close to single storey dwellings in Raven Place will certainly affect our privacy especially in our gardens. Reference is made in the Draft Assessment | |



of Proposed Development on Erf 2074 of other 3 storey developments in the area such as Thulana Hill, Laridae and Santini - none of these developments abut/ overlook prime residential houses as is the case with this proposed development on Erf 2074.

A Planning report has been compiled for the proposed development:

It is proposed to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights.

Development parameters:

(a) Coverage

The maximum coverage is 60%.

(b) Floor factor

The floor factor may not exceed 1,5.

(c) Height

(i) The highest point of a building may not exceed 10,67 metres

(ii) The general provisions regarding earth banks and retaining structures in this By-law apply.

(d) Building lines

(i) The street building line is at least 5 metres.

(ii) Side and rear building lines are at least 4,5 metres,

(iii) The general building line encroachments in this By-law apply.

(e) Parking and access

1.5 bays per unit in PTA1 areas

The width of the internal roads is stated as 5.5 metres in the civil structural engineering report prepared by Poise consulting (Appendix G7 of BAR).

Layout 1 was considered too dense; a maximum of 228 units is recommended. The recommendations for the final SDP is provided in Appendix B – site plans (appended to this response).

The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels.

The following mitigations measures, inter alia, have been included:

- Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.)
- Planning must ensure that long term social conflict is avoided, and social wellness is ensured by ensuring sufficient space is allocated per unit and for the required open space areas, bulk services and roads. A maximum density of 228 units proposed at 100 – 130m² per unit is recommended.
- Any four storey buildings that could be accommodated to be placed in northern, central and western areas (BLM Restructuring Zone) away from quieter eastern residential areas and sensitive southern fynbos area. 2/3 storey buildings to be planned for east (quieter adjacent residential area) and environmentally sensitive southern sections

The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration

Refer to the following appendices of the BAR:

Appendix B – Site Plans

Appendix K – Town Planning Report, Planning Space Twon and Regional Planners



Eco Route

ENVIRONMENTAL CONSULTANCY

REGISTRATION NO. 1998/031976/23

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MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

| | |
|---|---|
| | <i>Appendix H – EMPr</i> Appendix J – Assessment |
| We trust you will take these objections into cognizance before making a final decision. | The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration. |

Ellis and Beth Lehman

RE: Objection to Proposed Rezoning of Erf 2074 Plettenberg Bay



claire@ecoroute.co.za

To: 'Beth Lehman'; TownPlanning@plett.gov.za; pdwashu@plett.gov.za; oyonke@plett.gov.za; admin@ecoroute.co.za; janet@ecoroute.co.za; 'lizemarie@planningspace.co.za'

Reply Reply All Forward ...

Tue 2024/11/19 15:46



Good day

Thank you for your comments and participation; the comments will be addressed in detail and the comments and responses will be included in the final report sent to the competent authority for decision making.

Thank you

Kind regards

Claire

From: Beth Lehman <bethburchellehman@gmail.com>
Sent: Tuesday, 19 November 2024 15:10
To: TownPlanning@plett.gov.za; pdwashu@plett.gov.za; oyonke@plett.gov.za; admin@ecoroute.co.za; claire@ecoroute.co.za; janet@ecoroute.co.za; lizemarie@planningspace.co.za
Subject: Objection to Proposed Rezoning of Erf 2074 Plettenberg Bay

Dear All

Please kindly see our attached objection to the application for rezoning and development of the proposed high density units on Erf 2074, Marine Way.

Objection to Proposed Rezoning of Erf 2074 Plettenberg Bay



Beth Lehman <bethburchellehman@gmail.com>

To: TownPlanning@plett.gov.za; pdwashu@plett.gov.za; oyonke@plett.gov.za; admin@ecoroute.co.za; claire@ecoroute.co.za; janet@ecoroute.co.za; lizemarie@planningspace.co.za

Reply Reply All Forward ...

Tue 2024/11/19 15:10

You replied to this message on 2024/11/19 15:46.



Dear All

Please kindly see our attached objection to the application for rezoning and development of the proposed high density units on Erf 2074, Marine Way.

We send this with the great expectation that we will be heard as we feel the impact is enormously significant.

Yours sincerely

Ellis and Beth Lehman
53 Thulana Hill
Marine Way
Plettenberg Bay
082 448 3801/082 452 8576

Unit 53 Thulana Hill

Marine Way

Plettenberg Bay

6600

19th November 2024

The Municipal Manager

Bitou Municipality

Attention: Town Planning

Sent via Email: TownPlanning@plett.gov.za ; phwashu@plett.gov.za ; oyonke@plett.gov.za; janet@ecoroute.co.za; claire@ecoroute.co.za; admin@ecoroute.co.za; lizemarie@planningspace.co.za

Re: PROPOSED REZONING and DEVELOPMENT OF ERF 2074, PLETTENBERG BAY

We live on Erf 2073 and as immediate neighbours to Erf 2074, where we own our primary residence, we would like to place on record that we are strongly opposed to the present application of 228 units on Erf 2074.

1. We do not believe that 228 units complies with a Res 2 application which apparently only allows far less units.

Such a high density development will not be compatible with adjoining and nearby properties.

A precedent has been set by adjacent properties and ignoring this is not taking into consideration, the people of Plettenberg Bay that have invested in their properties close by, because it will lower the value in the immediate vicinity.

2. We do not believe that enough market research has been conducted to evaluate the need for more units in this category with the knowledge that several other applications in the same category have been applied for and granted.
3. Living at Thulana and trying to negotiate the traffic onto Marine Way each day is difficult enough at the moment and this difficulty is not restricted to peak hours. It is at most times during the day.

It is not practical to consider such a large amount of additional traffic on that road as well as the approved extra developments that will affect the present flow of traffic.

4. It is our understanding that the Plettenberg Bay Infrastructure of water and sewerage, as it is now, will not be able to cope with a development of the proposed nature. The water pressure now is at it's limit and long term storage capacity has not been carefully considered in our opinion.
5. We live on the property where we understand there a dispute regarding a second phase of our development and rights to access Marine Way via Erf 2074. Surely the new application cannot be granted until disputes of this nature are settled?
6. We are relieved to hear that Marine Way is administered by the Western Cape Province and that they are opposed to granting further access to residential properties onto Marine Way and we fully support their reluctance.

It would be greatly appreciated if the word of your residents near Erf 2074 can be heard and that zoning of our beautiful town can be very carefully planned.

Every income earner deserves the right to be given an opportunity to invest in property in Plett.

This should however, be done with due consideration for all involved in each area.

We have read and support the Plettenberg Bay Ratepayers Association's views regarding this application.

Yours sincerely

Ellis and Beth Lehman

082 448 3801/082 452 8576

53 Thulana Hill

RE: Objection to Proposed Rezoning of Erf 2074 Plettenberg Bay



claire@ecoroute.co.za

To: 'Beth Lehman'

Cc: 'TownPlanning@plett.gov.za'; 'pdwashu@plett.gov.za'; 'oyonke@plett.gov.za'; 'admin@ecoroute.co.za'; 'janet@ecoroute.co.za'; 'lizemarie@planningspace.co.za'

Reply Reply All Forward

Wed 2025/01/29 09:05

This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.



Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: **Ellis and Beth Lehman**
53 Thulana Hill

Date: 29 January 2025

Email: Beth Lehman <bethburchelllehman@gmail.com>

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 19 November 2024 | Response |
|---|--|
| <p>Objection to the application for rezoning and development of the proposed high density units on Erf 2074, Marine Way. We send this with the great expectation that we will be heard as we feel the impact is enormously significant.</p> | <p>Noted. The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys).</p> <p>The developer wants to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights. The developer aims to provide high quality yet affordable housing. The identified development area is approximately 5 ha. The initial concept proposed 250 units; however, this was considered to be too dense (50 units / ha). The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m² in size and developed in (76) blocks of 3-storeys.</p> <p>The provision of residential units is in line with the long-term development vision of the town and contributes to the need of housing stock, job creation and economic growth. According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area.</p> <p>To the north (Santini village), the density is approximately 44 units / hectare; the residential area to the west (Thulana) has a density of approximately 33 units per ha; the residential area directly east (cutty sark) has a density of approximately 12 units per hectare. A development which is too dense could result in conflicts between residents (i.e. parking, storage, privacy); The proposed density was reduced from 50 units per ha to 46.5 units per ha.</p> |
| <p>We live on Erf 2073 and as immediate neighbours to Erf 2074, where we own our primary residence, we would like to place on record that we are strongly opposed to the present application of 228 units on Erf 2074.</p> | <p>Noted.</p> |
| <p>1. We do not believe that 228 units complies with a Res 2 application which apparently only allows far less units.</p> | <p>A Planning report has been compiled for the proposed development:</p> |



Eco

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REGISTRATION NO. 1998/031976/23

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MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za



Such a high density development will not be compatible with adjoining and nearby properties.

A precedent has been set by adjacent properties and ignoring this is not taking into consideration, the people of Plettenberg Bay that have invested in their properties close by, because it will lower the value in the immediate vicinity.

It is proposed to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights.

Land use description: "Flats" means a building containing three or more dwelling units of which at least one does not have a ground floor, together with such outbuildings, open space and private roads as are ordinarily associated with flats.

Development parameters:

(a) Coverage

The maximum coverage is 60%.

(b) Floor factor

The floor factor may not exceed 1,5.

(c) Height

(i) The highest point of a building may not exceed 10,67 metres

(ii) The general provisions regarding earth banks and retaining structures in this By-law apply.

(d) Building lines

(i) The street building line is at least 5 metres.

(ii) Side and rear building lines are at least 4,5 metres,

(iii) The general building line encroachments in this By-law apply.

(e) Parking and access

1.5 bays per unit in PTA1 areas

The proposed concept site plan complies with the development parameters stipulated above.

Refer to the following appendices of the BAR:

Appendix K – Town Planning Report, Planning Space Twon and Regional Planners

2. We do not believe that enough market research has been conducted to evaluate the need for more units in this category with the knowledge that several other applications in the same category have been applied for and granted.

A Planning Report has been compiled:

To make this project financially viable and responsive to the target market, the cost of land, services and building costs need to be limited and to do so, a certain economy of scale needs to be attained. The most relevant design aspect to achieve this is development density.

Refer to the following appendices of the BAR:

Appendix K – Town Planning Report, Planning Space Twon and Regional Planners

3. Living at Thulana and trying to negotiate the traffic onto Marine Way each day is difficult enough at the moment and this difficulty is not restricted to peak hours. It is at most times during the day. It is not practical to consider such a large amount of additional traffic on that road as well as the approved extra developments that will affect the present flow of traffic.

A TIA has been carried out:

With regards to the TIA, the growth rate of 2.5% per annum was used to escalate background traffic volumes.

When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.

When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.

When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030

development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.

Recommendations:

- Traffic Impact Assessment be approved by the Bitou Local Municipality;
- The Bitou Municipality consider reconfiguring the Marine Way / Ultra City intersection as a roundabout as it operates at LOS F during the PM peak hour under current conditions;
- The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection;
- Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies); and
- The main access gate to erf 2074 be set back a minimum of 20m from the erf 2073 access road and the access be configured with two entering lanes as indicated on Figure 15 with the cost of access arrangements being met by the developer.



Road and access layout (adapted from figure 15, TIA, EAS, 2024)

The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.

*Refer to the following appendices of the BAR:
Appendix G5 – Traffic Impact Assessment, EAS*

4. It is our understanding that the Plettenberg Bay Infrastructure of water and sewerage, as it is now, will not be able to cope with a development of the proposed nature. The water pressure now is at it's limit and long term storage capacity has not been carefully considered in our opinion.

A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers:
Sewage from the proposed development will drain towards the existing Plettenberg Bay PS 1a. There is sufficient capacity in the existing Plettenberg Bay sewer reticulation system to accommodate the proposed development.

*There is sufficient reservoir and tower storage capacity available in the existing "Close to Town" reservoir and "Upper" tower to accommodate the proposed development.
Refer to the following appendices of the BAR:
Appendix G6 – GLS Services report, GLS*

5. We live on the property where we understand there a dispute regarding a second phase of our development and rights to access Marine Way via Erf 2074. Surely the new application cannot be granted until disputes of this nature are settled?

A planning report has been compiled:
The Thulana Hills development directly to the west has a similar shape and size and has received planning permission for medium-density residential development of approximately 200 units. Phase 1 consisting of about 70 units has been implemented.



Eco

ENVIRONMENTAL

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| | |
|---|--|
| | <p>Presently there is an ongoing dispute that involves access to the Thulana Hills development situated on the adjacent Erf 2073, directly to the west of the Remainder of Erf 2074. Temporary access to Thulana Hills was approved directly from the N2 but the municipality unlawfully set a condition that requires that Phase II of the Thulana Hills development must derive access to and egress from the development over the Remainder of Erf 2074, to connect to the traffic circle to the east of the Remainder of Erf 2074, without the owners of the Remainder of Erf 2074 consenting to such arrangements.</p> <p>The site access will be from the traffic circle on Marine Drive that was originally constructed to accommodate the access requirements of the development of Erven 2073 and the Remainder of Erf 2074. The layout also makes provision for Erf 2073 to gain access over the Remainder of Erf 2074.</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i></p> |
| <p>6. We are relieved to hear that Marine Way is administered by the Western Cape Province and that they are opposed to granting further access to residential properties onto Marine Way and we fully support their reluctance.</p> | <p>Noted</p> |
| <p>It would be greatly appreciated if the word of your residents near Erf 2074 can be heard and that zoning of our beautiful town can be very carefully planned.</p> <p>Every income earner deserves the right to be given an opportunity to invest in property in Plett.</p> <p>This should however, be done with due consideration for all involved in each area.</p> | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> |
| <p>We have read and support the Plettenberg Bay Ratepayers Association's views regarding this application.</p> | <p>Noted</p> |

Thomas Zilk

To Eco Route, Environmental Consultancy

We are the owners of the property 69 Cutty Sark Avenue and strongly object to the approval of the RES3 development on Erf 2075 for reasons as outlined in the attached letter.

Please confirm receipt of this e-mail including attachment

Regards G. Zilk & T. Zilk

Subject:

Objection to Proposed Development on Erf 2074, Marine Way, Plettenberg Bay, Bitou

To:

admin@ecoroute.co.za

claire@ecoroute.co.za

We are owners of property 69 Cutty Sark Avenue and we would like to express our views and requests concerning the proposed residential development on Erf 2074, Marine Way, Plettenberg Bay.

We do support responsible development and the advancement of our community, but request that the following considerations be taken into account to ensure that the proposed development does not negatively impact the existing residents, their properties, and the quality of life in the area.

1. Consideration for Resident Well-being

We urge you to be mindful of the impact that the development will have on the residents of Cutty Sark, Raven Place, and the immediate surrounding areas. Specific concerns include increased noise levels, traffic congestion, water usage, and security risks. These factors could directly affect the serenity, property values, and general living conditions for the residents. We request that the development be carefully planned to minimize disruptions to the peaceful nature of our neighborhood.

2. Preferred Layout Design

Our preference is for the approval of Layout 1 of the proposed designs. This layout is less intrusive to the existing residential properties in Raven Place and Cutty Sark, as it minimizes the extent of traffic and noise that would be directed closer to these areas. A careful evaluation of the layout will be essential in ensuring that the development does not encroach upon the tranquility of the current residents.

3. Height and Density Restrictions

In line with preserving the integrity of the environment and the quality of life for local residents, we request that the maximum building height be restricted to 8.5 meters. Additionally, we propose to allow only RES 2 rezoning which would ensure that resource consumption, noise levels, and the visual impact on the valley are kept within reasonable limits. This would also preserve the splendid views currently enjoyed by the residents of Raven Place and neighboring properties.

RE: Zilk objection to Ecoroute of RES3 development on Erf 2074 Plettenberg Bay 11.2024



claire@ecoroute.co.za
To: 'Thomas Zilk'; 'admin@ecoroute.co.za'

Reply Reply All Forward

Wed 2024/11/20 07:38

Good day

I received your email but there was no attachment – only the trailing emails below.

Kindly resend attachment.

Thank you
Kind regards
Claire

From: Thomas Zilk <thomas@citywatchinternational.com>
Sent: Tuesday, 19 November 2024 17:17
To: admin@ecoroute.co.za; claire@ecoroute.co.za
Subject: Zilk objection to Ecoroute of RES3 development on Erf 2074 Plettenberg Bay 11.2024

To Eco Route, Environmental Consultancy

We are the owners of the property 69 Cutty Sark Avenue and strongly object to the approval of the RES3 development on Erf 2075 for reasons as outlined in the attached letter.

Please confirm receipt of this e-mail including attachment

Regards G. Zilk & T. Zilk

RE: Zilk objection to Ecoroute of RES3 development on Erf 2074 Plettenberg Bay 11.2024

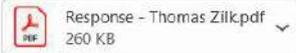


claire@ecoroute.co.za
To: 'Thomas Zilk'
Cc: 'admin@ecoroute.co.za'

Reply Reply All Forward

Wed 2025/01/29 09:13

This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.



Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire

Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519



PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

Public Participation process carried out in terms the National Environmental Management Act (Act 107 of 1998) Regulation 41 of GN R.326

Attention: Thomas Zilk
69 Cutty Sark Avenue

Date: 29 January 2024

Email: thomas@citywatchinternational.com

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 20 November 2024 | Response |
|--|--|
| <p>Objection to the proposed development on Erf 2074, Marine Way. We send this with the great expectation that we will be heard as we feel the impact is enormously significant.</p> <p>We are the owners of property 69 Cutty Sark Avenue and we would like to express our views and requests concerning the proposed residential development on Erf 2074, Marine Way, Plettenberg Bay</p> <p>We do support responsible development and the advancement of our community, but request that the following considerations be taken into account to ensure that the proposed development does not negatively impact the existing residents, their properties, and the quality of life in the area.</p> | <p>Noted. See responses below.</p> |
| <p>1. Consideration for resident well-being We urge you to be mindful of the impact that the development will have on the residents of Cutty Sark Raven Place and the immediate surrounding areas. Specific concerns include increased noise levels, traffic congestion, water usage, and security risks. These factors could directly affect the serenity, property values, and general living conditions for the residents. We request that the development be carefully planned to minimize disruptions to the peaceful nature of our neighbourhood.</p> | <p>The impacts on noise levels, traffic congestion, water usage and security have been assessed. A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers. <i>There is sufficient reservoir and tower storage capacity available in the existing "Close to Town" reservoir and "Upper" tower to accommodate the proposed development.</i> <i>Sewage from the proposed development will drain towards the existing Plettenberg Bay PS 1a. There is sufficient capacity in the existing Plettenberg Bay sewer reticulation system to accommodate the proposed development.</i> Services Level Agreement is to be concluded with Bitou as a prerequisite for the Development to proceed.</p> <p>The following mitigation measures, inter alia, have been included. Rezoning to residential II:</p> <ul style="list-style-type: none"> - Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.) <p>Security, traffic:</p> <ul style="list-style-type: none"> - Access during construction phase is only permitted from Marine drive, not from the Cutty Sark area. |



Noise

- No loud music to be allowed on site.
- Working hours and deliveries / collections to be restricted to day time hours (i.e. 8 am to 5pm)
- No construction work to take place after hours or on Sundays or on public holidays.
- To reduce levels of noise and visual disturbance, plantings of indigenous trees and tall shrubs should be introduced to the interface between the development and the fynbos area (if fire breaks are not recommended by fire protection agencies, in which case these plantings would be within the fynbos alongside the fire break). Fire-proof indigenous hedge species are suggested.
- Ensure municipal bylaws applicable to noise in residential areas are included in "house rules" distributed to owners / residents

Security

- There must be strict access control to and from the site.
- A security guard should be stationed on site for the duration of the construction phase and guard the site 24 / 7.
- Access during construction phase is only permitted from Marine drive, not from the cutty sark area.
- Movement of all personnel and workers must be limited to areas under construction. Access to surrounding areas is not permitted.
- No employment to take place on site. Employment should take place through reputable recruitment agencies / avenues.
- No weapons / alcohol / narcotics allowed on site
- Workers are not to be housed on site but to return to their homes after hours.

