

APPENDIX F: PUBLIC PARTICIPATION INFORMATION

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Appendix F1: Public Participation Plan and DEA&DP acceptance

BASIC ASSESSMENT FOR THE PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH - PUBLIC PARTICIPATION PLAN

Prepared for: AECOM SA (Pty) Ltd on behalf of the
Stellenbosch Municipality

DEA&DP Reference: 16/3/3/6/7/1/B4/45/1123/20

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ACRONYMS AND ABBREVIATIONS

Acronym / Abbreviation	Definition
BA	Basic Assessment
BAR	Basic Assessment Report
DEA&DP	Department of Environmental Affairs and Development Planning
DEFF	Department of Environment, Forestry and Fisheries
EA	Environmental Authorisation
EAP	Environmental Assessment Practitioner
EIA	Environmental Impact Assessment
GN	Government Notice
I&APs	Interested and Affected Parties
MFT	Managed File Transfer
NEMA	National Environmental Management Act, 1998 (No. 107 of 1998)
PP Plan	Public Participation Plan
SLR	SLR Consulting (South Africa) (Pty) Ltd

1. INTRODUCTION

The Stellenbosch Local Municipality is proposing to rehabilitate the Distillery Road bridge which crosses the Plankenbrug River in Stellenbosch (see Figure 1). The bridge is approximately 30 m in length and consists of a single carriageway. It is the only access road into a small mixed development area within Stellenbosch comprising various commercial developments and apartment complexes.

The following works are proposed in order to rehabilitate and improve the bridge:

- Widening the road surface in order to accommodate two lanes of vehicle and pedestrian traffic;
- Widening the bridge deck, columns and abutments by approximately 5.85 metres;
- Excavating within the river in order to construct the bridge foundations; and
- Replacing the bridge with a new wider bridge structure.

SLR Consulting (South Africa) (Pty) Ltd (SLR) has been appointed by AECOM SA (Pty) Ltd to undertake the required Environmental Authorisation (EA) process in terms of the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended) promulgated under the National Environmental Management Act, 1998 (No. 107 of 1998; NEMA).

2. PURPOSE OF THE REPORT

On 14 May 2020, the Department of Environmental Affairs and Development Planning (DEA&DP) issued a Circular (DEA&DP No. 0012/2020) providing input on the permitted EIA and related licensing services and permitted supporting professional services in terms of the Lockdown Regulations of 29 April 2020 read with the Department of Environment, Forestry and Fisheries (DEFF) EIA Directions of 31 March 2020. Particular reference is made to Section 18.8 of the Circular which states the following:

“With EIA and related permitting processes and supporting professional services being permitted services under Lockdown Alert Level 4, it should be possible for an EAP, Specialist and other Professionals to meet all the public participation requirements set out in Regulation 41 of the EIA Regulations (e.g. putting up site notices, etc.). To ensure that reasonable notice is given to potential and registered interested and affected parties (“I&APs”), DEA&DP should be approached with a proposed Public Participation Plan setting out all the public participation steps, including the additional measures, proposed. (Note: The intension in terms of the proposed amendments to/replacement of the EIA Directions of 31 March 2020 is to make the submission of a Public Participation Plan, to be agreed to by the relevant authority, compulsory.”

As part of initiation of the Basic Assessment (BA) process for the proposed project, a pre-application meeting was held with DEA&DP officials on Monday, 25 May 2020. The aim of the meeting was to provide information on the proposed project and to discuss the envisaged BA and related public participation process. DEA&DP officials made reference to the above-mentioned section of the Circular and requested that a Public Participation Plan (PP Plan) be drafted and submitted together with the DEA&DP Notice of Intent form. DEA&DP officials indicated that the PP Plan would assist in determining whether the proposed public participation process would be sufficient, in light of the current COVID-19-related restrictions.



Figure 1: Locality Map (Source: Google Earth, 2020)

Subsequent to the above-mentioned events, DEFF released new Directions with the similar aim of providing input into the permitted EIA processes in terms of the latest Lockdown Regulations. According to Annexure 3 of the “Directions Regarding Measures to Address, Prevent and Combat the Spread of COVID-19 Relating to National Environmental Management Permits and Licences” published in Government Notice (GN) No. 650 of 5 June 2020, an environmental assessment practitioner (EAP) must prepare a written PP Plan containing proposals on how the identification of and consultation with all potential Interested and Affected Parties (I&APs) will be ensured.

In line with the above-mentioned Circular, subsequent request by DEA&DP officials during the pre-application meeting, and Annexure 3 published in GN No. 650 of 5 June 2020, this PP Plan has been compiled for consideration by DEA&DP and summarises the proposed methods that SLR will use to ensure that:

1. Information containing all relevant facts in respect of the application is made available to potential I&APs; and
2. All potential or registered I&APs are provided with a reasonable opportunity to comment on the application.

Furthermore, the PP Plan considers the effectiveness of the regulatory requirements to bring the proposed project and application to the attention of I&APs under the current COVID-19-related restrictions and identifies additional measures which will be undertaken in this regard. Once agreement with the PP Plan has been reached with DEA&DP, SLR will commence the envisaged public participation process for the above-mentioned project.

3. PUBLIC PARTICIPATION METHODOLOGY

The proposed public participation tasks set out below have been duly informed by consideration of the socio-economic profile (e.g. literacy levels) of the potential I&Ps, given the location and nature of the proposed project. Additional tasks to be undertaken (beyond the regulatory requirements set out in Chapter 6 of the EIA Regulations, 2014 (as amended)) to ensure that reasonable opportunity is provided for public participation as part of the BA process are indicated in italics below.

3.1 PRE-APPLICATION PUBLIC PARTICIPATION PROCESS

Due to the time constraints of the engineering and construction programme and limited project footprint, a comment period on a pre-application Basic Assessment Report (BAR) will not be provided. It is, however, proposed to have some pre-application consultation with key stakeholders. The tasks proposed for the pre-application public participation process are set out below. Pre-application tasks are proposed to be undertaken during June and July 2020.

3.1.1 Database

A preliminary I&AP database would be compiled consisting of landowners, councillors, authorities (local, regional and national, as applicable), Organs of State, Non-Government Organisations, Community-Based Organisations and other key stakeholders. The database would be compiled using databases from previous projects undertaken in the broader study area.

The I&AP database would be continually updated during the BA process. Additional I&APs would be added to the database based on responses to the site notices, advertisements, key I&AP meetings and notification letters, all of which are outlined below.

3.1.2 Site Notices

Site notices would be placed at the Distillery Road Bridge, *the Stellenbosch Public Library and Municipal offices and at Agrimark Stellenbosch* as part of the pre-application process. Site notices would be placed at both ends of the Distillery Road Bridge, in order for the notice to be visible to traffic travelling in both directions. Site notices would be placed in both English and Afrikaans. The site notice would provide an opportunity for I&APs to register on the project database prior to distribution of the BAR for formal comment.

3.1.3 Online meetings with key I&APs

Key I&APs would be identified (e.g. local cultural heritage bodies in the area) and the option of online meetings will be provided to them in order to afford them the opportunity to discuss key concerns / implications of the proposed project. Online meetings would likely be undertaken using the Skype for Business and / or Microsoft Teams platforms.

3.2 APPLICATION PUBLIC PARTICIPATION PROCESS

3.2.1 Advertisements

Advertisements notifying the public of the proposed project and availability of the draft BAR for comment would be placed in the Eikestadnuus local newspaper and on the *Eikestadnuus Facebook page*. Advertisements would be placed in both English and Afrikaans.

3.2.2 General I&AP notifications

A notification letter would be sent to all registered I&APs on the project database to inform them of the availability of the draft BAR for a 30-day public review and comment period. The notification letter would be sent via e-mail and courier / hand delivery (where e-mail addresses are not available). *The notification letter would also contain a link to the SLR website (www.slrconsulting.com) that I&APs can use to access and download the full draft BAR or the Executive Summary (the Executive Summary would be comprehensive enough to serve as a stand-alone document for easy review and download).* In terms of the previously mentioned Directions (GN No. 650 of 5 June 2020), reports may not be made available at any public places or premises closed to the public, thus the placement of hard copy reports for public review in public libraries are not possible at this stage.

Should any I&AP contact SLR to indicate that they are not able to access any of the online project documentation due to lack of internet connectivity, SLR will implement suitable alternative means of providing the requested project information to these stakeholders. Such measures may include (but are not limited to) the following:

- Sending hard copies of the comprehensive Executive Summary of the reports; and
- Having a telephonic discussion to answer any queries that I&APs may have regarding the proposed project.

All comments received in response to the draft BAR would be collated and responded to in a BAR Comments and Responses Report, which would be appended to the final BAR. The comments would be duly taken into consideration in the process of updating the draft BAR. A copy of the final BAR would be submitted to the competent authority for decision-making. Thereafter, a notification letter would be sent to all registered I&APs on the project database to inform them of the submission. The notification letter would be sent via e-mail and courier / hand delivery (where e-

mail addresses are not available). *The notification letter would also contain a link to the SLR website that I&APs can use to access the full final BAR or the Executive Summary.*

3.2.3 Authority notifications

A notification letter would be sent to all commenting authorities on the project database to inform them of the availability of the draft BAR for a 30-day authority review and comment period. The notification letter would be sent via e-mail and courier / hand delivery (where e-mail addresses are not available). Additionally, an electronic copy of the full draft BAR and Executive Summary (via *AMS Managed File Transfer (MFT)* software) would be provided to all commenting authorities by email.

A notification letter, a soft copy (via *AMS MFT* software) and hard copies (if required) of the full draft BAR would be provided to the competent authority, DEA&DP, for review and comment via email and courier / hand delivery, respectively.

Table 1 below lists all authorities on the project database that would be consulted as part of the proposed public participation process.

Table 1: List of authorities on the project database.

No.	Authority	No.	Authority
1.	CapeNature	5.	Heritage Western Cape
2.	Cape Winelands District Municipality	6.	Metrorail
3.	DEA&DP	7.	Transnet Freight Rail
4.	Department of Human Settlements, Water and Sanitation	8.	Stellenbosch Local Municipality

3.2.4 Project Schedule

The currently envisaged key I&AP consultation dates are provided in Table 2 below.

Table 2: Key public consultation dates.

No.	Task	Envisaged Date
1.	Pre-Application Phase	
1.1	Database compilation	Week commencing 25 May 2020
1.2	Site notice placement	Week commencing 8 June 2020
1.3	Online meetings with key I&APs	Week commencing 20 July 2020
2.	Application Phase	
2.1	Advertisement placement	Week commencing 27 July 2020
2.2	General I&AP notification	
2.3	Authority notification	

4. PRESCRIBED TIMEFRAMES

As set out in Section 4.4 of the previously mentioned Directions, the prescribed timeframes for the actions referred to in Annexure 3 of the Directions are deemed to be extended by a period of 30 days (unless it can be concluded within a shorter timeframe as agreed to by the competent authority). It should be noted, however, that SLR intends to undertake all of the actions associated with the BA process within the prescribed timeframes as set out in the EIA Regulations, 2014 (as amended).

With respect to the timeframes for I&APs to comment on the draft BAR, it is proposed that this timeframe also not deviate from the prescribed 30-day period. The rationale for this is as follows:

- Many of the registered I&APs for the proposed project have been previously involved in a public consultation process for a development undertaken adjacent to the project site (i.e. adjacent pipeline project (DEA&DP EA Reference No.: 16/3/1/1/B4/5/1107/14)). Thus, most of the current I&APs have a good understanding of the EIA process; and
- The cantilevers of the Distillery Road Bridge are in a severely deteriorated state, thereby compromising its structural integrity. The bridge in its current condition thus poses a major safety hazard for its users and any delays in the project programme could prolong this unsafe situation.

SLR believes that the above-mentioned measures will provide I&APs with a reasonable opportunity to comment on the application. Notifications to I&APs will thus include a request that submissions be made within the prescribed timeframes as set out in the EIA Regulations, 2014 (as amended), albeit that the DEFF Directions of 5 June make provision for a 30-day extension to the timeframes.

5. CONCLUSION

In light of the COVID-19-related restrictions placed on the movement of people, SLR has devised a PP Plan to ensure that the proposed project would sufficiently be brought to the attention of potential I&APs. SLR is of the opinion that the public participation methodology presented in this PP Plan is adequate and would allow for the proposed project to be advertised in a manner that is reasonable, fair, just and acceptable.

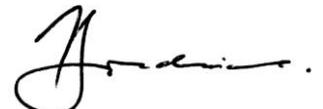
As no timeline for the approval of the PP Plan is provided for in the Directions, SLR will assume that the PP Plan is acceptable to the DEA&DP if we do not receive any feedback within 14 days. To be clear, SLR will release the report for public comment as per the above PP Plan by the week of 27 July 2020, if we have no other feedback from the Department.



Rizqah Baker
(Report Author)



Eloise Costandius
(Project Manager)



Fuad Fredericks
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REFERENCE: 16/3/3/6/7/1/B4/45/1123/20
DATE: 28/07/2020

The Municipal Manager
Stellenbosch Municipality
2nd Floor Ecclesia Building
71 Plein Street
STELLENBOSCH
7600

Attention: Mr J.G. Louw

Tel: (021) 808 8213
Email: Deon.Louw@stellenbosch.co.za

Dear Sir

APPROVAL OF THE PUBLIC PARTICIPATION PROCESS (“PPP”) PLAN AND GANTT CHART IN TERMS OF CIRCULAR: DEA&DP NO 0012/2020 AND THE DIRECTIONS ISSUED BY THE MINISTER OF FORESTRY, FISHERIES AND THE ENVIRONMENT ON 5 JUNE 2020 FOR THE PROPOSED IMPROVEMENT OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

1. The above-mentioned document dated July 2020, as received by the Department on 20 July 2020, refers.
2. The Departments notes your request not to use the 30-day timeframe extension referred to in paragraph 4.4 of the Directions issued by the Minister of Forestry, Fisheries and the Environment dated 5 June 2020.
3. The Department hereby approves the PPP Plan dated July 2020, submitted in terms of the Department’s Circular (CIRCULAR: DEA&DP NO 0012/2020) and the Directions issued by the Minister of Forestry, Fisheries and the Environment on 5 June 2020. All of the measures highlighted in the PPP Plan must be implemented to meet the requirements of Regulations 41 of the NEMA EIA Regulations 2014 (as amended) as well as the Directions regarding measures to address, prevent and combat the spread of COVID -19 relating to National Environmental Management Permits and Licences dated 5 June 2020.
4. Please note that the applicant must comply with any other statutory requirements that may be applicable to the undertaking of the activity.
5. Kindly quote the abovementioned reference number in any future correspondence concerning the proposed development.

6. This Department reserves the right to revise or withdraw its comments and request further information based on any information received.

Yours faithfully



HEAD OF COMPONENT
ENVIRONMENTAL IMPACT MANAGEMENT SERVICES: REGION 1
DEPARTMENT OF ENVIRONMENTAL AND DEVELOPMENT PLANNING
Cc: (1) R Baker (SLK Consulting (Pty) Ltd)

Email: rbaker@slrconsulting.com



Appendix F2: I&AP database

AEC11

AECOM SA (Pty) Ltd	.
AECOM SA (Pty) Ltd	Mr L Buys
AECOM SA (Pty) Ltd	Mr H van Wijk
AECOM SA (Pty) Ltd	Ms G Wright
Autograph Gin	The Manager
Bosman's Crossing Square	Ms F van Eeden
Cape Winelands District Municipality	Mr K du Plessis
Cape Winelands District Municipality	Mr F van Eck
CapeNature	Ms A Duffell-Canham
CTS Heritage	Ms J Lavin
Dalla CIA Wines	The Manager
Department of Human Settlements, Water & Sanitation	Mr N Mkonto
Department of Human Settlements, Water & Sanitation	Ms N Ndobeni
Distell Limited	The Manager
Fine Pastries	The Manager
Heritage Western Cape	Ms S Barnardt
Hillebrand	Ms C Alford
Metrorail	Mr P Cilliers
Oude Molen	The Manager
Passenger Rail Agency of South Africa (PRASA)	.
Petroleum Agency SA	Mr S Mushwana
Petroleum Agency SA	Ms P Ngesi
Pier Rabe Antiques	Ms J Rabe
Rennie Scurr Adendorff	Mr M Scurr
Rennie Scurr Adendorff	Ms K Smuts
Stellekaya Winery	Ms J Lello
Stellenbosch Heritage Foundation	Ms R Fourie
Stellenbosch Interest Group	Mrs PE Botha
Stellenbosch Interest Group	Ms B Hayes
Stellenbosch Local Municipality	Mr JG Louw
Stellenbosch Local Municipality	Ms G Mettler
Stellenbosch Local Municipality	Mr J Serdyn
The High Road	The Manager
Transnet SOC Limited	Mrs A Abrahams
Transnet SOC Limited	Mr A Mouton
Vinlab (Pty) Ltd	Ms H Smit
WCG: Department of Env Affairs & Dev Planning	Ms S Smidt
WCG: Department of Env Affairs & Dev Planning	Ms A Thomas
Wynland Bottelering	Mr G Stofberg
Zevdevco (Pty) Ltd	Mr J Van Rosenfeldt

Appendix F3: Site Notices

PUBLIEKE DEELNAMEPROSES

VOORGESTELDE REHABILITASIE VAN DIE DISTILLERY STRAAT BRUG, STELLENBOSCH

KENNISNO: AEC11/06/20

KENNISGEWING VAN 'N OMGEWINGSGOEDKEURING EN PUBLIEKE DEELNAMEPROSES IN TERM VAN DIE OMGEWINGSIMPAKBEPALINGREGULASIES, 2014 (SOOS GEWYSIG) KRAGTENS DIE NASIONALE WET OP OMGEWINGSBESTUUR, 1998 (NO. 107 VAN 1998; NEMA)

BESKRYWING EN LIGGING: Die voorgestelde projek behels die rehabilitasie van die Distillery Straat brug oor die Plankenbrugrivier in Stellenbosch. Die projek sluit die verbreding van die padoppervlak en brugdek in om sodoende twee bane vir voertuie en voetgangerverkeer te bewerkstellig, asook uitgrawings binne die rivier om brugfondasies te bou en om die brug met 'n nuwe breër struktuur te vervang.

AANSOEKER: Munisipaliteit van Stellenbosch

INGENIEURSKONSULTANTE: AECOM SA (Pty) Ltd

AANSOEK OM OMGEWINGSGOEDKEURING VIR DIE ONDERNEEM VAN DIE VOLGENDE GELYSDE AKTIWITEIT:

'n Basiese Evalueringsproses word vereis as deel van 'n Aansoek om Omgewingsgoedkeuring vir die voorgestelde projek, aangesien Gelyste Aktiwiteit 19 van Goewermentskennisgewing R. 983, soos gewysig (Aktiwiteitslys 1) van toepassing is – (19): *Die invul of neersetting van enige materiaal van meer as 10 kubieke meter, of die bagger, uitgrawing, verwydering of verskuiwing van meer as 10 kubieke meter grond, sand, skulpmateriaal, gruis of klip binne/vanuit 'n waterloop/rivier.*

Goedkeurings word ook benodig in terme van die Nasionale Waterwet, 1998 (No. 36 van 1998; NWA) en die Wet of Nasionale Erfenishulpbronne, 1999 (No. 25 van 1999; NHRA).

OMGEWINGSPROSES:

Kennis geskied hiermee dat SLR Consulting (South Africa) (Pty) Ltd (SLR) met 'n Basiese Evalueringsproses begin het in terme van NEMA en die Omgewingsimpakbepalingsregulasies, 2014 (soos gewysig). Aansoekprosesse in terme van die NWA en NHRA sal in parallel onderneem word. Skakel asseblief met SLR indien u enige vrae of kommentaar in hierdie verband het of wil registreer as 'n belanghebbende party. Projekinligting sal op die SLR webblad beskikbaar wees by <https://slrconsulting.com/za/slr-documents/distillery-road>.

SLR KONTAKBESONDERHEDE

Posbus 10145, Caledonplein, Kaapstad, 7905

Tel: (021) 461 1118/9 E-pos: csadan@slrconsulting.com



PUBLIC PARTICIPATION PROCESS

PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

NOTICE NO: AEC11/06/20

NOTICE IS HEREBY GIVEN OF AN ENVIRONMENTAL AUTHORISATION (EA) AND PUBLIC PARTICIPATION PROCESS IN TERMS OF THE ENVIRONMENTAL IMPACT ASSESSMENT (EIA) REGULATIONS, 2014 (AS AMENDED) PROMULGATED IN TERMS OF THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (NO. 107 OF 1998; NEMA)

DESCRIPTION AND LOCATION: The proposed project entails the rehabilitation of the Distillery Road Bridge, Stellenbosch, including, but not limited to, the widening of the road surface and bridge deck to accommodate two lanes of vehicle and pedestrian traffic, excavating within the Plankenbrug River to construct bridge foundations and replacing the bridge with a new wider bridge structure.

APPLICANT: Stellenbosch Municipality

CONSULTING ENGINEERS: AECOM SA (Pty) Ltd

APPLICATION FOR ENVIRONMENTAL AUTHORISATION TO UNDERTAKE THE FOLLOWING LISTED ACTIVITY:

A Basic Assessment (BA) process is required as part of an Application for EA for the proposed project as it triggers Listed Activity 19 of Government Notice (GN) R. 983, as amended (Listing Notice 1) – (19): *The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse.*

In addition, approvals in terms of the National Water Act, 1998 (No. 36 of 1998; NWA) and the National Heritage Resources Act, 1999 (No. 25 of 1999; NHRA) are required.

ENVIRONMENTAL PROCESS:

Notice is hereby given that SLR Consulting (South Africa) (Pty) Ltd (SLR) has commenced with a BA process for the proposed project as set out in the NEMA and EIA Regulations, 2014 (as amended). Application processes in terms of the NWA and NHRA will be undertaken in parallel to the BA process. If you have any queries or comments in this regard or want to register as an Interested and Affected Party, please contact SLR at the details shown below. Project documentation will be made available on the SLR website at <https://slrconsulting.com/za/slr-documents/distillery-road>.

SLR CONTACT DETAILS

PO Box 10145, Caledon Square, Cape Town, 7905

Tel: (021) 461 1118/9 E-mail: csadan@slrconsulting.com

AECOM





Figure 1: View of the site notice (English and Afrikaans) placed at the Distillery Road Bridge (westerly direction).



Figure 2: View of the site notice (English and Afrikaans) placed at the Distillery Road Bridge (easterly direction).



Figure 3: Notices (English and Afrikaans) at the Stellenbosch town hall and public library.



Figure 4: Notice (English and Afrikaans) on the community noticeboard at Agrimark adjacent to the bridge (on the far side of Adam Tas Road).

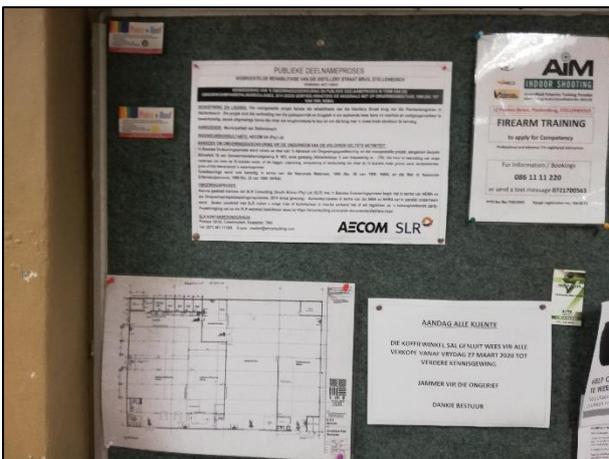


Figure 5: Notice (Afrikaans) on the community noticeboard at Agrimark.

Appendix F4: Advertisements

■ EDUCATION

CPUT students demand answers

Many not received allowances for months

OKUHLE HLATI
okuhle.hlati@inl.co.za

SOME Cape Peninsula University of Technology (CPUT) students say they are still waiting for travelling and meal allowances to be paid to them, four months late.

Earlier this week and last month students protested, saying they felt neglected and were tired of the blame game between CPUT and the National Student Financial Aid Scheme (NSFAS).

Marketing first year student Khuzeka Zigida who lives in Makhaza, Khayelitsha, said she was struggling to attend classes.

"The year is ending and we don't know what's going on. Some of us come from disadvantaged backgrounds, so we can't afford to use public transport almost every day.

Makhaza is far from town, meaning I pay a lot. Those of us who stay at home or rent need both transport and a meal allowance. Those in residences just need a meal allowance," said Zigida.

"I also checked my account statement and to my shock I am owing the institution about R47 200."

Another student, who asked to remain anonymous, said a meeting

was scheduled for Monday between the students, university management and NSFAS representatives.

"This problem is affecting about four CPUT campuses, namely District Six, Mowbray, Bellville and Athlone. We did a data collection to see how many students were experiencing this and other issues.

This was due to the influx of complaints in our email, and it's more than 400 students. NSFAS claims CPUT was generated funds, while CPUT claims it's still waiting, so the truth will be known during the meeting," the student said.

CPUT's Derek Stocken said the payment of the allowances was put on hold because NSFAS had not linked the student registration templates.

"This is required to generate the NSFAS Bursary Agreements (NBA). We could not continue to disburse allowances if an NBA was not in place. Our Financial Aid office has recently reinstated 418 student allowances after NSFAS processed 151 of the outstanding NBA agreements and gave approval for the remainder to be reinstated while they are busy processing," said Stocken.

NSFAS had not responded to questions by deadline.



SOME matrics missed their exams after a protest in Khayelitsha led to the temporary closure of the N2. | AYANDA NDAMANE African News Agency (ANA)

■ EDUCATION

3 injured, matrics blocked in protest

ODWA MKENTANE
odwa.mkentane@inl.co.za

A NUMBER of matrics missed their exams after a service delivery protest erupted in Khayelitsha, which led to the temporary closure of the N2.

Yesterday, three Golden Arrow buses and a Shoprite delivery truck were set alight during the protest.

Golden Arrow Bus Services offered a reward of up to R200000 for information leading to the arrest and conviction of those responsible.

One of the City's Dial-a-Ride buses was also stoned and two excavators set alight.

A matric pupil from Khayelitsha, Apehele Hlazo said she and her friends missed writing their Maths paper at Mfuleni High School because of the closure of Mew Way Bridge.

"I had no choice but to turn back because it was even hard to get out of my area. Taxis and vehicles were stuck in traffic. The torching of buses was just too much.

"I am glad the department (Western Cape Education Department) will make ways for those who could not write today due to the strike."

Western Cape Education Department spokesperson Bronagh Hammond said the department would engage with the Department of Basic Education (DBE) to schedule a back-up paper in the event that large numbers were unable to arrive at their venues.

"As per national examination regulations we ... allow candidates to start writing up till ten o'clock. If they are unable to start writing by 10am, we will engage with the DBE to schedule a back-up paper. Candidates cannot be accommodated at other centres because there is no provision for space and social distancing, additional exam papers are not available and administrative systems are unable to accommodate them," Hammond said.

Provincial Health's Emergency Medical Services spokesperson Deanna Bessick said three male patients who sustained head injuries after being

stoned were taken to Delft Community Health Clinic by two ambulances.

Police spokesperson Noloyiso Rwxana said Public Order Policing remained in the area until law and order was restored yesterday afternoon.

There were no arrests. Mayco member for human settlements Malusi Boozi said immediate service demands from new, unlawfully occupied areas were not possible.

"The City has been communicating for months that it is unable to provide immediate services, if at all, to all newly-formed settlements at the expense of the existing services and programmes planned in accordance with its budget. The City does not have unlimited resources.

"The majority of the occupations have happened on land that is not suitable or viable for human habitation, such as in flood-prone wetlands, low-lying areas and even in water-retention ponds or on the slopes of loose, sandy nature reserve land that will get eroded by wind and rain."

■ CRIME

'Gang leader' arrested in police raid

CHEVON BOOYSEN
chevon.booyesen@inl.co.za

GRASSY Park gang activities have been dealt a blow after an alleged gang leader was arrested and is set to appear in court today on charges of illegal possession of a firearm and ammunition.

The 34-year-old suspect resisted arrest, as residents apparently attacked officers during the operation on Wednesday.

Police spokesperson André Traut said the arrests came as part of police efforts to clamp down on illegal possession of firearms.

"Grassy Park police conducted a search operation at a residence in Parkers Walk, Parkwood, Grassy Park on Wednesday, which led to the discovery of a prohibited 9mm pistol and 13 rounds of ammunition. The members reacted to information and arrested the suspect with links to a local gang. During his arrest, he resisted and was assisted by another male person, who was arrested for hindering a police officer in the execution of duties. Both suspects are expected to make their court appearance in Wynberg Magistrate's Court once they have been charged," said Traut.

Grassy Park CPF chairperson Melvin Jonkers commended the arrest of the alleged "Mongrels" gang leader, despite residents attacking police while they conducted the raid, which was sparked by a community tip-off.

"We acknowledge with much appreciation and recognise the efforts of law-abiding residents of the area in supporting the police in keeping guns and gangsterism off the streets," said Jonkers. Anyone with information about crime can anonymously Contact Crime Stop on 0860010111 or SMS Crime Line on 32211.

■ CRIME

Shop owner, assistant held for child's killing

GAUTENG police arrested a 16 year old and a 36 year old in Eden Park following the discovery of the body of a 9-year-old girl found stabbed and wrapped in plastic.

Yesterday, Gauteng police spokesperson Brigadier Mathapelo Peters said the child was sent to a nearby shop on Tuesday morning but did not return home.

"The child was reported missing at Eden Park SAPS at about 2pm and the police immediately activated a multi-disciplinary search party together with some community members," said Peters.

The police say the teenage assistant at the tuckshop could not provide "satisfactory answers" when he was quizzed about the whereabouts of the child.

The search was extended to the teenager's room where the body of the girl was found with a stab wound to the upper body.

"The minor suspect and the 36-year-old tuckshop owner were arrested and it was found the latter suspect was in possession of a fraudulent ID," said Peters.

The police warned against meting out mob justice: "The police have since warned the community to refrain from acts of mob justice after the 27-year-old wife of the older suspect was allegedly attacked and injured by community members just after the arrests.

"The police were able to rescue the woman who was then transported to a nearby hospital. Further investigation into this case saw police also arrest the injured woman as an accomplice and she remains in hospital under police guard."

The three have been charged with kidnapping, murder, and contravention of the Immigration Act. | African News Agency (ANA)

■ WILDLIFE

Overjoyed animal lovers start looking for returned Kataza

SIPHOKAZI VUSO
siphokazi.vuso@inl.co.za

KATAZA has finally been returned to his natal Slangkop troop in Kommetjie.

The City said Kataza was returned to his home range yesterday following detailed monitoring of the situation.

"Kataza was captured in the Tokai area (yesterday morning). All forms of artificial identification were removed, and he was assessed by a veterinarian before his release in his natal Slangkop troop home range soon after. His capture and release took place in accordance with the approved guidelines for baboon management," the City said.

The SPCA's senior inspector and veterinarian were on site and monitored the capture and release, with Kataza found to be fit and healthy prior to his release.

"Upon his release, Kataza's previous raiding record will not be considered in future decisions. This is in an effort to give him a fair chance to adjust to his natal home range, namely the surrounding mountains in the Kommetjie area," the City said.

They appealed to the public to not follow Kataza now that he had been released, and to allow him space and time within his Slangkop troop's home range.

"This is pivotal, as interference may have an impact on his movements. Kataza and the Slangkop troop will be monitored as per usual by the City's new service provider NCC Environmental Services. This includes encouraging the troop to forage in its home range and remaining out of the urban environment," the City said.



Kataza

"The City would like to encourage the surrounding community to assist by baboon-proofing their properties as far as possible, and to reduce food attractants as this will discourage raiding."

The founder of the Baboon Matters Trust, Jenni Trethowan, said yesterday afternoon they were on the mountains above Ocean View looking for Kataza.

"We haven't seen him yet, we walked all the way up in this blazing heat trying to find him, the troops are not in Kommetjie at the moment, they are up on the mountain above Ocean View. They dropped him quite far from his troop, which I don't understand. But we are very happy that he is back, very happy with the news and very excited to see him meet his troop," Trethowan said, adding that they planned to go back last night to find Kataza.

PUBLIC PARTICIPATION PROCESS PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

DEA&DP REF NO.: 18/3/3/6/7/1/B4/45/1123/20

Notice is hereby given of an Environmental Authorisation (EA) application and public participation process in terms of the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended) promulgated in terms of the National Environmental Management Act (No. 107 of 1998; NEMA), and Section 34 and Section 35 permit applications in terms of the National Heritage Resources Act (No. 25 of 1999; NHRRA).

Applicant: Stellenbosch Municipality
Consulting Engineer: AECOM SA (Pty) Ltd
Environmental Assessment Practitioner: SLR Consulting (South Africa) (Pty) Ltd (SLR)
Heritage Practitioner: CTS Heritage (CTS).

Location and Activity:
The proposed project entails the rehabilitation of the Distillery Road Bridge over the Plankenbrug River in the Bosman's Crossing area of Stellenbosch. The project would include phased demolition of the current bridge structure to allow for traffic accommodation during the rehabilitation of the bridge, the widening of the road surface and bridge deck to accommodate two lanes of vehicle and pedestrian traffic, excavation within the Plankenbrug River to construct bridge foundations; including piling and construction of a new bridge super and substructure which is approximately 6 m wider and 7 m longer than the existing bridge.

Triggered Listed Activities:
A Basic Assessment (BA) process is required as part of an Application for EA for the proposed project as it triggers Listed Activity 19 of Government Notice (GN) R. 983, as amended (Listing Notice 1) – (19): The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse. In addition, approval is required for Section 34 and Section 35 permit applications in terms of the NHRRA, as well as in terms of the National Water Act, 1998 (No. 36 of 1999; NWA).

Opportunity to participate:
A draft Basic Assessment Report (BAR), and Section 34 and Section 35 permit applications have been compiled for the proposed project and made available for a 30-day review and comment period from 13 November to 14 December 2020. To register as an Interested and Affected Party (I&AP) or comment on the documents, please contact SLR (at the contact details below) by no later than 14 December 2020. The draft BAR and heritage permit applications are available for download from the SLR website link below.

SLR Contact Details:
PO Box 10145, Caledon Square, Cape Town, 7905,
Tel: (021) 461 1118/9
E-mail: csadan@slrconsulting.com,
Website: www.slrconsulting.com/public-documents/distillery-road
Date of advertisement: 13 November 2020



ANNOUNCEMENT

Call for offers regarding the public procurement contract

"Redeveloping the premises of the Consulate General of Romania in Cape Town"

We hereby inform you that the Ministry of Foreign Affairs of Romania, represented by the Consulate General of Romania in Cape Town, will organise a public procurement procedure in order to award the works' contract having as object the „Redeveloping the premises of the Consulate General in Cape Town”, with an estimated value of **1,017,930.00 lei without VAT.**

Awarding criteria: the lowest price
The validity of the offers: 90 days as of the deadline when the offers are submitted

The public procurement proceeding will be finalised by concluding a works contract with the winning bidder.

The companies interested to submit an offer within the public procurement procedure, are requested to provide a letter of intent, as per the model attached, not later than 5 days after the publishing date of the present announcement.

The letters of intent (scanned) can be sent via electronic means at the following email addresses: **capetown@mae.ro** and **dfen@mae.ro** or in original (hard copy) at the headquarters of the Consulate General of Romania in Cape Town, Helderberg House, 24 Highwick Drive, Kenilworth, 7708, South Africa, phone +27 21 761 1781; Fax: +27 21 761 2657.

The companies considered eligible will receive an invitation to participate, based on which they will be able to pick up the specific documentation on public procurement, in order to prepare the offer / bid.

The public procurement documentation is available for collection from the headquarters of the Consulate General of Romania in Cape Town, Helderberg House, 24 Highwick Drive, 7708, Kenilworth, South Africa or from the headquarters of the Ministry of Foreign Affairs of Romania – Department of Non-Reimbursable External Funds, Bucharest, 1st District, 20 Emil Pangratti Street, free of charge, based on power of attorney and identity card.

Additional information can be requested via e-mail at **capetown@mae.ro** or via phone 0027 – 21 – 761 – 1781, or from the Romanian Ministry of Foreign Affairs, D.F.E.N, 20 Emil Pangrati St, e-mail **dfen@mae.ro** phone: + 40 21 230 46 47, fax: + 40 21 231 48 42 / + 40 21 231 48 43.

Letter of Intention for bidders (SAMPLE)

Company name Registration no. / Date

.....
.....

LETTER OF INTENT

To:
Consulate General of Romania in Cape Town

On your public notice requesting offers for a work contract no. dated published in we (company's name), headquartered in tax code no. phone no. fax, e-mail:, we express our intention to participate as a bidder in the public procurement procedure for awarding the contract "Redeveloping the premises of the Consulate General of Romania in Cape Town".