The TIA carried out states the following:

*Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, **access would only be permitted at the existing intersection at Challenge Drive.***

*Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., **a fire in the complex, result in access via the main entrance from Marine Way being compromised.***

Emergency access will not be permitted to be used during construction phase- included in EMPr.

Construction Phase

- Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue)

Operational Phase:

- This Traffic Impact Assessment be approved by the Bitou Local Municipality;
- The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection;
- Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies)

Refer to the following appendices of the BAR:

Appendix G5 – Traffic Impact Assessment, EAS

Appendix H – EMPr

Appendix J - Assessment



| | |
|---|--|
| <p>2. Preferred Layout Design Our preference is for the approval of layout 1 of the proposed designs. This layout is less intrusive to the existing residential properties in Raven Place and Cutty Sark, as it minimizes the extent of traffic and noise that would be directed closer to these areas. A careful evaluation of the layout will be essential in ensuring that the development does not encroach upon the tranquility of the current residents.</p> | <p>Layout 1 was considered too dense; a maximum of 228 units is recommended. The recommendations for the final SDP is provided in Appendix B – site plans (appended to this response). The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels.</p> <p>The following mitigations measures, inter alia, have been included:</p> <ul style="list-style-type: none"> • Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.) • The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels. <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration <i>Refer to the following appendices of the BAR:</i> <i>Appendix B – Site Plans</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>3. Height and Density Restrictions In line with preserving the integrity of the environment and the quality of life for local residents, we request that the maximum building height be restricted to 8.5 meters. Additionally, we propose to allow only RES 2 rezoning which would ensure that resource consumption, noise levels, and the visual impact on the valley area are kept within reasonable limits. This would also preserve the splendid views currently enjoyed by the residents of Raven Palace and neighbouring properties.</p> | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>A Planning report has been compiled for the proposed development: According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area. The developer wants to rezone the property to “General Residential II” which permits flats, group housing and townhouses as primary rights. It is proposed to rezone the property to “General Residential II” which permits flats, group housing and townhouses as primary rights. Land use description: “Flats” means a building containing three or more dwelling units of which at least one does not have a ground floor, together with such outbuildings, open space and private roads as are ordinarily associated with flats. Development parameters: (a) Coverage The maximum coverage is 60%. (b) Floor factor The floor factor may not exceed 1,5. (c) Height (i) The highest point of a building may not exceed 10,67 metres (ii) The general provisions regarding earth banks and retaining structures in this By-law apply. (d) Building lines (i) The street building line is at least 5 metres. (ii) Side and rear building lines are at least 4,5 metres, (iii) The general building line encroachments in this By-law apply. (e) Parking and access 1.5 bays per unit in PTA1 areas</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |

Wilhelm Stander

From: admin@ecoroute.co.za <admin@ecoroute.co.za>
Sent: Wednesday, 20 November 2024 04:55
To: admin@ecoroute.co.za
Subject: [Public participation] Development of Erf 2074 Bitou Municipality

Wilhelm Standet (not verified) (standerwillem1@gmail.com) sent a message using the contact form at <https://ecoroute.co.za/node/88>.
The sender's name
Wilhelm Standet
The sender's email
standerwillem1@gmail.com
Subject
Development of Erf 2074 Bitou Municipality
Message
This development will add to traffic on the already congested Marine Way and negatively affect property prices in the area.
Unabated high density property developments will put further stress on the municipal infrastructure capacity.

RE: [Public participation] Development of Erf 2074 Bitou Municipality



claire@ecoroute.co.za
To: 'standerwillem1@gmail.com'
Cc: 'admin@ecoroute.co.za'

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

Wed 2025/01/29 08:52

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Response - Wilhelm Stander.pdf
245 KB

Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire

RE: [Public participation] Development of Erf 2074 Bitou Municipality



admin@ecoroute.co.za
To: standerwillem1@gmail.com
Cc: claire@ecoroute.co.za

Good morning Wilhelm,

Thank you for your comment received, you have been registered as an I&AP.

Kind regards,

Carina Leslie

Personal Assistant/Admin
Office: 064 691 4394
www.ecoroute.co.za

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: Wilhelm Stander

Date: 29 January 2025

Email: standerwillem1@gmail.com

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 20 November 2024 | Response |
|--|---|
| <p>This development will add to traffic on the already congested Marine Way and negatively affect property prices in the area. Unabated high density property developments will put further stress on the municipal infrastructure capacity.</p> | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys). According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area.</p> <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.</p> <p><i>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers.</i></p> |



Eco

ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

PhD Univ. Pretoria

Cell: 072 222 6013

email: ebersohn@cyberperk.co.za

MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za



Re-analysis, the total annual average daily demand (AADD) and fire flow for the proposed development were calculated and classified as follows:

- 228 Residential units @ 0,5 kL/d/unit = 114,0 kL/d
- Fire flow criteria (Moderate risk 2) = 25 L/s @ 10 m

There is sufficient reservoir and tower storage capacity available in the existing "Close to Town" reservoir and "Upper" tower to accommodate the proposed development.

Sewage from the proposed development will drain towards the existing Plettenberg Bay PS 1a. There is sufficient capacity in the existing Plettenberg Bay sewer reticulation system to accommodate the proposed development.

An electrical report has been compiled by GLS.

An estimated maximum demand of 500kVA for the proposed housing development was calculated by De Villiers and Moore Consulting Engineers on the behalf of the developers. The network around the erven is currently mainly supplied by SS-1 Main (Ferdinand), which is the substation supplying electricity to Plettenberg Bay town area. SS-1 Main currently has enough capacity to carry the additional 500kVA maximum demand brought by the proposed development on Erf 2074. The MV feeders supplying the surrounding area have sufficient capacity to carry the additional demand at the proposed development.

The following measures are recommended:

- Solar panels on roofs
- Energy efficient lighting (i.e. LED / compact fluorescent)
- Energy saving designs and materials
- Avoid leaking taps and pipes / unnecessary water waste.
- It is recommended that rainwater collection is incorporated into the development for re-use (i.e washing / irrigation) to reduce the water demand.
- Indigenous landscaping
- *Investigations to reduce, reuse and recycle waste generated during the construction and operational phases*

Refer to the following appendices of the BAR:

Appendix G5 – Traffic Impact Assessment, EAS

Appendix G6 – GLS Services report, GLS

Appendix G8 – Electrical Report, GLS

Appendix K – Town Planning Report, Planning Space Twon and Regional Planners

Appendix H – EMPr

Appendix J - Assessment

PROPOSED REZONING and DEVELOPMENT ERF 2074 PLETTENBURG BAY



John Lehman <jml@nhg.za.net>

To: TownPlanning@plett.gov.za; phwashu@plett.gov.za; oyonke@plett.gov.za; janet@ecoroute.co.za; claire@ecoroute.co.za; admin@ecoroute.co.za; lizemarie@planningspace.co.za



2024/11/20

The Municipal Manager
Bitou Municipality
Attention Town Planning

I reside in Mokopane and have a holiday Unit on erf 2073 No 27 Thulana Hill adjacent to erf No 2074 and place on record my opposition to the proposed development.

My main concern is the proposal is for 228 units contradicting the allowable for far less under Res 2 Application.

I have had notification from the Municipality via newsletters as to water and sewage concerns. Not to mention the extra traffic.

Development on erf 2073 has been disputed surly this should be settled first (Second phase)

High density development may predigest the value and desirability to own upmarket property and yes we do appreciate the need for more affordable accommodation.

Kind Regards
John Lehman
CELL – +27825540966
TEL - +27154915806
E-MAIL: jml@nhg.za.net



RE: PROPOSED REZONING and DEVELOPMENT ERF 2074 PLETTENBURG BAY



claire@ecoroute.co.za
To: 'John Lehman'

Cc: 'TownPlanning@plett.gov.za'; 'phwashu@plett.gov.za'; 'oyonke@plett.gov.za'; 'janet@ecoroute.co.za'; 'admin@ecoroute.co.za'; 'lizemarie@planningspace.co.za'



Wed 2025/01/29 08:45

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Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: **John Lehman**
27 Thulana Hill

Date: 29 January 2025

Email: jml@nhg.za.net

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 20 November 2024 | Response |
|--|---|
| I reside in Mokopane and have a holiday Unit on erf 2073 No 27 Thulana Hill adjacent to erf No 2074 and place on record my opposition to the proposed development. | Noted |
| My main concern is the proposal is for 228 units contradicting the allowable for far less under Res 2 Application. | <p>A Planning report has been compiled for the proposed development: It is proposed to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights. Land use description: "Flats" means a building containing three or more dwelling units of which at least one does not have a ground floor, together with such outbuildings, open space and private roads as are ordinarily associated with flats. Development parameters: (a) Coverage The maximum coverage is 60%. (b) Floor factor The floor factor may not exceed 1,5. (c) Height (i) The highest point of a building may not exceed 10,67 metres (ii) The general provisions regarding earth banks and retaining structures in this By-law apply. (d) Building lines (i) The street building line is at least 5 metres. (ii) Side and rear building lines are at least 4,5 metres, (iii) The general building line encroachments in this By-law apply. (e) Parking and access 1.5 bays per unit in PTA1 areas</p> <p>The proposed concept site plan complies with the development parameters stipulated above.</p> <p><i>Refer to the following appendices of the BAR: Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i></p> |
| I have had notification from the Municipality via newsletters as to water and sewage concerns. Not to mention the extra traffic. | A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers: |



Eco

ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

PhD Univ. Pretoria

Cell: 072 222 6013

email: ebersohn@cyberperk.co.za

MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za



Sewage from the proposed development will drain towards the existing Plettenberg Bay PS 1a. There is sufficient capacity in the existing Plettenberg Bay sewer reticulation system to accommodate the proposed development.

There is sufficient reservoir and tower storage capacity available in the existing "Close to Town" reservoir and "Upper" tower to accommodate the proposed development.

TIA has been carried out:

With regards to the TIA, the growth rate of 2.5% per annum was used to escalate background traffic volumes.

When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.

When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.

When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.

Recommendations:

- Traffic Impact Assessment be approved by the Bitou Local Municipality;
- The Bitou Municipality consider reconfiguring the Marine Way / Ultra City intersection as a roundabout as it operates at LOS F during the PM peak hour under current conditions;
- The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection;
- Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies); and
- The main access gate to erf 2074 be set back a minimum of 20m from the erf 2073 access road and the access be configured with two entering lanes as indicated on Figure 15 with the cost of access arrangements being met by the developer.



Road and access layout (adapted from figure 15, TIA, EAS, 2024)

Refer to the following appendices of the BAR:
Appendix G5 – Traffic Impact Assessment, EAS
Appendix G6 – GLS Services report, GLS

Development on erf 2073 has been disputed surly this should be settled first (Second phase)

A planning report has been compiled:
The Thulana Hills development directly to the west has a similar shape and size and has received planning permission for medium-density residential development of approximately 200 units. Phase 1 consisting of about 70 units has been implemented.

Presently there is an ongoing dispute that involves access to the Thulana Hills development situated on the adjacent Erf 2073, directly to the west of the Remainder of Erf 2074. Temporary access to Thulana Hills was approved directly from the N2 but the municipality unlawfully set a condition that requires that Phase II of the Thulana Hills development must derive access to and egress from the development over the Remainder of Erf 2074, to connect to the traffic circle to the east of the Remainder of Erf 2074, without the owners of the Remainder of Erf 2074 consenting to such arrangements.

The site access will be from the traffic circle on Marine Drive that was originally constructed to accommodate the access requirements of the development of Erven 2073 and the Remainder of Erf 2074. The layout also makes provision for Erf 2073 to gain access over the Remainder of Erf 2074.

Refer to the following appendices of the BAR:
Appendix K – Town Planning Report, Planning Space Twon and Regional Planners

High density development may predigest the value and desirability to own upmarket property and yes we do appreciate the need for more affordable accommodation.

The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).

The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.

Derrick Anderson

FW: [Public participation] Proposed de Vos development - Erf 2074



admin@ecoroute.co.za
To: claire@ecoroute.co.za



Mon 12/02

From: admin@ecoroute.co.za <admin@ecoroute.co.za>
Sent: Friday, 29 November 2024 13:17
To: admin@ecoroute.co.za
Subject: [Public participation] Proposed de Vos development - Erf 2074

Derrick Anderson (not verified) (derrick.a@telkomsa.net) sent a message using the contact form at <https://www.ecoroute.co.za/node/100>.

The sender's name
Derrick Anderson
The sender's email
derrick.a@telkomsa.net

Subject
Proposed de Vos development - Erf 2074
Message

I object to the development due to the proposed use of the existing road infrastructure in the Cutty Sark area, established, designed and built in the late 1970's to service approximately 160 single residential erven, now being utilised for access to an additional +- 230 residential units in a number of high rise - Res 2 and/or Res 3 - blocks/units with regard to the detrimental effect on the infrastructure as well as the current peaceful residential environment. My previous submission, copied to yourselves and the various Bitou Municipal departments, mentions a number of other reasons for objecting to the development.

RE: Rezoning Erf 2074 Plettenberg Bay



claire@ecoroute.co.za
To: 'Derrick Anderson'; admin@ecoroute.co.za

Thank you Derrick

I am going to address all the comments in detail and send a response shortly.

Kind Regards
Claire

FW: Rezoning Erf 2074 Plettenberg Bay



Derrick Anderson <derrick.a@telkomsa.net>
To: admin@ecoroute.co.za; claire@ecoroute.co.za



Mon 11/25

You replied to this message on 2024/11/26 08:44.
This message was sent with High importance.

F.Y.I.

Resent as I did not get an acknowledgement of receipt from Bitou Municipality for my original submission.

From: Derrick Anderson [<mailto:derrick.a@telkomsa.net>]
Sent: Monday, 25 November 2024 18:15
To: Bitou Town Planning (TownPlanning@plett.gov.za); 'pdwashu@plett.gov.za'; 'oyoke@plett.gov.za'
Subject: FW: Rezoning Erf 2074 Plettenberg Bay
Importance: High

To whom it may concern

Kindly acknowledge receipt of this e-mail as requested previously.

Thanks in anticipation.

Regards.

Derrick Anderson.

From: Derrick Anderson [<mailto:derrick.a@telkomsa.net>]
Sent: Tuesday, 19 November 2024 13:52
To: Bitou Town Planning (TownPlanning@plett.gov.za)
Cc: 'pdwashu@plett.gov.za'; 'oyoke@plett.gov.za'
Subject: Rezoning Erf 2074 Plettenberg Bay
Importance: High

To: Bitou Municipality – Planning Department

Dear Sir/Madam.

Re: Petition regarding the rezoning/development of ERF 2074 Plettenberg Bay.

As an interested and affected party I support the Plettenberg Bay Ratepayers Association in objecting to the above proposed rezoning/development as per their submission.

Reasons for objection:

- 1) Having been a resident in the Cutty Sark area for over 40 years I have witnessed the slow deterioration of certain services in the area, namely;
 - a) Water supply: i) A steady drop in supply pressure due to a growing off-take from the ageing water tower over the years.
 - ii) Regular failure of the water supply pipes in Cutty Sark Avenue and elsewhere in the area due to the strain on old infrastructure.
 - b) Road infrastructure in the area: i) Originally designed for local use with no through traffic it will not be able to carry the extra heavy traffic associated with the prolonged usage due a development of this scale.
 - ii) Safety factor – the resultant overload on the narrow internal roads in the area and the increase in traffic from this development.
 - iii) Road noise – stemming from ii) the increase in usage will cause an increase in noise in an otherwise quiet neighbourhood.
 - c) Sewerage infrastructure: Periodic failures of the current system which was obviously designed to service current residences in the area and not for such a large future development.
 - d) Property values: There is a definite threat to the value of properties bordering on and near the development due to the proximity of the development to boundaries of existing properties in the area.
 - e) Privacy and security: This will be prejudiced by the proposed 2 or 3 storey blocks overlooking predominantly existing single storey dwellings in the immediate area.

Acceptable options:

- 2) Density of the development – As is applicable in the area – Maximum - Res 2 – 2 Storey – 8,5m height restriction.
- 3) Access to the development – Only via the purpose built existing circle on Marine Way and no access via Aerial Drive and/or Cutty Sark Avenue (reason above).
- 4) The costs of any up-grade to existing infrastructure – water, sewerage, etc. (augmentation fees) – must not be borne by the rate payers of Plettenberg Bay but by the developer.

Regards.

Derrick Anderson.

Erf. No. 2823 – 26 Raven Place, Cutty Sark, Plettenberg Bay.

RE: Rezoning Erf 2074 Plettenberg Bay



claire@ecoroute.co.za
To: 'Derrick Anderson'
Cc: 'admin@ecoroute.co.za'

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Wed 2025/01/29 08:29

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Response - Derrick Anderson.pdf
330 KB

Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire



Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: **2021/3619**



PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

Public Participation process carried out in terms the National Environmental Management Act (Act 107 of 1998) Regulation 41 of GN R.326

Attention: Derrick Anderson.