Date
.....
.....
Legal representative of the company
.....
(Name&surname, signature, seal)

'GEEN-NONSENS-STAATMAKER'

Marie-Louise van Heerden dood ná val

Ané van Zyl

Marie-Louise van Heerden (72), 'n staatsmaker in die geskiedenis van *Die Burger* en 'n invloedryke oud-hoofredakselid, het Woensdag ná 'n ongeluk by haar huis in Vermont in 'n hospitaal in Hermanus gesterf.

Van Heerden was in die 1980's die eerste vrou wat as hoofsub van die koerant aangestel is. Later was sy ook die eerste vrou wat as hoofredakselid aangestel is toe sy administratiewe redakteur geword het.

Sy het in 1979 by *Die Burger* in die Wes-Kaap begin werk en is later na die Oos-Kaap verplaas waar sy die nuusredakteur was. Sy het egter teruggekeer na die Wes-Kaap en voor haar aftrede in 2003 by Nasionale Tydskrifte gewerk.

Haar boesemvriendin van 40 jaar, Marinda Elhers, sê sy het Dinsdag om 12:30 'n oproep van Van Heerden se jare lange tuinwerker gekry. "Madam, you must come," het hy gesê.

"Must I phone the ambulance, Silver? Ek kon duidelik hoor hoe sy (Marie-Louise) sê: 'No!' Toe ek tien minute later daar aankom, het ek die ambulans gebel. Sy kon glad nie meer kommunikeer nie. Hulle was nog tien minute later daar. Ek het hulle gevolg Mediclinic toe."

Elhers sê Van Heerden het massiewe bloeding op die brein gehad en was reeds breindood toe sy by die hospitaal aangekom



Marie-Louise van Heerden (72) Foto: VERSKAF

het. Woensdagaand is die ventilator afgeskakel en sy is oorlede.

"Die dokters reken sy het geval, probeer opstaan en toe weer baie hard met haar kop teen iets geval. Sy het nog die oggend van 09:00 tot 10:00 met Sara, haar bulterriër, gaan stap.

"Ek is so dankbaar dat die tuinwerker daar was, want anders sou ek die volgende oggend op 'n aaklige gesig afgekom het," sê Elhers. "Ek is ook baie dankbaar teenoor die susters by die hospitaal wat my 'n kans gegun het om haar 'n laaste keer te sien."

Ebbe Dommissie, voormalige redakteur van *Die Burger*, beskryf Van Heerden as 'n groot staatsmaker wat haar werk doeltreffend gedoen het.

"Sy was betroubaar en het 'n stewige hand gehad op die res van die redaksie. Sy was 'n groot aanwinst vir *Die Burger* en haar

heegaan is werklik 'n groot verlies en 'n hartseer saak vir dié wat *Die Burger* goed ken.

"Sy het baie omgee vir die koerant en mense soos sy is nodiger as ooit vore in die koerantwese."

Willem Jordaan, redakteur van *Die Burger*, beskryf Van Heerden as formidabel. "Sy het geen nonsens gehad nie en geen nonsens verdra nie. Van haar het ek ontsendende baie oor die joernalistiek en koerantbestuur geleer. My diep medelye aan al haar geliefdes."

Barnard Beukman, redakteur van *Beeld*, sê: "Sy was 'n briljante hoofsub, deur wie se hande menige joernalis gevorm is.

"Dit was in die dae van groot nagkantoorspanne wat etlike uitgawes, wat baie dikker was, in 'n aand moes uitgee. Sy kon omtrent alles gelyk doen – en teen 'n geweldige spoed.

"Dit was die dae toe ervare joernaliste 'n loopbaan gemaak het van die nagkantoor, wat agter die skerms koerante geskep het waar so na as moontlik aan perfekte die enigste aanvaarbare uitkoms was," sê Beukman.

Elna van der Merwe, 'n oudkollega, sê Van Heerden het nie 'n groot gedoente gemaak van die feit dat sy die eerste vrou in dié posisies was nie. "Sy was eenvoudig die beste en daarom is sy aangestel. Sy het haar taal gekeel, haar nuus gekeel."

"Sy het nie twak gevind nie, maar sy was baie regverdig."



Die patroon van die vlamme op die motor is duidelik sigbaar.

Foto: JOHNN-GRANT MUNRO

Luukse motor beskadig toenjin aan die brand slaan

Jana Breytenbach

Die voorkant van 'n luukse Mercedes-Benz-voertuig is gistermiddag verwoes nadat die motor se enjin aan die brand geraak het.

Verskeie mense in die Durbanville-omgewing het in die etensuur stilgehou en foto's geneem van die wit Mercedes-Benz Kompressor wat op die hoek van Eversdalweg en Môredoustraat in vlamme gehul was.

'n Plaaslike brand-en-reddingsvoertuig was toevallig in die omgewing en die vlamme kon vinnig gebly word.

Maxine Jordaan, woordvoerder van die Kaapstad-metro se verkeersdienste, het bevestig dat beamptes op die toneel was en dat geen misdaad vermoed word nie.

Die brandende voertuig was teen die kant van die pad en



Die voertuig van voor afgeneem.

Foto: JOHNN-GRANT MUNRO

het nie die verkeer ontwrig nie.

"Ooggetuie, wat anoniem wyl by, het gesê twee mans was in die voertuig. Hulle het glo 'n vreemde geluid gehoor en stilgehou.

"Hulle het die enjinkap oopgemaak en die vlamme gesien," het die ooggetuie gesê. Niemand is in die voorval beseer nie. Die voertuig is eers gistermiddag laat weggesleep.

Ma praat oor rasseherrie ná 'afskied'

Maygene de Wee

"Ek gaan nie meer daarvoor praat nie. Ek het al oor en oor die waarheid vertel."

Dit was gister die woorde van 'n ma van 'n matriekleerling aan die Hoërskool Brackenfell wat gehelp het om die nou berugte "matriekafskied" daar te reël.

Die ma, wat gepraat het op voorwaarde dat haar naam nie genoem word nie, het gister gesê die geleentheid sou aanvanklik net vir haar kind en 'n paar vriende gewees het.

Toe die staat van inperkings effens verslap is en 100 mense by 'n funksie toegelaat kon word, is daar volgens haar besluit om die funksie vir almal oop te stel. Die ma sê geneen van die onderwysers by die skool was by die reëlings betrokke nie.

Die uitnodigings is via WhatsApp en Facebook versprei. "Enige kind wat wou kom, kon kom." Die kaartjies het R500 per persoon gekos. Uiteindelik was daar net 42 van die skool se 250 matriekleerlinge, en 30 leerlinge van ander skole het ook die funksie bygewoon.

Die ma het gesê sy het reeds al die besonderhede aan die polisie en ander partye gegee.

Op 'n vraag oor hoekom die polisie nou hierby betrokke is, het die ma ge-



Mense maak hul eie stories op; my woorde word verdraai.

sê "dit gaan oor die EFF se dinge".

Sy en haar gesin, ook haar kind wat in matriek by die Hoërskool Brackenfell is, word volgens haar nou geteisier.

"Ek sit by die werk en kan nie konsentreer nie. Mense maak hul eie stories op; my woorde word verdraai. Dit is nie hoe dit moes geëindig het nie," het die vrou gesê.

Sy het gesê die funksie is op 'n wynplaa in Stellenbosch gehou, maar wou nie die naam gee nie.

'n Groot polemiek het twee weke gelede op sosiale media ontstaan nadat 'n video van matriekleerlinge wat "die Hoërskool Brackenfell se matriekafskied" bygewoon het op sosiale media verskyn het. Die video is aanvanklik op YouTube geplaas, maar is sedertdien privaat gemaak.

In die video kan gesien word hoe matrikulante by die lokaal aankom waar 'n rooi tapyt onder meer vir hulle uitgerol is.

Die leerlinge, geklee in deftige

aandrokke en pakke, word in luukse voertuie daar afgelaai.

Nadat die video verskyn het, het mense die skool van onder meer rassisme en verkramptheid beskuldig.

Daar is ook gesê die skool moedig segregasie aan en wou teoekom anderskleurige kinders nie genooi is nie en wat die skool en beheerliggaam daaraan gedoen het.

Die skoolhoof, Jannie Muller, het toe gesê die onthaal was beslis nie 'n skoolgeleentheid nie. Dit is ook nie in die skool se naam of deur enige van die onderwysers of lede van die beheerliggaam gereël nie.

Maandag het lede van die EFF en ouers en inwoners van Brackenfell buite die skool slaags geraak toe die EFF voor die skool geprotesteer het. 'n Man wat skote geskiet het, is in hegtenis geneem.

Die beheerliggaam van die skool het ook Maandagmiddag 'n dringende aansoek by die hoogeregshof in Kaapstad gebring. Hulle vra dat die EFF verbied word om voor die skool te betoog. Regter Siraj Desai het die aansoek toe Maandag uitgestel.

Die skool is gister weer vir kommentaar genader, maar die hoof was nie beskikbaar nie.

Die Burger kon nie bewerings bevestig dat van die onderwysers die funksie bygewoon het nie.



Lede van die EFF en ouers en inwoners van Brackenfell het Maandag buite die skool handgemeen geraak.

Foto: ANÉ VAN ZYL

PUBLIEKE DEELNAMEPROSES
VOORGESTELDE REHABILITASIE VAN DIE DISTILLERY STRAAT- BRUG, STELLENBOSCH
 DEABOP VERW. NO.: 16/3036/17/1B/445/1123/20

Kennis geskied hiermee van 'n Aansoek om Omgewingsmagtiging en publieke deelnameproses in terme van die Omgewingsimpakbeplanning Regulasie, 2014 (soos gewysig), kragtens die Nasionale Wet op Omgewingsbeheer (No. 107 van 1989, NEMA) sowel as permissietoekennings in terme van Artikels 34 en 35 van die Wet op Nasionale Erfenisulphubne (No. 25 van 1999, NHRA).

Aansoeker: Stellenbosch Munisipaliteit
Ingenieurskonsultante: AECOM SA (Pty) Ltd
Omgewingskonsultant: SLR Consulting (South Africa) (Pty) Ltd (SLR)
Erfenisulphubne: CTS Heritage (CTS)

Ligging en Aktiwiteit: Die voorgestelde projek behels die rehabilitasie van die Distillerystraatbrug oor die Plankenbrugrivier in die Bosman's Crossing area van Stellenbosch. Die projek sal 'n gefaseerde afbreek van die huidige brugstruktuur insluit om toe te laat vir verkeerakkommodasie gedurende die rehabilitasie van die brug. Die projek sluit ook in die verbodding van die padoppervlak en brugdek om toe te laat vir twee bane vir voertuig- en voetgangerverkeer; uitgraving bane die Plankenbrugrivier vir nuwe brugfondasies en konstruksie van 'n nuwe brug ongeveer 6 m wyer en 7 m langer as die bestaande brug.

Gelysde Aktiwiteite: 'n Basiese Evalueringsoorsig word veras as deel van die Aansoek om Omgewingsmagtiging aangesien die volgende Gelysde Aktiwiteit van toepassing is: Aktiwiteit 19 van Goewernementskenningsingewing R. 983, soos gewysig (Aktiwiteitslys 1) - (19): Die insul of neerlegging van enige materiaal van meer as 10 kubieke meter in, of die bagger, uitgraving, verwydering of verskuif van grond, sand, skulp, gruis, rivierklip of rots van meer as 10 kubieke meter vanaf 'n waterbron. Goedgekeurings word ook veras vir Artikel 34 en 35 permissietoekennings in terme van die NHRA, sowel as in terme van die Nasionale Waterwet (No. 36 van 1999).

Geleentheid om deel te neem: 'n Konsiep Basiese Evalueringsoorsig van Artikel 34 en 35 permissietoekennings is saamgestel vir die voorgestelde projek en beskikbaar vir 'n 30-dae oorsig en kommentaarperiode vanaf 13 November tot 14 Desember 2020. Om as 'n Belanghebbende en Geskikde Party te registreer en/of kommentaar te lewer op die dokumentasie van ons dié 'n assosieël met SLR (onderstaande kontakbesonderhede) sal skakel teen 14 Desember 2020. Die konsiep Basiese Evalueringsoorsig en erfenis permissietoekennings is beskikbaar by die onderstaande SLR webskakel.

SLR Kontakbesonderhede
 Posbus 10145, Caledonplein, Kaapstad, 7905
 Tel: (021) 461 1118/9
 E-pos: caadlan@slrconsulting.com
 Webblad: www.slrconsulting.com/public-documents/distillery-road

SLR **CTS HERITAGE**

Kennisgewing van Algemene Jaarvergadering (AJV)
 Die Mitchell's Plain Town Centre Improvement District NPC (MPTCID) hou 'n AJV. Alle belanghebbende persone word genooi na 'n oorsig van die jaar se bedrywighede en beplanning vir 2021/22.

Weens Covid-19 en die moontlikheid van veranderinge in vlak, raadpleeg asseblief die webtuiste vir verdere inligting oor die prosedure vir die algemene jaarvergadering.

Datum: Maandag, 7 Desember 2020
Tyd: 11h00
Plek: CID Kantoor, 3de Vloer, Mutual Plein Gebou, Symphony Weg, Town Centre, Mitchell's Plain

Stegs bona fide-lede van die MPTCID kan stem by 'n AJV. Alle eienaars van nie-residentieel en residentieel eiendom wat binne die MPTCID NPC val, kan lede word sonder enige koste daaraan verbonde, maar moet registreer voor 30 November 2020.

Vir meer besonderhede oor registrasie en dokumentasie gaan na <http://mptcid.co.za>, stuur 'n epos aan cidmanager@mptcid.org.za of skakel 079 404 5335

GR

Rauch Gertenbach Trustees
 ANOTHER NEWS AGENCY (EDMS) BPK – (IN LIKWIDASIE)

MEESTER SE VERWYSINGSNUMMER: C747/2019

Kennis geskied hiermee, ingevolge Artikels 339, 366 en 402 van die Maatskappijwet, Nr 61 van 1973, soos gewysig dat die tweede vergadering van krediteure gehou sal word voor die Landdros, GEORGE op Vrydag, 27 November 2020 om 09:00 vir die bewys van eise teen die boedel, en om die Likwidateurs verslag te ontvang en om die Likwidateurs opdragte te gee aangaande administrasie van die boedel se sake.

DANIE ACKER
 Rauch Gertenbach Trustees
 Lache Huis, Yorkstraat 120, George
 Posbus 3, MOSSELBAAI, 6500

Danie Acker/ac

Dis-Chem PHARMACIES

NOU 'N HELE WEEK!
23 TOT 29 NOVEMBER 2020
 MEER WINSKOPE VIR JOU BINNE ONS WINKELS EN AANLYN!

JOU BLACK FRIDAY APTEEK

REUSE GROOT AANBIEDINGS BESPARINGS

MOBILITEIT-ONDERSTEUNING • VITAMIENES • SPORTAANVULLINGS • FYNGEURE EN GESKENPKAPKE • BABASORG EN LYFSORG • GESONDHEIDSKOS

Appendix F5: Notification letters

Candice Sadan

From: Candice Sadan
Sent: Friday, 13 November 2020 09:05
To: Candice Sadan
Cc: Eloise Costandius; Rizqah Baker
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: Distillery_Road_Bridge_DBAR_Exec_Summ_13Nov20.pdf; 2020-11-13_AEC11 Gen DBAR Notification_Rev1.pdf; 2020-11-13_AEC11 Gen DBAR Notification_Afr.pdf

Bcc:

Dear Interested and / or Affected Party

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to SLR (at the details below) **by no later than 14 December 2020**.

SLR CONSULTING (SOUTH AFRICA) (PTY) LTD

ATTENTION: MS CANDICE SADAN

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NEWLANDS

EMAIL: CSADAN@SLRCONSULTING.COM

Should you have any queries on the above, or require any further information, please do not hesitate to contact me.

Kind regards



Candice Sadan

Office Administrator

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13 November 2020

INTERESTED AND AFFECTED PARTY

Dear Madam / Sir

PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH: AVAILABILITY OF THE DRAFT BASIC ASSESSMENT REPORT FOR REVIEW AND COMMENT

This letter provides information on the availability for comment of a draft Basic Assessment Report (BAR) prepared for the above-mentioned proposed project.

Notice is hereby given, in terms of the National Environmental Management Act (No. 107 of 1998; NEMA) and the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended), that the draft BAR prepared for the proposed rehabilitation of the Distillery Road Bridge, Stellenbosch has been made available for a 30-day public and authority review and comment period from 13 November to 14 December 2020. A copy of the Executive Summary of the draft BAR is enclosed with this letter and a copy of the full report is accessible at the SLR website: www.slrconsulting.com/public-documents/distillery-road. Due to the heritage significance of the bridge, Section 34 and Section 35 permit application processes in terms of the National Heritage Resources Act (No. 25 of 1999; NHRA) are also underway. Copies of these heritage permit applications are also available at the website link.

Any comments on the draft BAR or permit applications should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, they should reach SLR **by no later than 14 December 2020**.

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Attention: Ms Candice Sadan
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E-mail: csadan@slrconsulting.com

Should you have any queries in this regard or require additional information please do not hesitate to contact our Ms Candice Sadan or the undersigned (email: ecostandius@slrconsulting.com).

Yours sincerely



Eloise Costandius Pr. Sci. Nat.

**Associate Environmental Consultant
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Reg. No: 2007/005517/07

Vat No: 4630242198

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13 November 2020

BELANGHEBBENDE EN GEAFFEKTERDE PARTY

Geagte Heer / Dame

VOORGESTELDE REHABILITASIE VAN DIE DISTILLERYSTRAATBRUG, STELLENBOSCH: BESKIKBAARHEID VAN DIE KONSEP BASIESE EVALUERINGSVERSLAG VIR OORSIG EN KOMMENTAAR

Hierdie brief verskaf inligting oor die beskikbaarheid vir kommentaar van 'n konsep Basiese Evalueringsverslag wat saamgestel is vir die bogenoemde voorgestelde projek.

Kennis geskied hiermee, in terme van die Nasionale Wet op Omgewingsbestuur (No. 107 van 1998; NEMA) en die Omgewingsimpakbepaling Regulasies, 2014 (soos gewysig), dat die konsep Basiese Evalueringsverslag vir die voorgestelde rehabilitasie van die Distillerystraatbrug, Stellenbosch beskikbaar gemaak is vir 'n 30-dae openbare oorsig- en kommentaarperiode vanaf 13 November tot 14 Desember 2020. 'n Kopie van die Bestuursoorsig van die konsep Basiese Evalueringsverslag is by hierdie brief ingesluit en 'n kopie van die volle verslag is op die SLR webblad beskikbaar: www.slrconsulting.com/public-documents/distillery-road. As gevolg van die erfenisbelang van die brug is erfenispermit-aansoeke ook onderweg in terme van die Wet op Nasionale Erfenishulpbronne (No. 25 van 1999; NHRA). Hierdie permitaansoeke is ook by die webbladskakel beskikbaar.

Enige kommentaar op die konsep Basiese Evalueringsverslag of permitaansoeke moet aan SLR gestuur word by die onderstaande adres, telefoonnommer of e-posadres. Vir kommentaar om ingesluit te word by die finale Basiese Evalueringsverslag moet dit SLR **teen 14 Desember 2020** bereik.

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E-pos: csadan@slrconsulting.com

Indien u enige vrae in hierdie verband het of enige verdere inligting verlang, skakel gerus met ons Me Candice Sadan of die ondergetekende (e-pos: ecostandius@slrconsulting.com).

Vriendelike groete



Eloise Costandius Pr. Sci. Nat.

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Candice Sadan

From: Candice Sadan
Sent: Wednesday, 18 November 2020 08:42
To: Candice Sadan
Cc: Eloise Costandius; Rizqah Baker
Subject: FW: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: Distillery_Road_Bridge_DBAR_Exec_Summ_13Nov20.pdf; 2020-11-13_AEC11 Gen DBAR Notification_Rev1.pdf; 2020-11-13_AEC11 Gen DBAR Notification_Afr.pdf

Bcc:

Dear Interested and / or Affected Party

We have previously tried sending the mail below but it bounced back as we had the incorrect email address. Please see email below for your reference.

Kind regards

Candice Sadan

Office Administrator

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 +27 21 461 1118
 csadan@slrconsulting.com

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Cape Town, 7700

From: Candice Sadan <csadan@slrconsulting.com>
Sent: Friday, 13 November 2020 09:05
To: Candice Sadan <csadan@slrconsulting.com>
Cc: Eloise Costandius <ecostandius@slrconsulting.com>; Rizqah Baker <rbaker@slrconsulting.com>
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment

Dear Interested and / or Affected Party

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to SLR (at the details below) **by no later than 14 December 2020**.

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ATTENTION: MS CANDICE SADAN

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Kind regards



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13 November 2020

INTERESTED AND AFFECTED PARTY

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Yours sincerely



Eloise Costandius Pr. Sci. Nat.

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13 November 2020

BELANGHEBBENDE EN GEAFFEKTERDE PARTY

Geagte Heer / Dame

VOORGESTELDE REHABILITASIE VAN DIE DISTILLERYSTRAATBRUG, STELLENBOSCH: BESKIKBAARHEID VAN DIE KONSEP BASIESE EVALUERINGSVERSLAG VIR OORSIG EN KOMMENTAAR

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Aandag: Ms Candice Sadan
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E-pos: csadan@slrconsulting.com

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Vriendelike groete



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Candice Sadan

From: Rizqah Baker
Sent: Friday, 13 November 2020 07:45
To:
Cc: Eloise Costandius; Candice Sadan
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: 2020-11-13_Distillery Road Bridge Stellenbosch_DBAR_CWDM_Rev0.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Van Eck and Du Plessis

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to our Ms Candice Sadan (at the details below) **by no later than 14 December 2020**.

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EMAIL: CSADAN@SLRCONSULTING.COM

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Kind regards

Rizqah Baker

Environmental Consultant

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 rbaker@slrconsulting.com

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Cape Town, 7700

13 November 2020

Cape Winelands District Municipality
P O Box 100
Stellenbosch
7599

ATTENTION: MR FRANCOIS VAN ECK AND MR KOBUS DU PLESSIS

Dear Sirs

PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH: AVAILABILITY OF THE DRAFT BASIC ASSESSMENT REPORT FOR REVIEW AND COMMENT

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Any comments on the draft BAR should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, they should reach SLR **by no later than 14 December 2020**.

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Candice Sadan

From: Rizqah Baker
Sent: Friday, 13 November 2020 07:53
To:
Cc: Candice Sadan; Eloise Costandius
Subject: RE: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: Distillery_Road_Bridge_DBAR_Exec_Summ_13Nov20.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The Executive Summary is attached for your reference.

Rizqah Baker

Environmental Consultant

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5th Floor, Letterstedt House, Newlands on Main
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From: Rizqah Baker <rbaker@slrconsulting.com>
Sent: 13 November 2020 07:45 AM
To: kobusdp@capewinlands.gov.za; francois@capewinlands.gov.za
Cc: Eloise Costandius <ecostandius@slrconsulting.com>; Candice Sadan <csadan@slrconsulting.com>
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment

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Cape Town, 7700

BASIC ASSESSMENT REPORT FOR THE PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

Prepared for: AECOM SA (Pty) Ltd on behalf of the
Stellenbosch Municipality

Authority Ref: 16/3/3/6/7/1/B4/45/1123/20

SLR Project No: 720.01069.00028
Revision No: 0
Date: November 2020



DOCUMENT INFORMATION

Title	Basic Assessment Report for the Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch
Project Manager	Eloise Costandius
Project Manager e-mail	ecostandiust@slrconsulting.com
Authors	Rizqah Baker and Eloise Costandius
Reviewer	Fuad Fredericks
Keywords	Distillery Road Bridge, Stellenbosch, Basic Assessment
Status	Draft
Authority Reference No	16/3/3/6/7/1/B4/45/1123/20
SLR Project No	720.01069.00028

DOCUMENT REVISION RECORD

Rev No.	Issue Date	Description	Issued By
0	November 2020	Draft issued for I&AP review	E. Costandius

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This document has been prepared by an SLR Group company with reasonable skill, care and diligence, and taking account of the manpower, timescales and resources devoted to it by agreement with **AECOM SA (Pty) Ltd on behalf of the Stellenbosch Municipality** (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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EXECUTIVE SUMMARY

1. INTRODUCTION

The Stellenbosch Municipality is proposing to rehabilitate the existing bridge on Distillery Road in Stellenbosch (the proposed project). The bridge crosses the Plankenbrug River and is located on the western edge of Stellenbosch, near the point where Adam Tas Road/R310 crosses the railway line (see Figure 1). Die Boord and Devon Park residential areas lay approximately 300 m south and 700 west of the bridge, respectively. The Distillery Road Bridge is approximately 20 m in length and consists of a single carriageway. It is the only access road into Bosman's Crossing, a small mixed development area within Stellenbosch comprising of various commercial developments and apartment complexes.

The Stellenbosch Municipality appointed AECOM SA (Pty) Ltd (AECOM) (under Contract B/SM 39/18) to investigate and undertake the necessary structural engineering services to address various issues associated with the bridge, such as the severely deteriorated bridge cantilevers; the lack of pedestrian/non-motorised traffic; the downgraded single lane; and the alignment of the road width to minimum required standards.

SLR Consulting (South Africa) (Pty) Ltd (SLR) has been appointed by AECOM as the independent Environmental Assessment Practitioner (EAP) to undertake the Basic Assessment (BA) process for the proposed project. The BA process has been undertaken in terms of the relevant requirements of the Environmental Impact Assessment (EIA) Regulations, 2014 (Government Notice (GN) No. R982, as amended by GN No. 326) promulgated in terms of the National Environmental Management Act, 1998 (No. 107 of 1998), as amended (NEMA).

This Executive Summary provides a synopsis of the draft Basic Assessment Report (BAR) prepared for the proposed project. The draft BAR has been compiled to identify and assess the potential environmental impacts and risks of the proposed project and as a basis to inform Interested and Affected Parties (I&APs) of the proposed project and to obtain their comment.

2. OPPORTUNITY TO COMMENT

This draft version of the BAR has been distributed for a 30-day public review and comment period from 13 November to 14 December 2020 in order to provide I&APs the opportunity to comment on the proposed project. Copies of the report were made available on the SLR website (www.slrconsulting.com). Any comments should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, comments should reach SLR **by no later than 14 December 2020**.

Ms. Candice Sadan

SLR Consulting (South Africa) (Pty) Ltd

PO Box 10145, Caledon Square, 7905

Tel: (021) 461 1118 / 9

E-mail: csadan@slrconsulting.com

After the conclusion of the comment period, all comments received will be collated into a Comments and Responses Report. The comments will be duly taken into account in updating the draft BAR into the final BAR, which will be submitted to the Department of Environmental Affairs and Development Planning (DEA&DP) for consideration and decision-making.

After DEA&DP has reached a decision, all registered I&APs will be notified of the outcome of the application and the reasons for the decision. A statutory appeal period in terms of the National Appeal Regulations, 2014 will follow the issuing of the decision.

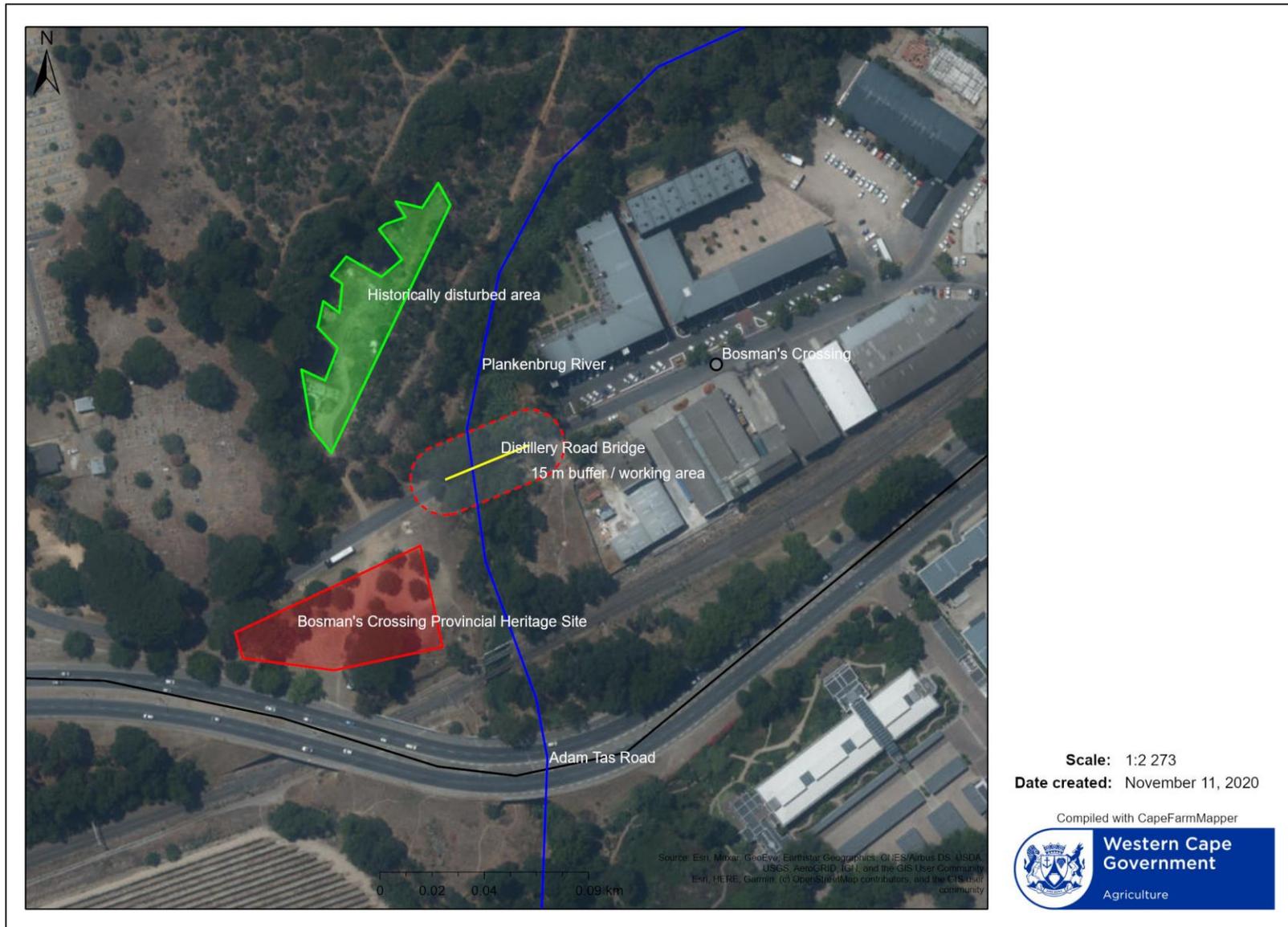


FIGURE 1: LOCALITY MAP (SOURCE: GOOGLE EARTH, 2020)

3. AUTHORISATION REQUIREMENTS

A BA is required in terms of the EIA Regulations, 2014 (as amended) as the proposed project would trigger the following listed activity:

Listing Notice 1 - GN No. R983 of 2014		Project Description
19	<i>The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse;...</i>	The proposed project would result in the depositing and/or excavating and removal of more than 10 m ³ of material from a watercourse (Plankenbrug River) related to the demolition of the damaged bridge structure and construction of a new bridge.

Registration of water uses in terms of the National Water Act, 1998 (No. 36 of 1998; NWA) is also required as the proposed project entails the construction of a bridge over the Plankenbrug River. This process is being undertaken in parallel to the BA process.

Section 38 of the National Heritage Resources Act, 1998 (No 25 of 1998; NHRA) required a Notice of Intent to Develop (NID) form to be submitted to Heritage Western Cape (HWC) for comment. In their consideration of the NID, submitted on 24 June 2020, HWC confirmed that no further heritage impact assessment is required to be undertaken. Separate Section 34 and Section 35 permit processes are, however, required as the bridge is older than 60 years and in order to address how potential impacts are to be avoided in the vicinity of Bosman’s Crossing Provincial Heritage Site. These applications will be undertaken separately and in parallel to the BA process with HWC as the competent authority.

4. PROPOSED PROJECT

The motivation for the proposed project relates to the following issues:

- The concrete bridge structure is generally in a structurally poor condition with general evidence of cracking and spalling, mainly the concrete cantilevers of the bridge deck which are in a severely deteriorated state and the reinforcement is badly corroded, thereby compromising its structural integrity;
- All other elements of the bridge are also in a relatively poor condition and the substructure seems to consist of remnants of an earlier bridge structure;
- The bridge has been downgraded to a single lane (one direction at a time with a stop-go system) to minimise loading on the cantilevers, thereby impeding traffic flow on the road during peak hours;
- The current road width is 5.6 m, which is below the required minimum standard of 6 m; and
- No allowance is made for non-motorised and pedestrian access over the bridge which represents an additional safety hazard.

The proposed project entails the following:

- Phased demolition of the current bridge structure to allow traffic accommodation during the rehabilitation of the facility;
- Excavation within the riverbed and banks to construct foundations of new bridge supports, including piling;
- Construction of a new bridge super and substructure which is approximately 6 m wider and 7 m longer than the existing bridge; and
- Provision of a wider road surface and sidewalk for the bridge approaches to accommodate two lanes of vehicle and pedestrian / non-motorised traffic in accordance with the planning requirements for this urban area.

The proposed design entails the demolition of the existing deck. It would comprise of a single 20 m deck span with the retention of the existing pier (non-functional), with piled abutments which would span the existing substructure. The proposed design has been duly informed by the heritage significance of the structure and from input received from a

heritage practitioner and architect with previous experience in the restoration of bridges with historical value. The proposed bridge design and bridge cross-section are provided in Figures 2 and 3, respectively.

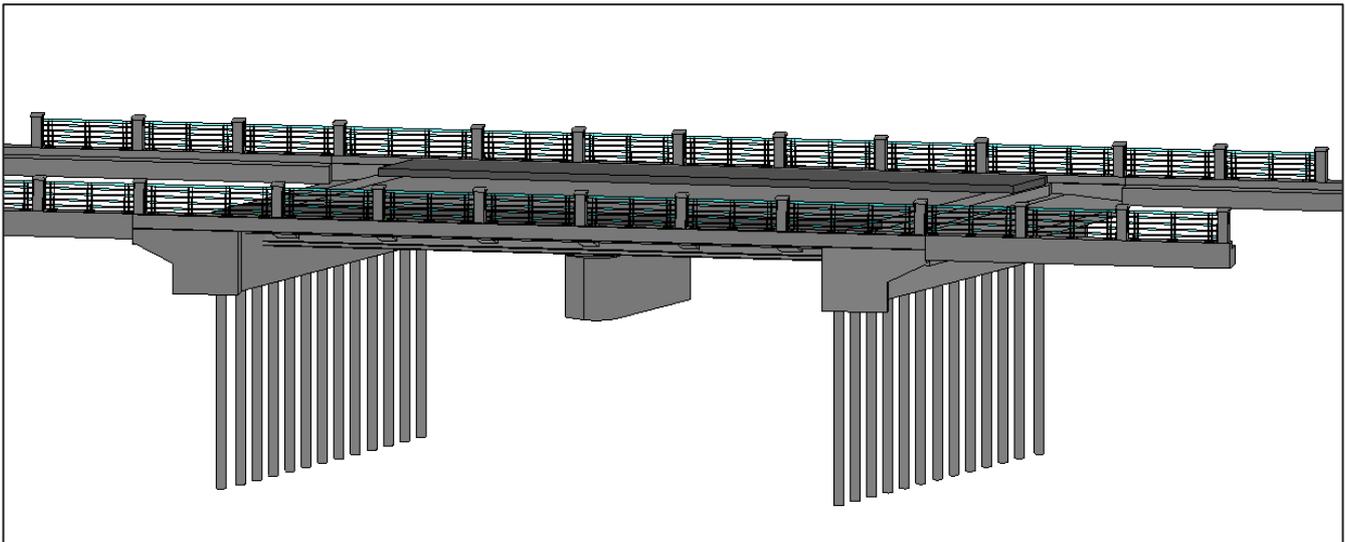


FIGURE 2: PROPOSED BRIDGE DESIGN (SINGLE 20 M DECK SPAN WITH PILED ABUTMENTS AND RETENTION OF EXISTING PIER (NON-FUNCTIONAL)).

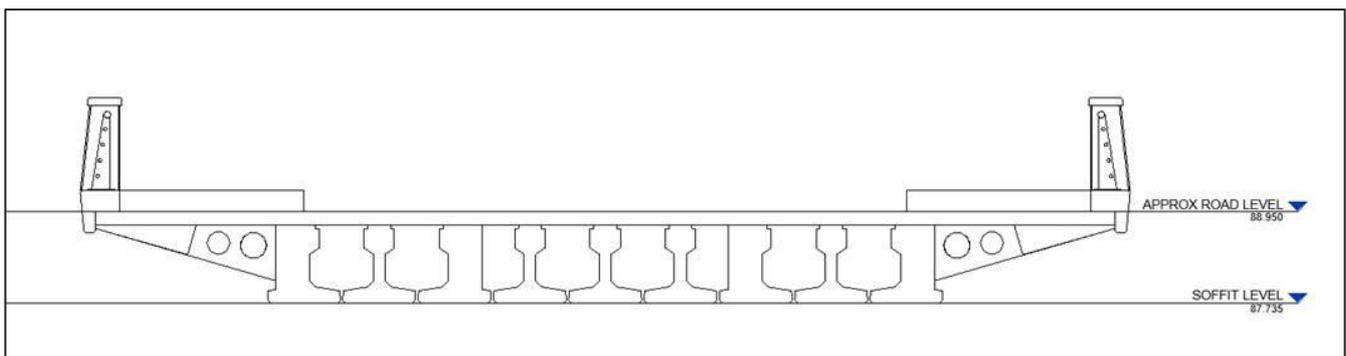


FIGURE 3: PROPOSED BRIDGE CROSS-SECTION.

5. AFFECTED ENVIRONMENT

The topography is relatively flat. The project site is located on an aquifer that is classified as a major aquifer of most vulnerability and high susceptibility. Overall water table level is subject to seasonal fluctuations. The average groundwater depth is estimated at approximately 7 m below ground level; however, a geotechnical investigation undertaken on 26 June 2020 recorded groundwater depth to be approximately 3 m below ground level. These levels were recorded just as the rainy, winter season commenced.

The project area is located within the Southwestern Coast Belt Ecoregion, Berg Water Management Area and the G22H quaternary catchment. The Plankenbrug River and its tributaries drain the area from Simonsberg to the ridge near the Devonvale Golf Estate. It also drains the residential areas of Cloetesville, Kayamandi and much of Stellenbosch town, before flowing under the Distillery and Adam Tas Road bridges, to join the Eerste River. The catchment is dominated by a mixture of agriculture (predominantly vineyards) and urban land uses.

The Western Cape Biodiversity Spatial Plan (WCBSP) indicates the Plankenbrug River and riparian zone as a Critical Biodiversity Area (CBA) 1 watercourse. It also indicates two CBA 1 wetland areas on the west of the Plankenbrug River within the project area approximately 50 m upstream, and immediately downstream of the bridge. Two further wetlands are

indicated within 500 m of the bridge – one immediately downstream of the Adam Tas Bridge and the other approximately 130 m upstream of the confluence with the Plankenbrug River. A CBA 1 terrestrial habitat and an Ecological Support Area (ESA) 2 are indicated to the west and east of the river, respectively. The vegetation type in the surrounding area is mapped as Swartland Granite Renosterveld, which is rated as Critically Endangered. However, no vegetation that corresponds to the Critically Endangered terrestrial vegetation type was noted on site and given the degree of past disturbance, infilling and compaction, the indigenous terrestrial vegetation is deemed to be entirely lost, to the extent of the seed bank as well.

The Plankenbrug River lacks true instream vegetation. Hydrophytic vegetation within and immediately adjacent to the flowing stream channel was dominated by alien invasive species such as *Commelina bengalensis*, *Arundo donax*, and *Persicaria lapathifolia*, but with tolerant indigenous species such as *Cyperus dives*, *Cyperus textilis*, and *Isolepis prolifera* present in places. Downstream of the bridge, *Acacia saligna* and *Ricinus communis* are also present.

Upstream of the bridge on the west bank, the riparian zone includes a mixture of alien and indigenous trees. The understorey in this area is dominated by the alien invasive *Tropaeolum majus* and *Pennisetum clandestinum*, with a single patch of indigenous *Chasmanthus aethiopica* noted. The canopy was dominated by the indigenous *Olea europaea ssp. africana* and the alien *Populus candescens*, with occasional *Eucalyptus cameldensus* towards the terrestrial extreme of the riparian zone. The top of the east bank upstream and both banks downstream of the bridge is levelled and compacted with sparse terrestrial pioneer vegetation dominated by *Cynodon dactylon* and *Pennisetum clandestinum* grasses. Occasional *Quercus palustris* are also present scattered within the disturbed terrestrial area downstream of the bridge on the west bank.

Two indigenous fish species, namely the *Galaxius zebratus* and *Sandelia capensis* are known to inhabit the Eertse River catchment. Both species may therefore be present within the project area, but given their hardy nature, neither are expected to be impacted significantly by the proposed project. Several alien invasive fish species are known to inhabit the catchment such as the *Onchorynchus mykiss*, *Pseudocrenilabrus philander*, *Cyprinus carpio* and *Clarius capensis*. The alien invasive freshwater shrimp *Caridina africana* has also recently established itself in the Eerste River catchment.

Archaeological resources in the form of Early Stone Age implements were discovered adjacent to the Distillery Road Bridge during previous surveys. The artefacts are dated to the earlier part of the Middle Pleistocene, between 700 00 and 300 000 years ago. A large sandstone boulder marks the location of Bosman's Crossing Provincial Heritage Site which was declared a National Monument in 1962 as the location of where the Early Stone Age implements were found. This Site has substantial significance for the origins of archaeological research in South Africa as well as knowledge about the Early Stone Age.

The bridge is also known as Bosman's Crossing and up until the 1960s, was the main entrance into Stellenbosch from Cape Town. The bridge, as far as can be ascertained, is also known as the "Steenenbrug". It is believed to be the first public works project undertaken in the area in 1691.

Additionally, the Distillery Road Bridge is located within the 'Papegaaiberg Landscape Unit' which is considered to be a significant cultural area. The suburb at the foot of Papegaaiberg is called Onder Papegaaiberg and most of the open space is marked with large stone pines which also incorporate the Onder Papegaaiberg cemetery on the foot slopes.

The closest residential suburbs to the proposed project are Die Boord and Devon Park which lay approximately 300 m south and 700 m west of the bridge, respectively.

6. ENVIRONMENTAL IMPACT STATEMENT

The majority of the impacts are expected to be of **INSIGNIFICANT** to **LOW** significance after mitigation. Socio-economic benefits related to potential temporary employment opportunities are rated as of **VERY LOW (POSITIVE)** significance during the construction phase. Long term socio-economic benefits related to improved road safety, traffic alleviation and provision of non-motorised facilities/pedestrian walkway are rated as of **HIGH (POSITIVE)** significance post-construction. Traffic impacts during the construction phase are deemed to be of a **LOW** significance after mitigation.

Construction activities would result in a localised increase in dust, noise levels and visual impacts which may be a nuisance to local residents. Given the short duration and extent of the construction phase, this impact is deemed to be of **VERY LOW** significance after mitigation. Surface and groundwater impacts during the construction phase are deemed of **VERY LOW** significance pre and post mitigation, respectively.

Given the largely modified state of the Plankenbrug River and the dominance of alien invasive species within the project area, impacts related to aquatic ecosystems are deemed to be of Very Low (habitat loss) to Low (biota loss) significance before mitigation and of **VERY LOW** significance after mitigation. Impacts related to sedimentation/erosion in the riparian zone and temporary flow diversion is deemed to be **INSIGNIFICANT** to **VERY LOW** significance.

During the maintenance phase, aquatic ecosystems may be impacted negatively through the spread of alien vegetation and disturbance/damage to aquatic species. With the implementation of the recommended mitigation measures, the residual impacts are deemed to be of **VERY LOW** significance.

The No-Go alternative would not be beneficial to society in any way and would mean that the bridge would continue to deteriorate, thereby compromising road user safety and access. Additionally, the short-term employment benefits would not be realised. The No-Go alternative is rated as having a **HIGH** negative significance.

A summary of the significance of the positive and negative impacts/risks identified for the proposed project is provided below:

TABLE 1: CONSTRUCTION-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Nuisance aspects (air quality, noise and visual)	Low	VERY LOW
Socio-Economic aspects (employment opportunities, etc.)	<i>Very Low (positive)</i>	VERY LOW (POSITIVE)
Traffic disruption	Low	LOW
Surface and Groundwater contamination	Very Low	VERY LOW
Deterioration of Freshwater Ecosystems and riparian vegetation	Very Low to Low	VERY LOW
Compaction of sediment/erosion in riparian zone	Very Low	VERY LOW
Flow diversion	Very Low	INSIGNIFICANT

TABLE 2: MAINTENANCE-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Deterioration of Freshwater Ecosystems (ongoing maintenance activities)	Low	LOW
Socio-Economic (improved safety, access and facilities)	<i>High (positive)</i>	HIGH (POSITIVE)

TABLE 3: IMPACTS ASSOCIATED WITH THE NO-GO OPTION.

Impact/Risk	Significance without mitigation	Significance with mitigation
No-Go Alternative	High	HIGH

7. RECOMMENDATIONS

Table 4 below includes a list of the recommended mitigation / enhancement measures to reduce / optimise the identified impacts / risks:

TABLE 4: RECOMMENDED MITIGATION ENHANCEMENT MEASURES.

Impact / Risk	Mitigation / enhancement measure
Nuisance aspects (air quality, noise and visual) – construction phase	<ul style="list-style-type: none"> • The Contractor shall be familiar with and adhere to, any local by-laws and regulations regarding the generation of noise and hours of operation. In addition, the provisions of SANS 10103 regarding the generation of noise shall apply to all areas within audible distance of residents. • The Contractor shall endeavour to keep noise-generating activities to a minimum, particularly during night-time work. • Implement a procedure for recording and managing external grievances/complaints. Actions shall be identified as required. • No high noise-generating activity outside of normal hours, regardless of its proximity to residences, shall take place without application to the Resident Engineer (RE) for approval. The application must include proposed noise containment measures. High noise-generating activities include pile driving, grinding, road material loading/unloading, hammering, excavating, etc. • The Contractor shall restrict all operations that result in high noise disturbance to local communities to daylight working hours on weekdays or as otherwise agreed with the RE and local authority. • Ensure vehicles and equipment are adequately maintained and in good working order. • The Contractor shall ensure that the generation of dust is minimised and shall implement a dust control programme (with due consideration to conserving water) to maintain a safe working environment, minimise nuisance for surrounding residents and businesses and prevent damage to natural vegetation. • Provide appropriate measures for visual screening (e.g. at construction yards, batching plants, laydown areas, etc.).
Socio-Economic - construction phase	<ul style="list-style-type: none"> • As far as possible, employ local Broad-Based Black Economic Empowerment (B-BBEE) services and providers and local labour from the local community. • Ensure that, where required, appropriate training of personnel is provided.
Traffic disruption - construction phase	<ul style="list-style-type: none"> • The Contractor shall appoint suitably trained traffic safety officers who shall be responsible for ensuring that construction activities do not obstruct traffic and that adequate traffic accommodation measures are put in place. • The Contractor shall also ensure that adequate pedestrian traffic accommodation, signage and safety measures (as appropriate) are put in place on site. • All construction vehicles shall comply with speed limits. • Movement of heavy vehicles shall be limited to daylight hours, as far as possible.
Surface and Groundwater contamination - construction phase	<ul style="list-style-type: none"> • As far as possible, no stockpiling of materials shall be undertaken within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The construction camp shall not be established within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The Contractor shall prepare and implement a Method Statement for the containment, handling, storage and disposal of hazardous substances. • The Contractor shall prepare and implement a Method Statement detailing the procedure for dealing with accidental leaks and spills and shall ensure that its employees are aware of the procedures to be followed. • All fuel, oil and other hazardous substances shall be confined to demarcated, adequately bunded areas within the construction camp and stored in suitable containers/storage facilities. • Suitable warning signs indicating the nature of the stored materials shall be displayed at the storage facility. • Drip trays or similar forms of secondary containment shall be provided for stationary plant (such as compressors, pumps, generators, etc.) and for "parked" plant (e.g. excavators, hauling trucks, etc.). • Where reasonably practical, plant and vehicles shall only be refuelled in a demarcated refuelling/servicing area using suitable equipment (e.g. pumps, funnels, etc). • The surface under the refuelling area shall be protected against pollution (e.g. the use of drip trays, concrete sump, etc.). • The Contractor shall ensure that a suitable hydrocarbon spill clean-up kits are readily available at refuelling areas. • All vehicles and equipment shall be kept in good working order and serviced regularly. Leaking equipment shall be repaired immediately or moved to a suitable contained area. • When servicing equipment, drip trays shall be used during the collection of waste oil and other hazardous substances (e.g. coolants, fuel, grease, etc.).

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none"> • Cement and concrete mixing directly on the ground shall not be allowed and shall take place on impermeable surfaces. • Unused (full) cement bags shall be stored undercover and away from surface runoff. • Used (empty) cement bags shall be collected and stored in weatherproof containers. • All excess concrete shall be removed from site on completion of concrete works and disposed of. • Washing of the excess cement/concrete into the ground shall not be allowed.
Deterioration of Freshwater Ecosystems - construction phase	<ul style="list-style-type: none"> • Revegetate disturbed portions of the riparian zone within the construction footprint. This will increase the quality and availability of riparian habitat overall. Use the following locally indigenous plants species for revegetation: <ul style="list-style-type: none"> ○ <i>Cyperus textilis</i> (marginal) ○ <i>Pteridium aquilinum</i> (marginal) ○ <i>Cliffortia strobilifera</i> (marginal) ○ <i>Olea europaea ssp. africana</i> (riparian) • Stockpile materials only within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • Determine the minimum construction area required within the riparian zone and stream channel for vehicular access. Demarcate this area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Where possible, work from the downstream side of the bridge using either or both banks for access as this area has been recently disturbed and is least sensitive. • If it is essential to access the area upstream of the bridge with vehicles, do so via the east bank and avoid entering the riparian area on the west bank with vehicles as far as possible. • If it is essential to access the west bank of the river avoid removing indigenous trees within the riparian area (only applicable to the west bank upstream of the bridge). • Avoid stream flow diversion, if possible, by undertaking work in the stream channel during summer, or return flow as soon as possible to the affected area to minimise the duration of the stream flow diversion. • The Contractor shall be responsible for informing all employees about the need to prevent any harmful effects on natural vegetation on or around the construction site as a result of their activities. • The use of herbicides and pesticides is prohibited unless approved by the RE. • Ensure that, where required, appropriate training in the removal of alien vegetation is provided. • Where dewatering of excavations is required, no water is to be pumped directly into the river. Implement a sediment pond/sump system in order to prevent sedimentation of the river from dewatering activities.
Compaction of sediment/erosion in riparian zone – construction phase	<ul style="list-style-type: none"> • Demarcate project area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Revegetate disturbed portions of the riparian zone within the construction footprint as per the above-mentioned recommendations in this regard. • As far as possible, undertake work within the stream channel and banks during the summer months (November to March) to minimise the risk of erosion of the disturbed and compacted sediments during a rain event. • Compacted ground shall be rehabilitated by ripping to a minimum depth of 600 mm. Topsoil of at least 20 cm should be placed on top of the ripped soil.
Flow diversion – construction phase	<ul style="list-style-type: none"> • If possible, undertake work within the stream channel during mid to late summer (November to March) to ensure that minimal flows are present at the time. • Only divert flow if operationally necessary. Divert flow over as short a length of river as possible, but no more than 25 m. • Return flow to the original channel as soon as possible after completion.
Deterioration of Freshwater Ecosystems – maintenance phase	<ul style="list-style-type: none"> • Minimise the spatial extent of disturbance. • Minimise the frequency of (or requirement for) maintenance activities. • Do not impede the movement of aquatic and riparian biota. • Minimise alterations to flow- and sediment-capacity. • Rehabilitate and re-vegetate disturbed areas as soon as possible. • Clear alien invasive plant species. • Restrict maintenance activities to the dry season where possible. • Prevent erosion and rehabilitate eroded areas. • Use existing access routes as far as possible.

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none">• Store and handle all hazardous materials and waste in a suitable manner, and at least 30 m outside of the Plankenbrug River.• Remove excess spoil material and solid waste and ensure it is disposed of at approved waste disposal sites.• Ensure maintenance activities do not lead to channelisation or canalisation of the watercourses.• Remove cleared woody material from the areas adjacent to the watercourse and wetlands to prevent it being washed into the watercourse.• Maintenance activities are to be undertaken in line with the Stellenbosch River Management Plan Update (June 2011)

Additionally, it is recommended that an Environmental Control Officer (ECO) be employed to oversee and monitor compliance with the EMPr for the duration of the construction phase of the project (see Section 3 of the EMPr for further details in this regard).

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Candice Sadan

From: Rizqah Baker
Sent: Friday, 13 November 2020 07:59
To:
Cc: Eloise Costandius; Candice Sadan
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: Distillery_Road_Bridge_DBAR_Exec_Summ_13Nov20.pdf; 2020-11-13_Distillery Road Bridge, Stellenbosch_DBAR_CapeNature_Rev0.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Smart

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to our Ms Candice Sadan (at the details below) **by no later than 14 December 2020**.

SLR CONSULTING (SOUTH AFRICA) (PTY) LTD

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Should you have any queries on the above, or require any further information, please do not hesitate to contact our Ms Candice Sadan.

Kind regards

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13 November 2020

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ATTENTION: MR RHETT SMART

Dear Sir

PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH: AVAILABILITY OF THE DRAFT BASIC ASSESSMENT REPORT FOR REVIEW AND COMMENT

This letter provides information on the availability for comment of a draft Basic Assessment Report (BAR) prepared for the above-mentioned proposed project.

Notice is hereby given, in terms of the National Environmental Management Act (No. 107 of 1998; NEMA) and the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended), that the draft BAR prepared for the proposed rehabilitation of the Distillery Road, Stellenbosch has been made available for a 30-day public and authority review and comment period from 13 November to 14 December 2020. A copy of the full report is accessible at the following link: <https://slrconsulting.com/public-documents/distillery-road>. A copy of the Executive Summary of the BAR is attached for easy reference. Should you not be able to access the Executive Summary or draft BAR, do not hesitate to contact us telephonically / via email and we will endeavour to assist you in this regard.

Any comments on the draft BAR should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, they should reach SLR **by no later than 14 December 2020**.

SLR Consulting (South Africa) (Pty) Ltd
Attention: Ms Candice Sadan
Postal Address: PO Box 10145, Caledon Square, 7905
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E-mail: csadan@slrconsulting.com

Should you have any queries in this regard or require additional information please do not hesitate to contact our Ms Candice Sadan or the undersigned (email: ecostandius@slrconsulting.com).

Yours sincerely



Eloise Costandius Pr. Sci. Nat.

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BASIC ASSESSMENT REPORT FOR THE PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

Prepared for: AECOM SA (Pty) Ltd on behalf of the
Stellenbosch Municipality

Authority Ref: 16/3/3/6/7/1/B4/45/1123/20

SLR Project No: 720.01069.00028
Revision No: 0
Date: November 2020



DOCUMENT INFORMATION

Title	Basic Assessment Report for the Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch
Project Manager	Eloise Costandius
Project Manager e-mail	ecostandiust@slrconsulting.com
Authors	Rizqah Baker and Eloise Costandius
Reviewer	Fuad Fredericks
Keywords	Distillery Road Bridge, Stellenbosch, Basic Assessment
Status	Draft
Authority Reference No	16/3/3/6/7/1/B4/45/1123/20
SLR Project No	720.01069.00028

DOCUMENT REVISION RECORD

Rev No.	Issue Date	Description	Issued By
0	November 2020	Draft issued for I&AP review	E. Costandius

BASIS OF REPORT

This document has been prepared by an SLR Group company with reasonable skill, care and diligence, and taking account of the manpower, timescales and resources devoted to it by agreement with **AECOM SA (Pty) Ltd on behalf of the Stellenbosch Municipality** (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.

EXECUTIVE SUMMARY

1. INTRODUCTION

The Stellenbosch Municipality is proposing to rehabilitate the existing bridge on Distillery Road in Stellenbosch (the proposed project). The bridge crosses the Plankenbrug River and is located on the western edge of Stellenbosch, near the point where Adam Tas Road/R310 crosses the railway line (see Figure 1). Die Boord and Devon Park residential areas lay approximately 300 m south and 700 west of the bridge, respectively. The Distillery Road Bridge is approximately 20 m in length and consists of a single carriageway. It is the only access road into Bosman's Crossing, a small mixed development area within Stellenbosch comprising of various commercial developments and apartment complexes.

The Stellenbosch Municipality appointed AECOM SA (Pty) Ltd (AECOM) (under Contract B/SM 39/18) to investigate and undertake the necessary structural engineering services to address various issues associated with the bridge, such as the severely deteriorated bridge cantilevers; the lack of pedestrian/non-motorised traffic; the downgraded single lane; and the alignment of the road width to minimum required standards.

SLR Consulting (South Africa) (Pty) Ltd (SLR) has been appointed by AECOM as the independent Environmental Assessment Practitioner (EAP) to undertake the Basic Assessment (BA) process for the proposed project. The BA process has been undertaken in terms of the relevant requirements of the Environmental Impact Assessment (EIA) Regulations, 2014 (Government Notice (GN) No. R982, as amended by GN No. 326) promulgated in terms of the National Environmental Management Act, 1998 (No. 107 of 1998), as amended (NEMA).

This Executive Summary provides a synopsis of the draft Basic Assessment Report (BAR) prepared for the proposed project. The draft BAR has been compiled to identify and assess the potential environmental impacts and risks of the proposed project and as a basis to inform Interested and Affected Parties (I&APs) of the proposed project and to obtain their comment.

2. OPPORTUNITY TO COMMENT

This draft version of the BAR has been distributed for a 30-day public review and comment period from 13 November to 14 December 2020 in order to provide I&APs the opportunity to comment on the proposed project. Copies of the report were made available on the SLR website (www.slrconsulting.com). Any comments should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, comments should reach SLR **by no later than 14 December 2020**.

Ms. Candice Sadan

SLR Consulting (South Africa) (Pty) Ltd

PO Box 10145, Caledon Square, 7905

Tel: (021) 461 1118 / 9

E-mail: csadan@slrconsulting.com

After the conclusion of the comment period, all comments received will be collated into a Comments and Responses Report. The comments will be duly taken into account in updating the draft BAR into the final BAR, which will be submitted to the Department of Environmental Affairs and Development Planning (DEA&DP) for consideration and decision-making.

After DEA&DP has reached a decision, all registered I&APs will be notified of the outcome of the application and the reasons for the decision. A statutory appeal period in terms of the National Appeal Regulations, 2014 will follow the issuing of the decision.

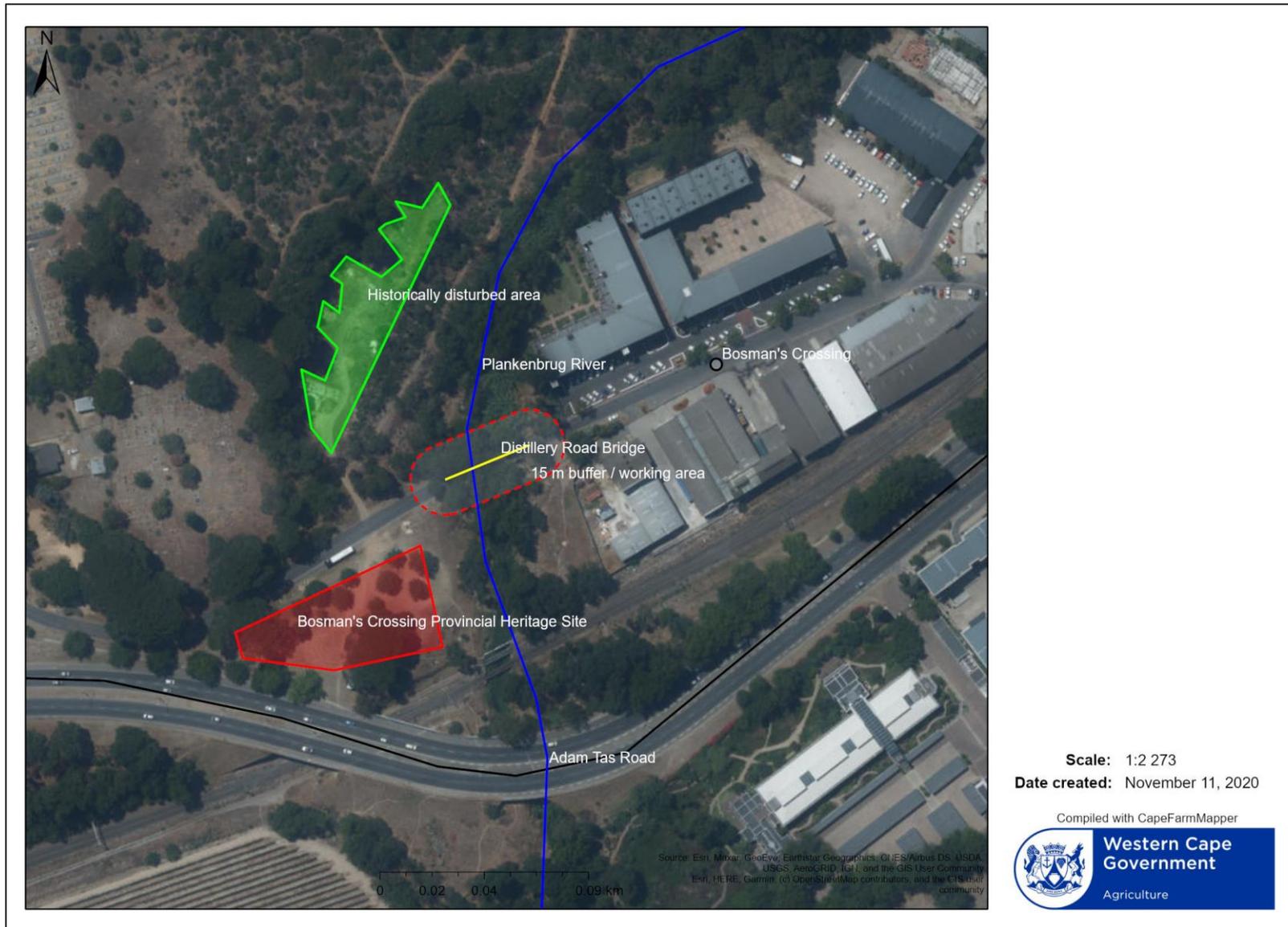


FIGURE 1: LOCALITY MAP (SOURCE: GOOGLE EARTH, 2020)

3. AUTHORISATION REQUIREMENTS

A BA is required in terms of the EIA Regulations, 2014 (as amended) as the proposed project would trigger the following listed activity:

Listing Notice 1 - GN No. R983 of 2014		Project Description
19	<i>The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse;...</i>	The proposed project would result in the depositing and/or excavating and removal of more than 10 m ³ of material from a watercourse (Plankenbrug River) related to the demolition of the damaged bridge structure and construction of a new bridge.

Registration of water uses in terms of the National Water Act, 1998 (No. 36 of 1998; NWA) is also required as the proposed project entails the construction of a bridge over the Plankenbrug River. This process is being undertaken in parallel to the BA process.

Section 38 of the National Heritage Resources Act, 1998 (No 25 of 1998; NHRA) required a Notice of Intent to Develop (NID) form to be submitted to Heritage Western Cape (HWC) for comment. In their consideration of the NID, submitted on 24 June 2020, HWC confirmed that no further heritage impact assessment is required to be undertaken. Separate Section 34 and Section 35 permit processes are, however, required as the bridge is older than 60 years and in order to address how potential impacts are to be avoided in the vicinity of Bosman’s Crossing Provincial Heritage Site. These applications will be undertaken separately and in parallel to the BA process with HWC as the competent authority.

4. PROPOSED PROJECT

The motivation for the proposed project relates to the following issues:

- The concrete bridge structure is generally in a structurally poor condition with general evidence of cracking and spalling, mainly the concrete cantilevers of the bridge deck which are in a severely deteriorated state and the reinforcement is badly corroded, thereby compromising its structural integrity;
- All other elements of the bridge are also in a relatively poor condition and the substructure seems to consist of remnants of an earlier bridge structure;
- The bridge has been downgraded to a single lane (one direction at a time with a stop-go system) to minimise loading on the cantilevers, thereby impeding traffic flow on the road during peak hours;
- The current road width is 5.6 m, which is below the required minimum standard of 6 m; and
- No allowance is made for non-motorised and pedestrian access over the bridge which represents an additional safety hazard.

The proposed project entails the following:

- Phased demolition of the current bridge structure to allow traffic accommodation during the rehabilitation of the facility;
- Excavation within the riverbed and banks to construct foundations of new bridge supports, including piling;
- Construction of a new bridge super and substructure which is approximately 6 m wider and 7 m longer than the existing bridge; and
- Provision of a wider road surface and sidewalk for the bridge approaches to accommodate two lanes of vehicle and pedestrian / non-motorised traffic in accordance with the planning requirements for this urban area.

The proposed design entails the demolition of the existing deck. It would comprise of a single 20 m deck span with the retention of the existing pier (non-functional), with piled abutments which would span the existing substructure. The proposed design has been duly informed by the heritage significance of the structure and from input received from a

heritage practitioner and architect with previous experience in the restoration of bridges with historical value. The proposed bridge design and bridge cross-section are provided in Figures 2 and 3, respectively.

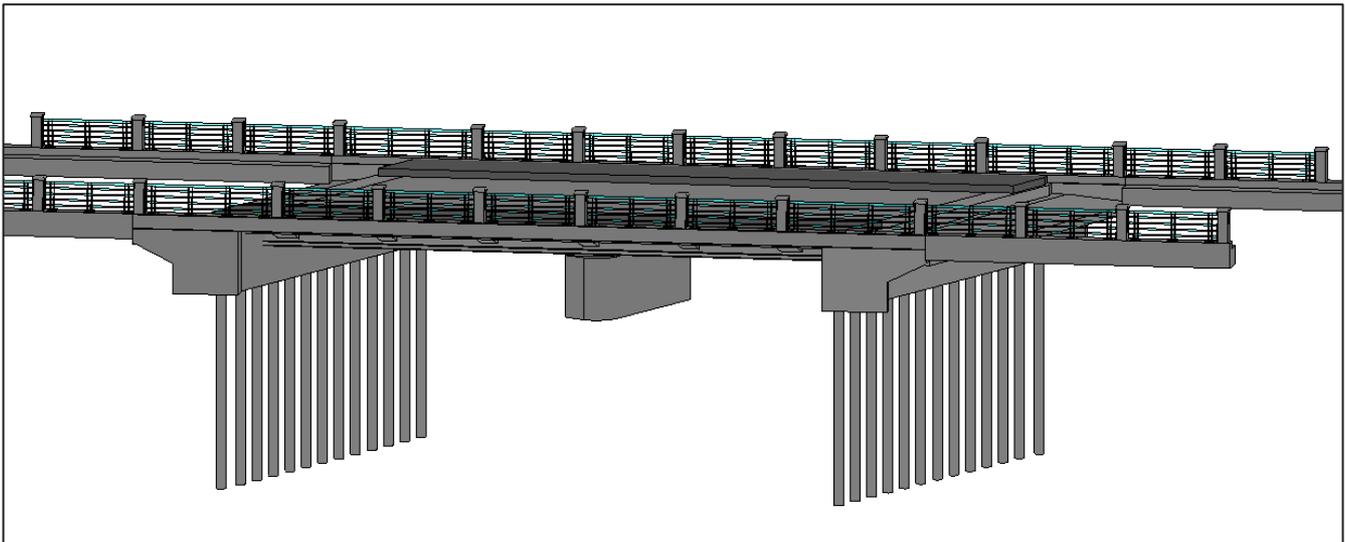


FIGURE 2: PROPOSED BRIDGE DESIGN (SINGLE 20 M DECK SPAN WITH PILED ABUTMENTS AND RETENTION OF EXISTING PIER (NON-FUNCTIONAL)).

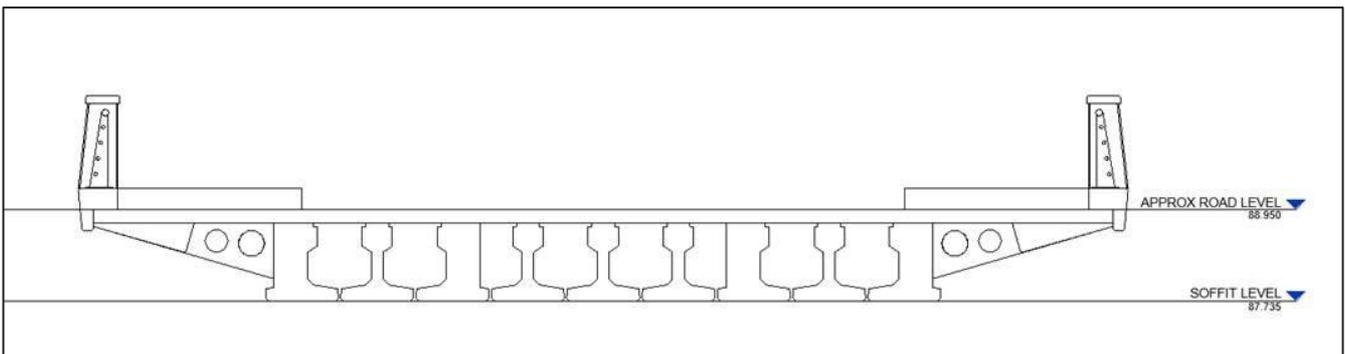


FIGURE 3: PROPOSED BRIDGE CROSS-SECTION.

5. AFFECTED ENVIRONMENT

The topography is relatively flat. The project site is located on an aquifer that is classified as a major aquifer of most vulnerability and high susceptibility. Overall water table level is subject to seasonal fluctuations. The average groundwater depth is estimated at approximately 7 m below ground level; however, a geotechnical investigation undertaken on 26 June 2020 recorded groundwater depth to be approximately 3 m below ground level. These levels were recorded just as the rainy, winter season commenced.

The project area is located within the Southwestern Coast Belt Ecoregion, Berg Water Management Area and the G22H quaternary catchment. The Plankenbrug River and its tributaries drain the area from Simonsberg to the ridge near the Devonvale Golf Estate. It also drains the residential areas of Cloetesville, Kayamandi and much of Stellenbosch town, before flowing under the Distillery and Adam Tas Road bridges, to join the Eerste River. The catchment is dominated by a mixture of agriculture (predominantly vineyards) and urban land uses.

The Western Cape Biodiversity Spatial Plan (WCBSP) indicates the Plankenbrug River and riparian zone as a Critical Biodiversity Area (CBA) 1 watercourse. It also indicates two CBA 1 wetland areas on the west of the Plankenbrug River within the project area approximately 50 m upstream, and immediately downstream of the bridge. Two further wetlands are

indicated within 500 m of the bridge – one immediately downstream of the Adam Tas Bridge and the other approximately 130 m upstream of the confluence with the Plankenbrug River. A CBA 1 terrestrial habitat and an Ecological Support Area (ESA) 2 are indicated to the west and east of the river, respectively. The vegetation type in the surrounding area is mapped as Swartland Granite Renosterveld, which is rated as Critically Endangered. However, no vegetation that corresponds to the Critically Endangered terrestrial vegetation type was noted on site and given the degree of past disturbance, infilling and compaction, the indigenous terrestrial vegetation is deemed to be entirely lost, to the extent of the seed bank as well.

The Plankenbrug River lacks true instream vegetation. Hydrophytic vegetation within and immediately adjacent to the flowing stream channel was dominated by alien invasive species such as *Commelina bengalensis*, *Arundo donax*, and *Persicaria lapathifolia*, but with tolerant indigenous species such as *Cyperus dives*, *Cyperus textilis*, and *Isolepis prolifera* present in places. Downstream of the bridge, *Acacia saligna* and *Ricinus communis* are also present.

Upstream of the bridge on the west bank, the riparian zone includes a mixture of alien and indigenous trees. The understorey in this area is dominated by the alien invasive *Tropaeolum majus* and *Pennisetum clandestinum*, with a single patch of indigenous *Chasmanthus aethiopica* noted. The canopy was dominated by the indigenous *Olea europaea ssp. africana* and the alien *Populus candescens*, with occasional *Eucalyptus cameldensus* towards the terrestrial extreme of the riparian zone. The top of the east bank upstream and both banks downstream of the bridge is levelled and compacted with sparse terrestrial pioneer vegetation dominated by *Cynodon dactylon* and *Pennisetum clandestinum* grasses. Occasional *Quercus palustris* are also present scattered within the disturbed terrestrial area downstream of the bridge on the west bank.