Date: 29 January 2025

Email: Derrick Anderson <derrick.a@telkomsa.net>

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 20 November 2024 | Response |
|--|--|
| <p><u>Petition regarding the rezoning/development of ERF 2074 Plettenberg Bay.</u></p> <p>As an interested and affected party I support the Plettenberg Bay Ratepayers Association in objecting to the above proposed rezoning/development as per their submission.</p> <p>Reasons for objection:</p> | <p>Noted</p> |
| <p>1) Having been a resident in the Cutty Sark area for over 40 years I have witnessed the slow deterioration of certain services in the area, namely;</p> <p>a) Water supply:</p> <p>i) A steady drop in supply pressure due to a growing off-take from the ageing water tower over the years.</p> <p>ii) Regular failure of the water supply pipes in Cutty Sark Avenue and elsewhere in the area due to the strain on old infrastructure.</p> | <p>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers. <i>There is sufficient reservoir and tower storage capacity available in the existing "Close to Town" reservoir and "Upper" tower to accommodate the proposed development.</i></p> <p>It is recommended that rainwater collection is incorporated into the development for re-use (i.e washing / irrigation) to reduce the water demand.</p> <p><i>Refer to the following appendices of the BAR:</i> Appendix G6 – GLS Services report, GLS Appendix H – EMP Appendix J - Assessment</p> |
| <p>b) Road infrastructure in the area:</p> <p>i) Originally designed for local use with no through traffic it will not be able to carry the extra heavy traffic associated with the prolonged usage due a development of this scale.</p> <p>ii) Safety factor – the resultant overload on the narrow internal roads in the area and the increase in traffic from this development.</p> <p>iii) Road noise – stemming from ii) the increase in usage will cause an increase in noise in an otherwise quiet neighbourhood.</p> | <p>A TIA was carried out and the road network is described as follows:</p> <ul style="list-style-type: none"> Marine Way (MR00383) is a Class U3 provincial main road that provides the main access to Plettenberg Bay from N2 passing through the Bitou Municipality <p>The road consists of a single 4.8m wide lane per direction, sidewalks on the northern edge (towards the town centre) and is in a good condition.</p> <p>Turning lanes are configured on the approach to the Ultracity / Whalesong intersection and the Challenge Drive intersection is configured as a single-lane roundabout. The posted speed limit is 60km/hr.</p> <ul style="list-style-type: none"> Challenge Drive is a Class U5 residential street serving residential suburbs to the north of Marine Way. The road consists of a single 3.4m wide lane per direction and is in a very |



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| | <p>good condition based on visual assessments conducted as part of the District Municipality RRAMS programme. The posted speed limit is 60km/h.</p> <ul style="list-style-type: none"> • Ultracity Access provides access to the Shell Ultracity development situated next to the N2 /Marine Way intersection. The access road is configured with one 3.4 m wide exiting lane and two 3.4m wide approach lanes and is in good condition. <p>Access to the development can safely be accommodated from Marine Way (MR00383) at the Challenge Drive intersection provided the access is configured as indicated on Figure 15;</p> <ul style="list-style-type: none"> • Access to the adjacent development on erf 2073 will also be gained via the erf 2074 access and across erf 2074 as indicated on Figure 15; • Access control gates to the development on erf 2074 should be configured with a minimum of two entry lanes set back a minimum of 19.5m (3 car lengths) from the erf 2073 access road so that entering vehicles do not block access to erf 2073 as indicated on Figure 15;  <p>Road and access layout (adapted from figure 15, TIA, EAS, 2024)</p> <p><i>Refer to the following appendices of the BAR:</i> Appendix G5 – Traffic Impact Assessment, EAS Appendix H – EMP Appendix J - Assessment</p> |
| <p>c) Sewerage infrastructure: Periodic failures of the current system which was obviously designed to service current residences in the area and not for such a large future development.</p> | <p>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers: <i>Sewage from the proposed development will drain towards the existing Plettenberg Bay PS 1a. There is sufficient capacity in the existing Plettenberg Bay sewer reticulation system to accommodate the proposed development.</i></p> <p><i>Refer to the following appendices of the BAR:</i> Appendix G6 – GLS Services report, GLS</p> |
| <p>d) Property values: There is a definite threat to the value of properties bordering on and near the development due to the proximity of the development to boundaries of existing properties in the area.</p> | <p>The proposal aligns with the Spatial Planning proposals for the Bitou municipal area.</p> <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation.</p> <p>The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final</p> |



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| | <p>SDP/s will need to be submitted to the local authority for consideration.</p> <p><i>Refer to the following appendices of the BAR:</i></p> <p><i>Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i></p> <p><i>Appendix H – EMPr</i></p> <p><i>Appendix J - Assessment</i></p> |
| <p>e) Privacy and security: This will be prejudiced by the proposed 2 or 3 storey blocks overlooking predominantly existing single storey dwellings in the immediate area.</p> | <p>The following measure has been included:</p> <ul style="list-style-type: none"> Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.) |
| <p>Acceptable options:</p> <ol style="list-style-type: none"> Density of the development – As is applicable in the area – Maximum - Res 2 – 2 Storey – 8,5m height restriction. Access to the development – Only via the purpose built existing circle on Marine Way and no access via Aerial Drive and/or Cutty Sark Avenue (reason above). The costs of any up-grade to existing infrastructure – water, sewerage, etc. (augmentation fees) – must not be borne by the rate payers of Plettenberg Bay but by the developer. | <p>The developer wants to rezone the property to “General Residential II” which permits flats, group housing and townhouses as primary rights. The developer aims to provide high quality yet affordable housing. The identified development area is approximately 5 ha. The initial concept proposed 250 units; however, this was considered to be too dense (50 units / ha). The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m² in size and developed in (76) blocks of 3-storeys.</p> <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers. <i>There is sufficient reservoir and tower storage capacity available in the existing “Close to Town” reservoir and “Upper” tower to accommodate the proposed development.</i></p> <p><i>Sewage from the proposed development will drain towards the existing Plettenberg Bay PS 1a. There is sufficient capacity in the existing Plettenberg Bay sewer reticulation system to accommodate the proposed development.</i></p> <p>Services Level Agreement is to be concluded with Bitou as a prerequisite for the Development to proceed.</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G5 – Traffic Impact Assessment, EAS</i></p> |



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| | <p><i>Appendix G6 – GLS Services report, GLS</i> <i>Appendix G8 – Electrical Report, GLS</i> <i>Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| Comment received 29 November 2024 | |
| <p>I object to the development due to the proposed use of the existing road infrastructure in the Cutty Sark area, established, designed and built in the late 1970's to service approximately 160 single residential erven, now being utilised for access to an additional +- 230 residential units in a number of high rise - Res 2 and/or Res 3 - blocks/units with regard to the detrimental effect on the infrastructure as well as the current peaceful residential environment. My previous submission, copied to yourselves and the various Bitou Municipal departments, mentions a number of other reasons for objecting to the development</p> | <p>Noted; refer to responses provided.</p> |

Geoff Anderson

Petition Erf 2074 Plettenberg Bay



Geoff Anderson <geoff.anderson@mweb.co.za>
To: claire@ecoroute.co.za
Cc: admin@ecoroute.co.za

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

Fri 2024/11/29 13:39



Dear sirs

Attached please find the attached for your kind consideration

Yours faithfully

Geoff Anderson
082 820 5215

9 Raven Place

Plettenberg Bay

6600

25th November 2024

Eco Route Environmental Consultancy

P.O. Box 1252

Sedgefield

6573

Via email admin@ecoroute.co.za / claire@ecoroute.co.za

Subject: Petition Regarding the Proposed Development on Erf 2074, Marine Way, Plettenberg Bay, Bitou

Dear Sir/Madam,

We, the undersigned owners of 9 Raven Place, Plettenberg Bay are writing to express our views and objections concerning the proposed residential development on Erf 2074, Marine Way, Plettenberg Bay.

While we support responsible development and the advancement of our community, we respectfully request that the following considerations be taken into account to ensure that the proposed development does not negatively impact the existing residents, their properties, and the quality of life in the area.

1. Consideration for Resident Well-being

We urge you to be mindful of the impact that the development will have on the residents of Cutty Sark, Raven Place, and the immediate surrounding areas. Specific concerns include increased noise levels, traffic congestion, water usage, and security risks. These factors could directly affect the serenity, property values, and general living conditions for the residents. We request that the development be carefully planned to minimize disruptions to the peaceful nature of our neighbourhood. We currently have very low water pressure at our house without the potential extra usage demanded by a residential development adjacent to us.

2. Preferred Layout Design

Our preference is for the approval of Layout 1 of the proposed designs. This layout is less intrusive to the existing residential properties in Raven Place and Cutty Sark, as it minimizes the extent of traffic and noise that would be directed closer to these areas. A careful evaluation of the layout will be essential in ensuring that the development does not encroach upon the tranquillity of the current residents.

3. Height and Density Restrictions

In line with preserving the integrity of the environment and the quality of life for local residents, we request that the maximum building height be restricted to 8.5 meters. Additionally, we propose a limit of 30 units per hectare for the development, which would help reduce density and ensure that resource consumption, noise levels, and the visual impact on the valley are kept within reasonable limits. This would also preserve the splendid views currently enjoyed by the residents of Raven Place and neighbouring properties.

Please also note that the houses on Raven Place demand privacy and no views from balconies within the 8,5 m height restriction should view upon existing residences.

If the development were to go ahead as proposed, it would mean that our properties would require us to keep our curtains closed for all our windows on the western side of our erf to protect our privacy. This would mean that our sitting rooms and bedrooms would be permanently in semi darkness. Most of the houses on the western side of Raven Place have their entertainment, balconies and garden areas facing westwards and to have the residents of an adjacent development overlooking our properties would be an invasion of our privacy

4. Traffic and Access Restrictions

One of the most concerning aspects of the proposed development is the potential for increased traffic and vehicle access to the site. We strongly request that no vehicle access (for emergency, residential, or construction purposes) be granted from Ariel Drive or Cutty Sark. Allowing such access would drastically affect the peaceful harmony of the existing neighbourhood, leading to traffic congestion and increased noise, which would negatively impact our living conditions. We invite representatives from the approval body or developers to visit our property to conduct a quantitative or qualitative test on the potential noise effects due to increased traffic. The acoustics in this area are particularly amplified by the elevated position of the properties and will result in significant sound disruption from increased traffic. In addition most of the residents are elderly and frequently use the surrounding roads to walk with their minders and motorised chairs as there are no sidewalks. I see no purpose to have an emergency vehicle exit into Ariel Drive as I can't think of any other estates that have a need for this. Castleton, Thulana Hill and The Hill spring to mind. To allow construction vehicle access will only lead to getting a foot in the door once the construction period is over.

Please also note that the Cutty Sark and Flying Cloud intersection is already under strain from emergency vehicles that needs to come out of the FIRE STATION, the day Clinic, the NG church, the municipal traffic offices and IEC offices on normal work days, Sundays and funeral days. Cutty Sark Area, including Raven Place, and Red Jacket has R20 million rand houses. The views, the Luxurious homes and the quietness makes it an expensive area which will be derogated in value immediately if access is granted via Ariel and Cutty Sark.

In conclusion, we do not oppose the proposed development in principle, but we strongly urge that the concerns outlined above be considered and addressed to ensure that the development is compatible with the existing residential area. The access, resource consumption, density, and height restrictions should be within acceptable boundaries to preserve the tranquillity, quality of life, and property values of the residents.

We appreciate your attention to this matter and trust that these concerns will be given serious consideration during the planning and approval process. Please also note that we are willing as a community to take further action if the council approves proposed access and 3 storey height.

Yours sincerely,

Mr and Mrs G. Anderson



PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

Public Participation process carried out in terms the National Environmental Management Act (Act 107 of 1998) Regulation 41 of GN R.326

Attention: Mr and Mrs G Anderson

Date: 29 January 2025

Email: [Geoff Anderson <geoff.anderson@mweb.co.za>](mailto:Geoff.Anderson@mweb.co.za)

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 25 November 2024 | Response |
|---|--|
| <p>We, the undersigned owners of 9 Raven Place, Plettenberg Bay are writing to express our views and objections concerning the proposed residential development on Erf 2074, Marine Way, Plettenberg Bay.</p> <p>While we support responsible development and the advancement of our community, we respectfully request that the following considerations be taken into account to ensure that the proposed development does not negatively impact the existing residents, their properties, and the quality of life in the area.</p> | <p>Noted. See responses below.</p> |
| <p>1. Consideration for Resident Well-being</p> <p>We urge you to be mindful of the impact that the development will have on the residents of Cutty Sark, Raven Place, and the immediate surrounding areas. Specific concerns include increased noise levels, traffic congestion, water usage, and security risks. These factors could directly affect the serenity, property values, and general living conditions for the residents. We request that the development be carefully planned to minimize disruptions to the peaceful nature of our neighbourhood. We currently have very low water pressure at our house without the potential extra usage demanded by a residential development adjacent to us.</p> | <p>The impacts on noise levels, traffic congestion, water usage and security have been assessed. The following mitigations measures, inter alia, have been included.</p> <p>Rezoning to residential II:</p> <ul style="list-style-type: none"> Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.) The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels. <p>Security, traffic:</p> <ul style="list-style-type: none"> Access during construction phase is only permitted from Marine drive, not from the cutty sark area. <p>Noise</p> <ul style="list-style-type: none"> No loud music to be allowed on site. Working hours and deliveries / collections to be restricted to day time hours (i.e. 8 am to 5pm) No construction work to take place after hours or on Sundays or on public holidays. To reduce levels of noise and visual disturbance, plantings of indigenous trees and tall shrubs should be introduced to the interface between the development and the fynbos area (if fire breaks are not recommended by fire protection agencies, in which case these plantings would be within the |



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| | <p>fynbos alongside the fire break). Fire-proof indigenous hedge species are suggested.</p> <ul style="list-style-type: none"> • Ensure municipal bylaws applicable to noise in residential areas are included in “house rules” distributed to owners / residents <p>Security</p> <ul style="list-style-type: none"> • There must be strict access control to and from the site. • A security guard should be stationed on site for the duration of the construction phase and guard the site 24 / 7. • Access during construction phase is only permitted from Marine drive, not from the cutty sark area. • Movement of all personnel and workers must be limited to areas under construction. Access to surrounding areas is not permitted. • Workers are not to be housed on site but to return to their homes after hours. <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G5 – Traffic Impact Assessment, EAS</i> <i>Appendix G6 – GLS Services report, GLS</i> <i>Appendix G8 – Electrical Report, GLS</i> <i>Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>2. Preferred Layout Design</p> <p>Our preference is for the approval of Layout 1 of the proposed designs. This layout is less intrusive to the existing residential properties in Raven Place and Cutty Sark, as it minimizes the extent of traffic and noise that would be directed closer to these areas. A careful evaluation of the layout will be essential in ensuring that the development does not encroach upon the tranquility of the current residents.</p> | <p>Layout 1 was considered too dense; a maximum of 228 units is recommended.</p> <p>The recommendations for the final SDP is provided in Appendix B – site plans (appended to this response). The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels.</p> <p>The following mitigations measures, inter alia, have been included:</p> <ul style="list-style-type: none"> • Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.) • The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels. <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix B – Site Plans</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>3. Height and Density Restrictions</p> <p>In line with preserving the integrity of the environment and the quality of life for local residents, we request that the maximum building height be restricted to 8.5 meters. Additionally, we propose a limit of 30 units per hectare for the development, which would help reduce density and ensure that resource consumption, noise levels, and the visual impact on the valley</p> | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>The developer wants to rezone the property to “General Residential II” which permits flats, group housing and</p> |



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| <p>are kept within reasonable limits. This would also preserve the splendid views currently enjoyed by the residents of Raven Place and neighbouring properties.</p> <p>Please also note that the houses on Raven Place demand privacy and no views from balconies within the 8,5 m height restriction should view upon existing residences.</p> <p>If the development were to go ahead as proposed, it would mean that our properties would require us to keep our curtains closed for all our windows on the western side of our erf to protect our privacy. This would mean that our sitting rooms and bedrooms would be permanently in semi darkness. Most of the houses on the western side of Raven Place have their entertainment, balconies and garden areas facing westwards and to have the residents of an adjacent development overlooking our properties would be an invasion of our privacy</p> | <p>townhouses as primary rights. The developer aims to provide high quality yet affordable housing. The identified development area is approximately 5 ha. The initial concept proposed 250 units; however, this was considered to be too dense (50 units / ha). The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m² in size and developed in (76) blocks of 3-storeys. The provision of residential units in line with the long-term development vision of the town and contributes to the need of housing stock, job creation and economic growth. According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area.</p> <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>4. Traffic and Access Restrictions</p> <p>One of the most concerning aspects of the proposed development is the potential for increased traffic and vehicle access to the site. We strongly request that no vehicle access (for emergency, residential, or construction purposes) be granted from Ariel Drive or Cutty Sark. Allowing such access would drastically affect the peaceful harmony of the existing neighbourhood, leading to traffic congestion and increased noise, which would negatively impact our living conditions. We invite representatives from the approval body or developers to visit our property to conduct a quantitative or qualitative test on the potential noise effects due to increased traffic. The acoustics in this area are particularly amplified by the elevated position of the properties and will result in significant sound disruption from increased traffic. In addition most of the residents are elderly and frequently use the surrounding roads to walk with their minders and motorised chairs as there are no sidewalks. I see no purpose to have an emergency vehicle exit into Ariel Drive as I can't think of any other estates that have a need for this. Castleton, Thulana Hill and The Hill spring to mind. To allow construction vehicle access will only lead to getting a foot in the door once the construction period is over.</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p>Emergency access will not be permitted to be used during construction phase- included in EMPr.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) <p>Operational Phase:</p> <ul style="list-style-type: none"> This Traffic Impact Assessment be approved by the Bitou Local Municipality; The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection; Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies) <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G5 – Traffic Impact Assessment, EAS</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>Please also note that the Cutty Sark and Flying Cloud intersection is already under strain from emergency vehicles that needs to come out of the FIRE STATION, the day Clinic, the NG church, the municipal traffic offices and IEC offices on normal work days, Sundays and funeral days. Cutty Sark Area, including Raven Place, and Red Jacket has R20 million rand houses. The views, the Luxurious homes and the quietness makes it an expensive area which will be derogated in value immediately if access is granted via Ariel and Cutty Sark.</p> | <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G5 – Traffic Impact Assessment, EAS</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>In conclusion, we do not oppose the proposed development in principle, but we strongly urge that the concerns outlined above be considered and addressed to ensure that the development is compatible with the existing residential area. The access,</p> | <p>Noted. <i>Refer to the following appendices of the BAR:</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |



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resource consumption, density, and height restrictions should be within acceptable boundaries to preserve the tranquillity, quality of life, and property values of the residents.

We appreciate your attention to this matter and trust that these concerns will be given serious consideration during the planning and approval process. Please also note that we are willing as a community to take further action if the council approves proposed access and 3 storey height.

The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.