Two indigenous fish species, namely the *Galaxius zebratus* and *Sandelia capensis* are known to inhabit the Eertse River catchment. Both species may therefore be present within the project area, but given their hardy nature, neither are expected to be impacted significantly by the proposed project. Several alien invasive fish species are known to inhabit the catchment such as the *Onchorynchus mykiss*, *Pseudocrenilabrus philander*, *Cyprinus carpio* and *Clarius capensis*. The alien invasive freshwater shrimp *Caridina africana* has also recently established itself in the Eerste River catchment.

Archaeological resources in the form of Early Stone Age implements were discovered adjacent to the Distillery Road Bridge during previous surveys. The artefacts are dated to the earlier part of the Middle Pleistocene, between 700 00 and 300 000 years ago. A large sandstone boulder marks the location of Bosman's Crossing Provincial Heritage Site which was declared a National Monument in 1962 as the location of where the Early Stone Age implements were found. This Site has substantial significance for the origins of archaeological research in South Africa as well as knowledge about the Early Stone Age.

The bridge is also known as Bosman's Crossing and up until the 1960s, was the main entrance into Stellenbosch from Cape Town. The bridge, as far as can be ascertained, is also known as the "Steenenbrug". It is believed to be the first public works project undertaken in the area in 1691.

Additionally, the Distillery Road Bridge is located within the 'Papegaaiberg Landscape Unit' which is considered to be a significant cultural area. The suburb at the foot of Papegaaiberg is called Onder Papegaaiberg and most of the open space is marked with large stone pines which also incorporate the Onder Papegaaiberg cemetery on the foot slopes.

The closest residential suburbs to the proposed project are Die Boord and Devon Park which lay approximately 300 m south and 700 m west of the bridge, respectively.

6. ENVIRONMENTAL IMPACT STATEMENT

The majority of the impacts are expected to be of **INSIGNIFICANT** to **LOW** significance after mitigation. Socio-economic benefits related to potential temporary employment opportunities are rated as of **VERY LOW (POSITIVE)** significance during the construction phase. Long term socio-economic benefits related to improved road safety, traffic alleviation and provision of non-motorised facilities/pedestrian walkway are rated as of **HIGH (POSITIVE)** significance post-construction. Traffic impacts during the construction phase are deemed to be of a **LOW** significance after mitigation.

Construction activities would result in a localised increase in dust, noise levels and visual impacts which may be a nuisance to local residents. Given the short duration and extent of the construction phase, this impact is deemed to be of **VERY LOW** significance after mitigation. Surface and groundwater impacts during the construction phase are deemed of **VERY LOW** significance pre and post mitigation, respectively.

Given the largely modified state of the Plankenbrug River and the dominance of alien invasive species within the project area, impacts related to aquatic ecosystems are deemed to be of Very Low (habitat loss) to Low (biota loss) significance before mitigation and of **VERY LOW** significance after mitigation. Impacts related to sedimentation/erosion in the riparian zone and temporary flow diversion is deemed to be **INSIGNIFICANT** to **VERY LOW** significance.

During the maintenance phase, aquatic ecosystems may be impacted negatively through the spread of alien vegetation and disturbance/damage to aquatic species. With the implementation of the recommended mitigation measures, the residual impacts are deemed to be of **VERY LOW** significance.

The No-Go alternative would not be beneficial to society in any way and would mean that the bridge would continue to deteriorate, thereby compromising road user safety and access. Additionally, the short-term employment benefits would not be realised. The No-Go alternative is rated as having a **HIGH** negative significance.

A summary of the significance of the positive and negative impacts/risks identified for the proposed project is provided below:

TABLE 1: CONSTRUCTION-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Nuisance aspects (air quality, noise and visual)	Low	VERY LOW
Socio-Economic aspects (employment opportunities, etc.)	<i>Very Low (positive)</i>	VERY LOW (POSITIVE)
Traffic disruption	Low	LOW
Surface and Groundwater contamination	Very Low	VERY LOW
Deterioration of Freshwater Ecosystems and riparian vegetation	Very Low to Low	VERY LOW
Compaction of sediment/erosion in riparian zone	Very Low	VERY LOW
Flow diversion	Very Low	INSIGNIFICANT

TABLE 2: MAINTENANCE-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Deterioration of Freshwater Ecosystems (ongoing maintenance activities)	Low	LOW
Socio-Economic (improved safety, access and facilities)	<i>High (positive)</i>	HIGH (POSITIVE)

TABLE 3: IMPACTS ASSOCIATED WITH THE NO-GO OPTION.

Impact/Risk	Significance without mitigation	Significance with mitigation
No-Go Alternative	High	HIGH

7. RECOMMENDATIONS

Table 4 below includes a list of the recommended mitigation / enhancement measures to reduce / optimise the identified impacts / risks:

TABLE 4: RECOMMENDED MITIGATION ENHANCEMENT MEASURES.

Impact / Risk	Mitigation / enhancement measure
Nuisance aspects (air quality, noise and visual) – construction phase	<ul style="list-style-type: none"> • The Contractor shall be familiar with and adhere to, any local by-laws and regulations regarding the generation of noise and hours of operation. In addition, the provisions of SANS 10103 regarding the generation of noise shall apply to all areas within audible distance of residents. • The Contractor shall endeavour to keep noise-generating activities to a minimum, particularly during night-time work. • Implement a procedure for recording and managing external grievances/complaints. Actions shall be identified as required. • No high noise-generating activity outside of normal hours, regardless of its proximity to residences, shall take place without application to the Resident Engineer (RE) for approval. The application must include proposed noise containment measures. High noise-generating activities include pile driving, grinding, road material loading/unloading, hammering, excavating, etc. • The Contractor shall restrict all operations that result in high noise disturbance to local communities to daylight working hours on weekdays or as otherwise agreed with the RE and local authority. • Ensure vehicles and equipment are adequately maintained and in good working order. • The Contractor shall ensure that the generation of dust is minimised and shall implement a dust control programme (with due consideration to conserving water) to maintain a safe working environment, minimise nuisance for surrounding residents and businesses and prevent damage to natural vegetation. • Provide appropriate measures for visual screening (e.g. at construction yards, batching plants, laydown areas, etc.).
Socio-Economic - construction phase	<ul style="list-style-type: none"> • As far as possible, employ local Broad-Based Black Economic Empowerment (B-BBEE) services and providers and local labour from the local community. • Ensure that, where required, appropriate training of personnel is provided.
Traffic disruption - construction phase	<ul style="list-style-type: none"> • The Contractor shall appoint suitably trained traffic safety officers who shall be responsible for ensuring that construction activities do not obstruct traffic and that adequate traffic accommodation measures are put in place. • The Contractor shall also ensure that adequate pedestrian traffic accommodation, signage and safety measures (as appropriate) are put in place on site. • All construction vehicles shall comply with speed limits. • Movement of heavy vehicles shall be limited to daylight hours, as far as possible.
Surface and Groundwater contamination - construction phase	<ul style="list-style-type: none"> • As far as possible, no stockpiling of materials shall be undertaken within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The construction camp shall not be established within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The Contractor shall prepare and implement a Method Statement for the containment, handling, storage and disposal of hazardous substances. • The Contractor shall prepare and implement a Method Statement detailing the procedure for dealing with accidental leaks and spills and shall ensure that its employees are aware of the procedures to be followed. • All fuel, oil and other hazardous substances shall be confined to demarcated, adequately bunded areas within the construction camp and stored in suitable containers/storage facilities. • Suitable warning signs indicating the nature of the stored materials shall be displayed at the storage facility. • Drip trays or similar forms of secondary containment shall be provided for stationary plant (such as compressors, pumps, generators, etc.) and for "parked" plant (e.g. excavators, hauling trucks, etc.). • Where reasonably practical, plant and vehicles shall only be refuelled in a demarcated refuelling/servicing area using suitable equipment (e.g. pumps, funnels, etc). • The surface under the refuelling area shall be protected against pollution (e.g. the use of drip trays, concrete sump, etc.). • The Contractor shall ensure that a suitable hydrocarbon spill clean-up kits are readily available at refuelling areas. • All vehicles and equipment shall be kept in good working order and serviced regularly. Leaking equipment shall be repaired immediately or moved to a suitable contained area. • When servicing equipment, drip trays shall be used during the collection of waste oil and other hazardous substances (e.g. coolants, fuel, grease, etc.).

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none"> • Cement and concrete mixing directly on the ground shall not be allowed and shall take place on impermeable surfaces. • Unused (full) cement bags shall be stored undercover and away from surface runoff. • Used (empty) cement bags shall be collected and stored in weatherproof containers. • All excess concrete shall be removed from site on completion of concrete works and disposed of. • Washing of the excess cement/concrete into the ground shall not be allowed.
Deterioration of Freshwater Ecosystems - construction phase	<ul style="list-style-type: none"> • Revegetate disturbed portions of the riparian zone within the construction footprint. This will increase the quality and availability of riparian habitat overall. Use the following locally indigenous plants species for revegetation: <ul style="list-style-type: none"> ○ <i>Cyperus textilis</i> (marginal) ○ <i>Pteridium aquilinum</i> (marginal) ○ <i>Cliffortia strobilifera</i> (marginal) ○ <i>Olea europaea ssp. africana</i> (riparian) • Stockpile materials only within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • Determine the minimum construction area required within the riparian zone and stream channel for vehicular access. Demarcate this area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Where possible, work from the downstream side of the bridge using either or both banks for access as this area has been recently disturbed and is least sensitive. • If it is essential to access the area upstream of the bridge with vehicles, do so via the east bank and avoid entering the riparian area on the west bank with vehicles as far as possible. • If it is essential to access the west bank of the river avoid removing indigenous trees within the riparian area (only applicable to the west bank upstream of the bridge). • Avoid stream flow diversion, if possible, by undertaking work in the stream channel during summer, or return flow as soon as possible to the affected area to minimise the duration of the stream flow diversion. • The Contractor shall be responsible for informing all employees about the need to prevent any harmful effects on natural vegetation on or around the construction site as a result of their activities. • The use of herbicides and pesticides is prohibited unless approved by the RE. • Ensure that, where required, appropriate training in the removal of alien vegetation is provided. • Where dewatering of excavations is required, no water is to be pumped directly into the river. Implement a sediment pond/sump system in order to prevent sedimentation of the river from dewatering activities.
Compaction of sediment/erosion in riparian zone – construction phase	<ul style="list-style-type: none"> • Demarcate project area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Revegetate disturbed portions of the riparian zone within the construction footprint as per the above-mentioned recommendations in this regard. • As far as possible, undertake work within the stream channel and banks during the summer months (November to March) to minimise the risk of erosion of the disturbed and compacted sediments during a rain event. • Compacted ground shall be rehabilitated by ripping to a minimum depth of 600 mm. Topsoil of at least 20 cm should be placed on top of the ripped soil.
Flow diversion – construction phase	<ul style="list-style-type: none"> • If possible, undertake work within the stream channel during mid to late summer (November to March) to ensure that minimal flows are present at the time. • Only divert flow if operationally necessary. Divert flow over as short a length of river as possible, but no more than 25 m. • Return flow to the original channel as soon as possible after completion.
Deterioration of Freshwater Ecosystems – maintenance phase	<ul style="list-style-type: none"> • Minimise the spatial extent of disturbance. • Minimise the frequency of (or requirement for) maintenance activities. • Do not impede the movement of aquatic and riparian biota. • Minimise alterations to flow- and sediment-capacity. • Rehabilitate and re-vegetate disturbed areas as soon as possible. • Clear alien invasive plant species. • Restrict maintenance activities to the dry season where possible. • Prevent erosion and rehabilitate eroded areas. • Use existing access routes as far as possible.

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none">• Store and handle all hazardous materials and waste in a suitable manner, and at least 30 m outside of the Plankenbrug River.• Remove excess spoil material and solid waste and ensure it is disposed of at approved waste disposal sites.• Ensure maintenance activities do not lead to channelisation or canalisation of the watercourses.• Remove cleared woody material from the areas adjacent to the watercourse and wetlands to prevent it being washed into the watercourse.• Maintenance activities are to be undertaken in line with the Stellenbosch River Management Plan Update (June 2011)

Additionally, it is recommended that an Environmental Control Officer (ECO) be employed to oversee and monitor compliance with the EMPr for the duration of the construction phase of the project (see Section 3 of the EMPr for further details in this regard).

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Candice Sadan

From: Rizqah Baker
Sent: Friday, 13 November 2020 07:46
To:
Cc: Eloise Costandius; Candice Sadan
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: 2020-11-13_Distillery Road Bridge Stellenbosch_DBAR_DHSWS_Rev0.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Khan

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to our Ms Candice Sadan (at the details below) **by no later than 14 December 2020**.

SLR CONSULTING (SOUTH AFRICA) (PTY) LTD

ATTENTION: MS CANDICE SADAN

TEL: 021 461 1118/9

5TH FLOOR, LETTERSTEDT HOUSE, NEWLANDS ON MAIN, CORNER OF CAMPGROUND AND MAIN ROADS,
NEWLANDS

EMAIL: CSADAN@SLRCONSULTING.COM

Should you have any queries on the above, or require any further information, please do not hesitate to contact our Ms Candice Sadan.

Kind regards

Rizqah Baker

Environmental Consultant

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SLR Consulting
SLR Consulting (Cape Town office)
5th Floor, Letterstedt House, Newlands on Main
Cnr Main and Campground Roads
Newlands
Cape Town, 7700

13 November 2020

Department of Human Settlements, Water and Sanitation
Private Bag X16
Sanlamhof
7532

ATTENTION: MR RASHIED KHAN

Dear Sir

PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH: AVAILABILITY OF THE DRAFT BASIC ASSESSMENT REPORT FOR REVIEW AND COMMENT

This letter provides information on the availability for comment of a draft Basic Assessment Report (BAR) prepared for the above-mentioned proposed project.

Notice is hereby given, in terms of the National Environmental Management Act (No. 107 of 1998; NEMA) and the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended), that the draft BAR prepared for the proposed rehabilitation of the Distillery Road, Stellenbosch has been made available for a 30-day public and authority review and comment period from 13 November to 14 December 2020. A copy of the full report is accessible at the following link: <https://slrconsulting.com/public-documents/distillery-road>. A copy of the Executive Summary of the BAR is attached for easy reference. Should you not be able to access the Executive Summary or draft BAR, do not hesitate to contact us telephonically / via email and we will endeavour to assist you in this regard.

Any comments on the draft BAR should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, they should reach SLR **by no later than 14 December 2020**.

SLR Consulting (South Africa) (Pty) Ltd
Attention: Ms Candice Sadan
Postal Address: PO Box 10145, Caledon Square, 7905
Tel: (021) 461 1118/9
E-mail: csadan@slrconsulting.com

Should you have any queries in this regard or require additional information please do not hesitate to contact our Ms Candice Sadan or the undersigned (email: ecostandius@slrconsulting.com).

Yours sincerely



Eloise Costandius Pr. Sci. Nat.

SLR CONSULTING (SOUTH AFRICA) (PTY) LTD

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Candice Sadan

From: Rizqah Baker
Sent: Friday, 13 November 2020 07:54
To:
Cc: Eloise Costandius; Candice Sadan
Subject: RE: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: Distillery_Road_Bridge_DBAR_Exec_Summ_13Nov20.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The Executive Summary is attached for your reference.

Rizqah Baker

Environmental Consultant

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From: Rizqah Baker <rbaker@slrconsulting.com>
Sent: 13 November 2020 07:46 AM
To: khanr@dws.gov.za
Cc: Eloise Costandius <ecostandius@slrconsulting.com>; Candice Sadan <csadan@slrconsulting.com>
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment

Dear Mr Khan

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to our Ms Candice Sadan (at the details below) **by no later than 14 December 2020**.

SLR CONSULTING (SOUTH AFRICA) (PTY) LTD
ATTENTION: MS CANDICE SADAN
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EMAIL: CSADAN@SLRCONSULTING.COM

Should you have any queries on the above, or require any further information, please do not hesitate to contact our Ms Candice Sadan.

Kind regards

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BASIC ASSESSMENT REPORT FOR THE PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

Prepared for: AECOM SA (Pty) Ltd on behalf of the
Stellenbosch Municipality

Authority Ref: 16/3/3/6/7/1/B4/45/1123/20

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BASIS OF REPORT

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EXECUTIVE SUMMARY

1. INTRODUCTION

The Stellenbosch Municipality is proposing to rehabilitate the existing bridge on Distillery Road in Stellenbosch (the proposed project). The bridge crosses the Plankenbrug River and is located on the western edge of Stellenbosch, near the point where Adam Tas Road/R310 crosses the railway line (see Figure 1). Die Boord and Devon Park residential areas lay approximately 300 m south and 700 west of the bridge, respectively. The Distillery Road Bridge is approximately 20 m in length and consists of a single carriageway. It is the only access road into Bosman's Crossing, a small mixed development area within Stellenbosch comprising of various commercial developments and apartment complexes.

The Stellenbosch Municipality appointed AECOM SA (Pty) Ltd (AECOM) (under Contract B/SM 39/18) to investigate and undertake the necessary structural engineering services to address various issues associated with the bridge, such as the severely deteriorated bridge cantilevers; the lack of pedestrian/non-motorised traffic; the downgraded single lane; and the alignment of the road width to minimum required standards.

SLR Consulting (South Africa) (Pty) Ltd (SLR) has been appointed by AECOM as the independent Environmental Assessment Practitioner (EAP) to undertake the Basic Assessment (BA) process for the proposed project. The BA process has been undertaken in terms of the relevant requirements of the Environmental Impact Assessment (EIA) Regulations, 2014 (Government Notice (GN) No. R982, as amended by GN No. 326) promulgated in terms of the National Environmental Management Act, 1998 (No. 107 of 1998), as amended (NEMA).

This Executive Summary provides a synopsis of the draft Basic Assessment Report (BAR) prepared for the proposed project. The draft BAR has been compiled to identify and assess the potential environmental impacts and risks of the proposed project and as a basis to inform Interested and Affected Parties (I&APs) of the proposed project and to obtain their comment.

2. OPPORTUNITY TO COMMENT

This draft version of the BAR has been distributed for a 30-day public review and comment period from 13 November to 14 December 2020 in order to provide I&APs the opportunity to comment on the proposed project. Copies of the report were made available on the SLR website (www.slrconsulting.com). Any comments should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, comments should reach SLR **by no later than 14 December 2020**.

Ms. Candice Sadan

SLR Consulting (South Africa) (Pty) Ltd

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After the conclusion of the comment period, all comments received will be collated into a Comments and Responses Report. The comments will be duly taken into account in updating the draft BAR into the final BAR, which will be submitted to the Department of Environmental Affairs and Development Planning (DEA&DP) for consideration and decision-making.

After DEA&DP has reached a decision, all registered I&APs will be notified of the outcome of the application and the reasons for the decision. A statutory appeal period in terms of the National Appeal Regulations, 2014 will follow the issuing of the decision.

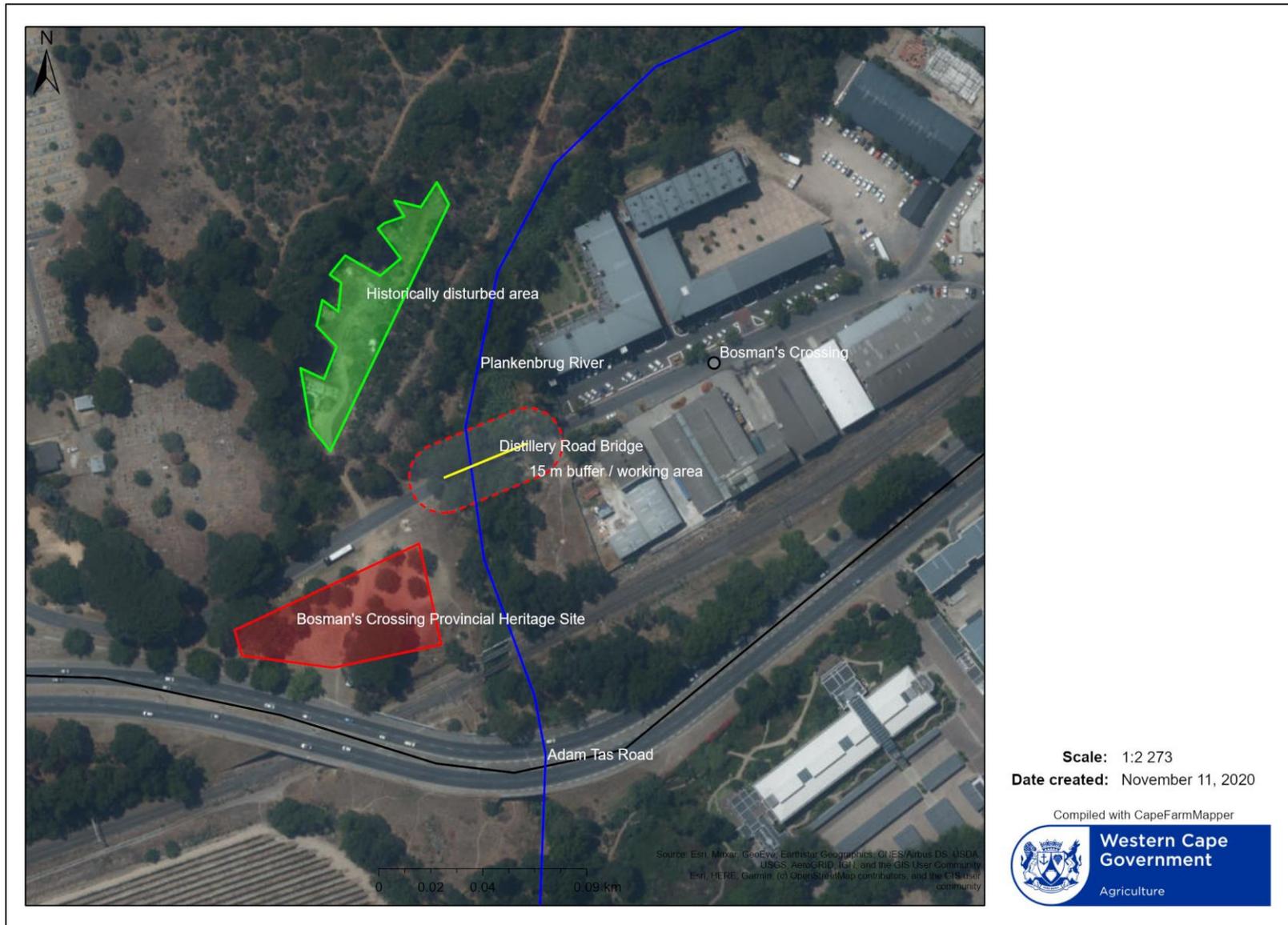


FIGURE 1: LOCALITY MAP (SOURCE: GOOGLE EARTH, 2020)

3. AUTHORISATION REQUIREMENTS

A BA is required in terms of the EIA Regulations, 2014 (as amended) as the proposed project would trigger the following listed activity:

Listing Notice 1 - GN No. R983 of 2014		Project Description
19	<i>The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse;...</i>	The proposed project would result in the depositing and/or excavating and removal of more than 10 m ³ of material from a watercourse (Plankenbrug River) related to the demolition of the damaged bridge structure and construction of a new bridge.

Registration of water uses in terms of the National Water Act, 1998 (No. 36 of 1998; NWA) is also required as the proposed project entails the construction of a bridge over the Plankenbrug River. This process is being undertaken in parallel to the BA process.

Section 38 of the National Heritage Resources Act, 1998 (No 25 of 1998; NHRA) required a Notice of Intent to Develop (NID) form to be submitted to Heritage Western Cape (HWC) for comment. In their consideration of the NID, submitted on 24 June 2020, HWC confirmed that no further heritage impact assessment is required to be undertaken. Separate Section 34 and Section 35 permit processes are, however, required as the bridge is older than 60 years and in order to address how potential impacts are to be avoided in the vicinity of Bosman’s Crossing Provincial Heritage Site. These applications will be undertaken separately and in parallel to the BA process with HWC as the competent authority.

4. PROPOSED PROJECT

The motivation for the proposed project relates to the following issues:

- The concrete bridge structure is generally in a structurally poor condition with general evidence of cracking and spalling, mainly the concrete cantilevers of the bridge deck which are in a severely deteriorated state and the reinforcement is badly corroded, thereby compromising its structural integrity;
- All other elements of the bridge are also in a relatively poor condition and the substructure seems to consist of remnants of an earlier bridge structure;
- The bridge has been downgraded to a single lane (one direction at a time with a stop-go system) to minimise loading on the cantilevers, thereby impeding traffic flow on the road during peak hours;
- The current road width is 5.6 m, which is below the required minimum standard of 6 m; and
- No allowance is made for non-motorised and pedestrian access over the bridge which represents an additional safety hazard.

The proposed project entails the following:

- Phased demolition of the current bridge structure to allow traffic accommodation during the rehabilitation of the facility;
- Excavation within the riverbed and banks to construct foundations of new bridge supports, including piling;
- Construction of a new bridge super and substructure which is approximately 6 m wider and 7 m longer than the existing bridge; and
- Provision of a wider road surface and sidewalk for the bridge approaches to accommodate two lanes of vehicle and pedestrian / non-motorised traffic in accordance with the planning requirements for this urban area.

The proposed design entails the demolition of the existing deck. It would comprise of a single 20 m deck span with the retention of the existing pier (non-functional), with piled abutments which would span the existing substructure. The proposed design has been duly informed by the heritage significance of the structure and from input received from a

heritage practitioner and architect with previous experience in the restoration of bridges with historical value. The proposed bridge design and bridge cross-section are provided in Figures 2 and 3, respectively.

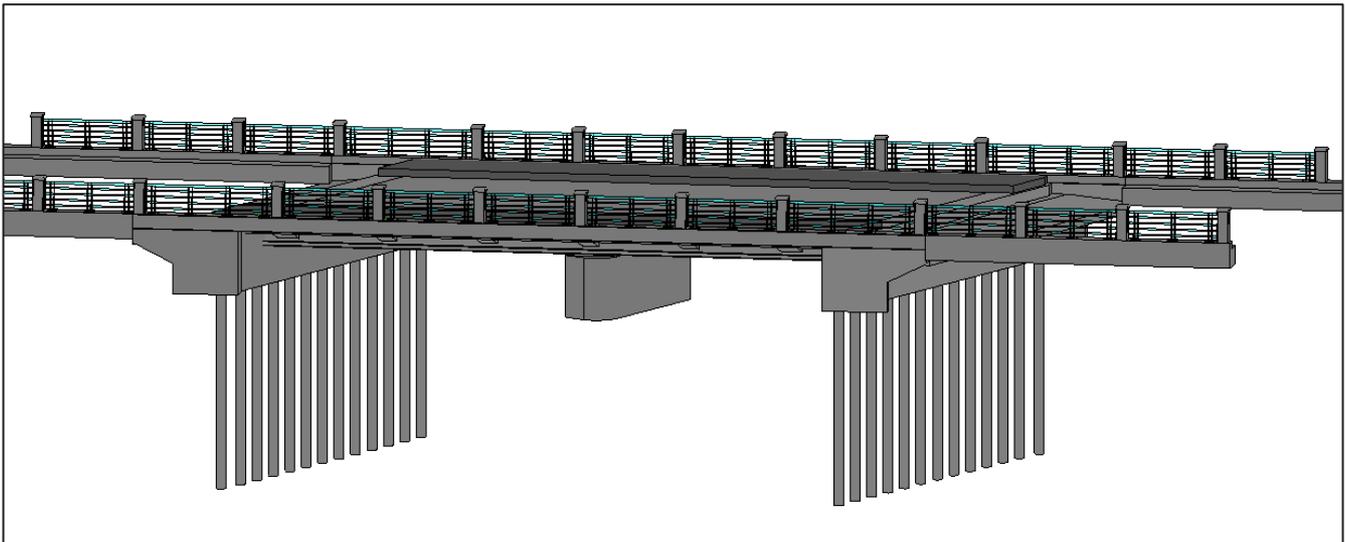


FIGURE 2: PROPOSED BRIDGE DESIGN (SINGLE 20 M DECK SPAN WITH PILED ABUTMENTS AND RETENTION OF EXISTING PIER (NON-FUNCTIONAL)).

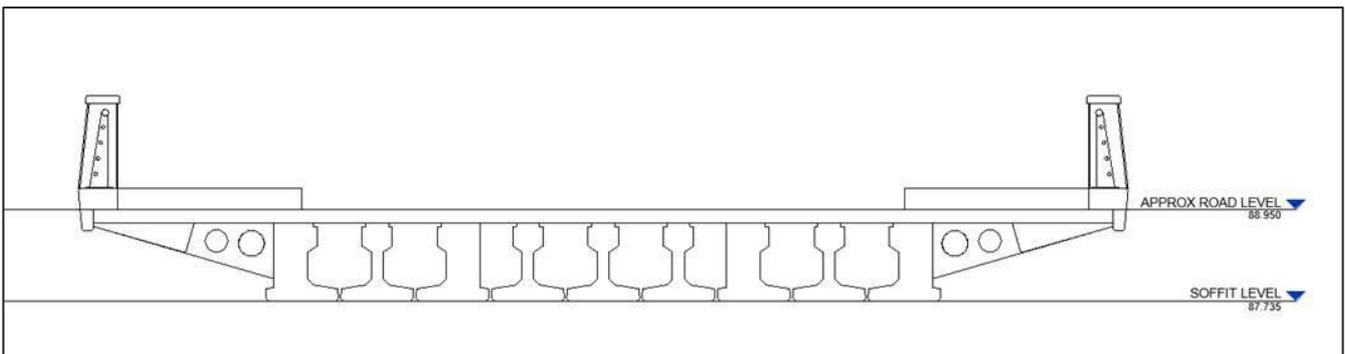


FIGURE 3: PROPOSED BRIDGE CROSS-SECTION.

5. AFFECTED ENVIRONMENT

The topography is relatively flat. The project site is located on an aquifer that is classified as a major aquifer of most vulnerability and high susceptibility. Overall water table level is subject to seasonal fluctuations. The average groundwater depth is estimated at approximately 7 m below ground level; however, a geotechnical investigation undertaken on 26 June 2020 recorded groundwater depth to be approximately 3 m below ground level. These levels were recorded just as the rainy, winter season commenced.

The project area is located within the Southwestern Coast Belt Ecoregion, Berg Water Management Area and the G22H quaternary catchment. The Plankenbrug River and its tributaries drain the area from Simonsberg to the ridge near the Devonvale Golf Estate. It also drains the residential areas of Cloetesville, Kayamandi and much of Stellenbosch town, before flowing under the Distillery and Adam Tas Road bridges, to join the Eerste River. The catchment is dominated by a mixture of agriculture (predominantly vineyards) and urban land uses.

The Western Cape Biodiversity Spatial Plan (WCBSP) indicates the Plankenbrug River and riparian zone as a Critical Biodiversity Area (CBA) 1 watercourse. It also indicates two CBA 1 wetland areas on the west of the Plankenbrug River within the project area approximately 50 m upstream, and immediately downstream of the bridge. Two further wetlands are

indicated within 500 m of the bridge – one immediately downstream of the Adam Tas Bridge and the other approximately 130 m upstream of the confluence with the Plankenbrug River. A CBA 1 terrestrial habitat and an Ecological Support Area (ESA) 2 are indicated to the west and east of the river, respectively. The vegetation type in the surrounding area is mapped as Swartland Granite Renosterveld, which is rated as Critically Endangered. However, no vegetation that corresponds to the Critically Endangered terrestrial vegetation type was noted on site and given the degree of past disturbance, infilling and compaction, the indigenous terrestrial vegetation is deemed to be entirely lost, to the extent of the seed bank as well.

The Plankenbrug River lacks true instream vegetation. Hydrophytic vegetation within and immediately adjacent to the flowing stream channel was dominated by alien invasive species such as *Commelina bengalensis*, *Arundo donax*, and *Persicaria lapathifolia*, but with tolerant indigenous species such as *Cyperus dives*, *Cyperus textilis*, and *Isolepis prolifera* present in places. Downstream of the bridge, *Acacia saligna* and *Ricinus communis* are also present.

Upstream of the bridge on the west bank, the riparian zone includes a mixture of alien and indigenous trees. The understorey in this area is dominated by the alien invasive *Tropaeolum majus* and *Pennisetum clandestinum*, with a single patch of indigenous *Chasmanthus aethiopica* noted. The canopy was dominated by the indigenous *Olea europaea ssp. africana* and the alien *Populus candescens*, with occasional *Eucalyptus cameldensus* towards the terrestrial extreme of the riparian zone. The top of the east bank upstream and both banks downstream of the bridge is levelled and compacted with sparse terrestrial pioneer vegetation dominated by *Cynodon dactylon* and *Pennisetum clandestinum* grasses. Occasional *Quercus palustris* are also present scattered within the disturbed terrestrial area downstream of the bridge on the west bank.

Two indigenous fish species, namely the *Galaxius zebratus* and *Sandelia capensis* are known to inhabit the Eertse River catchment. Both species may therefore be present within the project area, but given their hardy nature, neither are expected to be impacted significantly by the proposed project. Several alien invasive fish species are known to inhabit the catchment such as the *Onchorynchus mykiss*, *Pseudocrenilabrus philander*, *Cyprinus carpio* and *Clarius capensis*. The alien invasive freshwater shrimp *Caridina africana* has also recently established itself in the Eerste River catchment.

Archaeological resources in the form of Early Stone Age implements were discovered adjacent to the Distillery Road Bridge during previous surveys. The artefacts are dated to the earlier part of the Middle Pleistocene, between 700 00 and 300 000 years ago. A large sandstone boulder marks the location of Bosman's Crossing Provincial Heritage Site which was declared a National Monument in 1962 as the location of where the Early Stone Age implements were found. This Site has substantial significance for the origins of archaeological research in South Africa as well as knowledge about the Early Stone Age.

The bridge is also known as Bosman's Crossing and up until the 1960s, was the main entrance into Stellenbosch from Cape Town. The bridge, as far as can be ascertained, is also known as the "Steenenbrug". It is believed to be the first public works project undertaken in the area in 1691.

Additionally, the Distillery Road Bridge is located within the 'Papegaaiberg Landscape Unit' which is considered to be a significant cultural area. The suburb at the foot of Papegaaiberg is called Onder Papegaaiberg and most of the open space is marked with large stone pines which also incorporate the Onder Papegaaiberg cemetery on the foot slopes.

The closest residential suburbs to the proposed project are Die Boord and Devon Park which lay approximately 300 m south and 700 m west of the bridge, respectively.

6. ENVIRONMENTAL IMPACT STATEMENT

The majority of the impacts are expected to be of **INSIGNIFICANT** to **LOW** significance after mitigation. Socio-economic benefits related to potential temporary employment opportunities are rated as of **VERY LOW (POSITIVE)** significance during the construction phase. Long term socio-economic benefits related to improved road safety, traffic alleviation and provision of non-motorised facilities/pedestrian walkway are rated as of **HIGH (POSITIVE)** significance post-construction. Traffic impacts during the construction phase are deemed to be of a **LOW** significance after mitigation.

Construction activities would result in a localised increase in dust, noise levels and visual impacts which may be a nuisance to local residents. Given the short duration and extent of the construction phase, this impact is deemed to be of **VERY LOW** significance after mitigation. Surface and groundwater impacts during the construction phase are deemed of **VERY LOW** significance pre and post mitigation, respectively.

Given the largely modified state of the Plankenbrug River and the dominance of alien invasive species within the project area, impacts related to aquatic ecosystems are deemed to be of Very Low (habitat loss) to Low (biota loss) significance before mitigation and of **VERY LOW** significance after mitigation. Impacts related to sedimentation/erosion in the riparian zone and temporary flow diversion is deemed to be **INSIGNIFICANT** to **VERY LOW** significance.

During the maintenance phase, aquatic ecosystems may be impacted negatively through the spread of alien vegetation and disturbance/damage to aquatic species. With the implementation of the recommended mitigation measures, the residual impacts are deemed to be of **VERY LOW** significance.

The No-Go alternative would not be beneficial to society in any way and would mean that the bridge would continue to deteriorate, thereby compromising road user safety and access. Additionally, the short-term employment benefits would not be realised. The No-Go alternative is rated as having a **HIGH** negative significance.

A summary of the significance of the positive and negative impacts/risks identified for the proposed project is provided below:

TABLE 1: CONSTRUCTION-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Nuisance aspects (air quality, noise and visual)	Low	VERY LOW
Socio-Economic aspects (employment opportunities, etc.)	<i>Very Low (positive)</i>	VERY LOW (POSITIVE)
Traffic disruption	Low	LOW
Surface and Groundwater contamination	Very Low	VERY LOW
Deterioration of Freshwater Ecosystems and riparian vegetation	Very Low to Low	VERY LOW
Compaction of sediment/erosion in riparian zone	Very Low	VERY LOW
Flow diversion	Very Low	INSIGNIFICANT

TABLE 2: MAINTENANCE-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Deterioration of Freshwater Ecosystems (ongoing maintenance activities)	Low	LOW
Socio-Economic (improved safety, access and facilities)	<i>High (positive)</i>	HIGH (POSITIVE)

TABLE 3: IMPACTS ASSOCIATED WITH THE NO-GO OPTION.

Impact/Risk	Significance without mitigation	Significance with mitigation
No-Go Alternative	High	HIGH

7. RECOMMENDATIONS

Table 4 below includes a list of the recommended mitigation / enhancement measures to reduce / optimise the identified impacts / risks:

TABLE 4: RECOMMENDED MITIGATION ENHANCEMENT MEASURES.

Impact / Risk	Mitigation / enhancement measure
Nuisance aspects (air quality, noise and visual) – construction phase	<ul style="list-style-type: none"> • The Contractor shall be familiar with and adhere to, any local by-laws and regulations regarding the generation of noise and hours of operation. In addition, the provisions of SANS 10103 regarding the generation of noise shall apply to all areas within audible distance of residents. • The Contractor shall endeavour to keep noise-generating activities to a minimum, particularly during night-time work. • Implement a procedure for recording and managing external grievances/complaints. Actions shall be identified as required. • No high noise-generating activity outside of normal hours, regardless of its proximity to residences, shall take place without application to the Resident Engineer (RE) for approval. The application must include proposed noise containment measures. High noise-generating activities include pile driving, grinding, road material loading/unloading, hammering, excavating, etc. • The Contractor shall restrict all operations that result in high noise disturbance to local communities to daylight working hours on weekdays or as otherwise agreed with the RE and local authority. • Ensure vehicles and equipment are adequately maintained and in good working order. • The Contractor shall ensure that the generation of dust is minimised and shall implement a dust control programme (with due consideration to conserving water) to maintain a safe working environment, minimise nuisance for surrounding residents and businesses and prevent damage to natural vegetation. • Provide appropriate measures for visual screening (e.g. at construction yards, batching plants, laydown areas, etc.).
Socio-Economic - construction phase	<ul style="list-style-type: none"> • As far as possible, employ local Broad-Based Black Economic Empowerment (B-BBEE) services and providers and local labour from the local community. • Ensure that, where required, appropriate training of personnel is provided.
Traffic disruption - construction phase	<ul style="list-style-type: none"> • The Contractor shall appoint suitably trained traffic safety officers who shall be responsible for ensuring that construction activities do not obstruct traffic and that adequate traffic accommodation measures are put in place. • The Contractor shall also ensure that adequate pedestrian traffic accommodation, signage and safety measures (as appropriate) are put in place on site. • All construction vehicles shall comply with speed limits. • Movement of heavy vehicles shall be limited to daylight hours, as far as possible.
Surface and Groundwater contamination - construction phase	<ul style="list-style-type: none"> • As far as possible, no stockpiling of materials shall be undertaken within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The construction camp shall not be established within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The Contractor shall prepare and implement a Method Statement for the containment, handling, storage and disposal of hazardous substances. • The Contractor shall prepare and implement a Method Statement detailing the procedure for dealing with accidental leaks and spills and shall ensure that its employees are aware of the procedures to be followed. • All fuel, oil and other hazardous substances shall be confined to demarcated, adequately bunded areas within the construction camp and stored in suitable containers/storage facilities. • Suitable warning signs indicating the nature of the stored materials shall be displayed at the storage facility. • Drip trays or similar forms of secondary containment shall be provided for stationary plant (such as compressors, pumps, generators, etc.) and for "parked" plant (e.g. excavators, hauling trucks, etc.). • Where reasonably practical, plant and vehicles shall only be refuelled in a demarcated refuelling/servicing area using suitable equipment (e.g. pumps, funnels, etc). • The surface under the refuelling area shall be protected against pollution (e.g. the use of drip trays, concrete sump, etc.). • The Contractor shall ensure that a suitable hydrocarbon spill clean-up kits are readily available at refuelling areas. • All vehicles and equipment shall be kept in good working order and serviced regularly. Leaking equipment shall be repaired immediately or moved to a suitable contained area. • When servicing equipment, drip trays shall be used during the collection of waste oil and other hazardous substances (e.g. coolants, fuel, grease, etc.).

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none"> • Cement and concrete mixing directly on the ground shall not be allowed and shall take place on impermeable surfaces. • Unused (full) cement bags shall be stored undercover and away from surface runoff. • Used (empty) cement bags shall be collected and stored in weatherproof containers. • All excess concrete shall be removed from site on completion of concrete works and disposed of. • Washing of the excess cement/concrete into the ground shall not be allowed.
Deterioration of Freshwater Ecosystems - construction phase	<ul style="list-style-type: none"> • Revegetate disturbed portions of the riparian zone within the construction footprint. This will increase the quality and availability of riparian habitat overall. Use the following locally indigenous plants species for revegetation: <ul style="list-style-type: none"> ○ <i>Cyperus textilis</i> (marginal) ○ <i>Pteridium aquilinum</i> (marginal) ○ <i>Cliffortia strobilifera</i> (marginal) ○ <i>Olea europaea ssp. africana</i> (riparian) • Stockpile materials only within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • Determine the minimum construction area required within the riparian zone and stream channel for vehicular access. Demarcate this area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Where possible, work from the downstream side of the bridge using either or both banks for access as this area has been recently disturbed and is least sensitive. • If it is essential to access the area upstream of the bridge with vehicles, do so via the east bank and avoid entering the riparian area on the west bank with vehicles as far as possible. • If it is essential to access the west bank of the river avoid removing indigenous trees within the riparian area (only applicable to the west bank upstream of the bridge). • Avoid stream flow diversion, if possible, by undertaking work in the stream channel during summer, or return flow as soon as possible to the affected area to minimise the duration of the stream flow diversion. • The Contractor shall be responsible for informing all employees about the need to prevent any harmful effects on natural vegetation on or around the construction site as a result of their activities. • The use of herbicides and pesticides is prohibited unless approved by the RE. • Ensure that, where required, appropriate training in the removal of alien vegetation is provided. • Where dewatering of excavations is required, no water is to be pumped directly into the river. Implement a sediment pond/sump system in order to prevent sedimentation of the river from dewatering activities.
Compaction of sediment/erosion in riparian zone – construction phase	<ul style="list-style-type: none"> • Demarcate project area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Revegetate disturbed portions of the riparian zone within the construction footprint as per the above-mentioned recommendations in this regard. • As far as possible, undertake work within the stream channel and banks during the summer months (November to March) to minimise the risk of erosion of the disturbed and compacted sediments during a rain event. • Compacted ground shall be rehabilitated by ripping to a minimum depth of 600 mm. Topsoil of at least 20 cm should be placed on top of the ripped soil.
Flow diversion – construction phase	<ul style="list-style-type: none"> • If possible, undertake work within the stream channel during mid to late summer (November to March) to ensure that minimal flows are present at the time. • Only divert flow if operationally necessary. Divert flow over as short a length of river as possible, but no more than 25 m. • Return flow to the original channel as soon as possible after completion.
Deterioration of Freshwater Ecosystems – maintenance phase	<ul style="list-style-type: none"> • Minimise the spatial extent of disturbance. • Minimise the frequency of (or requirement for) maintenance activities. • Do not impede the movement of aquatic and riparian biota. • Minimise alterations to flow- and sediment-capacity. • Rehabilitate and re-vegetate disturbed areas as soon as possible. • Clear alien invasive plant species. • Restrict maintenance activities to the dry season where possible. • Prevent erosion and rehabilitate eroded areas. • Use existing access routes as far as possible.

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none">• Store and handle all hazardous materials and waste in a suitable manner, and at least 30 m outside of the Plankenbrug River.• Remove excess spoil material and solid waste and ensure it is disposed of at approved waste disposal sites.• Ensure maintenance activities do not lead to channelisation or canalisation of the watercourses.• Remove cleared woody material from the areas adjacent to the watercourse and wetlands to prevent it being washed into the watercourse.• Maintenance activities are to be undertaken in line with the Stellenbosch River Management Plan Update (June 2011)

Additionally, it is recommended that an Environmental Control Officer (ECO) be employed to oversee and monitor compliance with the EMPr for the duration of the construction phase of the project (see Section 3 of the EMPr for further details in this regard).

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Candice Sadan

From: Rizqah Baker
Sent: Friday, 13 November 2020 07:48
To:
Cc: Eloise Costandius; Candice Sadan
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: 2020-11-13_Distillery Road Bridge Stellenbosch_DBAR_HWC_Rev0.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Barnardt

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to our Ms Candice Sadan (at the details below) **by no later than 14 December 2020**.

SLR CONSULTING (SOUTH AFRICA) (PTY) LTD

ATTENTION: MS CANDICE SADAN

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Should you have any queries on the above, or require any further information, please do not hesitate to contact our Ms Candice Sadan.

Kind regards

Rizqah Baker

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13 November 2020

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ATTENTION: MS STEPHANIE-ANNE BARNARDT

Dear Madam

PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH: AVAILABILITY OF THE DRAFT BASIC ASSESSMENT REPORT FOR REVIEW AND COMMENT

This letter provides information on the availability for comment of a draft Basic Assessment Report (BAR) prepared for the above-mentioned proposed project.

Notice is hereby given, in terms of the National Environmental Management Act (No. 107 of 1998; NEMA) and the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended), that the draft BAR prepared for the proposed rehabilitation of the Distillery Road, Stellenbosch has been made available for a 30-day public and authority review and comment period from 13 November to 14 December 2020. A copy of the full report is accessible at the following link: <https://slrconsulting.com/public-documents/distillery-road>. A copy of the Executive Summary of the BAR is attached for easy reference. Should you not be able to access the Executive Summary or draft BAR, do not hesitate to contact us telephonically / via email and we will endeavour to assist you in this regard.

Any comments on the draft BAR should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, they should reach SLR **by no later than 14 December 2020**.

SLR Consulting (South Africa) (Pty) Ltd
Attention: Ms Candice Sadan
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E-mail: csadan@slrconsulting.com

Should you have any queries in this regard or require additional information please do not hesitate to contact our Ms Candice Sadan or the undersigned (email: ecostandius@slrconsulting.com).

Yours sincerely



Eloise Costandius Pr. Sci. Nat.

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Candice Sadan

From: Rizqah Baker
Sent: Friday, 13 November 2020 07:55
To:
Cc: Eloise Costandius; Candice Sadan
Subject: RE: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: Distillery_Road_Bridge_DBAR_Exec_Summ_13Nov20.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The Executive Summary is attached for your reference.

Rizqah Baker

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From: Rizqah Baker <rbaker@slrconsulting.com>
Sent: 13 November 2020 07:48 AM
To: Stephanie Barnardt <Stephanie.Barnardt@westerncape.gov.za>
Cc: Eloise Costandius <ecostandius@slrconsulting.com>; Candice Sadan <csadan@slrconsulting.com>
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment

Dear Ms Barnardt

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to our Ms Candice Sadan (at the details below) **by no later than 14 December 2020**.

SLR CONSULTING (SOUTH AFRICA) (PTY) LTD

ATTENTION: MS CANDICE SADAN

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Should you have any queries on the above, or require any further information, please do not hesitate to contact our Ms Candice Sadan.

Kind regards

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BASIC ASSESSMENT REPORT FOR THE PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

Prepared for: AECOM SA (Pty) Ltd on behalf of the
Stellenbosch Municipality

Authority Ref: 16/3/3/6/7/1/B4/45/1123/20

SLR Project No: 720.01069.00028
Revision No: 0
Date: November 2020



DOCUMENT INFORMATION

Title	Basic Assessment Report for the Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch
Project Manager	Eloise Costandius
Project Manager e-mail	ecostandiust@slrconsulting.com
Authors	Rizqah Baker and Eloise Costandius
Reviewer	Fuad Fredericks
Keywords	Distillery Road Bridge, Stellenbosch, Basic Assessment
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SLR Project No	720.01069.00028

DOCUMENT REVISION RECORD

Rev No.	Issue Date	Description	Issued By
0	November 2020	Draft issued for I&AP review	E. Costandius

BASIS OF REPORT

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EXECUTIVE SUMMARY

1. INTRODUCTION

The Stellenbosch Municipality is proposing to rehabilitate the existing bridge on Distillery Road in Stellenbosch (the proposed project). The bridge crosses the Plankenbrug River and is located on the western edge of Stellenbosch, near the point where Adam Tas Road/R310 crosses the railway line (see Figure 1). Die Boord and Devon Park residential areas lay approximately 300 m south and 700 west of the bridge, respectively. The Distillery Road Bridge is approximately 20 m in length and consists of a single carriageway. It is the only access road into Bosman's Crossing, a small mixed development area within Stellenbosch comprising of various commercial developments and apartment complexes.

The Stellenbosch Municipality appointed AECOM SA (Pty) Ltd (AECOM) (under Contract B/SM 39/18) to investigate and undertake the necessary structural engineering services to address various issues associated with the bridge, such as the severely deteriorated bridge cantilevers; the lack of pedestrian/non-motorised traffic; the downgraded single lane; and the alignment of the road width to minimum required standards.

SLR Consulting (South Africa) (Pty) Ltd (SLR) has been appointed by AECOM as the independent Environmental Assessment Practitioner (EAP) to undertake the Basic Assessment (BA) process for the proposed project. The BA process has been undertaken in terms of the relevant requirements of the Environmental Impact Assessment (EIA) Regulations, 2014 (Government Notice (GN) No. R982, as amended by GN No. 326) promulgated in terms of the National Environmental Management Act, 1998 (No. 107 of 1998), as amended (NEMA).

This Executive Summary provides a synopsis of the draft Basic Assessment Report (BAR) prepared for the proposed project. The draft BAR has been compiled to identify and assess the potential environmental impacts and risks of the proposed project and as a basis to inform Interested and Affected Parties (I&APs) of the proposed project and to obtain their comment.

2. OPPORTUNITY TO COMMENT

This draft version of the BAR has been distributed for a 30-day public review and comment period from 13 November to 14 December 2020 in order to provide I&APs the opportunity to comment on the proposed project. Copies of the report were made available on the SLR website (www.slrconsulting.com). Any comments should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, comments should reach SLR **by no later than 14 December 2020**.

Ms. Candice Sadan

SLR Consulting (South Africa) (Pty) Ltd

PO Box 10145, Caledon Square, 7905

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After the conclusion of the comment period, all comments received will be collated into a Comments and Responses Report. The comments will be duly taken into account in updating the draft BAR into the final BAR, which will be submitted to the Department of Environmental Affairs and Development Planning (DEA&DP) for consideration and decision-making.

After DEA&DP has reached a decision, all registered I&APs will be notified of the outcome of the application and the reasons for the decision. A statutory appeal period in terms of the National Appeal Regulations, 2014 will follow the issuing of the decision.

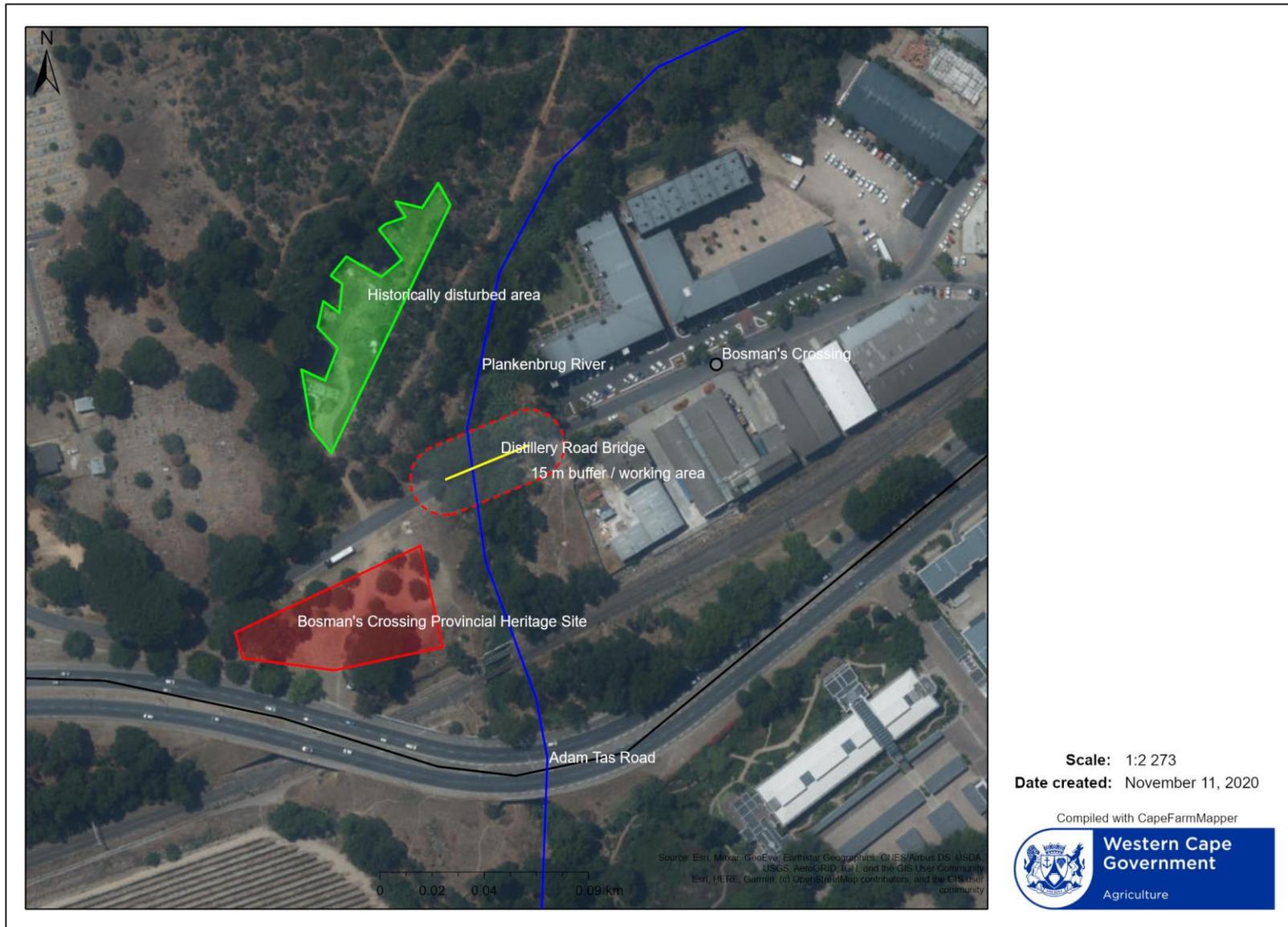


FIGURE 1: LOCALITY MAP (SOURCE: GOOGLE EARTH, 2020)

3. AUTHORISATION REQUIREMENTS

A BA is required in terms of the EIA Regulations, 2014 (as amended) as the proposed project would trigger the following listed activity:

Listing Notice 1 - GN No. R983 of 2014		Project Description
19	<i>The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse;...</i>	The proposed project would result in the depositing and/or excavating and removal of more than 10 m ³ of material from a watercourse (Plankenbrug River) related to the demolition of the damaged bridge structure and construction of a new bridge.

Registration of water uses in terms of the National Water Act, 1998 (No. 36 of 1998; NWA) is also required as the proposed project entails the construction of a bridge over the Plankenbrug River. This process is being undertaken in parallel to the BA process.

Section 38 of the National Heritage Resources Act, 1998 (No 25 of 1998; NHRA) required a Notice of Intent to Develop (NID) form to be submitted to Heritage Western Cape (HWC) for comment. In their consideration of the NID, submitted on 24 June 2020, HWC confirmed that no further heritage impact assessment is required to be undertaken. Separate Section 34 and Section 35 permit processes are, however, required as the bridge is older than 60 years and in order to address how potential impacts are to be avoided in the vicinity of Bosman’s Crossing Provincial Heritage Site. These applications will be undertaken separately and in parallel to the BA process with HWC as the competent authority.

4. PROPOSED PROJECT

The motivation for the proposed project relates to the following issues:

- The concrete bridge structure is generally in a structurally poor condition with general evidence of cracking and spalling, mainly the concrete cantilevers of the bridge deck which are in a severely deteriorated state and the reinforcement is badly corroded, thereby compromising its structural integrity;
- All other elements of the bridge are also in a relatively poor condition and the substructure seems to consist of remnants of an earlier bridge structure;
- The bridge has been downgraded to a single lane (one direction at a time with a stop-go system) to minimise loading on the cantilevers, thereby impeding traffic flow on the road during peak hours;
- The current road width is 5.6 m, which is below the required minimum standard of 6 m; and
- No allowance is made for non-motorised and pedestrian access over the bridge which represents an additional safety hazard.

The proposed project entails the following:

- Phased demolition of the current bridge structure to allow traffic accommodation during the rehabilitation of the facility;
- Excavation within the riverbed and banks to construct foundations of new bridge supports, including piling;
- Construction of a new bridge super and substructure which is approximately 6 m wider and 7 m longer than the existing bridge; and
- Provision of a wider road surface and sidewalk for the bridge approaches to accommodate two lanes of vehicle and pedestrian / non-motorised traffic in accordance with the planning requirements for this urban area.

The proposed design entails the demolition of the existing deck. It would comprise of a single 20 m deck span with the retention of the existing pier (non-functional), with piled abutments which would span the existing substructure. The proposed design has been duly informed by the heritage significance of the structure and from input received from a

heritage practitioner and architect with previous experience in the restoration of bridges with historical value. The proposed bridge design and bridge cross-section are provided in Figures 2 and 3, respectively.

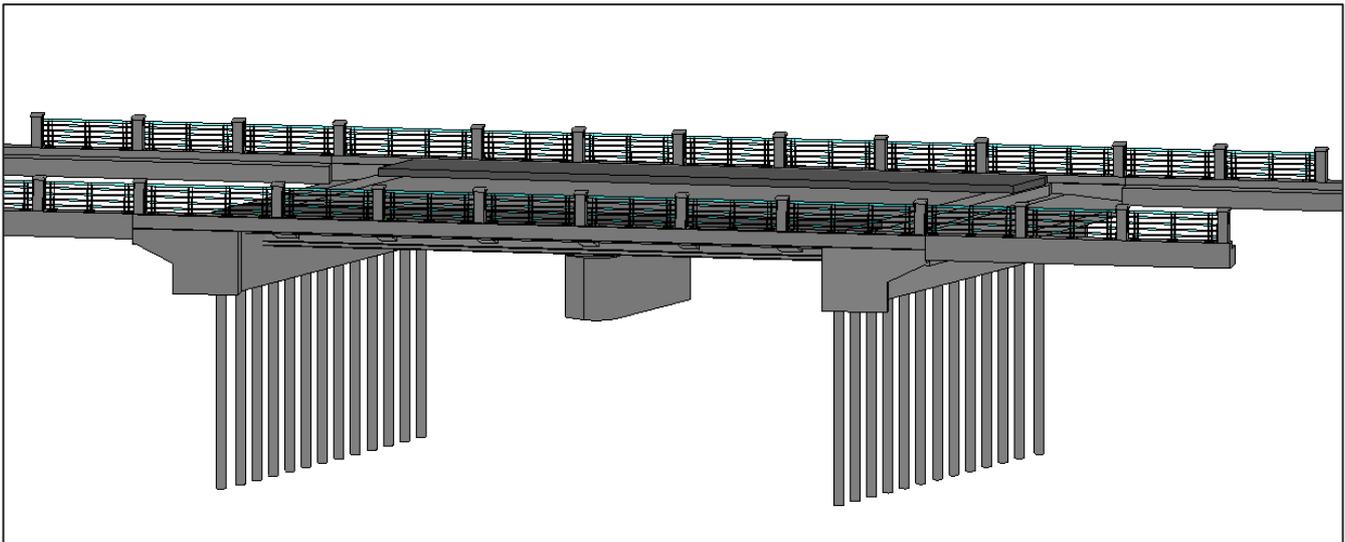


FIGURE 2: PROPOSED BRIDGE DESIGN (SINGLE 20 M DECK SPAN WITH PILED ABUTMENTS AND RETENTION OF EXISTING PIER (NON-FUNCTIONAL)).

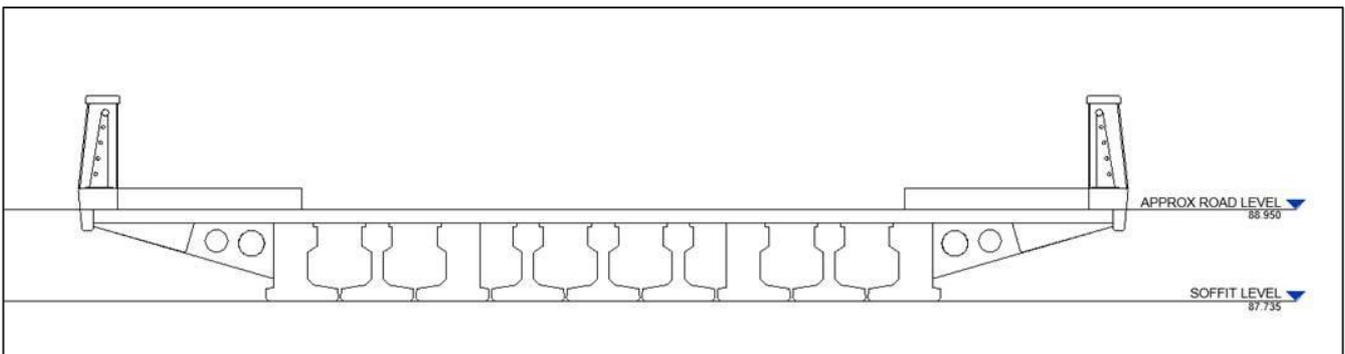


FIGURE 3: PROPOSED BRIDGE CROSS-SECTION.

5. AFFECTED ENVIRONMENT

The topography is relatively flat. The project site is located on an aquifer that is classified as a major aquifer of most vulnerability and high susceptibility. Overall water table level is subject to seasonal fluctuations. The average groundwater depth is estimated at approximately 7 m below ground level; however, a geotechnical investigation undertaken on 26 June 2020 recorded groundwater depth to be approximately 3 m below ground level. These levels were recorded just as the rainy, winter season commenced.

The project area is located within the Southwestern Coast Belt Ecoregion, Berg Water Management Area and the G22H quaternary catchment. The Plankenbrug River and its tributaries drain the area from Simonsberg to the ridge near the Devonvale Golf Estate. It also drains the residential areas of Cloetesville, Kayamandi and much of Stellenbosch town, before flowing under the Distillery and Adam Tas Road bridges, to join the Eerste River. The catchment is dominated by a mixture of agriculture (predominantly vineyards) and urban land uses.

The Western Cape Biodiversity Spatial Plan (WCBSP) indicates the Plankenbrug River and riparian zone as a Critical Biodiversity Area (CBA) 1 watercourse. It also indicates two CBA 1 wetland areas on the west of the Plankenbrug River within the project area approximately 50 m upstream, and immediately downstream of the bridge. Two further wetlands are

indicated within 500 m of the bridge – one immediately downstream of the Adam Tas Bridge and the other approximately 130 m upstream of the confluence with the Plankenbrug River. A CBA 1 terrestrial habitat and an Ecological Support Area (ESA) 2 are indicated to the west and east of the river, respectively. The vegetation type in the surrounding area is mapped as Swartland Granite Renosterveld, which is rated as Critically Endangered. However, no vegetation that corresponds to the Critically Endangered terrestrial vegetation type was noted on site and given the degree of past disturbance, infilling and compaction, the indigenous terrestrial vegetation is deemed to be entirely lost, to the extent of the seed bank as well.

The Plankenbrug River lacks true instream vegetation. Hydrophytic vegetation within and immediately adjacent to the flowing stream channel was dominated by alien invasive species such as *Commelina bengalensis*, *Arundo donax*, and *Persicaria lapathifolia*, but with tolerant indigenous species such as *Cyperus dives*, *Cyperus textilis*, and *Isolepis prolifera* present in places. Downstream of the bridge, *Acacia saligna* and *Ricinus communis* are also present.

Upstream of the bridge on the west bank, the riparian zone includes a mixture of alien and indigenous trees. The understorey in this area is dominated by the alien invasive *Tropaeolum majus* and *Pennisetum clandestinum*, with a single patch of indigenous *Chasmanthus aethiopica* noted. The canopy was dominated by the indigenous *Olea europaea ssp. africana* and the alien *Populus candescens*, with occasional *Eucalyptus cameldensus* towards the terrestrial extreme of the riparian zone. The top of the east bank upstream and both banks downstream of the bridge is levelled and compacted with sparse terrestrial pioneer vegetation dominated by *Cynodon dactylon* and *Pennisetum clandestinum* grasses. Occasional *Quercus palustris* are also present scattered within the disturbed terrestrial area downstream of the bridge on the west bank.

Two indigenous fish species, namely the *Galaxius zebratus* and *Sandelia capensis* are known to inhabit the Eertse River catchment. Both species may therefore be present within the project area, but given their hardy nature, neither are expected to be impacted significantly by the proposed project. Several alien invasive fish species are known to inhabit the catchment such as the *Onchorynchus mykiss*, *Pseudocrenilabrus philander*, *Cyprinus carpio* and *Clarius capensis*. The alien invasive freshwater shrimp *Caridina africana* has also recently established itself in the Eerste River catchment.

Archaeological resources in the form of Early Stone Age implements were discovered adjacent to the Distillery Road Bridge during previous surveys. The artefacts are dated to the earlier part of the Middle Pleistocene, between 700 00 and 300 000 years ago. A large sandstone boulder marks the location of Bosman's Crossing Provincial Heritage Site which was declared a National Monument in 1962 as the location of where the Early Stone Age implements were found. This Site has substantial significance for the origins of archaeological research in South Africa as well as knowledge about the Early Stone Age.

The bridge is also known as Bosman's Crossing and up until the 1960s, was the main entrance into Stellenbosch from Cape Town. The bridge, as far as can be ascertained, is also known as the "Steenenbrug". It is believed to be the first public works project undertaken in the area in 1691.

Additionally, the Distillery Road Bridge is located within the 'Papegaaiberg Landscape Unit' which is considered to be a significant cultural area. The suburb at the foot of Papegaaiberg is called Onder Papegaaiberg and most of the open space is marked with large stone pines which also incorporate the Onder Papegaaiberg cemetery on the foot slopes.

The closest residential suburbs to the proposed project are Die Boord and Devon Park which lay approximately 300 m south and 700 m west of the bridge, respectively.

6. ENVIRONMENTAL IMPACT STATEMENT

The majority of the impacts are expected to be of **INSIGNIFICANT** to **LOW** significance after mitigation. Socio-economic benefits related to potential temporary employment opportunities are rated as of **VERY LOW (POSITIVE)** significance during the construction phase. Long term socio-economic benefits related to improved road safety, traffic alleviation and provision of non-motorised facilities/pedestrian walkway are rated as of **HIGH (POSITIVE)** significance post-construction. Traffic impacts during the construction phase are deemed to be of a **LOW** significance after mitigation.

Construction activities would result in a localised increase in dust, noise levels and visual impacts which may be a nuisance to local residents. Given the short duration and extent of the construction phase, this impact is deemed to be of **VERY LOW** significance after mitigation. Surface and groundwater impacts during the construction phase are deemed of **VERY LOW** significance pre and post mitigation, respectively.

Given the largely modified state of the Plankenbrug River and the dominance of alien invasive species within the project area, impacts related to aquatic ecosystems are deemed to be of Very Low (habitat loss) to Low (biota loss) significance before mitigation and of **VERY LOW** significance after mitigation. Impacts related to sedimentation/erosion in the riparian zone and temporary flow diversion is deemed to be **INSIGNIFICANT** to **VERY LOW** significance.

During the maintenance phase, aquatic ecosystems may be impacted negatively through the spread of alien vegetation and disturbance/damage to aquatic species. With the implementation of the recommended mitigation measures, the residual impacts are deemed to be of **VERY LOW** significance.

The No-Go alternative would not be beneficial to society in any way and would mean that the bridge would continue to deteriorate, thereby compromising road user safety and access. Additionally, the short-term employment benefits would not be realised. The No-Go alternative is rated as having a **HIGH** negative significance.

A summary of the significance of the positive and negative impacts/risks identified for the proposed project is provided below:

TABLE 1: CONSTRUCTION-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Nuisance aspects (air quality, noise and visual)	Low	VERY LOW
Socio-Economic aspects (employment opportunities, etc.)	<i>Very Low (positive)</i>	VERY LOW (POSITIVE)
Traffic disruption	Low	LOW
Surface and Groundwater contamination	Very Low	VERY LOW
Deterioration of Freshwater Ecosystems and riparian vegetation	Very Low to Low	VERY LOW
Compaction of sediment/erosion in riparian zone	Very Low	VERY LOW
Flow diversion	Very Low	INSIGNIFICANT

TABLE 2: MAINTENANCE-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Deterioration of Freshwater Ecosystems (ongoing maintenance activities)	Low	LOW
Socio-Economic (improved safety, access and facilities)	<i>High (positive)</i>	HIGH (POSITIVE)

TABLE 3: IMPACTS ASSOCIATED WITH THE NO-GO OPTION.

Impact/Risk	Significance without mitigation	Significance with mitigation
No-Go Alternative	High	HIGH

7. RECOMMENDATIONS

Table 4 below includes a list of the recommended mitigation / enhancement measures to reduce / optimise the identified impacts / risks:

TABLE 4: RECOMMENDED MITIGATION ENHANCEMENT MEASURES.

Impact / Risk	Mitigation / enhancement measure
Nuisance aspects (air quality, noise and visual) – construction phase	<ul style="list-style-type: none"> • The Contractor shall be familiar with and adhere to, any local by-laws and regulations regarding the generation of noise and hours of operation. In addition, the provisions of SANS 10103 regarding the generation of noise shall apply to all areas within audible distance of residents. • The Contractor shall endeavour to keep noise-generating activities to a minimum, particularly during night-time work. • Implement a procedure for recording and managing external grievances/complaints. Actions shall be identified as required. • No high noise-generating activity outside of normal hours, regardless of its proximity to residences, shall take place without application to the Resident Engineer (RE) for approval. The application must include proposed noise containment measures. High noise-generating activities include pile driving, grinding, road material loading/unloading, hammering, excavating, etc. • The Contractor shall restrict all operations that result in high noise disturbance to local communities to daylight working hours on weekdays or as otherwise agreed with the RE and local authority. • Ensure vehicles and equipment are adequately maintained and in good working order. • The Contractor shall ensure that the generation of dust is minimised and shall implement a dust control programme (with due consideration to conserving water) to maintain a safe working environment, minimise nuisance for surrounding residents and businesses and prevent damage to natural vegetation. • Provide appropriate measures for visual screening (e.g. at construction yards, batching plants, laydown areas, etc.).
Socio-Economic - construction phase	<ul style="list-style-type: none"> • As far as possible, employ local Broad-Based Black Economic Empowerment (B-BBEE) services and providers and local labour from the local community. • Ensure that, where required, appropriate training of personnel is provided.
Traffic disruption - construction phase	<ul style="list-style-type: none"> • The Contractor shall appoint suitably trained traffic safety officers who shall be responsible for ensuring that construction activities do not obstruct traffic and that adequate traffic accommodation measures are put in place. • The Contractor shall also ensure that adequate pedestrian traffic accommodation, signage and safety measures (as appropriate) are put in place on site. • All construction vehicles shall comply with speed limits. • Movement of heavy vehicles shall be limited to daylight hours, as far as possible.
Surface and Groundwater contamination - construction phase	<ul style="list-style-type: none"> • As far as possible, no stockpiling of materials shall be undertaken within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The construction camp shall not be established within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The Contractor shall prepare and implement a Method Statement for the containment, handling, storage and disposal of hazardous substances. • The Contractor shall prepare and implement a Method Statement detailing the procedure for dealing with accidental leaks and spills and shall ensure that its employees are aware of the procedures to be followed. • All fuel, oil and other hazardous substances shall be confined to demarcated, adequately bunded areas within the construction camp and stored in suitable containers/storage facilities. • Suitable warning signs indicating the nature of the stored materials shall be displayed at the storage facility. • Drip trays or similar forms of secondary containment shall be provided for stationary plant (such as compressors, pumps, generators, etc.) and for "parked" plant (e.g. excavators, hauling trucks, etc.). • Where reasonably practical, plant and vehicles shall only be refuelled in a demarcated refuelling/servicing area using suitable equipment (e.g. pumps, funnels, etc). • The surface under the refuelling area shall be protected against pollution (e.g. the use of drip trays, concrete sump, etc.). • The Contractor shall ensure that a suitable hydrocarbon spill clean-up kits are readily available at refuelling areas. • All vehicles and equipment shall be kept in good working order and serviced regularly. Leaking equipment shall be repaired immediately or moved to a suitable contained area. • When servicing equipment, drip trays shall be used during the collection of waste oil and other hazardous substances (e.g. coolants, fuel, grease, etc.).