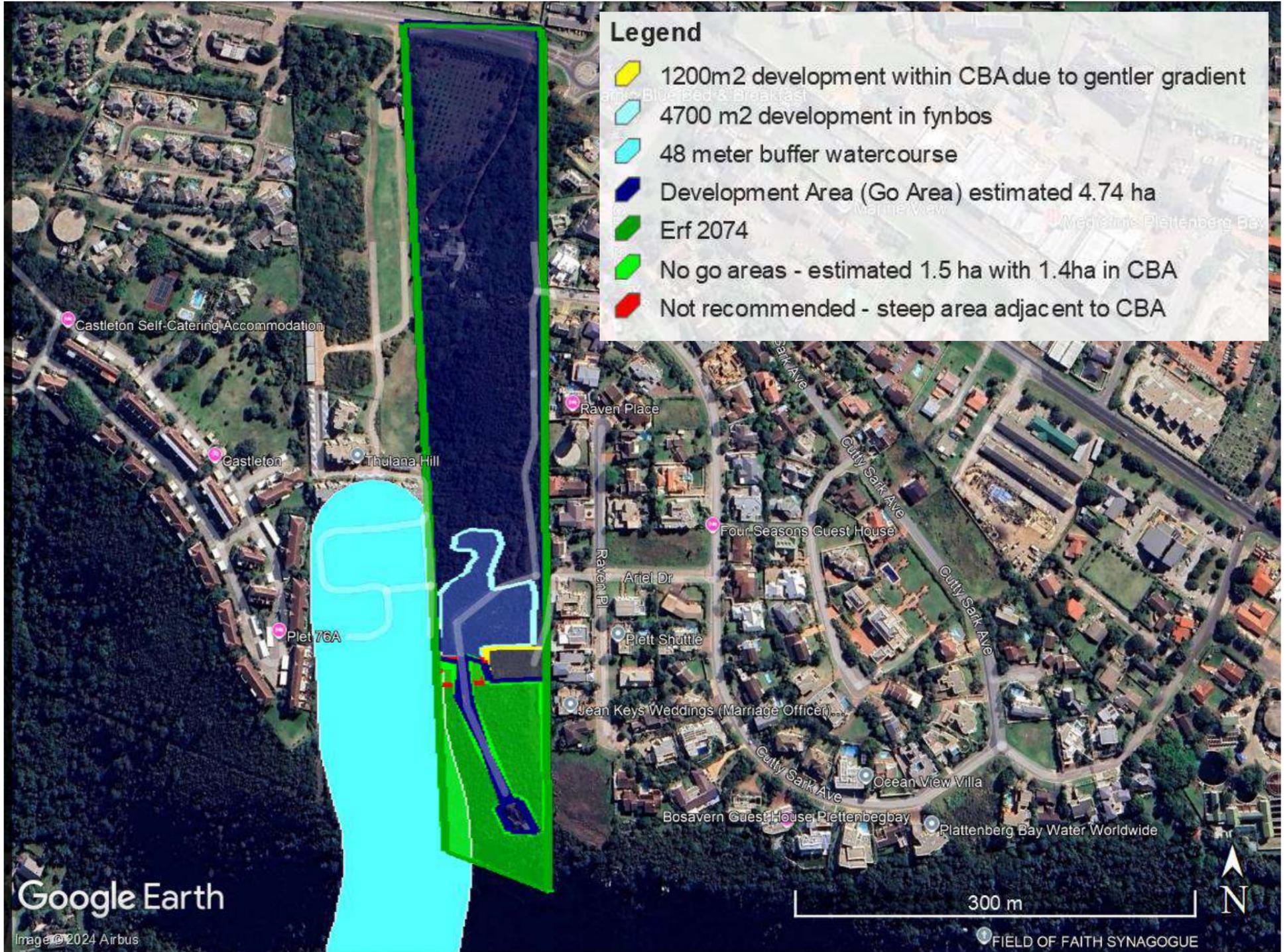
Appendix B2: Recommendations for final site development plans

The recommended development area (go area) is north of WC BSP CBA, with exception of the 1200m² development which is located in the north eastern section of the CBA; this area consist of a gentler gradient (more than 1:5) and the immediate adjacent western area (approximately 900m²) not within the mapped CBA) has a steeper gradient (less than 1:5). For this section of the site, development (1200m²) is preferred on the eastern side with gentler gradient within the mapped CBA and not on the steeper gradients (approximately 900m²) to mitigate erosion and associated impacts.

Furthermore, the existing road in the south falls within the steeper area and is recommended to be used as a foot path; no driving should be permitted in the no – go area and no new roads/ tracks / paths created.

The existing development footprint to be used as the planned gazebo area

Erf is approximately 6.25 ha. Development footprint is an estimated 4.7 ha; the no-go area (intact fynbos, valley thicket within CBA) is an estimated 1.5 ha



RE:



claire@ecoroute.co.za
To: 'Geoff Anderson'
Cc: 'admin@ecoroute.co.za'

Reply Reply All Forward

Wed 2025/01/29 08:21

Response - Mr and Mrs G Anderson_Final.pdf
1 MB

Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3619

Erf 2074. Plettenberg By



Hilary Baak <hilarybaak@gmail.com>
To admin@ecoroute.co.za
Cc claire@ecoroute.co.za; pdwashu@plett.gov.za;
oyonke@plett.gov.za; admin@ecoroute.co.za



2024/11/29

I wish to raise my concerns in regards to the development of the above mentioned ERF.

I live at 64 Cutty Sark. My main concerns are :

Access/ Emergency Access. This will more than likely not only be an emergency access but will surely become an access area for construction vehicles. Cutty Sark and Arial used as access and exits to this property. The increase in traffic and construction vehicles along this route will be fairly disruptive to our wellbeing. There are many small children riding bicycles and playing in the streets. Many people walking their dogs, jogging etc in the streets (there are no sidewalks!) We also have many elderly persons and their carers walking on regular basis. One elderly person walks her dog with a mobility scooter. With heavy construction vehicles and other traffic its going to be dangerous for the residents who follow these routines.

Water. Further is the water pressure in the Cutty Sark area. As things stand, I already have very low water pressure and have had to put a pump in to get a decent flow into my house. With all the additional houses/flats whatever, the pressure will drop even further.

Sewerage, As things stand, I regularly have to get municipality in to unblock drains. The sewerage waste runs through my garden from houses in Raven Place. With more buildings I can foresee even more sewerage problems!

Crime. As we all know, crime in areas of construction rises exponentially! This is not something we need to add to our woes. This will surely happen if access is allowed through our residential area.

Wildlife. We have many species of birds that breed in our area. The impact on natural habitat will be detrimental to their breeding. For example, guinea fowl, water thick knees, swallows and swifts. I have also seen mongoose in the area so they too will be impacted by this proposed residential development.

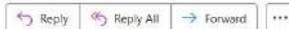
Please take these matters into consideration

Kind regards
Hilary Baak
64 Cutty Sark Ave
Plettenberg Bay
6600
0721795136

RE: Erf 2074. Plettenberg By

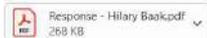


claire@ecoroute.co.za
To 'Hilary Baak'
Cc 'pdwashu@plett.gov.za'; 'oyonke@plett.gov.za'; 'admin@ecoroute.co.za'



Wed 2025/01/29 08:02

This message is part of a threaded conversation. Click here to find all related messages or to open the original flagged message.



Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire

Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: Hilary Baak

Date: 29 January 2025

Email: Hilary Baak <hilarybaak@gmail.com>

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 29 November 2024 | Response |
|---|---|
| <p>I wish to raise my concerns in regards to the development of the above mentioned ERF.I live at 64 Cutty Sark. My main concerns are :</p> | |
| <p>Access/ Emergency Access. This will more than likely not only be an emergency access but will surely become an access area for construction vehicles. Cutty Sark and Ariel used as access and exits to this property. The increase in traffic and construction vehicles along this route will be fairly disruptive to our wellbeing. There are many small children riding bicycles and playing in the streets. Many people walking their dogs, jogging etc in the streets (there are no sidewalks!) We also have many elderly persons and their carers walking on regular basis. One elderly person walks her dog with a mobility scooter. With heavy construction vehicles and other traffic its going to be dangerous for the residents who follow these routines.</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p><i>“Additional secondary access points to the municipal road network to the east via Cutty Sark Avenue and Ariel Drive will be provided for use should an emergency arise in the complex comprising the main access onto Marine Way”</i></p> <p>Emergency access will not be permitted to be used during construction phase- included in EMPr. Construction Phase</p> <ul style="list-style-type: none"> Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) <p>Operational Phase:</p> <ul style="list-style-type: none"> This Traffic Impact Assessment be approved by the Bitou Local Municipality; The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection; <p>Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies)</p> <p><i>Refer to the following appendices of the BAR:</i></p> |



Eco

ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

PhD Univ. Pretoria

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email: ebersohn@cyberperk.co.za

MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za



| | |
|---|---|
| | <p><i>Appendix G5 – Traffic Impact Assessment, EAS</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>Water. Further is the water pressure in the Cutty Sark area. As things stand, I already have very low water pressure and have had to put a pump in to get a decent flow into my house. With all the additional houses/flats whatever, the pressure will drop even further.</p> | <p>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers.</p> <p><i>Re-analysis, the total annual average daily demand (AADD) and fire flow for the proposed development were calculated and classified as follows:</i></p> <ul style="list-style-type: none"> • 228 Residential units @ 0,5 kL/d/unit = 114,0 kL/d • Fire flow criteria (Moderate risk 2) = 25 L/s @ 10 m <p><i>There is sufficient reservoir and tower storage capacity available in the existing “Close to Town” reservoir and “Upper” tower to accommodate the proposed development.</i></p> <p><i>The existing water system has sufficient capacity to accommodate the proposed development in the present Upper Tower water distribution zone to comply with the pressure and fire flow criteria as set out in the master plan.</i></p> <p><i>It is recommended that the diameter of the pipeline connecting to the existing system is 160 mm diameter, in order to prevent energy losses during peak demand conditions. All internal pipes within the development area can be 110 mm diameter pipes if a ring main is formed (to prevent energy losses during fire flow conditions). If a separate fire flow system is however implemented, then the internal pipes can be smaller than 110 mm diameter as per the design of the Civil Engineer for the development.</i></p> <p>It is recommended that rainwater collection is incorporated into the development for re-use (i.e washing / irrigation) to reduce the water demand.</p> <p>Services Level Agreement is to be concluded with Bitou as a prerequisite for the Development to proceed.</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G5 – Traffic Impact Assessment, EAS</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>Sewerage, As things stand, I regularly have to get municipality in to unblock drains. The sewerage waste runs through my garden from houses in Raven Place. With more buildings I can foresee even more sewerage problems!</p> | <p>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers.</p> <p><i>Based on average daily discharge of 400 litres per unit, the 228-unit development will generate an average Daily Discharge of 91,2 kl (0.1 cubic meters) during operational phase. The sewage is proposed to be treated by the Bitou Local Municipality. The sewer connection is proposed to be to the existing municipal sewer manhole located at the northern corner of Erf 2733, close to the north eastern corner of the site</i></p> <p><i>The development is inside the sewer priority area.</i></p> <p><i>Sewage from the proposed development will drain towards the existing Plettenberg Bay PS 1a. There is sufficient capacity in the existing Plettenberg Bay sewer reticulation system to accommodate the proposed development.</i></p> <p><i>Services Level Agreement to be concluded with Bitou as a prerequisite for the Development to proceed.</i></p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G6 – GLS Services report, GLS</i></p> |
| <p>Crime. As we all know, crime in areas of construction rises exponentially! This is not something we need to add to our woes. This will surely happen if access is allowed through our residential area.</p> | <p>The following mitigations measures, inter alia, have been included to ensure security:</p> <p>Construction</p> <ul style="list-style-type: none"> • Access during construction phase is only permitted from Marine drive, not from the cutty sark area. |



Eco

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MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za



- There must be strict access control to and from the site.
- A security guard should be stationed on site for the duration of the construction phase and guard the site 24 / 7.
- Movement of all personnel and workers must be limited to areas under construction. Access to surrounding areas is not permitted.
- Workers are not to be housed on site but to return to their homes after hours.
- Ensure a security measures are in place (i.e. cameras, security guard)

Refer to the following appendices of the BAR:

Appendix H – EMPR

Appendix J - Assessment

Wildlife. We have many species of birds that breed in our area. The impact on natural habitat will be detrimental to their breeding. For example, guinea fowl, water thick knees, swallows and swifts. I have also seen mongoose in the area so they too will be impacted by this proposed residential development.

A fauna assessment has been carried out.

A total of 27 bird species was identified during site visits; the likelihood of occurrence of potential SCC was found to be low for all avian species due to limited or no suitable habitat remaining on the site, with exception of *Campethera notata* (Knysna Woodpecker) which is assigned a medium likelihood of occurrence due to suitable habitat (i.e. gardens) occurring in the north of the property surrounding the houses and old agricultural fields.

The following mitigations, inter alia, are recommended:

- Reduce development in the southern portion of the site is mapped as a CBA1 area within the WCBSP, and where gradients are steeper than 1:4
- The existing road to be used to access the existing gazebo/ function space rather than adding a new road; retain existing road as footpath and permit no driving in southern CBA area.
- Fence northern boundary; do not fence southern section to allow connectivity to the natural habitat and drainage line in the south.
- A walk through and search should be conducted to ensure that any birds are not nesting in vegetation prior to clearing of aliens and construction. If a nest with eggs is encountered, construction must be halted and a wildlife rehabilitation facility contacted.
- During laying season for Knysna Woodpecker (August to November) a dedicated search for the SCC must be conducted by a Faunal Specialist in the agricultural fields and non-natural gardens habitat to check if the species is present.
- If a Knysna Woodpecker nest is found, no construction should take place in the dwelling and non-natural garden and old agricultural field habitat for 6 weeks hence (time for incubation and development of the nestling before it can relocate) and in October (peak laying month to account for other Knysna Woodpeckers that may not have nested in a place that is as conspicuous as those found).
- Any permits for sensitive fauna species of conservational concern to be in place prior to construction. Allow 3 months for this process.
- Site walkovers to be conducted by fauna search and rescue team prior to commencement of construction;



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MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za



- After the footprint of the development has been clearly demarcated a faunal specialist should do a walk-through to search for bird nests and eggs.
- A permit is required for activities that disturb protected bird species, particularly during the breeding season. Sites with eggs or chicks are considered to be protected sites.
- No construction may commence until the Faunal Specialist is satisfied that all fauna with limited mobility and/or SCC have been successfully removed from the demarcated footprint area.

Refer to the following appendices of the BAR:

Appendix G2 – Fauna assessment

Appendix H – EMPr

Appendix J - Assessment

Ann Mawer

Object Erf 2074 Plettenberg Bay



Ann <annmawer@mweb.co.za>
To: admin@ecoroute.co.za; claire@ecoroute.co.za

Reply Reply All Forward ...

Fri 2024/11/29 16:17



Dear Sir/Madam,

Attached is a copy of my objection to the proposed development Erf 2074.

Best Regards,

Ann Mawer
annmawer@mweb.co.za
0824464200

Bitou Municipality
Attention: Planning Department
Re:- Objection Development Erf 2074, Plettenberg Bay, 6600

Dear Sir/Madam,

I, Ann Kathleen Mawer, the owner of both number 55 (Erf 2783) and 48 (Erf 2831) Cutty Sark Avenue, wish to object to the proposed development of Erf 2074.

A large number of residential units/developments have recently been approved in Plettenberg Bay and its surroundings, alleviating the area's housing shortage.

There is a massive amount of unemployment in Plettenberg Bay, and therefore, lower-end housing developments should be discouraged. Middle-price income housing is only suitable for employed people, who are restricted because of the lack of employment opportunities in the area.

I object to the change of rights as applied as it is not in harmony with the surrounding residential area and can reduce the value of the existing residences. This can be mitigated by the following:-

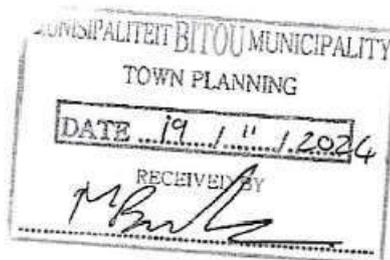
- 1) Restricting height to two floors.
- 2) Only two hectares adjoining Marine Drive be allowed for general residential 2. Therefore the floor factor will be 1,2 and not 1,5.
- 3) The balance to be divided into special residential erven.
- 4) Minimum size of units must be mandatory. This should be 90m2 which is also per applicants motivation.

Thank you for your kind attention.

Best Regards



Ann Kathleen Mawer.
annmawer@mweb.co.za
0824464200



RE: Object Erf 2074 Plettenberg Bay

 claire@ecoroute.co.za
To: Ann
Cc: admin@ecoroute.co.za

[Reply](#) [Reply All](#) [Forward](#) [More](#)
Wed 2025/01/29 07:56

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 Response - Ann Mawer.pdf
124 KB

Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAP/PSA registration: 2021/3519

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: Ann Mawer

Date: 29 January 2025

Email: annmawer@mweb.co.za

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 29 November 2024 | Response |
|--|---|
| <p>Objection to the proposed development Erf 2074. Owner 55 and 48 Cutty Sark Avenue (Erf 2783; Erf 2831)</p> | <p>Noted</p> |
| <p>A large number of residential units / developments have recently been approved in Plettenberg Bay and its surroundings, alleviating the areas housing shortage. There is a massive amount of unemployment in Plettenberg Bay, and therefore, lower-end housing developments should be discouraged. Middle income housing is only suitable for employed people, who are restricted because of lack of employment opportunities in the area. I object to the change of rights as applied as it is not in harmony with the surrounding residential area and can reduce the value of the existing residencies. This can be mitigated by the following:</p> <ol style="list-style-type: none"> 1) Restricting height to two floors 2) Only two hectares adjoining Marine Drive be allowed for general residential 2. Therefore, the floor factor will be 1,2 and not 1,5 3) The balance to be divided into special residential erven 4) Minimum size of units must be mandatory. This should be 90m2 which is also per applicants' motivation. | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys).</p> <p>The developer wants to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights. The developer aims to provide high quality yet affordable housing. The identified development area is approximately 5 ha. The initial concept proposed 250 units; however, this was considered to be too dense (50 units / ha). The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m2 in size and developed in (76) blocks of 3-storeys.</p> <p>The provision of residential units in line with the long-term development vision of the town and contributes to the need of housing stock, job creation and economic growth. According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area.</p> <p><i>Refer to the following appendices of the BAR:</i> Appendix K – Town Planning Report, Planning Space Twon and Regional Planners Appendix H – EMPr Appendix J - Assessment</p> |

Rozanne Ross

RE: Stand 2074 Rezoning for development purposes



claire@ecoroute.co.za
To 'Roze Ross - Cavers Country Guest House'



Mon 12/02

[This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.](#)

Thank you for your comments,

Kind Regards
Claire

FW: Stand 2074 Rezoning for development purposes



Roze Ross - Cavers Country Guest House <info@cavers.co.za>
To claire@ecoroute.co.za



2024/11/30

[You replied to this message on 2024/12/02 07:15.](#)

Dear Claire

I trust that you are well .

OBJECTION TO DEVELOPMENT AND REZONING STAND 2074

I hereby wish to object to this development in its present form on the following basis .

- 1) The proposed plans make no arrangements for the plentiful wild life presently breeding and living on this property .The Guinea fowls have many chicks at present .
- 2) I object to the number of units on this beautiful piece of land . The proposed plans will put tremendous strain on the roads , electricity and water supply in this area . There are too many units in order score maximum financial profit and with no consideration for the surrounding properties and wild life .
- 3) The south side of the property is a wonderful green lung and part of a larger fynbos area which must be preserved .