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none"> • Cement and concrete mixing directly on the ground shall not be allowed and shall take place on impermeable surfaces. • Unused (full) cement bags shall be stored undercover and away from surface runoff. • Used (empty) cement bags shall be collected and stored in weatherproof containers. • All excess concrete shall be removed from site on completion of concrete works and disposed of. • Washing of the excess cement/concrete into the ground shall not be allowed.
Deterioration of Freshwater Ecosystems - construction phase	<ul style="list-style-type: none"> • Revegetate disturbed portions of the riparian zone within the construction footprint. This will increase the quality and availability of riparian habitat overall. Use the following locally indigenous plants species for revegetation: <ul style="list-style-type: none"> ○ <i>Cyperus textilis</i> (marginal) ○ <i>Pteridium aquilinum</i> (marginal) ○ <i>Cliffortia strobilifera</i> (marginal) ○ <i>Olea europaea ssp. africana</i> (riparian) • Stockpile materials only within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • Determine the minimum construction area required within the riparian zone and stream channel for vehicular access. Demarcate this area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Where possible, work from the downstream side of the bridge using either or both banks for access as this area has been recently disturbed and is least sensitive. • If it is essential to access the area upstream of the bridge with vehicles, do so via the east bank and avoid entering the riparian area on the west bank with vehicles as far as possible. • If it is essential to access the west bank of the river avoid removing indigenous trees within the riparian area (only applicable to the west bank upstream of the bridge). • Avoid stream flow diversion, if possible, by undertaking work in the stream channel during summer, or return flow as soon as possible to the affected area to minimise the duration of the stream flow diversion. • The Contractor shall be responsible for informing all employees about the need to prevent any harmful effects on natural vegetation on or around the construction site as a result of their activities. • The use of herbicides and pesticides is prohibited unless approved by the RE. • Ensure that, where required, appropriate training in the removal of alien vegetation is provided. • Where dewatering of excavations is required, no water is to be pumped directly into the river. Implement a sediment pond/sump system in order to prevent sedimentation of the river from dewatering activities.
Compaction of sediment/erosion in riparian zone – construction phase	<ul style="list-style-type: none"> • Demarcate project area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Revegetate disturbed portions of the riparian zone within the construction footprint as per the above-mentioned recommendations in this regard. • As far as possible, undertake work within the stream channel and banks during the summer months (November to March) to minimise the risk of erosion of the disturbed and compacted sediments during a rain event. • Compacted ground shall be rehabilitated by ripping to a minimum depth of 600 mm. Topsoil of at least 20 cm should be placed on top of the ripped soil.
Flow diversion – construction phase	<ul style="list-style-type: none"> • If possible, undertake work within the stream channel during mid to late summer (November to March) to ensure that minimal flows are present at the time. • Only divert flow if operationally necessary. Divert flow over as short a length of river as possible, but no more than 25 m. • Return flow to the original channel as soon as possible after completion.
Deterioration of Freshwater Ecosystems – maintenance phase	<ul style="list-style-type: none"> • Minimise the spatial extent of disturbance. • Minimise the frequency of (or requirement for) maintenance activities. • Do not impede the movement of aquatic and riparian biota. • Minimise alterations to flow- and sediment-capacity. • Rehabilitate and re-vegetate disturbed areas as soon as possible. • Clear alien invasive plant species. • Restrict maintenance activities to the dry season where possible. • Prevent erosion and rehabilitate eroded areas. • Use existing access routes as far as possible.

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none">• Store and handle all hazardous materials and waste in a suitable manner, and at least 30 m outside of the Plankenbrug River.• Remove excess spoil material and solid waste and ensure it is disposed of at approved waste disposal sites.• Ensure maintenance activities do not lead to channelisation or canalisation of the watercourses.• Remove cleared woody material from the areas adjacent to the watercourse and wetlands to prevent it being washed into the watercourse.• Maintenance activities are to be undertaken in line with the Stellenbosch River Management Plan Update (June 2011)

Additionally, it is recommended that an Environmental Control Officer (ECO) be employed to oversee and monitor compliance with the EMPr for the duration of the construction phase of the project (see Section 3 of the EMPr for further details in this regard).

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Candice Sadan

From: Rizqah Baker
Sent: Friday, 13 November 2020 07:50
To:
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Attachments: 2020-11-13_Distillery Road Bridge Stellenbosch_DBAR_Metrorail_Rev0.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Cilliers

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to our Ms Candice Sadan (at the details below) **by no later than 14 December 2020**.

SLR CONSULTING (SOUTH AFRICA) (PTY) LTD

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Should you have any queries on the above, or require any further information, please do not hesitate to contact our Ms Candice Sadan.

Kind regards

Rizqah Baker

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Cape Town, 7700

13 November 2020

Metrorail
P O Box 5446
Cape Town
8000

ATTENTION: MR PIETER CILLIERS

Dear Sir

PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH: AVAILABILITY OF THE DRAFT BASIC ASSESSMENT REPORT FOR REVIEW AND COMMENT

This letter provides information on the availability for comment of a draft Basic Assessment Report (BAR) prepared for the above-mentioned proposed project.

Notice is hereby given, in terms of the National Environmental Management Act (No. 107 of 1998; NEMA) and the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended), that the draft BAR prepared for the proposed rehabilitation of the Distillery Road, Stellenbosch has been made available for a 30-day public and authority review and comment period from 13 November to 14 December 2020. A copy of the full report is accessible at the following link: <https://slrconsulting.com/public-documents/distillery-road>. A copy of the Executive Summary of the BAR is attached for easy reference. Should you not be able to access the Executive Summary or draft BAR, do not hesitate to contact us telephonically / via email and we will endeavour to assist you in this regard.

Any comments on the draft BAR should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, they should reach SLR **by no later than 14 December 2020**.

SLR Consulting (South Africa) (Pty) Ltd
Attention: Ms Candice Sadan
Postal Address: PO Box 10145, Caledon Square, 7905
Tel: (021) 461 1118/9
E-mail: csadan@slrconsulting.com

Should you have any queries in this regard or require additional information please do not hesitate to contact our Ms Candice Sadan or the undersigned (email: ecostandius@slrconsulting.com).

Yours sincerely



Eloise Costandius Pr. Sci. Nat.

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Candice Sadan

From: Rizqah Baker
Sent: Friday, 13 November 2020 07:55
To:
Cc: Eloise Costandius; Candice Sadan
Subject: RE: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: Distillery_Road_Bridge_DBAR_Exec_Summ_13Nov20.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The Executive Summary is attached for your reference.

Rizqah Baker

Environmental Consultant

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From: Rizqah Baker <rbaker@slrconsulting.com>
Sent: 13 November 2020 07:50 AM
To: pcilliers@metrorail.co.za
Cc: Eloise Costandius <ecostandius@slrconsulting.com>; Candice Sadan <csadan@slrconsulting.com>
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment

Dear Mr Cilliers

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to our Ms Candice Sadan (at the details below) **by no later than 14 December 2020**.

SLR CONSULTING (SOUTH AFRICA) (PTY) LTD

ATTENTION: MS CANDICE SADAN

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5TH FLOOR, LETTERSTEDT HOUSE, NEWLANDS ON MAIN, CORNER OF CAMPGROUND AND MAIN ROADS,
NEWLANDS

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Should you have any queries on the above, or require any further information, please do not hesitate to contact our Ms Candice Sadan.

Kind regards

Rizqah Baker

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BASIC ASSESSMENT REPORT FOR THE PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

Prepared for: AECOM SA (Pty) Ltd on behalf of the
Stellenbosch Municipality

Authority Ref: 16/3/3/6/7/1/B4/45/1123/20

SLR Project No: 720.01069.00028
Revision No: 0
Date: November 2020



DOCUMENT INFORMATION

Title	Basic Assessment Report for the Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch
Project Manager	Eloise Costandius
Project Manager e-mail	ecostandiust@slrconsulting.com
Authors	Rizqah Baker and Eloise Costandius
Reviewer	Fuad Fredericks
Keywords	Distillery Road Bridge, Stellenbosch, Basic Assessment
Status	Draft
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SLR Project No	720.01069.00028

DOCUMENT REVISION RECORD

Rev No.	Issue Date	Description	Issued By
0	November 2020	Draft issued for I&AP review	E. Costandius

BASIS OF REPORT

This document has been prepared by an SLR Group company with reasonable skill, care and diligence, and taking account of the manpower, timescales and resources devoted to it by agreement with **AECOM SA (Pty) Ltd on behalf of the Stellenbosch Municipality** (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

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SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

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This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.

EXECUTIVE SUMMARY

1. INTRODUCTION

The Stellenbosch Municipality is proposing to rehabilitate the existing bridge on Distillery Road in Stellenbosch (the proposed project). The bridge crosses the Plankenbrug River and is located on the western edge of Stellenbosch, near the point where Adam Tas Road/R310 crosses the railway line (see Figure 1). Die Boord and Devon Park residential areas lay approximately 300 m south and 700 west of the bridge, respectively. The Distillery Road Bridge is approximately 20 m in length and consists of a single carriageway. It is the only access road into Bosman's Crossing, a small mixed development area within Stellenbosch comprising of various commercial developments and apartment complexes.

The Stellenbosch Municipality appointed AECOM SA (Pty) Ltd (AECOM) (under Contract B/SM 39/18) to investigate and undertake the necessary structural engineering services to address various issues associated with the bridge, such as the severely deteriorated bridge cantilevers; the lack of pedestrian/non-motorised traffic; the downgraded single lane; and the alignment of the road width to minimum required standards.

SLR Consulting (South Africa) (Pty) Ltd (SLR) has been appointed by AECOM as the independent Environmental Assessment Practitioner (EAP) to undertake the Basic Assessment (BA) process for the proposed project. The BA process has been undertaken in terms of the relevant requirements of the Environmental Impact Assessment (EIA) Regulations, 2014 (Government Notice (GN) No. R982, as amended by GN No. 326) promulgated in terms of the National Environmental Management Act, 1998 (No. 107 of 1998), as amended (NEMA).

This Executive Summary provides a synopsis of the draft Basic Assessment Report (BAR) prepared for the proposed project. The draft BAR has been compiled to identify and assess the potential environmental impacts and risks of the proposed project and as a basis to inform Interested and Affected Parties (I&APs) of the proposed project and to obtain their comment.

2. OPPORTUNITY TO COMMENT

This draft version of the BAR has been distributed for a 30-day public review and comment period from 13 November to 14 December 2020 in order to provide I&APs the opportunity to comment on the proposed project. Copies of the report were made available on the SLR website (www.slrconsulting.com). Any comments should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, comments should reach SLR **by no later than 14 December 2020**.

Ms. Candice Sadan

SLR Consulting (South Africa) (Pty) Ltd

PO Box 10145, Caledon Square, 7905

Tel: (021) 461 1118 / 9

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After the conclusion of the comment period, all comments received will be collated into a Comments and Responses Report. The comments will be duly taken into account in updating the draft BAR into the final BAR, which will be submitted to the Department of Environmental Affairs and Development Planning (DEA&DP) for consideration and decision-making.

After DEA&DP has reached a decision, all registered I&APs will be notified of the outcome of the application and the reasons for the decision. A statutory appeal period in terms of the National Appeal Regulations, 2014 will follow the issuing of the decision.

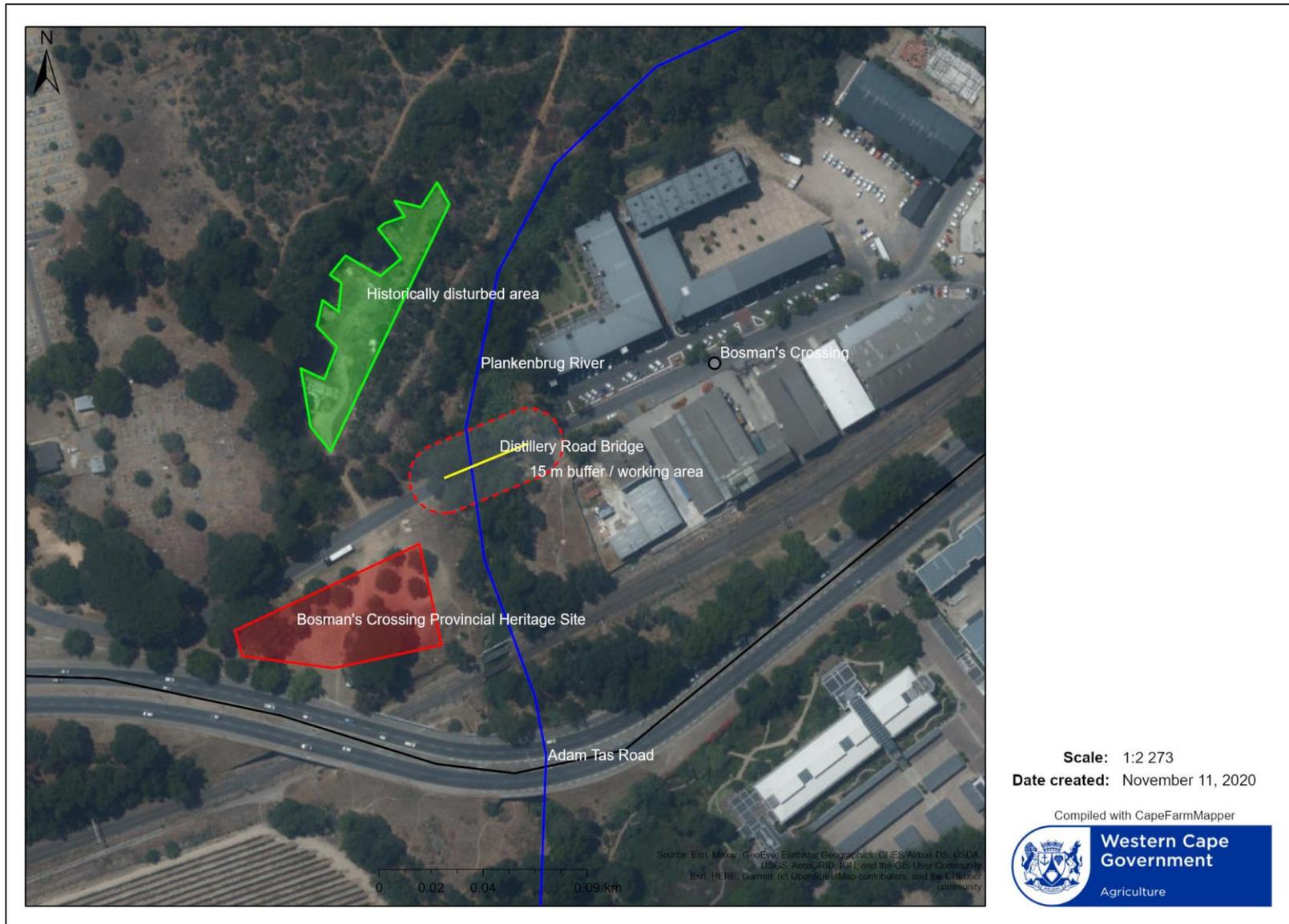


FIGURE 1: LOCALITY MAP (SOURCE: GOOGLE EARTH, 2020)

3. AUTHORISATION REQUIREMENTS

A BA is required in terms of the EIA Regulations, 2014 (as amended) as the proposed project would trigger the following listed activity:

Listing Notice 1 - GN No. R983 of 2014		Project Description
19	<i>The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse;...</i>	The proposed project would result in the depositing and/or excavating and removal of more than 10 m ³ of material from a watercourse (Plankenbrug River) related to the demolition of the damaged bridge structure and construction of a new bridge.

Registration of water uses in terms of the National Water Act, 1998 (No. 36 of 1998; NWA) is also required as the proposed project entails the construction of a bridge over the Plankenbrug River. This process is being undertaken in parallel to the BA process.

Section 38 of the National Heritage Resources Act, 1998 (No 25 of 1998; NHRA) required a Notice of Intent to Develop (NID) form to be submitted to Heritage Western Cape (HWC) for comment. In their consideration of the NID, submitted on 24 June 2020, HWC confirmed that no further heritage impact assessment is required to be undertaken. Separate Section 34 and Section 35 permit processes are, however, required as the bridge is older than 60 years and in order to address how potential impacts are to be avoided in the vicinity of Bosman’s Crossing Provincial Heritage Site. These applications will be undertaken separately and in parallel to the BA process with HWC as the competent authority.

4. PROPOSED PROJECT

The motivation for the proposed project relates to the following issues:

- The concrete bridge structure is generally in a structurally poor condition with general evidence of cracking and spalling, mainly the concrete cantilevers of the bridge deck which are in a severely deteriorated state and the reinforcement is badly corroded, thereby compromising its structural integrity;
- All other elements of the bridge are also in a relatively poor condition and the substructure seems to consist of remnants of an earlier bridge structure;
- The bridge has been downgraded to a single lane (one direction at a time with a stop-go system) to minimise loading on the cantilevers, thereby impeding traffic flow on the road during peak hours;
- The current road width is 5.6 m, which is below the required minimum standard of 6 m; and
- No allowance is made for non-motorised and pedestrian access over the bridge which represents an additional safety hazard.

The proposed project entails the following:

- Phased demolition of the current bridge structure to allow traffic accommodation during the rehabilitation of the facility;
- Excavation within the riverbed and banks to construct foundations of new bridge supports, including piling;
- Construction of a new bridge super and substructure which is approximately 6 m wider and 7 m longer than the existing bridge; and
- Provision of a wider road surface and sidewalk for the bridge approaches to accommodate two lanes of vehicle and pedestrian / non-motorised traffic in accordance with the planning requirements for this urban area.

The proposed design entails the demolition of the existing deck. It would comprise of a single 20 m deck span with the retention of the existing pier (non-functional), with piled abutments which would span the existing substructure. The proposed design has been duly informed by the heritage significance of the structure and from input received from a

heritage practitioner and architect with previous experience in the restoration of bridges with historical value. The proposed bridge design and bridge cross-section are provided in Figures 2 and 3, respectively.

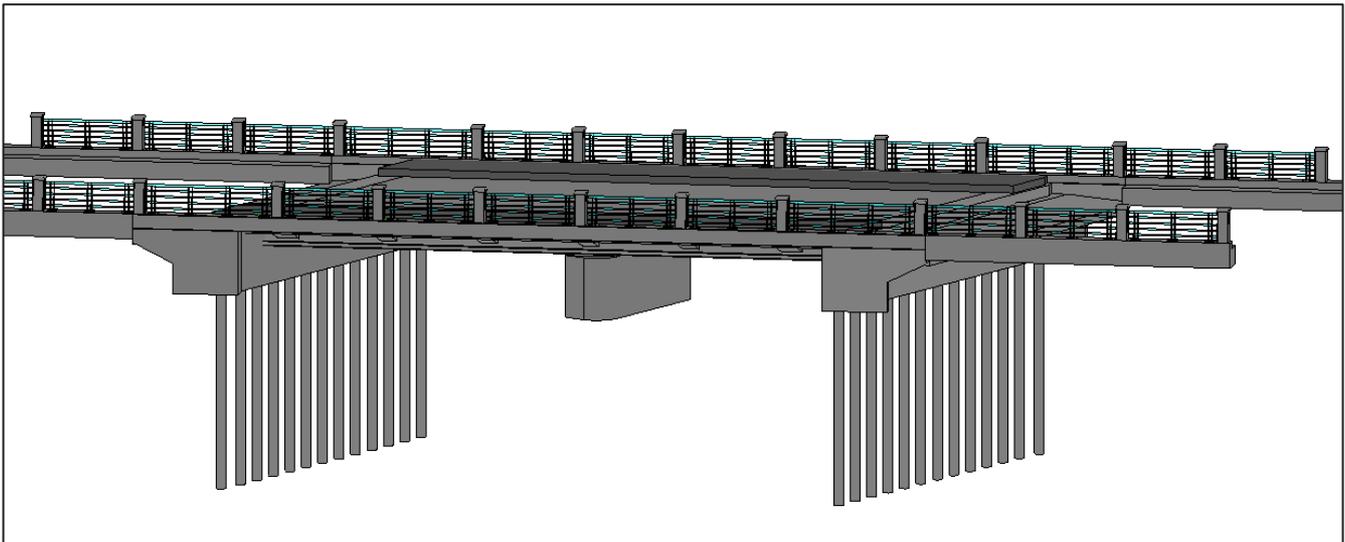


FIGURE 2: PROPOSED BRIDGE DESIGN (SINGLE 20 M DECK SPAN WITH PILED ABUTMENTS AND RETENTION OF EXISTING PIER (NON-FUNCTIONAL)).

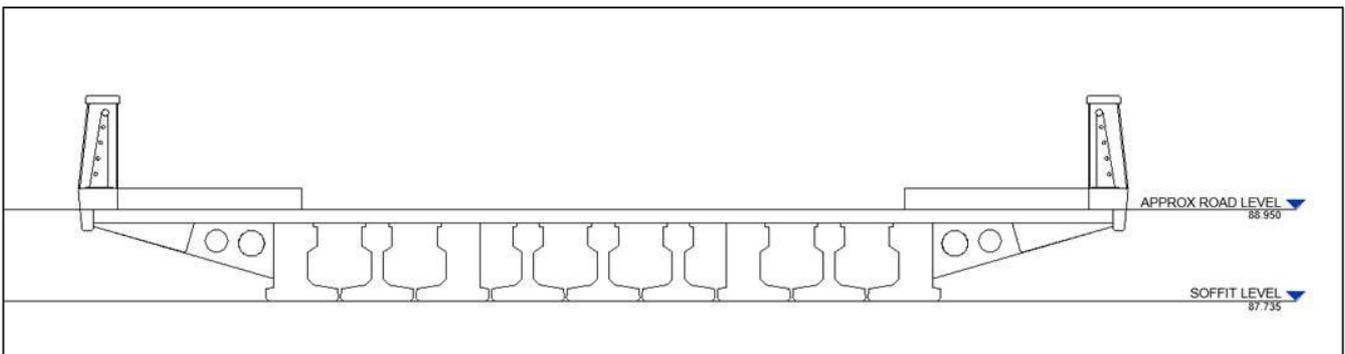


FIGURE 3: PROPOSED BRIDGE CROSS-SECTION.

5. AFFECTED ENVIRONMENT

The topography is relatively flat. The project site is located on an aquifer that is classified as a major aquifer of most vulnerability and high susceptibility. Overall water table level is subject to seasonal fluctuations. The average groundwater depth is estimated at approximately 7 m below ground level; however, a geotechnical investigation undertaken on 26 June 2020 recorded groundwater depth to be approximately 3 m below ground level. These levels were recorded just as the rainy, winter season commenced.

The project area is located within the Southwestern Coast Belt Ecoregion, Berg Water Management Area and the G22H quaternary catchment. The Plankenbrug River and its tributaries drain the area from Simonsberg to the ridge near the Devonvale Golf Estate. It also drains the residential areas of Cloetesville, Kayamandi and much of Stellenbosch town, before flowing under the Distillery and Adam Tas Road bridges, to join the Eerste River. The catchment is dominated by a mixture of agriculture (predominantly vineyards) and urban land uses.

The Western Cape Biodiversity Spatial Plan (WCBSP) indicates the Plankenbrug River and riparian zone as a Critical Biodiversity Area (CBA) 1 watercourse. It also indicates two CBA 1 wetland areas on the west of the Plankenbrug River within the project area approximately 50 m upstream, and immediately downstream of the bridge. Two further wetlands are

indicated within 500 m of the bridge – one immediately downstream of the Adam Tas Bridge and the other approximately 130 m upstream of the confluence with the Plankenbrug River. A CBA 1 terrestrial habitat and an Ecological Support Area (ESA) 2 are indicated to the west and east of the river, respectively. The vegetation type in the surrounding area is mapped as Swartland Granite Renosterveld, which is rated as Critically Endangered. However, no vegetation that corresponds to the Critically Endangered terrestrial vegetation type was noted on site and given the degree of past disturbance, infilling and compaction, the indigenous terrestrial vegetation is deemed to be entirely lost, to the extent of the seed bank as well.

The Plankenbrug River lacks true instream vegetation. Hydrophytic vegetation within and immediately adjacent to the flowing stream channel was dominated by alien invasive species such as *Commelina bengalensis*, *Arundo donax*, and *Persicaria lapathifolia*, but with tolerant indigenous species such as *Cyperus dives*, *Cyperus textilis*, and *Isolepis prolifera* present in places. Downstream of the bridge, *Acacia saligna* and *Ricinus communis* are also present.

Upstream of the bridge on the west bank, the riparian zone includes a mixture of alien and indigenous trees. The understorey in this area is dominated by the alien invasive *Tropaeolum majus* and *Pennisetum clandestinum*, with a single patch of indigenous *Chasmanthus aethiopica* noted. The canopy was dominated by the indigenous *Olea europaea ssp. africana* and the alien *Populus candescens*, with occasional *Eucalyptus cameldensus* towards the terrestrial extreme of the riparian zone. The top of the east bank upstream and both banks downstream of the bridge is levelled and compacted with sparse terrestrial pioneer vegetation dominated by *Cynodon dactylon* and *Pennisetum clandestinum* grasses. Occasional *Quercus palustris* are also present scattered within the disturbed terrestrial area downstream of the bridge on the west bank.

Two indigenous fish species, namely the *Galaxius zebratus* and *Sandelia capensis* are known to inhabit the Eertse River catchment. Both species may therefore be present within the project area, but given their hardy nature, neither are expected to be impacted significantly by the proposed project. Several alien invasive fish species are known to inhabit the catchment such as the *Onchorynchus mykiss*, *Pseudocrenilabrus philander*, *Cyprinus carpio* and *Clarius capensis*. The alien invasive freshwater shrimp *Caridina africana* has also recently established itself in the Eerste River catchment.

Archaeological resources in the form of Early Stone Age implements were discovered adjacent to the Distillery Road Bridge during previous surveys. The artefacts are dated to the earlier part of the Middle Pleistocene, between 700 000 and 300 000 years ago. A large sandstone boulder marks the location of Bosman's Crossing Provincial Heritage Site which was declared a National Monument in 1962 as the location of where the Early Stone Age implements were found. This Site has substantial significance for the origins of archaeological research in South Africa as well as knowledge about the Early Stone Age.

The bridge is also known as Bosman's Crossing and up until the 1960s, was the main entrance into Stellenbosch from Cape Town. The bridge, as far as can be ascertained, is also known as the "Steenenbrug". It is believed to be the first public works project undertaken in the area in 1691.

Additionally, the Distillery Road Bridge is located within the 'Papegaaiberg Landscape Unit' which is considered to be a significant cultural area. The suburb at the foot of Papegaaiberg is called Onder Papegaaiberg and most of the open space is marked with large stone pines which also incorporate the Onder Papegaaiberg cemetery on the foot slopes.

The closest residential suburbs to the proposed project are Die Boord and Devon Park which lay approximately 300 m south and 700 m west of the bridge, respectively.

6. ENVIRONMENTAL IMPACT STATEMENT

The majority of the impacts are expected to be of **INSIGNIFICANT** to **LOW** significance after mitigation. Socio-economic benefits related to potential temporary employment opportunities are rated as of **VERY LOW (POSITIVE)** significance during the construction phase. Long term socio-economic benefits related to improved road safety, traffic alleviation and provision of non-motorised facilities/pedestrian walkway are rated as of **HIGH (POSITIVE)** significance post-construction. Traffic impacts during the construction phase are deemed to be of a **LOW** significance after mitigation.

Construction activities would result in a localised increase in dust, noise levels and visual impacts which may be a nuisance to local residents. Given the short duration and extent of the construction phase, this impact is deemed to be of **VERY LOW** significance after mitigation. Surface and groundwater impacts during the construction phase are deemed of **VERY LOW** significance pre and post mitigation, respectively.

Given the largely modified state of the Plankenbrug River and the dominance of alien invasive species within the project area, impacts related to aquatic ecosystems are deemed to be of Very Low (habitat loss) to Low (biota loss) significance before mitigation and of **VERY LOW** significance after mitigation. Impacts related to sedimentation/erosion in the riparian zone and temporary flow diversion is deemed to be **INSIGNIFICANT** to **VERY LOW** significance.

During the maintenance phase, aquatic ecosystems may be impacted negatively through the spread of alien vegetation and disturbance/damage to aquatic species. With the implementation of the recommended mitigation measures, the residual impacts are deemed to be of **VERY LOW** significance.

The No-Go alternative would not be beneficial to society in any way and would mean that the bridge would continue to deteriorate, thereby compromising road user safety and access. Additionally, the short-term employment benefits would not be realised. The No-Go alternative is rated as having a **HIGH** negative significance.

A summary of the significance of the positive and negative impacts/risks identified for the proposed project is provided below:

TABLE 1: CONSTRUCTION-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Nuisance aspects (air quality, noise and visual)	Low	VERY LOW
Socio-Economic aspects (employment opportunities, etc.)	<i>Very Low (positive)</i>	VERY LOW (POSITIVE)
Traffic disruption	Low	LOW
Surface and Groundwater contamination	Very Low	VERY LOW
Deterioration of Freshwater Ecosystems and riparian vegetation	Very Low to Low	VERY LOW
Compaction of sediment/erosion in riparian zone	Very Low	VERY LOW
Flow diversion	Very Low	INSIGNIFICANT

TABLE 2: MAINTENANCE-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Deterioration of Freshwater Ecosystems (ongoing maintenance activities)	Low	LOW
Socio-Economic (improved safety, access and facilities)	<i>High (positive)</i>	HIGH (POSITIVE)

TABLE 3: IMPACTS ASSOCIATED WITH THE NO-GO OPTION.

Impact/Risk	Significance without mitigation	Significance with mitigation
No-Go Alternative	High	HIGH

7. RECOMMENDATIONS

Table 4 below includes a list of the recommended mitigation / enhancement measures to reduce / optimise the identified impacts / risks:

TABLE 4: RECOMMENDED MITIGATION ENHANCEMENT MEASURES.

Impact / Risk	Mitigation / enhancement measure
Nuisance aspects (air quality, noise and visual) – construction phase	<ul style="list-style-type: none"> • The Contractor shall be familiar with and adhere to, any local by-laws and regulations regarding the generation of noise and hours of operation. In addition, the provisions of SANS 10103 regarding the generation of noise shall apply to all areas within audible distance of residents. • The Contractor shall endeavour to keep noise-generating activities to a minimum, particularly during night-time work. • Implement a procedure for recording and managing external grievances/complaints. Actions shall be identified as required. • No high noise-generating activity outside of normal hours, regardless of its proximity to residences, shall take place without application to the Resident Engineer (RE) for approval. The application must include proposed noise containment measures. High noise-generating activities include pile driving, grinding, road material loading/unloading, hammering, excavating, etc. • The Contractor shall restrict all operations that result in high noise disturbance to local communities to daylight working hours on weekdays or as otherwise agreed with the RE and local authority. • Ensure vehicles and equipment are adequately maintained and in good working order. • The Contractor shall ensure that the generation of dust is minimised and shall implement a dust control programme (with due consideration to conserving water) to maintain a safe working environment, minimise nuisance for surrounding residents and businesses and prevent damage to natural vegetation. • Provide appropriate measures for visual screening (e.g. at construction yards, batching plants, laydown areas, etc.).
Socio-Economic - construction phase	<ul style="list-style-type: none"> • As far as possible, employ local Broad-Based Black Economic Empowerment (B-BBEE) services and providers and local labour from the local community. • Ensure that, where required, appropriate training of personnel is provided.
Traffic disruption - construction phase	<ul style="list-style-type: none"> • The Contractor shall appoint suitably trained traffic safety officers who shall be responsible for ensuring that construction activities do not obstruct traffic and that adequate traffic accommodation measures are put in place. • The Contractor shall also ensure that adequate pedestrian traffic accommodation, signage and safety measures (as appropriate) are put in place on site. • All construction vehicles shall comply with speed limits. • Movement of heavy vehicles shall be limited to daylight hours, as far as possible.
Surface and Groundwater contamination - construction phase	<ul style="list-style-type: none"> • As far as possible, no stockpiling of materials shall be undertaken within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The construction camp shall not be established within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The Contractor shall prepare and implement a Method Statement for the containment, handling, storage and disposal of hazardous substances. • The Contractor shall prepare and implement a Method Statement detailing the procedure for dealing with accidental leaks and spills and shall ensure that its employees are aware of the procedures to be followed. • All fuel, oil and other hazardous substances shall be confined to demarcated, adequately bunded areas within the construction camp and stored in suitable containers/storage facilities. • Suitable warning signs indicating the nature of the stored materials shall be displayed at the storage facility. • Drip trays or similar forms of secondary containment shall be provided for stationary plant (such as compressors, pumps, generators, etc.) and for "parked" plant (e.g. excavators, hauling trucks, etc.). • Where reasonably practical, plant and vehicles shall only be refuelled in a demarcated refuelling/servicing area using suitable equipment (e.g. pumps, funnels, etc). • The surface under the refuelling area shall be protected against pollution (e.g. the use of drip trays, concrete sump, etc.). • The Contractor shall ensure that a suitable hydrocarbon spill clean-up kits are readily available at refuelling areas. • All vehicles and equipment shall be kept in good working order and serviced regularly. Leaking equipment shall be repaired immediately or moved to a suitable contained area. • When servicing equipment, drip trays shall be used during the collection of waste oil and other hazardous substances (e.g. coolants, fuel, grease, etc.).

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none"> • Cement and concrete mixing directly on the ground shall not be allowed and shall take place on impermeable surfaces. • Unused (full) cement bags shall be stored undercover and away from surface runoff. • Used (empty) cement bags shall be collected and stored in weatherproof containers. • All excess concrete shall be removed from site on completion of concrete works and disposed of. • Washing of the excess cement/concrete into the ground shall not be allowed.
Deterioration of Freshwater Ecosystems - construction phase	<ul style="list-style-type: none"> • Revegetate disturbed portions of the riparian zone within the construction footprint. This will increase the quality and availability of riparian habitat overall. Use the following locally indigenous plants species for revegetation: <ul style="list-style-type: none"> ○ <i>Cyperus textilis</i> (marginal) ○ <i>Pteridium aquilinum</i> (marginal) ○ <i>Cliffortia strobilifera</i> (marginal) ○ <i>Olea europaea ssp. africana</i> (riparian) • Stockpile materials only within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • Determine the minimum construction area required within the riparian zone and stream channel for vehicular access. Demarcate this area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Where possible, work from the downstream side of the bridge using either or both banks for access as this area has been recently disturbed and is least sensitive. • If it is essential to access the area upstream of the bridge with vehicles, do so via the east bank and avoid entering the riparian area on the west bank with vehicles as far as possible. • If it is essential to access the west bank of the river avoid removing indigenous trees within the riparian area (only applicable to the west bank upstream of the bridge). • Avoid stream flow diversion, if possible, by undertaking work in the stream channel during summer, or return flow as soon as possible to the affected area to minimise the duration of the stream flow diversion. • The Contractor shall be responsible for informing all employees about the need to prevent any harmful effects on natural vegetation on or around the construction site as a result of their activities. • The use of herbicides and pesticides is prohibited unless approved by the RE. • Ensure that, where required, appropriate training in the removal of alien vegetation is provided. • Where dewatering of excavations is required, no water is to be pumped directly into the river. Implement a sediment pond/sump system in order to prevent sedimentation of the river from dewatering activities.
Compaction of sediment/erosion in riparian zone – construction phase	<ul style="list-style-type: none"> • Demarcate project area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Revegetate disturbed portions of the riparian zone within the construction footprint as per the above-mentioned recommendations in this regard. • As far as possible, undertake work within the stream channel and banks during the summer months (November to March) to minimise the risk of erosion of the disturbed and compacted sediments during a rain event. • Compacted ground shall be rehabilitated by ripping to a minimum depth of 600 mm. Topsoil of at least 20 cm should be placed on top of the ripped soil.
Flow diversion – construction phase	<ul style="list-style-type: none"> • If possible, undertake work within the stream channel during mid to late summer (November to March) to ensure that minimal flows are present at the time. • Only divert flow if operationally necessary. Divert flow over as short a length of river as possible, but no more than 25 m. • Return flow to the original channel as soon as possible after completion.
Deterioration of Freshwater Ecosystems – maintenance phase	<ul style="list-style-type: none"> • Minimise the spatial extent of disturbance. • Minimise the frequency of (or requirement for) maintenance activities. • Do not impede the movement of aquatic and riparian biota. • Minimise alterations to flow- and sediment-capacity. • Rehabilitate and re-vegetate disturbed areas as soon as possible. • Clear alien invasive plant species. • Restrict maintenance activities to the dry season where possible. • Prevent erosion and rehabilitate eroded areas. • Use existing access routes as far as possible.