Kind regards,
Rozanne Ross
Number 7

FW: Re: Objection to Proposed Rezoning on Stand 2074



Roze Ross - Cavers Country Guest House
To admin@ecoroute.-co.za
Cc claire@ecoroute.co.za



2024/11/29

Dear Sir/ Madam,

I am writing to formally object to the proposed rezoning of Stand 2074 , specifically with regard to the proposed height and number of apartments . It will cause congestion on Marine Drive which at present is extremely busy during certain times of the day . Marine Drive serves a hospital and a fire station .

There is abundant animal life on stand 2074 for which the proposed construction makes no plans .

Furthermore I fully endorse the concerns outlined in the ratepayer's letter regarding this development .

Yours sincerely ,
Rozanne Ross

Number 7 Thulana Hill

RE: Stand 2074 Rezoning for development purposes



claire@ecoroute.co.za
To: 'Roze Ross - Cavers Country Guest House'
Cc: 'Admin'

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

Tue 2025/01/28 20:18

This message is part of a tracked conversation. [Click here to find all related messages](#) or to open the original flagged message.

Response - Rozanne Ross .pdf
294 KB

Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire

Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: Rozanne Ross

Date: 28 January 2025

Email: Roze Ross - Cavers Country Guest House <info@cavers.co.za>

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 29 November 2024 | Response |
|--|--|
| <p>I am writing to formally object to the proposed rezoning of Stand 2074 , specifically with regard to the proposed height and number of apartments . It will cause congestion on Marine Drive which at present is extremely busy during certain times of the day. Marine Drive serves a hospital and a fire station. There is abundant animal life on stand 2074 for which the proposed construction makes no plans. Furthermore I fully endorse the concerns outlined in the ratepayer’s letter regarding this development.</p> | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys). According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area.</p> <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.</p> <p><i>Refer to the following appendices of the BAR: Appendix G5 – Traffic Impact Assessment, EAS</i></p> |



Eco

ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

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MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za



| | |
|--|--|
| | <p><i>Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>Comment received 30 November 2024</p> | |
| <p>OBJECTION TO DEVELOPMENT AND REZONING STAND 2074 I hereby wish to object to this development in its present form on the following basis .</p> | <p>Noted, see responses below.</p> |
| <p>1) The proposed plans make no arrangements for the plentiful wild life presently breeding and living on this property. The Guinea fowls have many chicks at present .</p> | <p>A fauna assessment has been carried out (Appendix G3 of BAR) A total of 27 bird species was identified during site visits; the likelihood of occurrence of potential SCC was found to be low for all avian species due to limited or no suitable habitat remaining on the site, with exception of <i>Campethera notata</i> (Knysna Woodpecker) which is assigned a medium likelihood of occurrence due to suitable habitat (i.e. gardens) occurring in the north of the property surrounding the houses and old agricultural fields.</p> <p>The following mitigations, inter alia, are recommended:</p> <ul style="list-style-type: none"> • A walk through and search should be conducted to ensure that any birds are not nesting in vegetation prior to clearing of aliens and construction. If a nest with eggs is encountered, construction must be halted and a wildlife rehabilitation facility contacted. • During laying season for Knysna Woodpecker (August to November) a dedicated search for the SCC must be conducted by a Faunal Specialist in the agricultural fields and non-natural gardens habitat to check if the species is present. • If a Knysna Woodpecker nest is found, no construction should take place in the dwelling and non-natural garden and old agricultural field habitat for 6 weeks hence (time for incubation and development of the nestling before it can relocate) and in October (peak laying month to account for other Knysna Woodpeckers that may not have nested in a place that is as conspicuous as those found). • Any permits for sensitive fauna species of conservational concern to be in place prior to construction. Allow 3 months for this process. • Site walkovers to be conducted by fauna search and rescue team prior to commencement of construction; • Permits required for fauna search and rescue (i.e., tortoises) must be obtained before any construction commences. Some animal species that potentially occur in the project area are protected under CITES and the PNCO. Although the status of these species is not necessarily equivalent to that of SCC, a permit is required for their removal where appropriate. For example, tortoises are listed on Schedule 2 of the PNCO and will, therefore, require permits for their removal during the construction phase of the project. • After the footprint of the development has been clearly demarcated a faunal specialist should do a walk-through to search for bird nests and eggs. • <u>A permit is required for activities that disturb protected bird species, particularly during the breeding season. Sites with eggs or chicks are considered to be protected sites.</u> • After grubbing has been completed, a Faunal Specialist should do a second walk-through to look for signs of fauna with |



Eco

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| | |
|--|--|
| | <p>limited mobility and escape potential (i.e. tortoise, chameleon, etc.) with particular attention given to the Fynbos Golden Mole SCC.</p> <ul style="list-style-type: none"> • Should signs of fauna with limited mobility or an SCC be found within the demarcated area, a search and rescue operation should be undertaken to relocate fauna to a suitable location on the property • No construction may commence until the Faunal Specialist is satisfied that all fauna with limited mobility and/or SCC have been successfully removed from the demarcated footprint area. <p><i>Refer to the following appendices of the BAR:</i> Appendix J – Impact Assessment Appendix H - EMPr</p> |
| <p>2) I object to the number of units on this beautiful piece of land. The proposed plans will put tremendous strain on the roads, electricity and water supply in this area. There are too many units in order to score maximum financial profit and with no consideration for the surrounding properties and wild life .</p> | <p>A planning report has been compiled: The developer wants to provide a high-quality yet affordable housing product. To make this project financially viable and responsive to the target market, the cost of land, services and building costs need to be limited and to do so, a certain economy of scale needs to be attained. The most relevant design aspect to achieve this is development density.</p> <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys). According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area.</p> <p>The TIA carried out states the following: When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.</p> <p><i>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers.</i> <i>Re-analysis, the total annual average daily demand (AADD) and fire flow for the proposed development were calculated and classified as follows:</i></p> <ul style="list-style-type: none"> • 228 Residential units @ 0,5 kL/d/unit = 114,0 kL/d |



Eco

ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

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MS. JANET EBERSOHN

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- *Fire flow criteria (Moderate risk 2) = 25 L/s @ 10 m*

There is sufficient reservoir and tower storage capacity available in the existing "Close to Town" reservoir and "Upper" tower to accommodate the proposed development.

Sewage from the proposed development will drain towards the existing Plettenberg Bay PS 1a. There is sufficient capacity in the existing Plettenberg Bay sewer reticulation system to accommodate the proposed development.

An electrical report has been compiled by GLS. An estimated maximum demand of 500kVA for the proposed housing development was calculated by De Villiers and Moore Consulting Engineers on the behalf of the developers. The network around the erven is currently mainly supplied by SS-1 Main (Ferdinand), which is the substation supplying electricity to Plettenberg Bay town area. SS-1 Main currently has enough capacity to carry the additional 500kVA maximum demand brought by the proposed development on Erf 2074. The MV feeders supplying the surrounding area have sufficient capacity to carry the additional demand at the proposed development.

The following measures are recommended:

- Solar panels on roofs
- Energy efficient lighting (i.e. LED / compact fluorescent)
- Energy saving designs and materials
- Avoid leaking taps and pipes / unnecessary water waste.
- It is recommended that rainwater collection is incorporated into the development for re-use (i.e. washing / irrigation) to reduce the water demand.
- Indigenous landscaping
- *Investigations to reduce, reuse and recycle waste generated during the construction and operational phases*

Refer to the following appendices of the BAR:

Appendix G5 – Traffic Impact Assessment, EAS

Appendix G6 – GLS Services report, GLS

Appendix G8 – Electrical Report, GLS

Appendix K – Town Planning Report, Planning Space Town and Regional Planners

Appendix H – EMPr

Appendix J - Assessment

3) The south side of the property is a wonderful green lung and part of a larger fynbos area which must be preserved.

A terrestrial biodiversity and flora assessment has been carried out. (Appendix G3 of BAR). It was found that The overall Site Ecological Importance is low and very low in the central and northern portions, medium in the southern portion and high at the most southern section. Project area of influence (PAOI) calculations for the property show that at least three quarters (75%) of the Erf will be transformed, and approximately 1 hectare will remain as a natural space and will connect to the High SEI area in the south and the Piesang Valley. None of the alternative options will have any effect on the High SEI area.

The following mitigations, inter alia, are recommended:

- *The southern portion of the site is mapped as a CBA1 area within the WCBS, indicating a management objective of maintaining a natural or near-natural state, with no further loss of habitat, and only low-impact, biodiversity-sensitive land uses considered appropriate.*



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Development should be reduced in the southern section of the site mapped as a CBA (WC BSP); this area contains the most pristine vegetation and habitats on the site and connects to the southern valley. The proposed residential development should be concentrated in the central / northern section of the Erf with only minimal development permitted in 1200m² of NE section of CBA due to gentler gradient.

- *The gazebo development footprint must be planned to use the existing disturbed footprint.*
- *No vehicles are permitted in the southern area; only foot traffic*
- *Conserve identified SCC and protected trees by marking them off during construction and incorporating the vegetation into landscaping on the site.*
- *Search and rescue of flora SCC (succulents and geophytes) must take place on site prior to start of construction. This vegetation must be transplanted (where possible) or seeded in suitable ecosystems identified close to the site (southern CBA section)*
- *The southern boundary of Erf 2074 should preferably remain unfenced - Should a fence be planned along the southern edge of Erf 2074 (as opposed to just along the southern boundary of the proposed development) this fence (and potential associated fire breaks – consult the Southern Cape Fire Protection Association) will present additional management impact which is currently addressed in this report.*
- *Development should therefore be avoided as far as possible in the southern CBA section of the site which contains the most pristine vegetation on the site. Only existing road, gazebo developed on existing development footprint and 1200m² area identified in NE section of CBA due to flatter area is recommended in the southern area.*

Refer to the following appendices of the BAR:

Appendix J – Assessment

Appendix H - EMPr

JACQUES and Suzette Hammer

To whom it may concern

NATURE CONSERVATION

Kindly confirm receipt of this mail

The birdlife in this area will have major disruption as described in e mail for your attention below !



Please see Guineafowls

AND THEIR BABIES IN CUTTY SARK AVENUE DAILY .

Sent from my iPhone

Begin forwarded message:

From: Suzette Hammer <suzettehammer@icloud.com>

Date: 29 November 2024 at 18:14:29 SAST

To: TownPlanning@plett.gov.za, pdwashu@plett.gov.za, Olwethu Yonke <oyonke@plett.gov.za>

Cc: lizemarie@olanningspace.co.za, Jacques Hammer <jacqueshammer@icloud.com>

Subject: **Objection RE/2074 Plettenbergbay Development Access**

To whom it may concern

RE; OBJECTION

Bitou town council ,

And Lizemarie , Vpm planning CC

With attention to the property RE/2074 Plettenberg bay

We hereby would like to question to the strongest point of our objection against your usage of the word "emergency " exit you used in your rezoning application through Arial , Cutty sark and Marine drive and or Cutty sark via Flying Cloud drive . I was the Architect that worked on Thulana Hill Phase 1 and I know the history

The council said NO ACCESS through Cutty Sark and Aerial .

When Thulana Hill phase 1 was developed all the owners of Cutty sark avenue and Arial all objected against the thorough fair for Tobie de Vos through Cutty sark for valid reasons which was granted by council on condition the Thulana hill developers had to contribute for this entrance and traffic studies shows it is sufficient for high density development

As it stands now we have in the Flying cloud intersection , with Marine drive the following huge traffic areas -

1. 1.2 x Seperate traffic department buildings -
2. 2. The main Fire Station building -
3. The local Clinic -
4. The community centre -
5. The NG church services Sundays and funerals in week -
6. The IEC offices -
7. DOCTORS consulting rooms -
8. Guesthouses



There are many people working here in all these buildings and parking in the street as there is no parking, the firemen do their running for fitness training herein Flying cloud and Cutty sark . Please do yourselves a favour and see how many cars come out of this intersection .

There will be a diagram attached to show this . the only” EMERGENCY “ That you might refer is the fire station , but then again its the same distance to the CIRCLE , we built in favour of 2074 ' entrance gate .

The guardhouse of this development should be situated deeper than normal to handle the traffic .

Crime is on the uprise in our area and the will inevitably make it worse now with the new development . Under absolute no circumstances will we as the rate payers allow a contractors entrance through Cuttysark , Red Jacket , Flying cloud and Arial with trucks damaging our roads .

None of the other developments have an emergency entrance ? Thulana has only one entrance for phase 1 and 2 .

At the minimum we as the residents and ratepayers understand the word “Emergency” in case of fire. Formosa retirement home chose these roads to push the elderly in wheelchairs as no where else is safe and we have a few paraplegics driving “wheel carts “ in this road . –

Not to even mention the wildlife in CUTTY SARK road for example guineafowls And their babies standing ifo driveways for food in winter times . Its their local natural breeding area . (I have photos of these)

The only way the crime will be resolved with all the builders working here would be to add a boomed off restriction area between flying cloud and Cutty Sark avenue . And / or on the corner of Cutty sark ave and Marine drive ,

Please find attached photos for ease of reference

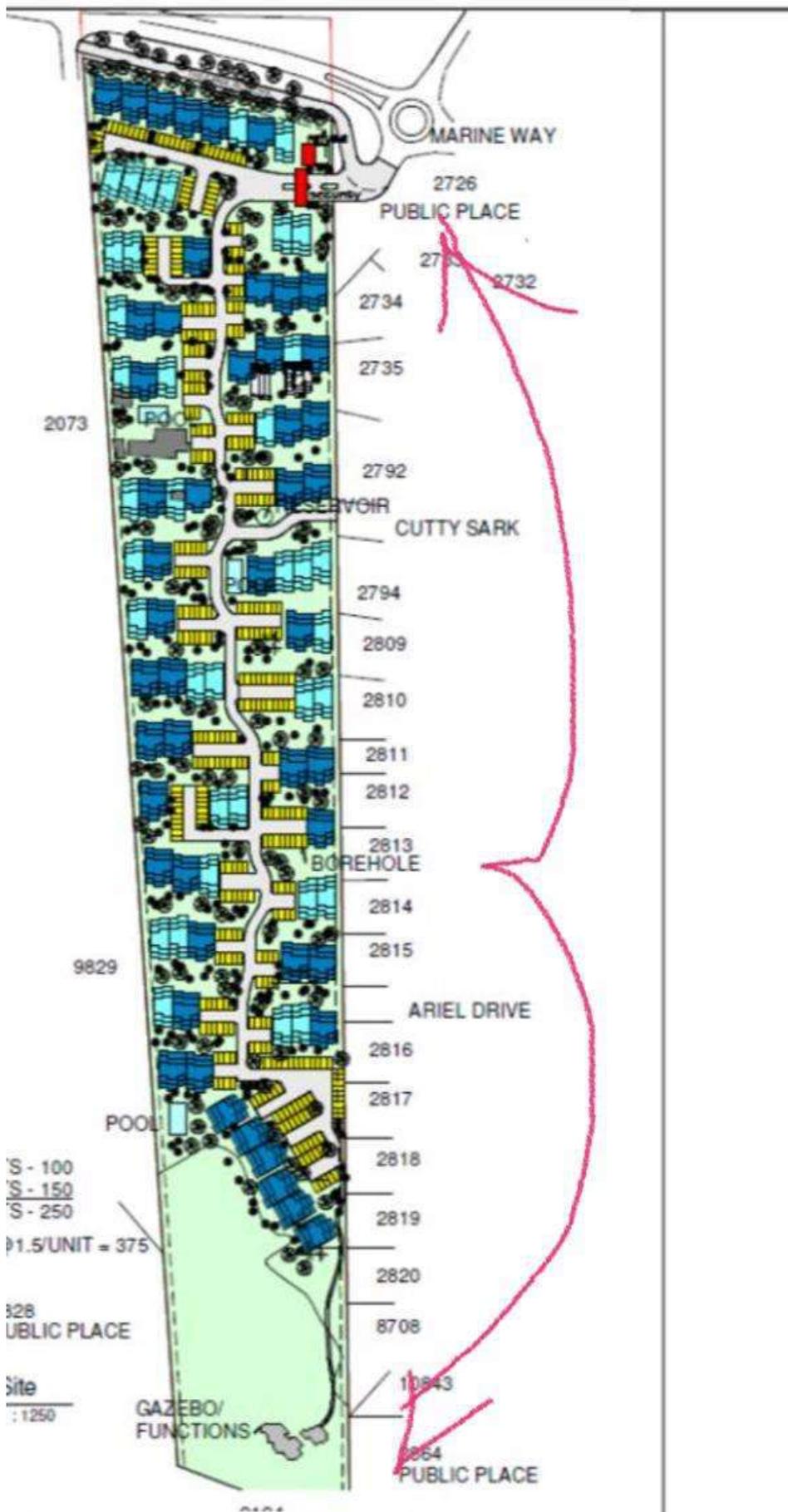
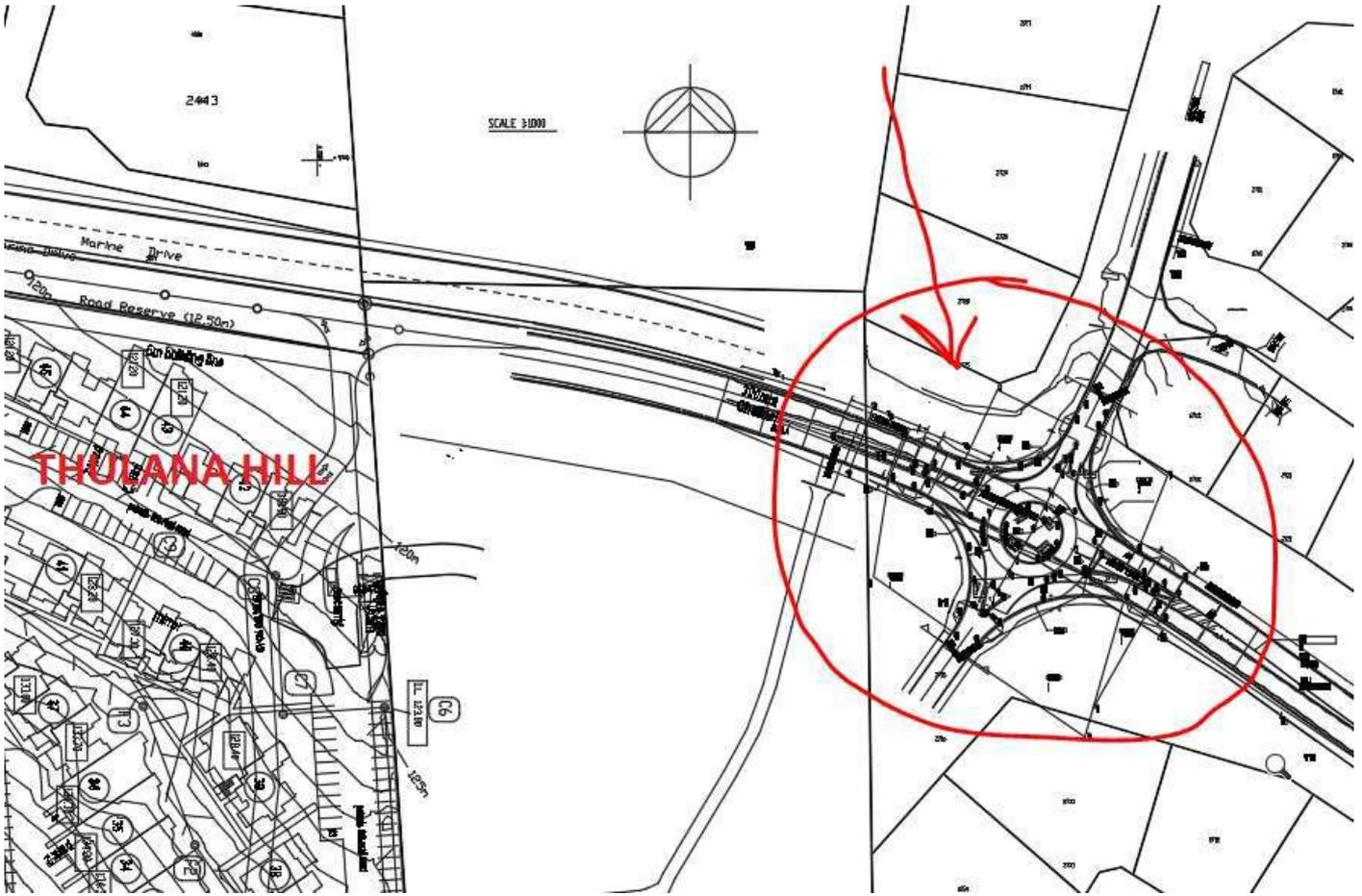
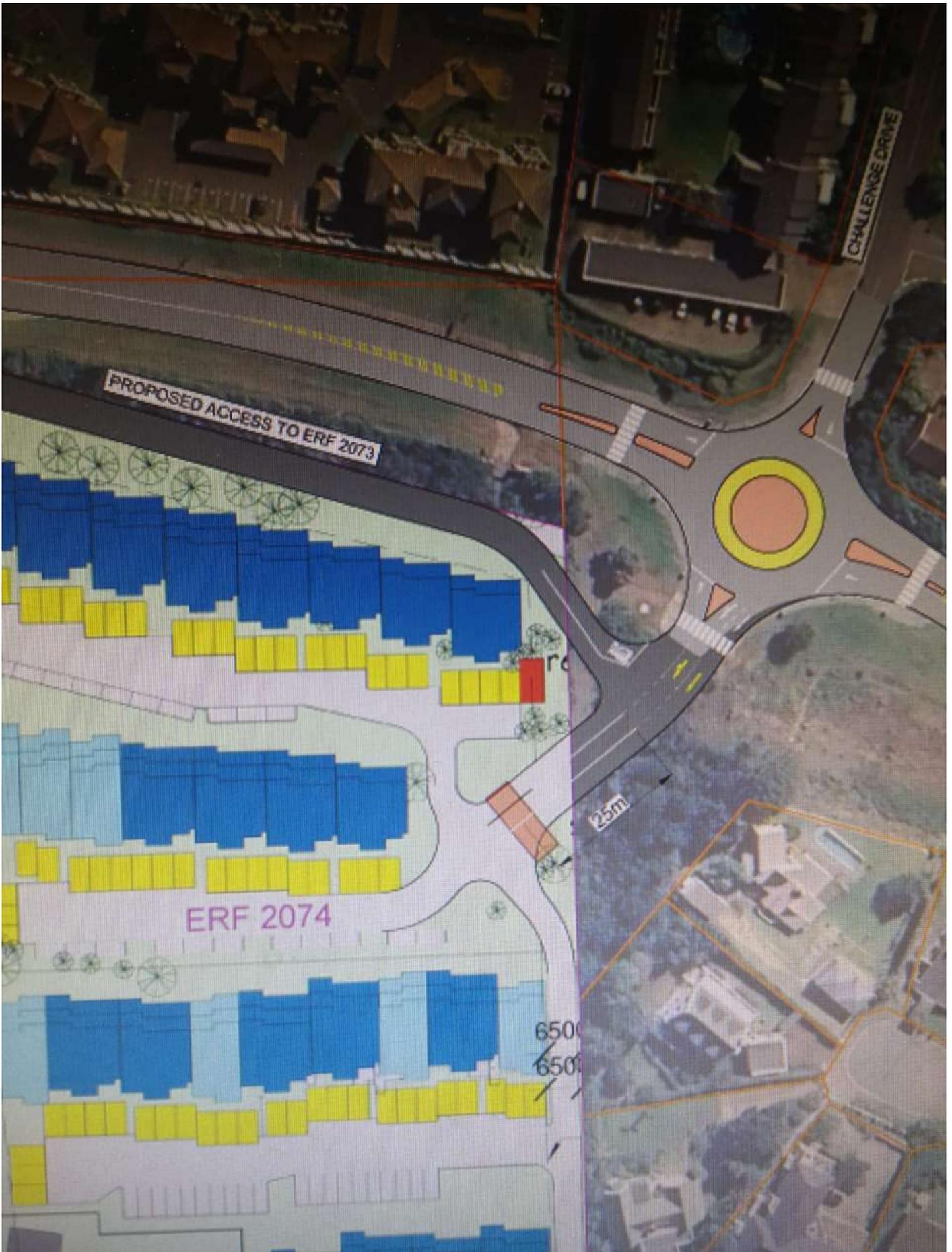


Figure 1: Alternative layout 1

How access to the proposed site(s) will be obtained for all a





Yours truly

PO Box 1252, Sedgfield, 6573

www.ecoroute.co.za

Permanent RESIDENT 44 Cutty Sark avenue ,
Plettenberg bay
6600

JACQUES and Suzette Hammer



SBE
AFRICA (PTY) LTD
EXCLUSIVE ARCHITECTURE

Suzette Hammer
Executive Director

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YouTube: sbe architects
Instagram: sbearchitectsafrica_suzette



RE: Objection RE/2074 Plettenbergbay Development Access

 claire@ecoroute.co.za
To: 'Suzette hammer'
Cc: 'admin@ecoroute.co.za'

[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [⋮](#)
Tue 2025/01/28 20:06

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 Response - JACQUES and Suzette Hammer .pdf
572 KB

Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: JACQUES and Suzette Hammer

Date: 28 January 2025

Email: Suzette hammer <suzettehammer@icloud.com>

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 29 November 2024 | Response |
|---|--|
| <p>The birdlife in this area will have major disruption as described in e mail for your attention below !</p>  | <p>A fauna assessment has been carried out. Habitat types identified on the property includes a small, old agricultural field (olive grove); dense vegetation (trees/shrubs) in the north around the houses; modified fynbos with some Pine and Black Wattle (<i>Acacia mearnsii</i>) invasions in the middle of the property; heavily invaded areas of Blackwood (<i>A. melanoxylon</i>) in the middle of the property; and natural fynbos in the south. There are no mapped watercourses or waterbodies on the property, only a drainage line is present along the south-western boundary.</p> <p>A total of 27 bird species was identified during site visits; the likelihood of occurrence of potential SCC was found to be low for all avian species due to limited or no suitable habitat remaining on the site, with exception of <i>Campethera notata</i> (Knysna Woodpecker) which is assigned a medium likelihood of occurrence due to suitable habitat (i.e. gardens) occurring in the north of the property surrounding the houses and old agricultural fields.</p> <p>The following mitigations, inter alia, are recommended:</p> <ul style="list-style-type: none"> • Reduce development in the southern portion of the site is mapped as a CBA1 area within the WCBSP, and where gradients are steeper than 1:4 • The existing road to be used to access the existing gazebo/ function space rather than adding a new road; retain existing road as footpath and permit no driving in southern CBA area. • Fence northern boundary; do not fence southern section to allow connectivity to the natural habitat and drainage line in the south. |



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- A walk through and search should be conducted to ensure that any birds are not nesting in vegetation prior to clearing of aliens and construction. If a nest with eggs is encountered, construction must be halted and a wildlife rehabilitation facility contacted.
- During laying season for Knysna Woodpecker (August to November) a dedicated search for the SCC must be conducted by a Faunal Specialist in the agricultural fields and non-natural gardens habitat to check if the species is present.
- If a Knysna Woodpecker nest is found, no construction should take place in the dwelling and non-natural garden and old agricultural field habitat for 6 weeks hence (time for incubation and development of the nestling before it can relocate) and in October (peak laying month to account for other Knysna Woodpeckers that may not have nested in a place that is as conspicuous as those found).
- Any permits for sensitive fauna species of conservational concern to be in place prior to construction. Allow 3 months for this process.
- Site walkovers to be conducted by fauna search and rescue team prior to commencement of construction;
- Permits required for fauna search and rescue (i.e., tortoises) must be obtained before any construction commences. Some animal species that potentially occur in the project area are protected under CITES and the PNCO. Although the status of these species is not necessarily equivalent to that of SCC, a permit is required for their removal where appropriate. For example, tortoises are listed on Schedule 2 of the PNCO and will, therefore, require permits for their removal during the construction phase of the project.
- After the footprint of the development has been clearly demarcated a faunal specialist should do a walk-through to search for bird nests and eggs.
- A permit is required for activities that disturb protected bird species, particularly during the breeding season. Sites with eggs or chicks are considered to be protected sites.
- After grubbing has been completed, a Faunal Specialist should do a second walk-through to look for signs of fauna with limited mobility and escape potential (i.e. tortoise, chameleon, etc.) with particular attention given to the Fynbos Golden Mole SCC.
- No construction may commence until the Faunal Specialist is satisfied that all fauna with limited mobility and/or SCC have been



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| | |
|--|---|
| | <p>successfully removed from the demarcated footprint area.</p> <p><i>Refer to the following appendices of the BAR:</i> Appendix G2 – Fauna Assessment, Confluent Appendix H – EMP Appendix J - Assessment</p> |
| <p>We hereby would like to question to the strongest point of our objection against your usage of the word “emergency “ exit you used in your rezoning application through Ariel , Cutty sark and Marine drive and or Cutty sark via Flying Cloud drive . I was the Architect that worked on Thulana Hill Phase 1 and I know the history.</p> <p>The council said NO ACCESS through Cutty Sark and Ariel .</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p><i>Refer to the following appendices of the BAR:</i> Appendix G5 – Traffic Impact Assessment, EAS</p> |
| <p>When Thulana Hill phase 1 was developed all the owners of Cutty sark avenue and Ariel all objected against the thorough fair for Tobie de Vos through Cutty sark for valid reasons which was granted by council on condition the Thulana hill developers had to contribute for this entrance and traffic studies shows it is sufficient for high density development</p> <p>As it stands now we have in the Flying cloud intersection , with Marine drive the following huge traffic areas -</p> <ol style="list-style-type: none"> 1. 1.2 x Seperate traffic department buildings - 2. The main Fire Station building - 3. The local Clinic - 4. The community centre - 5. The NG church services Sundays and funerals in week - 6. The IEC offices - 7. DOCTORS consulting rooms - 8. Guesthouses | <p>A TIA has been carried out: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex,</i></p> |



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result in access via the main entrance from Marine Way being compromised.

Emergency access will not be permitted to be used during construction phase- included in EMPr.

Construction Phase

- Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue)

Operational Phase:

- This Traffic Impact Assessment be approved by the Bitou Local Municipality;
- The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection;
- Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies)

Additional measures to lower crime risk are included in the EMPr.

With regards to the TIA, the growth rate of 2.5% per annum was used to escalate background traffic volumes.

When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions **with the Ultra City intersection configured as a roundabout.**

When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions **with the Ultra City intersection configured as a roundabout.**

When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.

Recommendations:

- Traffic Impact Assessment be approved by the Bitou Local Municipality;
- The Bitou Municipality consider reconfiguring the Marine Way / Ultra City intersection as a roundabout as it operates at LOS F during the PM peak hour under current conditions;

There are many people working here in all these buildings and parking in the street as there is no parking, the firemen do their running for fitness training herein Flying cloud and Cutty sark . Please do yourselves a favour and see how many cars come out of this intersection .

There will be a diagram attached to show this . the only" EMERGENCY " That you might refer is the fire station , but then again its the same distance to the CIRCLE , we built in favour of 2074 ' entrance gate .
The guardhouse of this development should be situated deeper than normal to handle the traffic .

Crime is om the uprise in our area and the will inevitably make it worse now with the new development . Under absolute no circumstances will we as the rate payers allow a contractors entrance through Cuttysark , Red Jacket , Flying cloud and Ariel with trucks damaging our roads .

None of the other developments have an emergency entrance ? Thulana has only one entrance for phase 1 and 2 .
At the minimum we as the residents and ratepayers understand the word "Emergency" in case of fire. Formosa retirement home chose these roads to push the elderly in wheelchairs as no where else is safe and we have a few paraplegics driving "wheel carts " in this road . -

Not to even mention the wildlife in CUTTY SARK road for example guineafowls And their babies standing ifo driveways for food in winter times . Its their local natural breeding area . (I have photos of these)
The only way the crime will be resolved with all the builders working here would be to add a boomed off restriction area between flying cloud and Cutty Sark avenue . And / or on the corner of Cutty sark ave and Marine drive ,

Please find attached photos for ease of reference

Margie Bonini

RE: De Vos erf 2074



claire@ecoroute.co.za
To: 'Margie Bonini'

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Mon 2024/12/02 07:16

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Thank you for your comments

Kind Regards
Claire

De Vos erf 2074



Margie Bonini <marge.bonini@gmail.com>
To: claire@ecoroute.co.za

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

2024/11/30

[i](#) You replied to this message on 2024/12/02 07:15.
We removed extra line breaks from this message.

Apart from the re zoning of said erf the access must only be at the Challenge Drive circle Cutty Sark Road is in the middle of a quiet suburb and we will not tolerate continuous construction vehicles accessing erf 2074 making it unsafe for those that walk leisurely with and without children Cutty Sark and Arial access points must be sealed off with secure fencing or walls as we cannot have a constant stream of labourers and or people seeking employment wandering around the quiet areas where residents regularly walk

6 Serica Place
M Bonini

RE: De Vos erf 2074

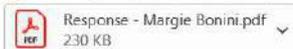


claire@ecoroute.co.za
To: 'Margie Bonini'
Cc: 'Admin'

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

Tue 2025/01/28 19:54

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Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire

Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519



PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

Public Participation process carried out in terms the National Environmental Management Act (Act 107 of 1998) Regulation 41 of GN R.326

Attention: Margie Bonini

Date: 28 January 2025

Email: marge.bonini@gmail.com

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 30 November 2024 | Response |
|---|--|
| <p>Apart from the re zoning of said erf the access must only be at the Challenge Drive circle Cutty Sark Road is in the middle of a quiet suburb and we will not tolerate continuous construction vehicles accessing erf 2074 making it unsafe for those that walk leisurely with and without children Cutty Sark and Ariel access points must be sealed off with secure fencing or walls as we cannot have a constant stream of labourers and or people seeking employment wandering around the quiet areas where residents regularly walk</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p>Emergency access will not be permitted to be used during construction phase- included in EMPr.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) <p>Operational Phase:</p> <ul style="list-style-type: none"> This Traffic Impact Assessment be approved by the Bitou Local Municipality; The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection; Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies) <p><i>Refer to the following appendices of the BAR:</i> Appendix G5 – Traffic Impact Assessment, EAS Appendix H – EMPr Appendix J - Assessment</p> |

Petition Regarding Proposed Development on Erf 2074



Joan McCallum <joanemc@mweb.co.za>

To TownPlanning@plett.gov.za

Cc pdwasu@plett.gov.za; oyonke@plett.gov.za;
admin@ecoroute.co.za; claire@ecoroute.co.za



Sun 12/01

Dear Sir/Madam

I Joan McCallum of 16 Red Jacket Place, Plettenberg Bay

Refer to the above and wish to oppose certain elements of the above development.

The first is the height restriction should be in accordance with the surrounding properties i.e. 8.5mt which would allow an acceptable density of 25-30 units per hectare. Anything higher would have a serious effect on Raven Place, particularly regarding their view. I furthermore object to this development with regard to the water supply. We do not have unlimited access to the supply of water and the additional demand from this development could place Plettenberg in a severe "water scarce" position in the event of a drought.

The main aspect of this development I oppose is the Traffic and Access proposals. To use Cutty Sark or Ariel Drive as the main entrance and exit to this development should be opposed in the strictest terms for some of the following reasons:

No vehicle access (for Emergency, residential or Constructural) should be allowed. Allowing this would lead to traffic congestion, increased noise, degradation of the road of the road which was not built for such purposes as well as impact the living conditions and safety of the citizens living on and around this road. I also feel it will impose on some of their human rights, in that they will no longer be able to enjoy the walks they take along this road either in the early mornings when some of the runners are out or in the evenings when a large number of the elderly go for a walk or take their dogs out for a walk – there are no pavements along this road and they are able to walk quite happily and safely on the sides of the road. This would severely restrict them to enjoying the area they live in and also deny them the opportunity of being able to see some of the wild life that we still have around here.

By allowing Cutty Sark as the main entrance to the proposed development will impinge on the quiet and tranquil quality of life and destroy the value of the properties here. At no stage whatsoever must construction vehicles be allowed to use the so called "Emergency Exits" or even Cutty Sark .

I do not oppose any development provided it is done in a well planned and responsible way taking into account the environment, the surrounding residents and the general impact it will have on the people concerned as well as all aspects of what Plettenberg Bay is as a special town.