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none">• Store and handle all hazardous materials and waste in a suitable manner, and at least 30 m outside of the Plankenbrug River.• Remove excess spoil material and solid waste and ensure it is disposed of at approved waste disposal sites.• Ensure maintenance activities do not lead to channelisation or canalisation of the watercourses.• Remove cleared woody material from the areas adjacent to the watercourse and wetlands to prevent it being washed into the watercourse.• Maintenance activities are to be undertaken in line with the Stellenbosch River Management Plan Update (June 2011)

Additionally, it is recommended that an Environmental Control Officer (ECO) be employed to oversee and monitor compliance with the EMPr for the duration of the construction phase of the project (see Section 3 of the EMPr for further details in this regard).

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Candice Sadan

From: Rizqah Baker
Sent: Friday, 13 November 2020 07:56
To:
Cc: Eloise Costandius; Candice Sadan
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: Distillery_Road_Bridge_DBAR_Exec_Summ_13Nov20.pdf; 2020-11-13_Distillery Road Bridge Stellenbosch_DBAR_Stellenbosch Local Municipality_Rev0.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Mettler

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to our Ms Candice Sadan (at the details below) **by no later than 14 December 2020**.

SLR CONSULTING (SOUTH AFRICA) (PTY) LTD

ATTENTION: MS CANDICE SADAN

TEL: 021 461 1118/9

5TH FLOOR, LETTERSTEDT HOUSE, NEWLANDS ON MAIN, CORNER OF CAMPGROUND AND MAIN ROADS,
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Should you have any queries on the above, or require any further information, please do not hesitate to contact our Ms Candice Sadan.

Kind regards

Rizqah Baker

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13 November 2020

Stellenbosch Local Municipality
P O Box 17
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7600

ATTENTION: MS GERALDINE METTLER

Dear Madam

PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH: AVAILABILITY OF THE DRAFT BASIC ASSESSMENT REPORT FOR REVIEW AND COMMENT

This letter provides information on the availability for comment of a draft Basic Assessment Report (BAR) prepared for the above-mentioned proposed project.

Notice is hereby given, in terms of the National Environmental Management Act (No. 107 of 1998; NEMA) and the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended), that the draft BAR prepared for the proposed rehabilitation of the Distillery Road, Stellenbosch has been made available for a 30-day public and authority review and comment period from 13 November to 14 December 2020. A copy of the full report is accessible at the following link: <https://slrconsulting.com/public-documents/distillery-road>. A copy of the Executive Summary of the BAR is attached for easy reference. Should you not be able to access the Executive Summary or draft BAR, do not hesitate to contact us telephonically / via email and we will endeavour to assist you in this regard.

Any comments on the draft BAR should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, they should reach SLR **by no later than 14 December 2020**.

SLR Consulting (South Africa) (Pty) Ltd
Attention: Ms Candice Sadan
Postal Address: PO Box 10145, Caledon Square, 7905
Tel: (021) 461 1118/9
E-mail: csadan@slrconsulting.com

Should you have any queries in this regard or require additional information please do not hesitate to contact our Ms Candice Sadan or the undersigned (email: ecostandius@slrconsulting.com).

Yours sincerely



Eloise Costandius Pr. Sci. Nat.

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BASIC ASSESSMENT REPORT FOR THE PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

Prepared for: AECOM SA (Pty) Ltd on behalf of the
Stellenbosch Municipality

Authority Ref: 16/3/3/6/7/1/B4/45/1123/20

SLR Project No: 720.01069.00028
Revision No: 0
Date: November 2020



DOCUMENT INFORMATION

Title	Basic Assessment Report for the Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch
Project Manager	Eloise Costandius
Project Manager e-mail	ecostandiust@slrconsulting.com
Authors	Rizqah Baker and Eloise Costandius
Reviewer	Fuad Fredericks
Keywords	Distillery Road Bridge, Stellenbosch, Basic Assessment
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SLR Project No	720.01069.00028

DOCUMENT REVISION RECORD

Rev No.	Issue Date	Description	Issued By
0	November 2020	Draft issued for I&AP review	E. Costandius

BASIS OF REPORT

This document has been prepared by an SLR Group company with reasonable skill, care and diligence, and taking account of the manpower, timescales and resources devoted to it by agreement with **AECOM SA (Pty) Ltd on behalf of the Stellenbosch Municipality** (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

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SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.

EXECUTIVE SUMMARY

1. INTRODUCTION

The Stellenbosch Municipality is proposing to rehabilitate the existing bridge on Distillery Road in Stellenbosch (the proposed project). The bridge crosses the Plankenbrug River and is located on the western edge of Stellenbosch, near the point where Adam Tas Road/R310 crosses the railway line (see Figure 1). Die Boord and Devon Park residential areas lay approximately 300 m south and 700 west of the bridge, respectively. The Distillery Road Bridge is approximately 20 m in length and consists of a single carriageway. It is the only access road into Bosman's Crossing, a small mixed development area within Stellenbosch comprising of various commercial developments and apartment complexes.

The Stellenbosch Municipality appointed AECOM SA (Pty) Ltd (AECOM) (under Contract B/SM 39/18) to investigate and undertake the necessary structural engineering services to address various issues associated with the bridge, such as the severely deteriorated bridge cantilevers; the lack of pedestrian/non-motorised traffic; the downgraded single lane; and the alignment of the road width to minimum required standards.

SLR Consulting (South Africa) (Pty) Ltd (SLR) has been appointed by AECOM as the independent Environmental Assessment Practitioner (EAP) to undertake the Basic Assessment (BA) process for the proposed project. The BA process has been undertaken in terms of the relevant requirements of the Environmental Impact Assessment (EIA) Regulations, 2014 (Government Notice (GN) No. R982, as amended by GN No. 326) promulgated in terms of the National Environmental Management Act, 1998 (No. 107 of 1998), as amended (NEMA).

This Executive Summary provides a synopsis of the draft Basic Assessment Report (BAR) prepared for the proposed project. The draft BAR has been compiled to identify and assess the potential environmental impacts and risks of the proposed project and as a basis to inform Interested and Affected Parties (I&APs) of the proposed project and to obtain their comment.

2. OPPORTUNITY TO COMMENT

This draft version of the BAR has been distributed for a 30-day public review and comment period from 13 November to 14 December 2020 in order to provide I&APs the opportunity to comment on the proposed project. Copies of the report were made available on the SLR website (www.slrconsulting.com). Any comments should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, comments should reach SLR **by no later than 14 December 2020**.

Ms. Candice Sadan

SLR Consulting (South Africa) (Pty) Ltd

PO Box 10145, Caledon Square, 7905

Tel: (021) 461 1118 / 9

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After the conclusion of the comment period, all comments received will be collated into a Comments and Responses Report. The comments will be duly taken into account in updating the draft BAR into the final BAR, which will be submitted to the Department of Environmental Affairs and Development Planning (DEA&DP) for consideration and decision-making.

After DEA&DP has reached a decision, all registered I&APs will be notified of the outcome of the application and the reasons for the decision. A statutory appeal period in terms of the National Appeal Regulations, 2014 will follow the issuing of the decision.

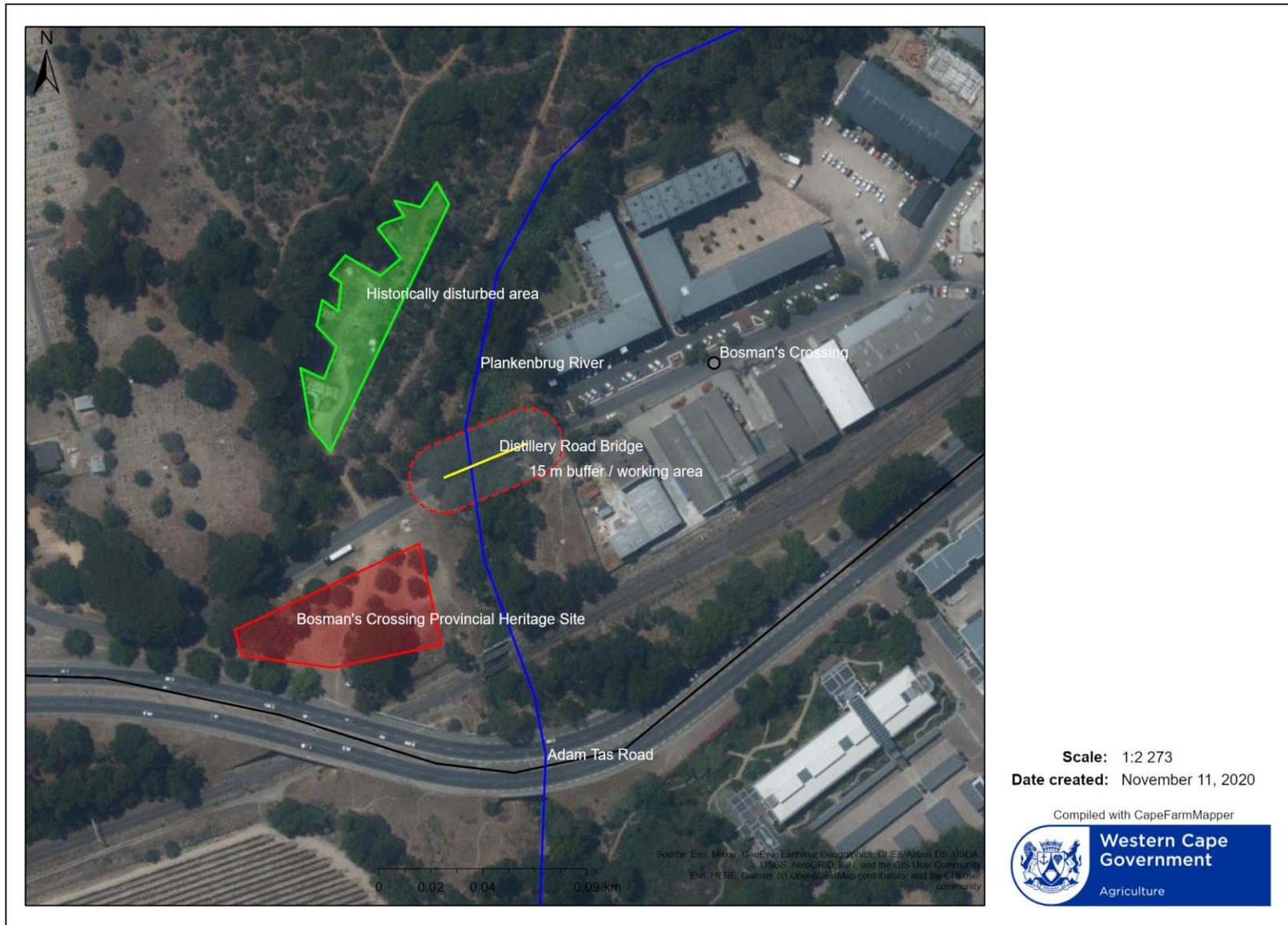


FIGURE 1: LOCALITY MAP (SOURCE: GOOGLE EARTH, 2020)

3. AUTHORISATION REQUIREMENTS

A BA is required in terms of the EIA Regulations, 2014 (as amended) as the proposed project would trigger the following listed activity:

Listing Notice 1 - GN No. R983 of 2014		Project Description
19	<i>The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse;...</i>	The proposed project would result in the depositing and/or excavating and removal of more than 10 m ³ of material from a watercourse (Plankenbrug River) related to the demolition of the damaged bridge structure and construction of a new bridge.

Registration of water uses in terms of the National Water Act, 1998 (No. 36 of 1998; NWA) is also required as the proposed project entails the construction of a bridge over the Plankenbrug River. This process is being undertaken in parallel to the BA process.

Section 38 of the National Heritage Resources Act, 1998 (No 25 of 1998; NHRA) required a Notice of Intent to Develop (NID) form to be submitted to Heritage Western Cape (HWC) for comment. In their consideration of the NID, submitted on 24 June 2020, HWC confirmed that no further heritage impact assessment is required to be undertaken. Separate Section 34 and Section 35 permit processes are, however, required as the bridge is older than 60 years and in order to address how potential impacts are to be avoided in the vicinity of Bosman’s Crossing Provincial Heritage Site. These applications will be undertaken separately and in parallel to the BA process with HWC as the competent authority.

4. PROPOSED PROJECT

The motivation for the proposed project relates to the following issues:

- The concrete bridge structure is generally in a structurally poor condition with general evidence of cracking and spalling, mainly the concrete cantilevers of the bridge deck which are in a severely deteriorated state and the reinforcement is badly corroded, thereby compromising its structural integrity;
- All other elements of the bridge are also in a relatively poor condition and the substructure seems to consist of remnants of an earlier bridge structure;
- The bridge has been downgraded to a single lane (one direction at a time with a stop-go system) to minimise loading on the cantilevers, thereby impeding traffic flow on the road during peak hours;
- The current road width is 5.6 m, which is below the required minimum standard of 6 m; and
- No allowance is made for non-motorised and pedestrian access over the bridge which represents an additional safety hazard.

The proposed project entails the following:

- Phased demolition of the current bridge structure to allow traffic accommodation during the rehabilitation of the facility;
- Excavation within the riverbed and banks to construct foundations of new bridge supports, including piling;
- Construction of a new bridge super and substructure which is approximately 6 m wider and 7 m longer than the existing bridge; and
- Provision of a wider road surface and sidewalk for the bridge approaches to accommodate two lanes of vehicle and pedestrian / non-motorised traffic in accordance with the planning requirements for this urban area.

The proposed design entails the demolition of the existing deck. It would comprise of a single 20 m deck span with the retention of the existing pier (non-functional), with piled abutments which would span the existing substructure. The proposed design has been duly informed by the heritage significance of the structure and from input received from a

heritage practitioner and architect with previous experience in the restoration of bridges with historical value. The proposed bridge design and bridge cross-section are provided in Figures 2 and 3, respectively.

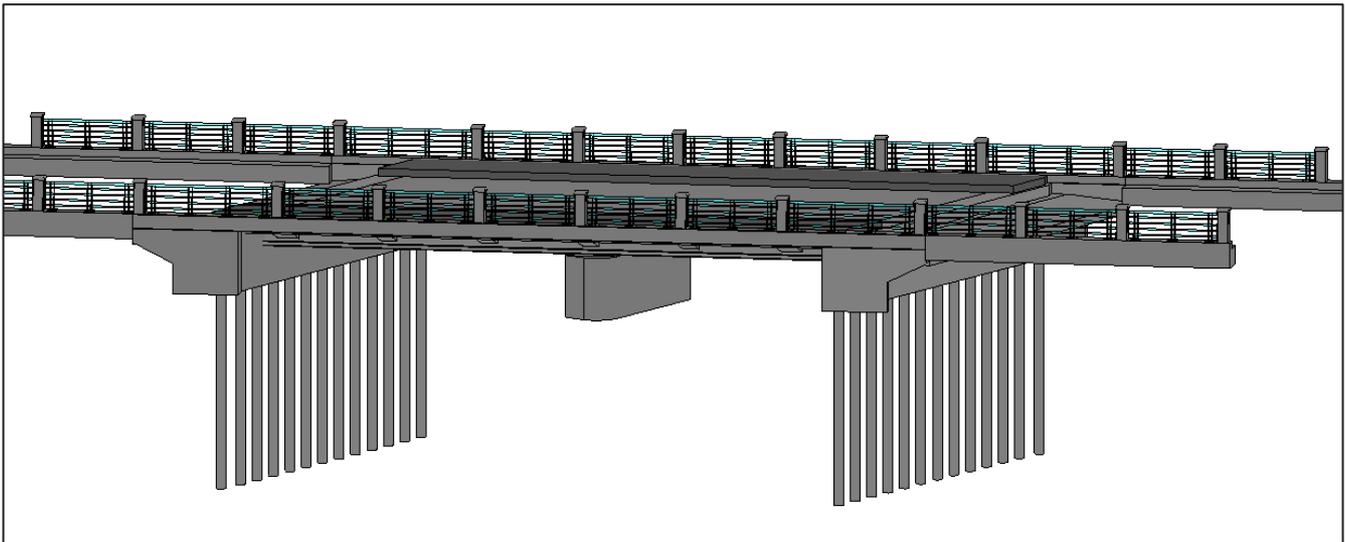


FIGURE 2: PROPOSED BRIDGE DESIGN (SINGLE 20 M DECK SPAN WITH PILED ABUTMENTS AND RETENTION OF EXISTING PIER (NON-FUNCTIONAL)).

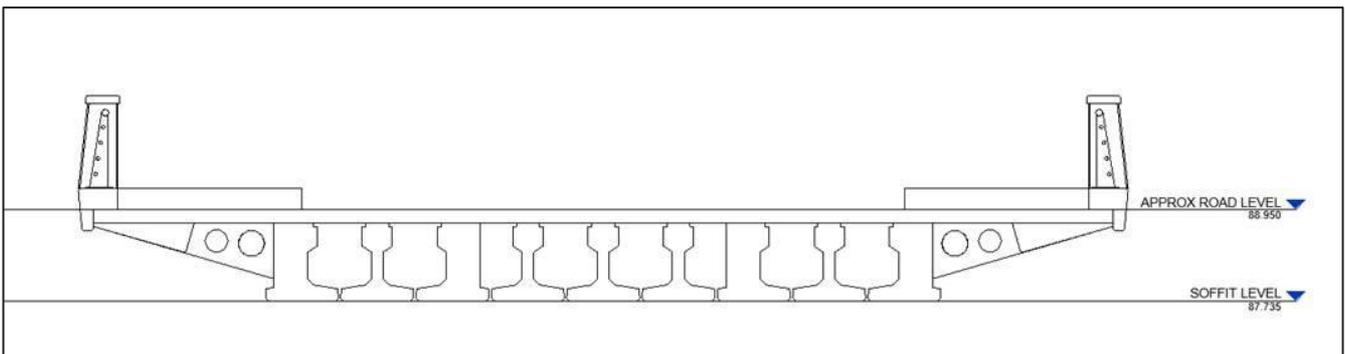


FIGURE 3: PROPOSED BRIDGE CROSS-SECTION.

5. AFFECTED ENVIRONMENT

The topography is relatively flat. The project site is located on an aquifer that is classified as a major aquifer of most vulnerability and high susceptibility. Overall water table level is subject to seasonal fluctuations. The average groundwater depth is estimated at approximately 7 m below ground level; however, a geotechnical investigation undertaken on 26 June 2020 recorded groundwater depth to be approximately 3 m below ground level. These levels were recorded just as the rainy, winter season commenced.

The project area is located within the Southwestern Coast Belt Ecoregion, Berg Water Management Area and the G22H quaternary catchment. The Plankenbrug River and its tributaries drain the area from Simonsberg to the ridge near the Devonvale Golf Estate. It also drains the residential areas of Cloetesville, Kayamandi and much of Stellenbosch town, before flowing under the Distillery and Adam Tas Road bridges, to join the Eerste River. The catchment is dominated by a mixture of agriculture (predominantly vineyards) and urban land uses.

The Western Cape Biodiversity Spatial Plan (WCBSP) indicates the Plankenbrug River and riparian zone as a Critical Biodiversity Area (CBA) 1 watercourse. It also indicates two CBA 1 wetland areas on the west of the Plankenbrug River within the project area approximately 50 m upstream, and immediately downstream of the bridge. Two further wetlands are

indicated within 500 m of the bridge – one immediately downstream of the Adam Tas Bridge and the other approximately 130 m upstream of the confluence with the Plankenbrug River. A CBA 1 terrestrial habitat and an Ecological Support Area (ESA) 2 are indicated to the west and east of the river, respectively. The vegetation type in the surrounding area is mapped as Swartland Granite Renosterveld, which is rated as Critically Endangered. However, no vegetation that corresponds to the Critically Endangered terrestrial vegetation type was noted on site and given the degree of past disturbance, infilling and compaction, the indigenous terrestrial vegetation is deemed to be entirely lost, to the extent of the seed bank as well.

The Plankenbrug River lacks true instream vegetation. Hydrophytic vegetation within and immediately adjacent to the flowing stream channel was dominated by alien invasive species such as *Commelina bengalensis*, *Arundo donax*, and *Persicaria lapathifolia*, but with tolerant indigenous species such as *Cyperus dives*, *Cyperus textilis*, and *Isolepis prolifera* present in places. Downstream of the bridge, *Acacia saligna* and *Ricinus communis* are also present.

Upstream of the bridge on the west bank, the riparian zone includes a mixture of alien and indigenous trees. The understorey in this area is dominated by the alien invasive *Tropaeolum majus* and *Pennisetum clandestinum*, with a single patch of indigenous *Chasmanthus aethiopica* noted. The canopy was dominated by the indigenous *Olea europaea ssp. africana* and the alien *Populus candescens*, with occasional *Eucalyptus cameldensus* towards the terrestrial extreme of the riparian zone. The top of the east bank upstream and both banks downstream of the bridge is levelled and compacted with sparse terrestrial pioneer vegetation dominated by *Cynodon dactylon* and *Pennisetum clandestinum* grasses. Occasional *Quercus palustris* are also present scattered within the disturbed terrestrial area downstream of the bridge on the west bank.

Two indigenous fish species, namely the *Galaxius zebratus* and *Sandelia capensis* are known to inhabit the Eertse River catchment. Both species may therefore be present within the project area, but given their hardy nature, neither are expected to be impacted significantly by the proposed project. Several alien invasive fish species are known to inhabit the catchment such as the *Onchorynchus mykiss*, *Pseudocrenilabrus philander*, *Cyprinus carpio* and *Clarius capensis*. The alien invasive freshwater shrimp *Caridina africana* has also recently established itself in the Eerste River catchment.

Archaeological resources in the form of Early Stone Age implements were discovered adjacent to the Distillery Road Bridge during previous surveys. The artefacts are dated to the earlier part of the Middle Pleistocene, between 700 00 and 300 000 years ago. A large sandstone boulder marks the location of Bosman's Crossing Provincial Heritage Site which was declared a National Monument in 1962 as the location of where the Early Stone Age implements were found. This Site has substantial significance for the origins of archaeological research in South Africa as well as knowledge about the Early Stone Age.

The bridge is also known as Bosman's Crossing and up until the 1960s, was the main entrance into Stellenbosch from Cape Town. The bridge, as far as can be ascertained, is also known as the "Steenenbrug". It is believed to be the first public works project undertaken in the area in 1691.

Additionally, the Distillery Road Bridge is located within the 'Papegaaiberg Landscape Unit' which is considered to be a significant cultural area. The suburb at the foot of Papegaaiberg is called Onder Papegaaiberg and most of the open space is marked with large stone pines which also incorporate the Onder Papegaaiberg cemetery on the foot slopes.

The closest residential suburbs to the proposed project are Die Boord and Devon Park which lay approximately 300 m south and 700 m west of the bridge, respectively.

6. ENVIRONMENTAL IMPACT STATEMENT

The majority of the impacts are expected to be of **INSIGNIFICANT** to **LOW** significance after mitigation. Socio-economic benefits related to potential temporary employment opportunities are rated as of **VERY LOW (POSITIVE)** significance during the construction phase. Long term socio-economic benefits related to improved road safety, traffic alleviation and provision of non-motorised facilities/pedestrian walkway are rated as of **HIGH (POSITIVE)** significance post-construction. Traffic impacts during the construction phase are deemed to be of a **LOW** significance after mitigation.

Construction activities would result in a localised increase in dust, noise levels and visual impacts which may be a nuisance to local residents. Given the short duration and extent of the construction phase, this impact is deemed to be of **VERY LOW** significance after mitigation. Surface and groundwater impacts during the construction phase are deemed of **VERY LOW** significance pre and post mitigation, respectively.

Given the largely modified state of the Plankenbrug River and the dominance of alien invasive species within the project area, impacts related to aquatic ecosystems are deemed to be of Very Low (habitat loss) to Low (biota loss) significance before mitigation and of **VERY LOW** significance after mitigation. Impacts related to sedimentation/erosion in the riparian zone and temporary flow diversion is deemed to be **INSIGNIFICANT** to **VERY LOW** significance.

During the maintenance phase, aquatic ecosystems may be impacted negatively through the spread of alien vegetation and disturbance/damage to aquatic species. With the implementation of the recommended mitigation measures, the residual impacts are deemed to be of **VERY LOW** significance.

The No-Go alternative would not be beneficial to society in any way and would mean that the bridge would continue to deteriorate, thereby compromising road user safety and access. Additionally, the short-term employment benefits would not be realised. The No-Go alternative is rated as having a **HIGH** negative significance.

A summary of the significance of the positive and negative impacts/risks identified for the proposed project is provided below:

TABLE 1: CONSTRUCTION-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Nuisance aspects (air quality, noise and visual)	Low	VERY LOW
Socio-Economic aspects (employment opportunities, etc.)	<i>Very Low (positive)</i>	VERY LOW (POSITIVE)
Traffic disruption	Low	LOW
Surface and Groundwater contamination	Very Low	VERY LOW
Deterioration of Freshwater Ecosystems and riparian vegetation	Very Low to Low	VERY LOW
Compaction of sediment/erosion in riparian zone	Very Low	VERY LOW
Flow diversion	Very Low	INSIGNIFICANT

TABLE 2: MAINTENANCE-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Deterioration of Freshwater Ecosystems (ongoing maintenance activities)	Low	LOW
Socio-Economic (improved safety, access and facilities)	<i>High (positive)</i>	HIGH (POSITIVE)

TABLE 3: IMPACTS ASSOCIATED WITH THE NO-GO OPTION.

Impact/Risk	Significance without mitigation	Significance with mitigation
No-Go Alternative	High	HIGH

7. RECOMMENDATIONS

Table 4 below includes a list of the recommended mitigation / enhancement measures to reduce / optimise the identified impacts / risks:

TABLE 4: RECOMMENDED MITIGATION ENHANCEMENT MEASURES.

Impact / Risk	Mitigation / enhancement measure
Nuisance aspects (air quality, noise and visual) – construction phase	<ul style="list-style-type: none"> • The Contractor shall be familiar with and adhere to, any local by-laws and regulations regarding the generation of noise and hours of operation. In addition, the provisions of SANS 10103 regarding the generation of noise shall apply to all areas within audible distance of residents. • The Contractor shall endeavour to keep noise-generating activities to a minimum, particularly during night-time work. • Implement a procedure for recording and managing external grievances/complaints. Actions shall be identified as required. • No high noise-generating activity outside of normal hours, regardless of its proximity to residences, shall take place without application to the Resident Engineer (RE) for approval. The application must include proposed noise containment measures. High noise-generating activities include pile driving, grinding, road material loading/unloading, hammering, excavating, etc. • The Contractor shall restrict all operations that result in high noise disturbance to local communities to daylight working hours on weekdays or as otherwise agreed with the RE and local authority. • Ensure vehicles and equipment are adequately maintained and in good working order. • The Contractor shall ensure that the generation of dust is minimised and shall implement a dust control programme (with due consideration to conserving water) to maintain a safe working environment, minimise nuisance for surrounding residents and businesses and prevent damage to natural vegetation. • Provide appropriate measures for visual screening (e.g. at construction yards, batching plants, laydown areas, etc.).
Socio-Economic - construction phase	<ul style="list-style-type: none"> • As far as possible, employ local Broad-Based Black Economic Empowerment (B-BBEE) services and providers and local labour from the local community. • Ensure that, where required, appropriate training of personnel is provided.
Traffic disruption - construction phase	<ul style="list-style-type: none"> • The Contractor shall appoint suitably trained traffic safety officers who shall be responsible for ensuring that construction activities do not obstruct traffic and that adequate traffic accommodation measures are put in place. • The Contractor shall also ensure that adequate pedestrian traffic accommodation, signage and safety measures (as appropriate) are put in place on site. • All construction vehicles shall comply with speed limits. • Movement of heavy vehicles shall be limited to daylight hours, as far as possible.
Surface and Groundwater contamination - construction phase	<ul style="list-style-type: none"> • As far as possible, no stockpiling of materials shall be undertaken within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The construction camp shall not be established within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The Contractor shall prepare and implement a Method Statement for the containment, handling, storage and disposal of hazardous substances. • The Contractor shall prepare and implement a Method Statement detailing the procedure for dealing with accidental leaks and spills and shall ensure that its employees are aware of the procedures to be followed. • All fuel, oil and other hazardous substances shall be confined to demarcated, adequately bunded areas within the construction camp and stored in suitable containers/storage facilities. • Suitable warning signs indicating the nature of the stored materials shall be displayed at the storage facility. • Drip trays or similar forms of secondary containment shall be provided for stationary plant (such as compressors, pumps, generators, etc.) and for "parked" plant (e.g. excavators, hauling trucks, etc.). • Where reasonably practical, plant and vehicles shall only be refuelled in a demarcated refuelling/servicing area using suitable equipment (e.g. pumps, funnels, etc). • The surface under the refuelling area shall be protected against pollution (e.g. the use of drip trays, concrete sump, etc.). • The Contractor shall ensure that a suitable hydrocarbon spill clean-up kits are readily available at refuelling areas. • All vehicles and equipment shall be kept in good working order and serviced regularly. Leaking equipment shall be repaired immediately or moved to a suitable contained area. • When servicing equipment, drip trays shall be used during the collection of waste oil and other hazardous substances (e.g. coolants, fuel, grease, etc.).

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none"> • Cement and concrete mixing directly on the ground shall not be allowed and shall take place on impermeable surfaces. • Unused (full) cement bags shall be stored undercover and away from surface runoff. • Used (empty) cement bags shall be collected and stored in weatherproof containers. • All excess concrete shall be removed from site on completion of concrete works and disposed of. • Washing of the excess cement/concrete into the ground shall not be allowed.
Deterioration of Freshwater Ecosystems - construction phase	<ul style="list-style-type: none"> • Revegetate disturbed portions of the riparian zone within the construction footprint. This will increase the quality and availability of riparian habitat overall. Use the following locally indigenous plants species for revegetation: <ul style="list-style-type: none"> ○ <i>Cyperus textilis</i> (marginal) ○ <i>Pteridium aquilinum</i> (marginal) ○ <i>Cliffortia strobilifera</i> (marginal) ○ <i>Olea europaea ssp. africana</i> (riparian) • Stockpile materials only within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • Determine the minimum construction area required within the riparian zone and stream channel for vehicular access. Demarcate this area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Where possible, work from the downstream side of the bridge using either or both banks for access as this area has been recently disturbed and is least sensitive. • If it is essential to access the area upstream of the bridge with vehicles, do so via the east bank and avoid entering the riparian area on the west bank with vehicles as far as possible. • If it is essential to access the west bank of the river avoid removing indigenous trees within the riparian area (only applicable to the west bank upstream of the bridge). • Avoid stream flow diversion, if possible, by undertaking work in the stream channel during summer, or return flow as soon as possible to the affected area to minimise the duration of the stream flow diversion. • The Contractor shall be responsible for informing all employees about the need to prevent any harmful effects on natural vegetation on or around the construction site as a result of their activities. • The use of herbicides and pesticides is prohibited unless approved by the RE. • Ensure that, where required, appropriate training in the removal of alien vegetation is provided. • Where dewatering of excavations is required, no water is to be pumped directly into the river. Implement a sediment pond/sump system in order to prevent sedimentation of the river from dewatering activities.
Compaction of sediment/erosion in riparian zone – construction phase	<ul style="list-style-type: none"> • Demarcate project area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Revegetate disturbed portions of the riparian zone within the construction footprint as per the above-mentioned recommendations in this regard. • As far as possible, undertake work within the stream channel and banks during the summer months (November to March) to minimise the risk of erosion of the disturbed and compacted sediments during a rain event. • Compacted ground shall be rehabilitated by ripping to a minimum depth of 600 mm. Topsoil of at least 20 cm should be placed on top of the ripped soil.
Flow diversion – construction phase	<ul style="list-style-type: none"> • If possible, undertake work within the stream channel during mid to late summer (November to March) to ensure that minimal flows are present at the time. • Only divert flow if operationally necessary. Divert flow over as short a length of river as possible, but no more than 25 m. • Return flow to the original channel as soon as possible after completion.
Deterioration of Freshwater Ecosystems – maintenance phase	<ul style="list-style-type: none"> • Minimise the spatial extent of disturbance. • Minimise the frequency of (or requirement for) maintenance activities. • Do not impede the movement of aquatic and riparian biota. • Minimise alterations to flow- and sediment-capacity. • Rehabilitate and re-vegetate disturbed areas as soon as possible. • Clear alien invasive plant species. • Restrict maintenance activities to the dry season where possible. • Prevent erosion and rehabilitate eroded areas. • Use existing access routes as far as possible.

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none">• Store and handle all hazardous materials and waste in a suitable manner, and at least 30 m outside of the Plankenbrug River.• Remove excess spoil material and solid waste and ensure it is disposed of at approved waste disposal sites.• Ensure maintenance activities do not lead to channelisation or canalisation of the watercourses.• Remove cleared woody material from the areas adjacent to the watercourse and wetlands to prevent it being washed into the watercourse.• Maintenance activities are to be undertaken in line with the Stellenbosch River Management Plan Update (June 2011)

Additionally, it is recommended that an Environmental Control Officer (ECO) be employed to oversee and monitor compliance with the EMPr for the duration of the construction phase of the project (see Section 3 of the EMPr for further details in this regard).

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Candice Sadan

From: Rizqah Baker
Sent: Friday, 13 November 2020 08:00
To:
Cc: Candice Sadan; Eloise Costandius
Subject: Stellenbosch Municipality - Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch: Notification of the Availability of the Draft Basic Assessment Report for comment
Attachments: 2020-11-13_Distillery Road Bridge Stellenbosch_DBAR_Transnet Freight Rail_Rev0.pdf; Distillery_Road_Bridge_DBAR_Exec_Summ_13Nov20.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Mouton and Ms Abrahams

The attached correspondence provides information regarding the availability of a draft Basic Assessment Report (BAR) for review and comment in accordance with the EIA Regulations, 2014 (as amended). Should you and / or your organisation wish to comment on the Draft BAR for the proposed project, comments should be sent to our Ms Candice Sadan (at the details below) **by no later than 14 December 2020**.

SLR CONSULTING (SOUTH AFRICA) (PTY) LTD

ATTENTION: MS CANDICE SADAN

TEL: 021 461 1118/9

5TH FLOOR, LETTERSTEDT HOUSE, NEWLANDS ON MAIN, CORNER OF CAMPGROUND AND MAIN ROADS,
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Should you have any queries on the above, or require any further information, please do not hesitate to contact our Ms Candice Sadan.

Kind regards

Rizqah Baker

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13 November 2020

Transnet Freight Rail
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ATTENTION: MR ANDRIES MOUTON AND MS ANEL ABRAHAMS

Dear Sir and Madam

PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH: AVAILABILITY OF THE DRAFT BASIC ASSESSMENT REPORT FOR REVIEW AND COMMENT

This letter provides information on the availability for comment of a draft Basic Assessment Report (BAR) prepared for the above-mentioned proposed project.

Notice is hereby given, in terms of the National Environmental Management Act (No. 107 of 1998; NEMA) and the Environmental Impact Assessment (EIA) Regulations, 2014 (as amended), that the draft BAR prepared for the proposed rehabilitation of the Distillery Road, Stellenbosch has been made available for a 30-day public and authority review and comment period from 13 November to 14 December 2020. A copy of the full report is accessible at the following link: <https://slrconsulting.com/public-documents/distillery-road>. A copy of the Executive Summary of the BAR is attached for easy reference. Should you not be able to access the Executive Summary or draft BAR, do not hesitate to contact us telephonically / via email and we will endeavour to assist you in this regard.

Any comments on the draft BAR should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, they should reach SLR **by no later than 14 December 2020**.

SLR Consulting (South Africa) (Pty) Ltd
Attention: Ms Candice Sadan
Postal Address: PO Box 10145, Caledon Square, 7905
Tel: (021) 461 1118/9
E-mail: csadan@slrconsulting.com

Should you have any queries in this regard or require additional information please do not hesitate to contact our Ms Candice Sadan or the undersigned (email: ecostandius@slrconsulting.com).

Yours sincerely



Eloise Costandius Pr. Sci. Nat.