Yours sincerely

Joan McCallum

16 Red Jacket Place

e-mail : joanemc@mweb.co.za

Phone: 082 553 2853

RE: Petition Regarding Proposed Development on Erf 2074



claire@ecoroute.co.za

To: 'Joan McCallum'

Cc: 'pdwusu@piett.gov.za'; 'oyonke@piett.gov.za'; 'admin@ecoroute.co.za'; 'TownPlanning@piett.gov.za'

Tue 2025/01/28 19:42

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Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards

Claire

Claire De Jongh
Eco Route Environmental Consultancy
0846074143
EAFASA registration: **2021/0519**



PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

Public Participation process carried out in terms the National Environmental Management Act (Act 107 of 1998) Regulation 41 of GN R.326

Attention: Joan McCallum

Date: 25 January 2025

Email: joanemc@mweb.co.za

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 30 November 2024 | Response |
|--|--|
| Oppose certain elements of the above development. | Noted. See responses below. |
| The first is the height restriction should be in accordance with the surrounding properties i.e. 8.5mt which would allow an acceptable density of 25-30 units per hectare. Anything higher would have a serious effect on Raven Place, particularly regarding their view. I furthermore object to this development with regard to the water supply. We do not have unlimited access to the supply of water and the additional demand from this development could place Plettenberg in a severe "water scarce" position in the event of a drought | <p>A town planning report has been compiled: <i>The developer wants to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights. It is proposed to rezone the property to</i> <i>Land use description: "Flats" means a building containing three or more dwelling units of which at least one does not have a ground floor, together with such outbuildings, open space and private roads as are ordinarily associated with flats.</i> <i>Development parameters:</i> <i>(a) Coverage</i> <i>The maximum coverage is 60%.</i> <i>(b) Floor factor</i> <i>The floor factor may not exceed 1,5.</i> <i>(c) Height</i> <i>(i) The highest point of a building may not exceed 10,67 metres</i> <i>(ii) The general provisions regarding earth banks and retaining structures in this By-law apply.</i> <i>(d) Building lines</i> <i>(i) The street building line is at least 5 metres.</i> <i>(ii) Side and rear building lines are at least 4,5 metres,</i> <i>(iii) The general building line encroachments in this By-law apply.</i> <i>(e) Parking and access</i> <i>1.5 bays per unit in PTA1 areas</i></p> <p>The developer aims to provide high quality yet affordable housing. The identified development area is approximately 5 ha. The initial concept proposed 250 units; however, this was considered to be too dense (50 units / ha). The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m² in size and developed in (76) blocks of 3-storeys.</p> <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> |



Eco Route

ENVIRONMENTAL CONSULTANCY

REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

PhD Univ. Pretoria

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email: ebersohn@cyberperk.co.za

MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za

| | |
|--|--|
| | <p>The following measure has been included:</p> <ul style="list-style-type: none"> Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.) <p>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers. <i>There is sufficient reservoir and tower storage capacity available in the existing "Close to Town" reservoir and "Upper" tower to accommodate the proposed development.</i></p> <p>Refer to the following appendices of the BAR: <i>Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>The main aspect of this development I oppose is the Traffic and Access proposals. To use Cutty Sark or Ariel Drive as the main entrance and exit to this development should be opposed in the strictest terms for some of the following reasons:</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, <u>access would only be permitted at the existing intersection at Challenge Drive.</u></i></p> |
| <p>No vehicle access (for Emergency, residential or Constructual) should be allowed. Allowing this would lead to traffic congestion, increased noise, degradation of the road of the road which was not built for such purposes as well as impact the living conditions and safety of the citizens living on and around this road. I also feel it will impose on some of their human rights, in that they will no longer be able to enjoy the walks they take along this road either in the early mornings when some of the runners are out or in the evenings when a large number of the elderly go for a walk or take their dogs out for a walk – there are no pavements along this road and they are able to walk quite happily and safely on the sides of the road. This would severely restrict them to enjoying the area they live in and also deny them the opportunity of being able to see some of the wild life that we still have around here.</p> | <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., <u>a fire in the complex, result in access via the main entrance from Marine Way being compromised.</u></i></p> <p>Emergency access will not be permitted to be used during construction phase- included in EMPr. Construction Phase</p> <ul style="list-style-type: none"> Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) <p>Operational Phase:</p> <ul style="list-style-type: none"> This Traffic Impact Assessment be approved by the Bitou Local Municipality; The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection; Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies) |
| <p>By allowing Cutty Sark as the main entrance to the proposed development will impinge on the quiet and tranquil quality of life and destroy the value of the properties here. At no stage whatsoever must construction vehicles be allowed to use the so called "Emergency Exits" or even Cutty Sark .</p> | <p>Refer to the following appendices of the BAR: <i>Appendix G5 – Traffic Impact Assessment, EAS</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>I do not oppose any development provided it is done in a well planned and responsible way taking into account the environment, the surrounding residents and the general impact it will have on the people concerned as well as all aspects of what Plettenberg Bay is as a special town.</p> | <p>Noted.</p> |

Ivan and Dian Cockcroft

Objection to Proposed Rezoning - Stand 2074



diancockcroft@gmail.com
To: admin@ecoroute.-co.za; claire@ecoroute.co.za
Cc: TownPlanning@plett.gov.za;
lizemarie@planningspace.co.za



Sun 12/01

To Whom It May Concern

Although we are not against the development of Stand 2074 per se, we feel that the proposed rezoning of said Stand will have a negative impact on the area and surrounds. Our objection is based on the following grounds:

1. The height restriction should be in accordance with the surrounding properties on all sides, currently 8.5 metres. Increased heights will immediately decrease the value of all surrounding properties which is not good for any village, town or city.
2. Traffic and access to the site from Cutty Sark or Ariel Drive will present several problems. Increased noise levels, possible elimination of the many guinea fowls in the area, safety of the many residents who regularly walk these roads and, most importantly, the major congestion that will occur as these vehicles attempt to enter Marine Drive. These roads are not designed for heavy traffic, let alone construction vehicles. There is an existing circle on Marine Drive which could be utilized more efficiently.
3. The existing infrastructure is already under strain and the development of a further 230 units would put tremendous stress on all the systems.

We fully endorse the concerns articulated by the ratepayers and trust that the development on Stand 2074 can be done on a reasonable basis with consideration for the safety, well-being and security of the other homeowners in the area.

Ivan and Dian Cockcroft
11 Serica Place

RE: Objection to Proposed Rezoning - Stand 2074

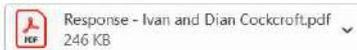


claire@ecoroute.co.za
To: 'diancockcroft@gmail.com'
Cc: 'Admin'; 'townplanning@plett.gov.za'; 'lizemarie@planningspace.co.za'



Tue 2025/01/28 19:34

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Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: Ivan and Dian Cockcroft

Date: 28 January 2025

Email: diancockcroft@gmail.com

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 1 December 2024 | Response |
|---|---|
| <p>Although we are not against the development of Stand 2074 per se, we feel that the proposed rezoning of said Stand will have a negative impact on the area and surrounds. Our objection is based on the following grounds:</p> | <p>Noted. See responses provided below:</p> |
| <p>1. The height restriction should be in accordance with the surrounding properties on all sides, currently 8.5 metres. Increased heights will immediately decrease the value of all surrounding properties, which is not good for any village, town or city.</p> | <p>The developer wants to rezone the property to "General Residential II" which permits flats, group housing and townhouses as primary rights. The developer aims to provide high quality yet affordable housing. The identified development area is approximately 5 ha. The initial concept proposed 250 units; however, this was considered to be too dense (50 units / ha). The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m² in size and developed in (76) blocks of 3-storeys.</p> <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix B – Site Development Plans</i> <i>Appendix K – Town Planning Report, Planning Space Twon and Regional Planners</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>2. Traffic and access to the site from Cutty Sark or Ariel Drive will present several problems. Increased noise levels, possible elimination of the many guinea fowls in the area, safety of the many residents who regularly walk these roads and, most importantly, the major congestion that will occur as these vehicles attempt to enter Marine Drive. These roads are not designed for heavy traffic, let alone construction vehicles. There is an existing circle on Marine Drive which could be utilized more efficiently.</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These</i></p> |



Eco

ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

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MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za



| | |
|---|--|
| | <p><i>access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p><i>Refer to the following appendices of the BAR: Appendix G5 – Traffic Impact Assessment, EAS Appendix H – EMP Appendix J - Assessment</i></p> |
| <p>3. The existing infrastructure is already under strain and the development of a further 230 units would put tremendous stress on all the systems.</p> | <p>A Bulk Services capacity analysis report has been undertaken by GLS Consulting Engineers. Services Level Agreement is to be concluded with Bitou as a prerequisite for the Development to proceed.</p> <p><i>There is sufficient reservoir and tower storage capacity available in the existing “Close to Town” reservoir and “Upper” tower to accommodate the proposed development. Sewage from the proposed development will drain towards the existing Plettenberg Bay PS 1a. There is sufficient capacity in the existing Plettenberg Bay sewer reticulation system to accommodate the proposed development.</i></p> <p>An electrical report has been compiled by GLS. <i>An estimated maximum demand of 500kVA for the proposed housing development was calculated by De Villiers and Moore Consulting Engineers on the behalf of the developers. The network around the erven is currently mainly supplied by SS-1 Main (Ferdinand), which is the substation supplying electricity to Plettenberg Bay town area. SS-1 Main currently has enough capacity to carry the additional 500kVA maximum demand brought by the proposed development on Erf 2074. The MV feeders supplying the surrounding area have sufficient capacity to carry the additional demand at the proposed development.</i></p> <p>The following measures are recommended:</p> <ul style="list-style-type: none"> • Solar panels on roofs • Energy efficient lighting (i.e. LED / compact fluorescent) • Energy saving designs and materials • Avoid leaking taps and pipes / unnecessary water waste. • It is recommended that rainwater collection is incorporated into the development for re-use (i.e washing / irrigation) to reduce the water demand. • Indigenous landscaping • <i>Investigations to reduce, reuse and recycle waste generated during the construction and operational phases</i> <p><i>Refer to the following appendices of the BAR: Appendix G6 – GLS Services report, GLS Appendix G8 – Electrical Report, GLS Appendix H – EMP Appendix J - Assessment</i></p> |
| <p>We fully endorse the concerns articulated by the ratepayers and trust that the development on Stand 2074 can be done on a reasonable basis with consideration for the safety, well-being and security of the other homeowners in the area.</p> | <p>Noted</p> |

MR AND MRS Horst C. Wahl

FW: Objection to rezoning DeVos Development



admin@ecoroute.co.za
To: claire@ecoroute.co.za

Reply Reply All Forward

Mon 2024/12/02 09:21



From: JW <joern.wahl@web.de>
Sent: Sunday, 01 December 2024 18:09
To: admin@ecoroute.co.za; lizemarie@planningspace.co.za; TownPlanning@plett.gov.za; pdwashu@plett.gov.za; oyonke@plett.gov.za
Cc: hcwahl@web.de
Subject: Objection to rezoning DeVos Development

Dear Sir/madame,

please find our objection letter enclosed.

Please confirm once received.

Kind regards

HC wahl

December 1st, 2024

Municipality of Bitou
Attn: Planning Department
Via email: TownPlanning@plett.gov.za
pdwashu@plett.gov.za
oyonke@plett.gov.za

Attn: Developer of Erf 2074 ,Bitou

Subject: Petition Regarding the Proposed Development on Erf 2074, Marine Way, Plettenberg Bay, Bitou

Dear Sir/Madam,

We, the undersigned residents of 11 Red Jacket Place are writing to express our views and requests concerning the proposed residential development on Erf 2074, Marine Way, Plettenberg Bay.

While we support responsible development and the advancement of our community, we respectfully request that the following considerations be considered to ensure that the proposed development does not negatively impact the existing residents, their properties, and the quality of life in the area.

1. Consideration for Resident Well-being

We urge you to be mindful of the impact that the development will have on the residents of Cutty Sark, Raven Place, and the immediate surrounding areas. Specific concerns include increased noise levels, traffic congestion, water usage, and security risks. These factors could directly affect the serenity, property values, and general living conditions for the residents. We request that the development be carefully planned to minimize disruptions to the peaceful nature of our neighborhood.

2. Preferred Layout Design

Our preference is for the approval of Layout 1 of the proposed designs. This layout is less intrusive to the existing residential properties in Raven Place and Cutty Sark, as it minimizes the extent of traffic and noise that would be directed closer to these areas. A careful evaluation of the layout will be essential in ensuring that the development does not encroach upon the tranquility of the current residents.

3. Height and Density Restrictions

To preserve the quality of life and environmental integrity, as well as maintaining the unique, nature-given topography and flora, it is essential to limit the building density to a maximum of 30 units per hectare and the building height to a maximum of 8.5 meters. Plettenberg Bay is characterized by its commitment to preserving nature, which includes sustainable management of existing resources—particularly maintaining tranquility, using scarce water responsively, and ensuring an efficient and environmentally friendly wastewater system.

4. Traffic and Access Restrictions

One of the most concerning aspects of the proposed development is the potentially increased traffic volume and vehicle access to the site. We strongly urge that no vehicle access (whether for emergency, residential, or construction purposes) be granted via Ariel Drive or Cutty Sark. The winding nature of Cutty Sark runs directly through a quiet and established residential area. Access to Erf 2074 via this route would lead to significantly increased noise and pollutant emissions, as well as a marked rise in accident risk within the neighborhood. Additionally, the road, which was not designed to accommodate heavy vehicles at high frequencies, would suffer significant damage. It would require frequent repairs and maintenance, funded by the municipality—and thus by rates and taxpayers.

Accessing Marine Way from Cutty Sark and Flying Cloud is already a difficult and sometimes even dangerous endeavor during peak traffic hours due to the current traffic volume. Marine Way cannot handle the additional high number of vehicles from so many new residents on Erf 2074, plus the necessary delivery and service vehicles.

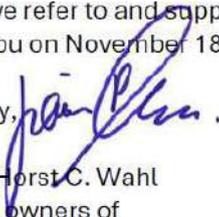
Please also note that the Cutty Sark and Flying Cloud intersection is already under strain from emergency vehicles that needs to come out of the FIRE STATION, the day Clinic, the NG church, the municipal traffic offices and IEC offices on normal work days, Sundays and funeral days. Cutty Sark Area, including Raven Place, and Red Jacket has R20+ million Rand houses. The views, the homes and the quietness make it an expensive area which will be derogated in value immediately if access is granted via Ariel and Cutty Sark.

In conclusion, we do not oppose the proposed development in principle, but we strongly urge that the concerns outlined above be considered and addressed to ensure that the development is compatible with the existing residential area. The access, resource consumption, density, and height restrictions should be within acceptable boundaries to preserve the tranquillity, quality of life, and property values of the residents. Decreased values of the properties would also reflect a decreased basis for taxes.

We appreciate your attention to this matter and trust that these concerns will be given serious consideration during the planning and approval process. Please also note that we are willing as a community to take further action if the council approves proposed access and 3 storey height.

Additionally, we refer to and support the Letter of the Plett Ratepayers and Residents Ass., sent to you on November 18, 2024.

Yours sincerely,



MR AND MRS Horst C. Wahl
Residents and owners of
No. 11 Red Jacket Place, adjacent Cutty Sark, Plettenberg Bay

RE: Objection to rezoning DeVos Development



claire@ecoroute.co.za

To 'joern.wahl@web.de'

Cc 'Admin'; 'lizemarie@planningspace.co.za'; 'townplanning@plett.gov.za'; 'pdwashu@plett.gov.za'; 'oyonke@plett.gov.za'; 'Cc: hcwahl@web.de'

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Tue 2025/01/28 19:25

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 Response - MR AND MRS Horst C. Wahl .pdf
267 KB

Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards

Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: MR AND MRS Horst C. Wahl

Date: 28 January 2025

Email: joern.wahl@web.de

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 2 December 2024 | Response |
|---|--|
| <p>We, the undersigned residents of 11 Red Jacket Place are writing to express our views and requests concerning the proposed residential development on Erf 2074, Marine Way, Plettenberg Bay.</p> <p>While we support responsible development and the advancement of our community, we respectfully request that the following considerations be considered to ensure that the proposed development does not negatively impact the existing residents, their properties, and the quality of life in the area.</p> | |
| <p>1. Consideration for Resident Well-being</p> <p>We urge you to be mindful of the impact that the development will have on the residents of Cutty Sark, Raven Place, and the immediate surrounding areas. Specific concerns include increased noise levels, traffic congestion, water usage, and security risks. These factors could directly affect the serenity, property values, and general living conditions for the residents. We request that the development be carefully planned to minimize disruptions to the peaceful nature of our neighborhood.</p> | <p>The impacts on noise levels, traffic congestion, water usage and security have been assessed. The following mitigations measures, inter alia, have been included.</p> <p>Rezoning to residential II:</p> <ul style="list-style-type: none"> Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.) <p>Security, traffic:</p> <ul style="list-style-type: none"> Access during construction phase is only permitted from Marine drive, not from the cutty sark area. <p>Noise</p> <ul style="list-style-type: none"> No loud music to be allowed on site. Working hours and deliveries / collections to be restricted to day time hours (i.e. 8 am to 5pm) No construction work to take place after hours or on Sundays or on public holidays. To reduce levels of noise and visual disturbance, plantings of indigenous trees and tall shrubs should be introduced to the interface between the development and the fynbos area (if fire breaks are not recommended by fire protection agencies, in which case these plantings would be within the fynbos alongside the fire break). Fire-proof indigenous hedge species are suggested. |



Eco

ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

DR. COLLEEN EBERSOHN

PhD Univ. Pretoria

Cell: 072 222 6013

email: ebersohn@cyberperk.co.za

MS. JANET EBERSOHN

BSc. Hons. Environmental Management

Cell: 082 557 7122

e-mail: janet@ecoroute.co.za



| | |
|--|---|
| | <ul style="list-style-type: none"> • Ensure municipal bylaws applicable to noise in residential areas are included in “house rules” distributed to owners / residents <p>Security</p> <ul style="list-style-type: none"> • There must be strict access control to and from the site. • A security guard should be stationed on site for the duration of the construction phase and guard the site 24 / 7. • Access during construction phase is only permitted from Marine drive, not from the cutty sark area. • Movement of all personnel and workers must be limited to areas under construction. Access to surrounding areas is not permitted. • Workers are not to be housed on site but to return to their homes after hours. <p><i>Refer to the following appendices of the BAR:</i> Appendix G5 – Traffic Impact Assessment, EAS Appendix H – EMP Appendix J - Assessment</p> |
| <p>2. Preferred Layout Design</p> <p>Our preference is for the approval of Layout 1 of the proposed designs. This layout is less intrusive to the existing residential properties in Raven Place and Cutty Sark, as it minimizes the extent of traffic and noise that would be directed closer to these areas. A careful evaluation of the layout will be essential in ensuring that the development does not encroach upon the tranquility of the current residents.</p> | <p>Layout 1 was considered too dense; a maximum of 228 units is recommended.</p> <p>The recommendations for the final SDP is provided in Appendix B – site plans (appended to this response). The final SDPs could include a central road as opposed to road alongside the cutty area if this will improve privacy and reduce noise levels.</p> <p>The following mitigations measures, inter alia, have been included:</p> <ul style="list-style-type: none"> • Final plans must ensure the long-term privacy of neighbours bordering erf 2074 (i.e. Thulana Hills, Cutty Sark residents) (i.e. direction of units, window positions etc.) <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> <p><i>Refer to the following appendices of the BAR:</i> Appendix B – Site Plans Appendix H – EMP Appendix J - Assessment</p> |
| <p>3. Height and Density Restrictions</p> <p>To preserve the quality of life and environmental integrity, as well as maintaining the unique, nature-given topography and flora, it is essential to limit the building density to a maximum of 30 units per hectare and the building height to a maximum of 8.5 meters. Plettenberg Bay is characterized by its commitment to preserving nature, which includes sustainable management of existing resources—particularly maintaining tranquility, using scarce water responsively, and ensuring an efficient and environmentally friendly wastewater system.</p> | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>The developer wants to rezone the property to “General Residential II” which permits flats, group housing and townhouses as primary rights. The developer aims to provide high quality yet affordable housing. The identified development area is approximately 5 ha. The initial concept proposed 250 units; however, this was considered to be too dense (50 units / ha). The plan was updated to the proposed 228 units (net density of 46.5 units / ha) with each unit being approximately 100-130m² in size and developed in (76) blocks of 3-storeys.</p> |



Eco

ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

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MS. JANET EBERSOHN

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| | |
|--|---|
| | <p>The provision of residential units in line with the long-term development vision of the town and contributes to the need of housing stock, job creation and economic growth. According to the Planning Report the density is motivated to be in line with the average density currently permitted in the area.</p> <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix K – Town Planning Report, Planning Space Town and Regional Planners</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>4. Traffic and Access Restrictions</p> <p>One of the most concerning aspects of the proposed development is the potentially increased traffic volume and vehicle access to the site. We strongly urge that no vehicle access (whether for emergency, residential, or construction purposes) be granted via Ariel Drive or Cutty Sark. The winding nature of Cutty Sark runs directly through a quiet and established residential area. Access to Erf 2074 via this route would lead to significantly increased noise and pollutant emissions, as well as a marked rise in accident risk within the neighborhood. Additionally, the road, which was not designed to accommodate heavy vehicles at high frequencies, would suffer significant damage. It would require frequent repairs and maintenance, funded by the municipality—and thus by rates and taxpayers. Accessing Marine Way from Cutty Sark and Flying Cloud is already a difficult and sometimes even dangerous endeavor during peak traffic hours due to the current traffic volume. Marine Way cannot handle the additional high number of vehicles from so many new residents on Erf 2074, plus the necessary delivery and service vehicles.</p> <p>Please also note that the Cutty Sark and Flying Cloud intersection is already under strain from emergency vehicles that needs to come out of the FIRE STATION , the day Clinic , the NG church , the municipal traffic offices and IEC offices on normal work days , Sundays and funeral days . Cutty Sark Area, including Raven Place, and Red Jacket has R20+ million Rand houses. The views, the homes and the quietness make it an expensive area which will be derogated in value immediately if access is granted via Ariel and Cutty Sark.</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p>Emergency access will not be permitted to be used during construction phase- included in EMPr. Construction Phase</p> <ul style="list-style-type: none"> Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) <p>Operational Phase:</p> <ul style="list-style-type: none"> This Traffic Impact Assessment be approved by the Bitou Local Municipality; The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection; <p>Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies)</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G5 – Traffic Impact Assessment, EAS</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>In conclusion, we do not oppose the proposed development in principle, but we strongly urge that the concerns outlined above be considered and addressed to ensure that the development is compatible with the existing residential area. The access, resource consumption, density, and height restrictions should be within acceptable boundaries to preserve the tranquillity, quality of life, and</p> | <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> |



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property values of the residents. Decreased values of the properties would also reflect a decreased basis for taxes.

We appreciate your attention to this matter and trust that these concerns will be given serious consideration during the planning and approval process. Please also note that we are willing as a community to take further action if the council approves proposed access and 3 storey height.

Additionally, we refer to and support the Letter of the Plett Ratepayers and Residents Ass., sent to you on November 18, 2024.

The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.

Chris Ross

FW: Objection to Proposed Rezoning of Erf 2074, Cutty Sark, Plettenberg Bay



admin@ecoroute.co.za
To: claire@ecoroute.co.za



Mon 12/02

From: chris@crosscom.co.za <chris@crosscom.co.za>
Sent: Saturday, 30 November 2024 15:28
To: townplanning@plett.gov.za; pdwashu@plett.gov.za; oyonke@plett.gov.za
Cc: lizemarie@planningspace.co.za; admin@ecoroute.co.za
Subject: Objection to Proposed Rezoning of Erf 2074, Cutty Sark, Plettenberg Bay

ATT: Town Planning
Plettenberg Bay

Dear Sir/Madam,

I hereby wish to object to this development in its present form on the following basis:

1. The height restriction should be in accordance with the surrounding properties on all sides; namely 8,5mt height restriction, thereby limiting the density of the development. The noise and congestion the proposed increase in vehicle traffic creates is unacceptable for this area. Additional residents on this property will further compromise the already strained resources like water.

2. The proposed access for residents runs next to the current residential area with anticipated high noise levels and should be on the other side of the development adjacent to the access for Thulana Hills where it would create less disturbance as their access is also on that side.

3. The anticipated increase in vehicle traffic would put a huge strain on Marine Way access which is a main access to the Town from the N2 and is due to be further compromised by developments across the road. The mini traffic circle is designed to control traffic will be insufficient as proposed.

4. I also strongly object to access from Cutty Sark Ave particularly for construction vehicles during development as this will strain the current traffic flow and create an unacceptable noise and security challenge. My property borders on the proposed emergency access which poses a security risk. There would be no benefit in time or distance for emergency vehicles to attend to emergencies using this route.

In addition, I fully support the general rate-payers objection to this development in its present form.

We urge you to carefully consider our objections and the potential consequences of this proposed development. We request a thorough reassessment of the application, considering the concerns outlined above.

Sincerely

Chris Ross
75 Cutty Sark Ave
0829900200

RE: Objection to Proposed Rezoning of Erf 2074, Cutty Sark, Plettenberg Bay



claire@ecoroute.co.za

To 'chris@crosscom.co.za'

Cc 'townplanning@plett.gov.za'; 'pdwashu@plett.gov.za'; 'oyonke@plett.gov.za'; 'lizemarie@planningspace.co.za'; 'Admin'

Reply

Reply All

Forward



Tue 2025/01/28 18:59

This message is part of a tracked conversation. [Click here](#) to find all related messages or to open the original flagged message.



Response - Chris Ross.pdf
304 KB

Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards

Claire



Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: **2021/3519**

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: Chris Ross

Date: 28 January 2025

Email: chris@crosscom.co.za

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 2 December 2024 | Response |
|--|---|
| Object to this development in its present form on the following basis: | |
| <p>1. The height restriction should be in accordance with the surrounding properties on all sides; namely 8,5mt height restriction, thereby limiting the density of the development. The noise and congestion the proposed increase in vehicle traffic creates is unacceptable for this area. Additional residents on this property will further compromise the already strained resources like water.</p> | <p>The Bitou Spatial Development Framework has identified the property for development and specifically earmarked the site as a priority development area for medium-density residential development (3-4 storeys). The maximum height is proposed to be 10.67-meter height (3 storeys).</p> <p>The TIA carried out states the following: When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.</p> <p>The residential accommodation development will generate noise typical of residential activities and add to the ambient noise level of the area.</p> <ul style="list-style-type: none"> To reduce levels of noise and visual disturbance, plantings of indigenous trees and tall shrubs should be introduced to the interface between the development and the fynbos area (if fire breaks are not recommended by fire protection agencies, |

| | |
|---|--|
| | <p>in which case these plantings would be within the fynbos alongside the fire break). Fire-proof indigenous hedge species are suggested.</p> <ul style="list-style-type: none"> • Ensure municipal bylaws applicable to noise in residential areas are included in “house rules” distributed to owners / residents • Any maintenance work carried out on site during the life of operation complies to construction phase mitigation measures. <ul style="list-style-type: none"> • Landscaped and open space areas will assist to absorb noise impacts and reduce visual impacts. <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G5 – Traffic Impact Assessment, EAS</i> <i>Appendix K – Town Planning Report, Planning Space Town and Regional Planners</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>2. The proposed access for residents runs next to the current residential area with anticipated high noise levels and should be on the other side of the development adjacent to the access for Thulana Hills where it would create less disturbance as their access is also on that side.</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> <p>The adjacent development on erf 2073, Phase 1 of which gains direct access from Marine Way may not develop further until the access is realigned via the Challenge Drive intersection. This requires that the access to erf 2073 would need to traverse erf 2074. Access to the proposed development as well as erf 2073 is proposed at the existing Marine Way / Challenge Drive intersection. The access road to serve erf 2073 is accommodated at the northern end of erf 2074 such that the planned development on Erf 2074 is contained from a security perspective.</p> <p>Access to the development can safely be accommodated from Marine Way (MR00383) at the Challenge Drive intersection provided the access is configured as indicated on Figure 15 in the TIA (Appendix G) (extract provided below). Access control gates to the development on erf 2074 should be configured with a minimum of two entry lanes set back a minimum of 19.5m (3 car lengths) from the erf 2073 access road so that entering vehicles do not block access to erf 2073. Additional secondary access points to the municipal road network to the east via Cutty Sark Avenue and Ariel Drive will be provided for use should an emergency arise in the complex comprising the main access onto Marine Way;</p>  <p>Road and access layout (adapted from figure 15, TIA, EAS, 2024)</p> |
| <p>3. The anticipated increase in vehicle traffic would put a huge strain on Marine Way access which is a</p> | <p>A TIA was carried out and a growth rate of 2.5% per annum was used to escalate background traffic volumes.</p> |



Eco

ENVIRONMENTAL

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| | |
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| <p>main access to the Town from the N2 and is due to be further compromised by developments across the road. The mini traffic circle is designed to control traffic will be insufficient as proposed.</p> | <p>The TIA carried out states the following: When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G5 – Traffic Impact Assessment, EAS</i> <i>Appendix H – EMPr</i> <i>Appendix J - Assessment</i></p> |
| <p>4. I also strongly object to access from Cutty Sark Ave particularly for construction vehicles during development as this will strain the current traffic flow and create an unacceptable noise and security challenge. My property borders on the proposed emergency access which poses a security risk. There would be no benefit in time or distance for emergency vehicles to attend to emergencies using this route.</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, <u>access would only be permitted at the existing intersection at Challenge Drive.</u></i></p> <p>The emergency access points will only be permitted to be used in emergency situations (i.e. fire event which compromises the main entry / exit on Marine Way / Challenge Drive)</p> <p><i>Refer to the following appendices of the BAR:</i> <i>Appendix G5 – Traffic Impact Assessment, EAS</i></p> |
| <p>In addition, I fully support the general rate-payers objection to this development in its present form.</p> | <p>Noted</p> |
| <p>We urge you to carefully consider our objections and the potential consequences of this proposed development. We request a thorough reassessment of the application, considering the concerns outlined above.</p> | <p>The final BAR (inclusive of all comments and responses) will be submitted to the DEADP for environmental authorisation. The final SDPs will be based on any recommendations and / or conditions of the EA (if authorised); the final SDP/s will need to be submitted to the local authority for consideration.</p> |

Taryn Tainton

Draft Basic Assessment report RE/Erf2074 Marine Way, Bitou, Municipality OBJECTION



Taryn Tainton <taryn@helenmelonproperties.co.za>
To admin@ecoroute.co.za; claire@ecoroute.co.za; lizemarie@planningspace.co.za

Reply Reply All Forward ...
Mon 2024/12/02 15:07

David Rennie - Objection ERF2074.pdf 62 KB
Ritchie Dunn - Objection ERF2074.pdf 71 KB

Hi There,

Please find attached 2 Objections.

Kind regards
Taryn

 **Taryn Tainton**
OFFICE MANAGER
C. 082 529 3206 T. 044 533 1589 F. 086 214 5497 E.
taryn@helenmelonproperties.co.za
5 Formosa Place, Cnr Main & Crescent Streets, Plettenberg Bay, 6600
www.helenmelonproperties.co.za
Helen Melon Properties – FFC 2023119277

David Rennie

David Rennie
6 Raven Place
Cutty Sark
Plettenberg Bay
helenward@icon.co.za

2ND December 2024.

admin@ecoroute.co.za
claire@ecoroute.co.za
lizemarie@planningspace.co.za

DRAFT BASIC ASSESSMENT REPORT RE/ERF2074 MARINE WAY, BITOU MUNICIPALITY.

I wish to lodge a formal objection against your basic assessment report for the following reasons:

1. No emergency access via Cutty Sark and Ariel Road into the Erf2074.
2. No construction vehicles may access Erf 2074 via Cutty Sark and Ariel.
3. The fire station and hospital are less than 1200 meters from the traffic circle that borders onto Erf 2074.
4. There are resident breeding Guinea Fowl in and around Cutty Sark Drive, Raven Place and Ariel Drive. Construction vehicles will endanger the wildlife and change the character of the suburb of Cutty Sark.
5. The intersections of Cutty Sark and Flying Cloud drive with Marine Drive will not be able to cope with any additional traffic.

Kind regards

D J Rennie

R. DUNN 73 Cutty Sark
Plettenberg Bay

ritchiedunn44@gmail.com

2ND December 2024.

admin@ecoroute.co.za
claire@ecoroute.co.za
lizemarie@planningspace.co.za

**DRAFT BASIC ASSESSMENT REPORT RE/ERF2074 MARINE WAY, BITOU
MUNICIPALITY.**

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5. The intersections of Cutty Sark and Flying Cloud drive with Marine Drive will not be able to cope with any additional traffic.

Kind regards



RE: Draft Basic Assessment report RE/Erf2074 Marine Way, Bitou, Municipality OBJECTION



claire@ecoroute.co.za

To 'Taryn Tainton'

Cc 'ritchiedunn44@gmail.com'; 'helenward@icon.co.za'; 'admin@ecoroute.co.za'; 'lizemarie@planningspace.co.za'; 'Janet Ebersohn'

Reply Reply All Forward

Tue 2025/01/28 18:48

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Response - Richard Dunn.pdf 239 KB
Response - David Rennie.pdf 242 KB

Good day

Kindly find attached responses to your comments.

The draft basic assessment report (BAR) will be updated with all comments and responses and the Final BAR submitted to the Western Cape Department of Environmental Affairs and Development Planning for consideration. The decision-making time frame is up to 107 days.

The decision and details of the appeal process will be distributed to all registered interested and affected parties.

Thank you for your participation in this process.

Kind regards
Claire


Claire De Jongh
Eco Route Environmental Consultancy
0846074743
EAPASA registration: 2021/3519



PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY, BITOU LOCAL MUNICIPALITY, WESTERN CAPE

Public Participation process carried out in terms the National Environmental Management Act (Act 107 of 1998) Regulation 41 of GN R.326

Attention: David Rennie

Date: 28 January 2025

Email: helenward@icon.co.za

Thank you for your participation in the environmental impact assessment process currently being carried out for the proposed residential development on Erf 2074, Plettenberg Bay.

The response to your comments on the draft basic assessment report is provided below.

| Comment received 2 December 2024 | Response |
|---|---|
| Formal objection for following reasons” | |
| 1. No emergency access via Cutty Sark and Ariel road into the erf 2074 | The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i> <i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i> |
| 2. No construction vehicles may access erf 2074 via Cutty Sark and Ariel | Emergency access will not be permitted to be used during construction phase- included in EMPr. Construction Phase <ul style="list-style-type: none"> Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) |
| 3. The fire station and hospital are less than 1200 meters from the traffic circle that borders on Erf 2074 | The property is situated along Marine Drive which is a major transportation route. The area has a mixed-use character, Medium density developments are in place west of the Erf (Thulana, Castleton), low density to the east (Cutty Sark area) and medium density to the north. approximately 200 units. The proposal aligns with the Spatial Planning proposals for the Bitou municipal area. With regards to the TIA, the growth rate of 2.5% per annum was used to escalate background traffic volumes. When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout. |



Eco Route

ENVIRONMENTAL CONSULTANCY

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| | |
|---|---|
| | <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.</p> |
| <p>4. There are resident breeding Guinea Fowl in and around Cutty Sark Drive, Raven Pace and Ariel Drive. Construction vehicles will endanger the wildlife and change the character of the suburb of Cutty sark</p> | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, access would only be permitted at the existing intersection at Challenge Drive.</i></p> |
| <p>5. The intersections of Cutty sark and Flying cloud Drive with Marine Drive will not be able to cope with any additional traffic.</p> | <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p>Emergency access will not be permitted to be used during construction phase- included in EMPr.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> • Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) <p>Operational Phase:</p> <ul style="list-style-type: none"> • This Traffic Impact Assessment be approved by the Bitou Local Municipality; • The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection; <p>Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies)</p> <p><i>Refer to the following appendices of the BAR: Appendix G5 – Traffic Impact Assessment, EAS Appendix H – EMPr Appendix J - Assessment</i></p> |

**PROPOSED MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT ON RE / ERF 2074, MARINE WAY,
BITOU LOCAL MUNICIPALITY, WESTERN CAPE**

**Public Participation process carried out in terms the National Environmental Management Act (Act
107 of 1998) Regulation 41 of GN R.326**

Attention: Richard Dunn

Date: 28 January 2024

Email: ritchiedunn44@gmail.com

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|--|--|
| Formal objection for following reasons" | |
| 1. No emergency access via Cutty Sark and Ariel road into the erf 2074 | <p>The TIA carried out states the following: <i>Separate access to Erf 2074 does not meet the spacing requirements for a Class 3 urban arterial road in terms of the Access Management Guidelines (3). As such, the Western Cape Government has indicated that in order to meet the required access spacing standards, <u>access would only be permitted at the existing intersection at Challenge Drive.</u></i></p> <p><i>Provision has been made for two additional secondary access points between the development and the municipal road network to the east via Cutty Sark Avenue and Ariel Drive. These access points will be gated and locked and only opened should an emergency, e.g., a fire in the complex, result in access via the main entrance from Marine Way being compromised.</i></p> <p>Emergency access will not be permitted to be used during construction phase- included in EMPr. Construction Phase</p> <ul style="list-style-type: none"> Entrance to the site only permitted from Marine Drive (not the emergency access points on Ariel drive and Cutty Sark Avenue) <p>Operational Phase:</p> <ul style="list-style-type: none"> This Traffic Impact Assessment be approved by the Bitou Local Municipality; The main access to the development be provided from Marine Way (MR00383) at the Challenge Drive intersection; <p>Secondary locked access gates be provided at Cutty Sark Avenue and Ariel Drive for use in the event of emergency(ies)</p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2025 development horizon for normal season traffic conditions with the Ultra City intersection configured as a roundabout.</p> <p>When considering the traffic generated by the proposed development added to escalated background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030</p> |
| 2. No construction vehicles may access erf 2074 via Cutty Sark and Ariel | |
| 3. The fire station and hospital are less than 1200 meters from the traffic circle that borders on Erf 2074 | |
| 4. There are resident breeding Guinea Fowl in and around Cutty Sark Drive, Raven Pace and Ariel Drive. Construction vehicles will endanger the wildlife and change the character of the suburb of Cutty Sark | |
| 5. The intersections of Cutty Sark and Flying cloud Drive with Marine Drive will not be able to cope with any additional traffic. | |



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ENVIRONMENTAL

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development horizon for normal season traffic conditions **with the Ultra City intersection configured as a roundabout.**

When considering the traffic generated by the proposed development added to escalated peak season background traffic, the affected intersections and access points all operate at acceptable Levels of Service in terms of capacity for the 2030 development horizon with only the Challenge Drive intersection LOS worsening slightly from A to B.

Refer to the following appendices of the BAR:
Appendix G5 – Traffic Impact Assessment, EAS
Appendix H – EMPr
Appendix J - Assessment