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BASIC ASSESSMENT REPORT FOR THE PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

Prepared for: AECOM SA (Pty) Ltd on behalf of the
Stellenbosch Municipality

Authority Ref: 16/3/3/6/7/1/B4/45/1123/20

SLR Project No: 720.01069.00028
Revision No: 0
Date: November 2020



DOCUMENT INFORMATION

Title	Basic Assessment Report for the Proposed Rehabilitation of the Distillery Road Bridge, Stellenbosch
Project Manager	Eloise Costandius
Project Manager e-mail	ecostandiust@slrconsulting.com
Authors	Rizqah Baker and Eloise Costandius
Reviewer	Fuad Fredericks
Keywords	Distillery Road Bridge, Stellenbosch, Basic Assessment
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SLR Project No	720.01069.00028

DOCUMENT REVISION RECORD

Rev No.	Issue Date	Description	Issued By
0	November 2020	Draft issued for I&AP review	E. Costandius

BASIS OF REPORT

This document has been prepared by an SLR Group company with reasonable skill, care and diligence, and taking account of the manpower, timescales and resources devoted to it by agreement with **AECOM SA (Pty) Ltd on behalf of the Stellenbosch Municipality** (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

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Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.

EXECUTIVE SUMMARY

1. INTRODUCTION

The Stellenbosch Municipality is proposing to rehabilitate the existing bridge on Distillery Road in Stellenbosch (the proposed project). The bridge crosses the Plankenbrug River and is located on the western edge of Stellenbosch, near the point where Adam Tas Road/R310 crosses the railway line (see Figure 1). Die Boord and Devon Park residential areas lay approximately 300 m south and 700 west of the bridge, respectively. The Distillery Road Bridge is approximately 20 m in length and consists of a single carriageway. It is the only access road into Bosman's Crossing, a small mixed development area within Stellenbosch comprising of various commercial developments and apartment complexes.

The Stellenbosch Municipality appointed AECOM SA (Pty) Ltd (AECOM) (under Contract B/SM 39/18) to investigate and undertake the necessary structural engineering services to address various issues associated with the bridge, such as the severely deteriorated bridge cantilevers; the lack of pedestrian/non-motorised traffic; the downgraded single lane; and the alignment of the road width to minimum required standards.

SLR Consulting (South Africa) (Pty) Ltd (SLR) has been appointed by AECOM as the independent Environmental Assessment Practitioner (EAP) to undertake the Basic Assessment (BA) process for the proposed project. The BA process has been undertaken in terms of the relevant requirements of the Environmental Impact Assessment (EIA) Regulations, 2014 (Government Notice (GN) No. R982, as amended by GN No. 326) promulgated in terms of the National Environmental Management Act, 1998 (No. 107 of 1998), as amended (NEMA).

This Executive Summary provides a synopsis of the draft Basic Assessment Report (BAR) prepared for the proposed project. The draft BAR has been compiled to identify and assess the potential environmental impacts and risks of the proposed project and as a basis to inform Interested and Affected Parties (I&APs) of the proposed project and to obtain their comment.

2. OPPORTUNITY TO COMMENT

This draft version of the BAR has been distributed for a 30-day public review and comment period from 13 November to 14 December 2020 in order to provide I&APs the opportunity to comment on the proposed project. Copies of the report were made available on the SLR website (www.slrconsulting.com). Any comments should be forwarded to SLR at the address, telephone or e-mail address shown below. For comments to be included in the final BAR, comments should reach SLR **by no later than 14 December 2020**.

Ms. Candice Sadan

SLR Consulting (South Africa) (Pty) Ltd

PO Box 10145, Caledon Square, 7905

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After the conclusion of the comment period, all comments received will be collated into a Comments and Responses Report. The comments will be duly taken into account in updating the draft BAR into the final BAR, which will be submitted to the Department of Environmental Affairs and Development Planning (DEA&DP) for consideration and decision-making.

After DEA&DP has reached a decision, all registered I&APs will be notified of the outcome of the application and the reasons for the decision. A statutory appeal period in terms of the National Appeal Regulations, 2014 will follow the issuing of the decision.

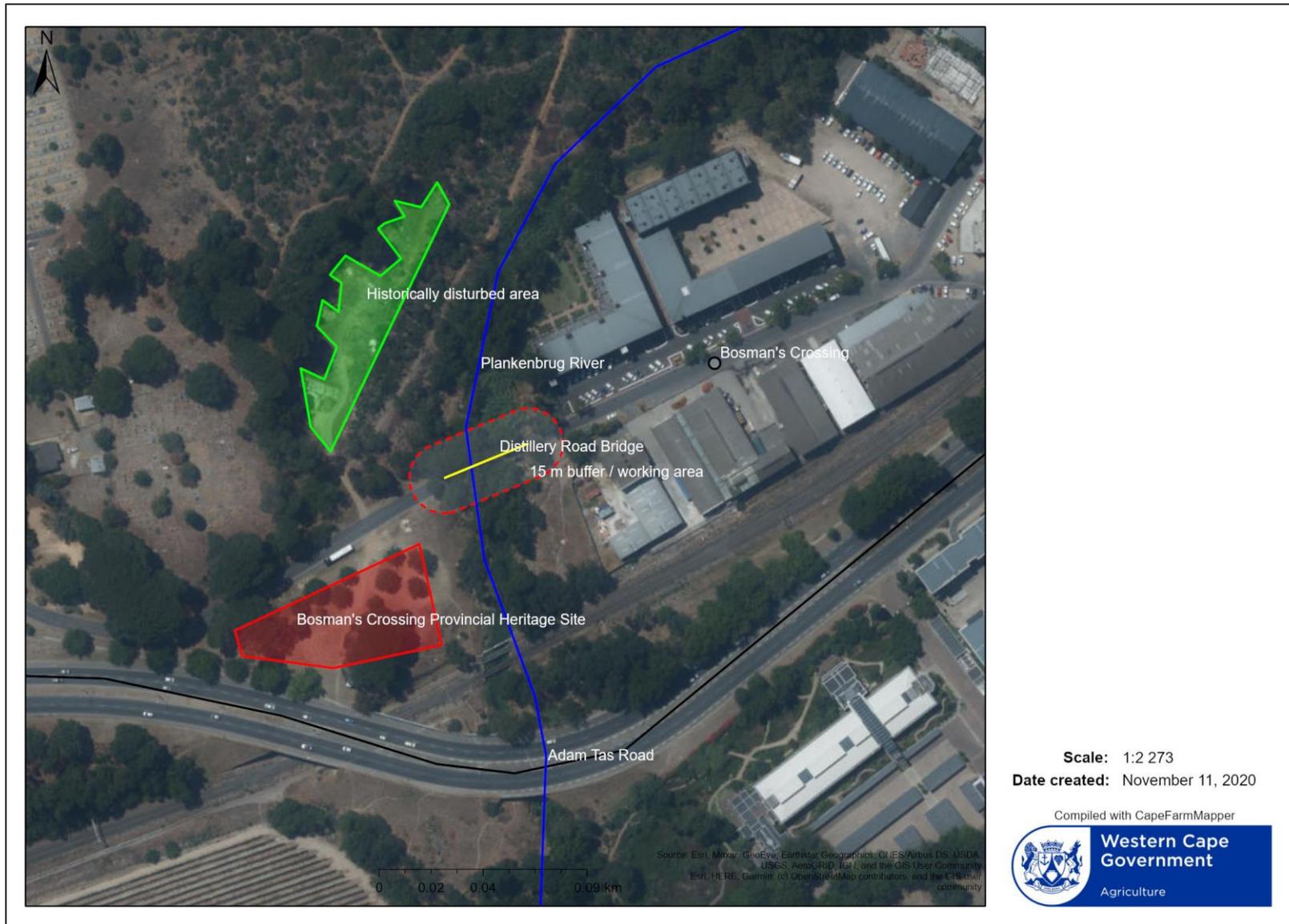


FIGURE 1: LOCALITY MAP (SOURCE: GOOGLE EARTH, 2020)

3. AUTHORISATION REQUIREMENTS

A BA is required in terms of the EIA Regulations, 2014 (as amended) as the proposed project would trigger the following listed activity:

Listing Notice 1 - GN No. R983 of 2014		Project Description
19	<i>The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse;...</i>	The proposed project would result in the depositing and/or excavating and removal of more than 10 m ³ of material from a watercourse (Plankenbrug River) related to the demolition of the damaged bridge structure and construction of a new bridge.

Registration of water uses in terms of the National Water Act, 1998 (No. 36 of 1998; NWA) is also required as the proposed project entails the construction of a bridge over the Plankenbrug River. This process is being undertaken in parallel to the BA process.

Section 38 of the National Heritage Resources Act, 1998 (No 25 of 1998; NHRA) required a Notice of Intent to Develop (NID) form to be submitted to Heritage Western Cape (HWC) for comment. In their consideration of the NID, submitted on 24 June 2020, HWC confirmed that no further heritage impact assessment is required to be undertaken. Separate Section 34 and Section 35 permit processes are, however, required as the bridge is older than 60 years and in order to address how potential impacts are to be avoided in the vicinity of Bosman’s Crossing Provincial Heritage Site. These applications will be undertaken separately and in parallel to the BA process with HWC as the competent authority.

4. PROPOSED PROJECT

The motivation for the proposed project relates to the following issues:

- The concrete bridge structure is generally in a structurally poor condition with general evidence of cracking and spalling, mainly the concrete cantilevers of the bridge deck which are in a severely deteriorated state and the reinforcement is badly corroded, thereby compromising its structural integrity;
- All other elements of the bridge are also in a relatively poor condition and the substructure seems to consist of remnants of an earlier bridge structure;
- The bridge has been downgraded to a single lane (one direction at a time with a stop-go system) to minimise loading on the cantilevers, thereby impeding traffic flow on the road during peak hours;
- The current road width is 5.6 m, which is below the required minimum standard of 6 m; and
- No allowance is made for non-motorised and pedestrian access over the bridge which represents an additional safety hazard.

The proposed project entails the following:

- Phased demolition of the current bridge structure to allow traffic accommodation during the rehabilitation of the facility;
- Excavation within the riverbed and banks to construct foundations of new bridge supports, including piling;
- Construction of a new bridge super and substructure which is approximately 6 m wider and 7 m longer than the existing bridge; and
- Provision of a wider road surface and sidewalk for the bridge approaches to accommodate two lanes of vehicle and pedestrian / non-motorised traffic in accordance with the planning requirements for this urban area.

The proposed design entails the demolition of the existing deck. It would comprise of a single 20 m deck span with the retention of the existing pier (non-functional), with piled abutments which would span the existing substructure. The proposed design has been duly informed by the heritage significance of the structure and from input received from a

heritage practitioner and architect with previous experience in the restoration of bridges with historical value. The proposed bridge design and bridge cross-section are provided in Figures 2 and 3, respectively.

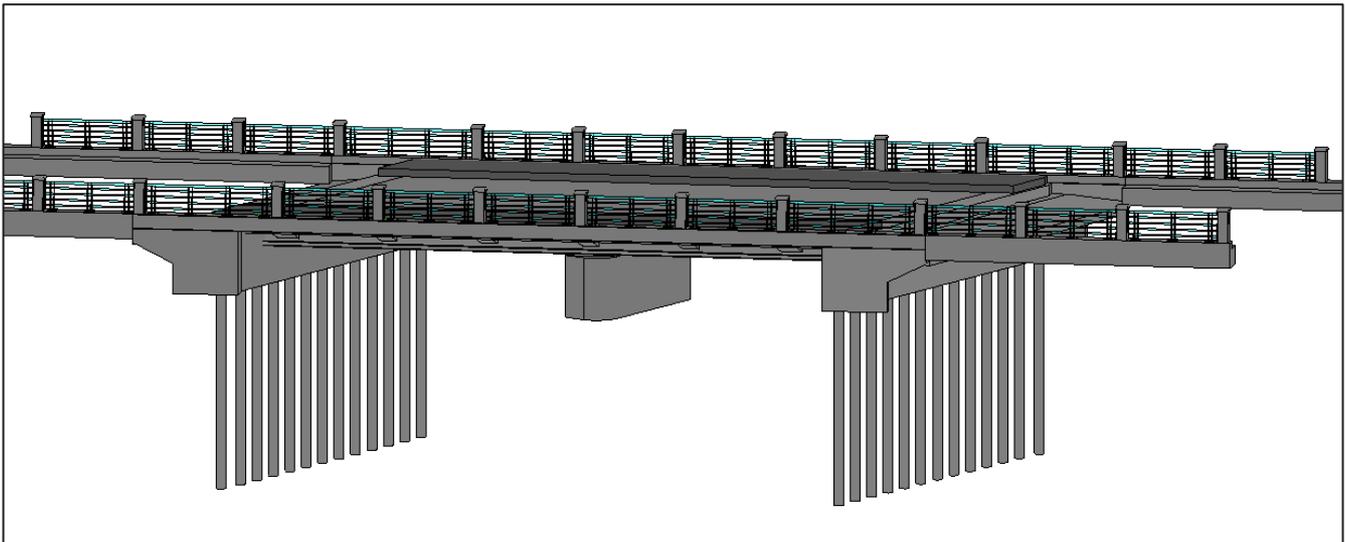


FIGURE 2: PROPOSED BRIDGE DESIGN (SINGLE 20 M DECK SPAN WITH PILED ABUTMENTS AND RETENTION OF EXISTING PIER (NON-FUNCTIONAL)).

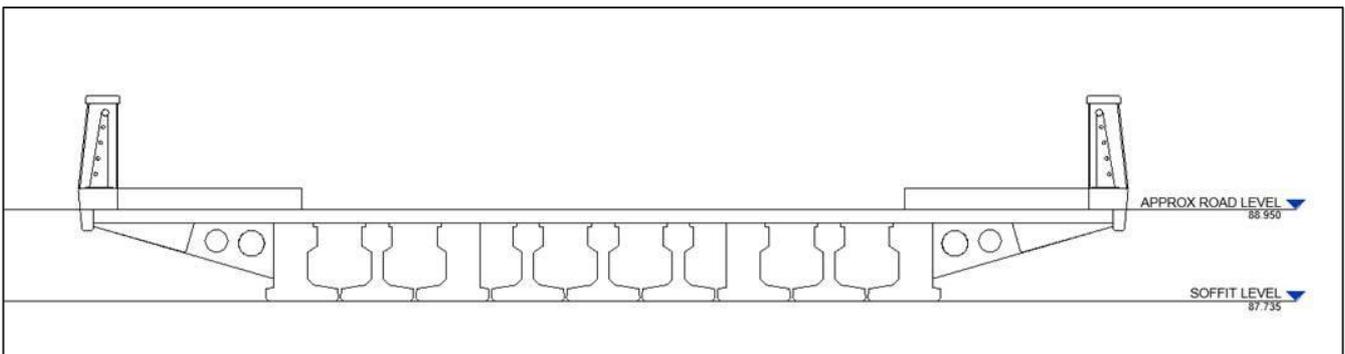


FIGURE 3: PROPOSED BRIDGE CROSS-SECTION.

5. AFFECTED ENVIRONMENT

The topography is relatively flat. The project site is located on an aquifer that is classified as a major aquifer of most vulnerability and high susceptibility. Overall water table level is subject to seasonal fluctuations. The average groundwater depth is estimated at approximately 7 m below ground level; however, a geotechnical investigation undertaken on 26 June 2020 recorded groundwater depth to be approximately 3 m below ground level. These levels were recorded just as the rainy, winter season commenced.

The project area is located within the Southwestern Coast Belt Ecoregion, Berg Water Management Area and the G22H quaternary catchment. The Plankenbrug River and its tributaries drain the area from Simonsberg to the ridge near the Devonvale Golf Estate. It also drains the residential areas of Cloetesville, Kayamandi and much of Stellenbosch town, before flowing under the Distillery and Adam Tas Road bridges, to join the Eerste River. The catchment is dominated by a mixture of agriculture (predominantly vineyards) and urban land uses.

The Western Cape Biodiversity Spatial Plan (WCBSP) indicates the Plankenbrug River and riparian zone as a Critical Biodiversity Area (CBA) 1 watercourse. It also indicates two CBA 1 wetland areas on the west of the Plankenbrug River within the project area approximately 50 m upstream, and immediately downstream of the bridge. Two further wetlands are

indicated within 500 m of the bridge – one immediately downstream of the Adam Tas Bridge and the other approximately 130 m upstream of the confluence with the Plankenbrug River. A CBA 1 terrestrial habitat and an Ecological Support Area (ESA) 2 are indicated to the west and east of the river, respectively. The vegetation type in the surrounding area is mapped as Swartland Granite Renosterveld, which is rated as Critically Endangered. However, no vegetation that corresponds to the Critically Endangered terrestrial vegetation type was noted on site and given the degree of past disturbance, infilling and compaction, the indigenous terrestrial vegetation is deemed to be entirely lost, to the extent of the seed bank as well.

The Plankenbrug River lacks true instream vegetation. Hydrophytic vegetation within and immediately adjacent to the flowing stream channel was dominated by alien invasive species such as *Commelina bengalensis*, *Arundo donax*, and *Persicaria lapathifolia*, but with tolerant indigenous species such as *Cyperus dives*, *Cyperus textilis*, and *Isolepis prolifera* present in places. Downstream of the bridge, *Acacia saligna* and *Ricinus communis* are also present.

Upstream of the bridge on the west bank, the riparian zone includes a mixture of alien and indigenous trees. The understorey in this area is dominated by the alien invasive *Tropaeolum majus* and *Pennisetum clandestinum*, with a single patch of indigenous *Chasmanthus aethiopica* noted. The canopy was dominated by the indigenous *Olea europaea ssp. africana* and the alien *Populus candescens*, with occasional *Eucalyptus cameldensus* towards the terrestrial extreme of the riparian zone. The top of the east bank upstream and both banks downstream of the bridge is levelled and compacted with sparse terrestrial pioneer vegetation dominated by *Cynodon dactylon* and *Pennisetum clandestinum* grasses. Occasional *Quercus palustris* are also present scattered within the disturbed terrestrial area downstream of the bridge on the west bank.

Two indigenous fish species, namely the *Galaxius zebratus* and *Sandelia capensis* are known to inhabit the Eertse River catchment. Both species may therefore be present within the project area, but given their hardy nature, neither are expected to be impacted significantly by the proposed project. Several alien invasive fish species are known to inhabit the catchment such as the *Onchorynchus mykiss*, *Pseudocrenilabrus philander*, *Cyprinus carpio* and *Clarius capensis*. The alien invasive freshwater shrimp *Caridina africana* has also recently established itself in the Eerste River catchment.

Archaeological resources in the form of Early Stone Age implements were discovered adjacent to the Distillery Road Bridge during previous surveys. The artefacts are dated to the earlier part of the Middle Pleistocene, between 700 000 and 300 000 years ago. A large sandstone boulder marks the location of Bosman's Crossing Provincial Heritage Site which was declared a National Monument in 1962 as the location of where the Early Stone Age implements were found. This Site has substantial significance for the origins of archaeological research in South Africa as well as knowledge about the Early Stone Age.

The bridge is also known as Bosman's Crossing and up until the 1960s, was the main entrance into Stellenbosch from Cape Town. The bridge, as far as can be ascertained, is also known as the "Steenenbrug". It is believed to be the first public works project undertaken in the area in 1691.

Additionally, the Distillery Road Bridge is located within the 'Papegaaiberg Landscape Unit' which is considered to be a significant cultural area. The suburb at the foot of Papegaaiberg is called Onder Papegaaiberg and most of the open space is marked with large stone pines which also incorporate the Onder Papegaaiberg cemetery on the foot slopes.

The closest residential suburbs to the proposed project are Die Boord and Devon Park which lay approximately 300 m south and 700 m west of the bridge, respectively.

6. ENVIRONMENTAL IMPACT STATEMENT

The majority of the impacts are expected to be of **INSIGNIFICANT** to **LOW** significance after mitigation. Socio-economic benefits related to potential temporary employment opportunities are rated as of **VERY LOW (POSITIVE)** significance during the construction phase. Long term socio-economic benefits related to improved road safety, traffic alleviation and provision of non-motorised facilities/pedestrian walkway are rated as of **HIGH (POSITIVE)** significance post-construction. Traffic impacts during the construction phase are deemed to be of a **LOW** significance after mitigation.

Construction activities would result in a localised increase in dust, noise levels and visual impacts which may be a nuisance to local residents. Given the short duration and extent of the construction phase, this impact is deemed to be of **VERY LOW** significance after mitigation. Surface and groundwater impacts during the construction phase are deemed of **VERY LOW** significance pre and post mitigation, respectively.

Given the largely modified state of the Plankenbrug River and the dominance of alien invasive species within the project area, impacts related to aquatic ecosystems are deemed to be of Very Low (habitat loss) to Low (biota loss) significance before mitigation and of **VERY LOW** significance after mitigation. Impacts related to sedimentation/erosion in the riparian zone and temporary flow diversion is deemed to be **INSIGNIFICANT** to **VERY LOW** significance.

During the maintenance phase, aquatic ecosystems may be impacted negatively through the spread of alien vegetation and disturbance/damage to aquatic species. With the implementation of the recommended mitigation measures, the residual impacts are deemed to be of **VERY LOW** significance.

The No-Go alternative would not be beneficial to society in any way and would mean that the bridge would continue to deteriorate, thereby compromising road user safety and access. Additionally, the short-term employment benefits would not be realised. The No-Go alternative is rated as having a **HIGH** negative significance.

A summary of the significance of the positive and negative impacts/risks identified for the proposed project is provided below:

TABLE 1: CONSTRUCTION-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Nuisance aspects (air quality, noise and visual)	Low	VERY LOW
Socio-Economic aspects (employment opportunities, etc.)	<i>Very Low (positive)</i>	VERY LOW (POSITIVE)
Traffic disruption	Low	LOW
Surface and Groundwater contamination	Very Low	VERY LOW
Deterioration of Freshwater Ecosystems and riparian vegetation	Very Low to Low	VERY LOW
Compaction of sediment/erosion in riparian zone	Very Low	VERY LOW
Flow diversion	Very Low	INSIGNIFICANT

TABLE 2: MAINTENANCE-RELATED IMPACTS/RISKS.

Impact/Risk	Significance without mitigation	Significance with mitigation
Deterioration of Freshwater Ecosystems (ongoing maintenance activities)	Low	LOW
Socio-Economic (improved safety, access and facilities)	<i>High (positive)</i>	HIGH (POSITIVE)

TABLE 3: IMPACTS ASSOCIATED WITH THE NO-GO OPTION.

Impact/Risk	Significance without mitigation	Significance with mitigation
No-Go Alternative	High	HIGH

7. RECOMMENDATIONS

Table 4 below includes a list of the recommended mitigation / enhancement measures to reduce / optimise the identified impacts / risks:

TABLE 4: RECOMMENDED MITIGATION ENHANCEMENT MEASURES.

Impact / Risk	Mitigation / enhancement measure
Nuisance aspects (air quality, noise and visual) – construction phase	<ul style="list-style-type: none"> • The Contractor shall be familiar with and adhere to, any local by-laws and regulations regarding the generation of noise and hours of operation. In addition, the provisions of SANS 10103 regarding the generation of noise shall apply to all areas within audible distance of residents. • The Contractor shall endeavour to keep noise-generating activities to a minimum, particularly during night-time work. • Implement a procedure for recording and managing external grievances/complaints. Actions shall be identified as required. • No high noise-generating activity outside of normal hours, regardless of its proximity to residences, shall take place without application to the Resident Engineer (RE) for approval. The application must include proposed noise containment measures. High noise-generating activities include pile driving, grinding, road material loading/unloading, hammering, excavating, etc. • The Contractor shall restrict all operations that result in high noise disturbance to local communities to daylight working hours on weekdays or as otherwise agreed with the RE and local authority. • Ensure vehicles and equipment are adequately maintained and in good working order. • The Contractor shall ensure that the generation of dust is minimised and shall implement a dust control programme (with due consideration to conserving water) to maintain a safe working environment, minimise nuisance for surrounding residents and businesses and prevent damage to natural vegetation. • Provide appropriate measures for visual screening (e.g. at construction yards, batching plants, laydown areas, etc.).
Socio-Economic - construction phase	<ul style="list-style-type: none"> • As far as possible, employ local Broad-Based Black Economic Empowerment (B-BBEE) services and providers and local labour from the local community. • Ensure that, where required, appropriate training of personnel is provided.
Traffic disruption - construction phase	<ul style="list-style-type: none"> • The Contractor shall appoint suitably trained traffic safety officers who shall be responsible for ensuring that construction activities do not obstruct traffic and that adequate traffic accommodation measures are put in place. • The Contractor shall also ensure that adequate pedestrian traffic accommodation, signage and safety measures (as appropriate) are put in place on site. • All construction vehicles shall comply with speed limits. • Movement of heavy vehicles shall be limited to daylight hours, as far as possible.
Surface and Groundwater contamination - construction phase	<ul style="list-style-type: none"> • As far as possible, no stockpiling of materials shall be undertaken within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The construction camp shall not be established within 30 m of the Plankenbrug River, unless within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • The Contractor shall prepare and implement a Method Statement for the containment, handling, storage and disposal of hazardous substances. • The Contractor shall prepare and implement a Method Statement detailing the procedure for dealing with accidental leaks and spills and shall ensure that its employees are aware of the procedures to be followed. • All fuel, oil and other hazardous substances shall be confined to demarcated, adequately bunded areas within the construction camp and stored in suitable containers/storage facilities. • Suitable warning signs indicating the nature of the stored materials shall be displayed at the storage facility. • Drip trays or similar forms of secondary containment shall be provided for stationary plant (such as compressors, pumps, generators, etc.) and for "parked" plant (e.g. excavators, hauling trucks, etc.). • Where reasonably practical, plant and vehicles shall only be refuelled in a demarcated refuelling/servicing area using suitable equipment (e.g. pumps, funnels, etc). • The surface under the refuelling area shall be protected against pollution (e.g. the use of drip trays, concrete sump, etc.). • The Contractor shall ensure that a suitable hydrocarbon spill clean-up kits are readily available at refuelling areas. • All vehicles and equipment shall be kept in good working order and serviced regularly. Leaking equipment shall be repaired immediately or moved to a suitable contained area. • When servicing equipment, drip trays shall be used during the collection of waste oil and other hazardous substances (e.g. coolants, fuel, grease, etc.).

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none"> • Cement and concrete mixing directly on the ground shall not be allowed and shall take place on impermeable surfaces. • Unused (full) cement bags shall be stored undercover and away from surface runoff. • Used (empty) cement bags shall be collected and stored in weatherproof containers. • All excess concrete shall be removed from site on completion of concrete works and disposed of. • Washing of the excess cement/concrete into the ground shall not be allowed.
Deterioration of Freshwater Ecosystems - construction phase	<ul style="list-style-type: none"> • Revegetate disturbed portions of the riparian zone within the construction footprint. This will increase the quality and availability of riparian habitat overall. Use the following locally indigenous plants species for revegetation: <ul style="list-style-type: none"> ○ <i>Cyperus textilis</i> (marginal) ○ <i>Pteridium aquilinum</i> (marginal) ○ <i>Cliffortia strobilifera</i> (marginal) ○ <i>Olea europaea ssp. africana</i> (riparian) • Stockpile materials only within the area historically disturbed and used during the replacement of the pipeline upstream of the bridge. • Determine the minimum construction area required within the riparian zone and stream channel for vehicular access. Demarcate this area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Where possible, work from the downstream side of the bridge using either or both banks for access as this area has been recently disturbed and is least sensitive. • If it is essential to access the area upstream of the bridge with vehicles, do so via the east bank and avoid entering the riparian area on the west bank with vehicles as far as possible. • If it is essential to access the west bank of the river avoid removing indigenous trees within the riparian area (only applicable to the west bank upstream of the bridge). • Avoid stream flow diversion, if possible, by undertaking work in the stream channel during summer, or return flow as soon as possible to the affected area to minimise the duration of the stream flow diversion. • The Contractor shall be responsible for informing all employees about the need to prevent any harmful effects on natural vegetation on or around the construction site as a result of their activities. • The use of herbicides and pesticides is prohibited unless approved by the RE. • Ensure that, where required, appropriate training in the removal of alien vegetation is provided. • Where dewatering of excavations is required, no water is to be pumped directly into the river. Implement a sediment pond/sump system in order to prevent sedimentation of the river from dewatering activities.
Compaction of sediment/erosion in riparian zone – construction phase	<ul style="list-style-type: none"> • Demarcate project area with danger tape or a similar material and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area. • Revegetate disturbed portions of the riparian zone within the construction footprint as per the above-mentioned recommendations in this regard. • As far as possible, undertake work within the stream channel and banks during the summer months (November to March) to minimise the risk of erosion of the disturbed and compacted sediments during a rain event. • Compacted ground shall be rehabilitated by ripping to a minimum depth of 600 mm. Topsoil of at least 20 cm should be placed on top of the ripped soil.
Flow diversion – construction phase	<ul style="list-style-type: none"> • If possible, undertake work within the stream channel during mid to late summer (November to March) to ensure that minimal flows are present at the time. • Only divert flow if operationally necessary. Divert flow over as short a length of river as possible, but no more than 25 m. • Return flow to the original channel as soon as possible after completion.
Deterioration of Freshwater Ecosystems – maintenance phase	<ul style="list-style-type: none"> • Minimise the spatial extent of disturbance. • Minimise the frequency of (or requirement for) maintenance activities. • Do not impede the movement of aquatic and riparian biota. • Minimise alterations to flow- and sediment-capacity. • Rehabilitate and re-vegetate disturbed areas as soon as possible. • Clear alien invasive plant species. • Restrict maintenance activities to the dry season where possible. • Prevent erosion and rehabilitate eroded areas. • Use existing access routes as far as possible.

Impact / Risk	Mitigation / enhancement measure
	<ul style="list-style-type: none">• Store and handle all hazardous materials and waste in a suitable manner, and at least 30 m outside of the Plankenbrug River.• Remove excess spoil material and solid waste and ensure it is disposed of at approved waste disposal sites.• Ensure maintenance activities do not lead to channelisation or canalisation of the watercourses.• Remove cleared woody material from the areas adjacent to the watercourse and wetlands to prevent it being washed into the watercourse.• Maintenance activities are to be undertaken in line with the Stellenbosch River Management Plan Update (June 2011)

Additionally, it is recommended that an Environmental Control Officer (ECO) be employed to oversee and monitor compliance with the EMPr for the duration of the construction phase of the project (see Section 3 of the EMPr for further details in this regard).

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Appendix F6: Comments and Responses Report

BASIC ASSESSMENT FOR THE PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

COMMENTS AND RESPONSES REPORT

The following Interested and Affected Parties (I&APs) submitted written comments on the draft Basic Assessment Report (BAR) for the proposed project, which was made available for public review and comment from 18 November to 14 December 2020.

	Submitted by	Date	Method
1.	CapeNature – Ms. Alana Duffell-Canham	18 November 2020	Email
2.	Department of Human Settlements, Water and Sanitation (DHSWS) – Nelisa Ndobeni	1 December 2020	Email
3.	Department of Environmental Affairs & Development Planning: Development Management (DEA&DP) – Andrea Thomas	14 December 2020	Email
4.	Stellenbosch Interest Group (SIG) – Patricia Botha	14 December 2020	Email

Copies of the written submissions are included in Attachment A.

The comments received are presented, and responded to, in Table 1 below. No importance should be given to the order in which the comments are presented. As far as possible, comments are presented verbatim from written submissions.

Table 1: Summary table of comments received, with responses from SLR and the project technical team, as appropriate

Note:  = Letter/Fax  = Telephone  = E-mail

NO.	ISSUE	METHOD	COMMENT	RESPONSE
1 CAPENATURE – ALANA DUFFELL-CANHAM				
1.1	Terrestrial impacts	 18 November 2020	<p>CapeNature would like to thank you for the opportunity to comment on the Pre-application Draft Basic Assessment Report (DBAR) and wish to make the following comments:</p> <p>From a terrestrial biodiversity perspective, the study area has been largely transformed over a long period. Therefore, the main concerns from a biodiversity perspective pertain to potential impacts on the Plankenbrug River.</p>	These comments are noted and are supported by the information contained in the BAR.
1.2	Freshwater impacts and mitigation measures		<p>Although the river is already heavily impacted and the section in question is invaded by alien species, it is important that any activities do not worsen the condition of the river and riparian area. We are therefore pleased to note that a detailed freshwater specialist study was undertaken as part of this application process.</p> <p>The freshwater specialist has provided detailed mitigation measures for protection of the river and riparian area on site and CapeNature support these measures. Of particular importance is that the acceptable working area (especially in-stream) is clearly demarcated and any diversions required must be as short in duration and physical length as possible. The bulk of the instream works should be done in the driest months. An ECO must be on site when the diversion is created.</p>	<p>These comments are noted and are supported by the information contained in the BAR. The following mitigation measures have been included in the Environmental Management Programme (EMPr) compiled for this project and included in Appendix H of the final BAR:</p> <ul style="list-style-type: none"> Determine the minimum construction area required within the riparian zone and stream channel for vehicular access. Demarcate this area and do not allow vehicular access to the stream channel or riparian zone outside of this demarcated area (see Section 4.1.10 of the EMPr); and Avoid diversion, insofar as possible, by undertaking work in the Plankenbrug River during the drier months of the year. Only divert flow if operationally necessary. Divert flow over as short a length of the river as possible, but not more than 25 m (see Section 4.1.10 of the EMPr). <p>The following mitigation measure has been included in the final Basic Assessment Report (BAR) and revised EMPr compiled for this project (see Appendix H of the final BAR):</p> <ul style="list-style-type: none"> An Environmental Control Officer (ECO) must be on site when a diversion within the Plankenbrug River is undertaken (see Section H4.1.1.7 of the final BAR and Section 4.1.10 of the EMPr).

NO.	ISSUE	METHOD	COMMENT	RESPONSE
1.3	Operational impacts		In terms of operational impacts, we note that the new bridge design may actually improve water flow during the operational phase due to its design compared to the existing bridge.	This comment is noted and is supported and verified by the Freshwater Specialist in the Freshwater Impact Assessment Report (see Appendix G1 of the final BAR).
1.4	No objection		Providing all of the mitigation measures put forward by the freshwater specialist are strictly implemented, CapeNature does not object to this application.	This comment is noted. The Freshwater Specialist's mitigation measures as proposed in the Freshwater Impact Assessment Report have been carried through to the BAR and EMPr and are all deemed feasible by the engineering consultants.
1.5	General		CapeNature reserves the right to revise initial comments and request further information based on any additional information that may be received.	This comment is noted.
2	DHSWS – NELISA NDOBENI			
2.1	Water use and authorisation	1 December 2020	<p>The Department acknowledges receipt of the Draft Basic Assessment Report dated July 2020 for the above-mentioned activity. This office would like to comment on the document based on the evaluation of the impact of the proposed activity on water resources.</p> <p>The proposed development area is within the regulated zone therefore the proposed activities and resultant impacts associated with these types of developments, could pose a significant risk to the receiving environment.</p> <p>This Department can confirm that the application triggers a Water Use Licence Application (WULA) in terms of Section 21(c) & (i) of the National Water Act, 1998(Act 36 of 1998). Section 21(c) impeding or diverting the flow of water in the watercourse and Section 21 (i) altering the bed, banks, course or characteristics of a watercourse, for which authorisation is required.</p> <p>This Department also acknowledges a pre-WULA meeting held on the 22 October 2020 for the mentioned activity. Should you have any queries, please do not hesitate to contact Nkosinathi Mkonto at the contact details provided above.</p> <p>The Department reserves the right to revise its initial comments and request additional information that may arise from correspondence and/or upon inspection.</p>	<p>This comment is noted. A detailed freshwater specialist study was undertaken as part of the BA process to assess the potential impacts and risks of the proposed project on the affected freshwater ecosystem.</p> <p>Further to the parallel application for registration of the relevant water uses undertaken in terms of Section 21 of the National Water Act, 1998, it should be noted that correspondence from DHSWS (received on 29 October 2020) via the electronic EWULAAS site confirmed that the registration of water uses within the ambit of a General Authorisation is to be followed.</p>

NO.	ISSUE	METHOD	COMMENT	RESPONSE
3 DE&DP – ANDREA THOMAS				
3.1	Project description	14 December 2020	The information provided with respect to the engineering interventions within the watercourse is limited and vague. The listed activity relates to the infilling and/or removal of material within a watercourse. The description of the alternative/s must therefore include a detailed description of the portion of the proposed development that relates to the applicable listed activity. E.g. adequate detail must be provided with regards to the dimensions, footprints, volume of infilling and/or removal related to structures and infrastructure proposed for demolition, redesign and construction within the affected stretch of the watercourse.	<p>The replacement bridge will be constructed on the same footprint as the existing bridge, but the deck would be larger with the dimensions as follows:</p> <ul style="list-style-type: none"> Existing Bridge: 20 m long x 7.2 m wide; and New Bridge: 23.5 m long x 13.5 m wide. <p>To construct the new bridge, piled abutment foundations would be installed on each embankment approaching the bridge (i.e. west and east embankment). Each abutment would comprise an abutment wall (13.9 m² plan area x 2.7 m deep) and 13 x 375 mm diameter circular piles which would be constructed in the ground and would require “removal of material within a watercourse”. Each piled abutment foundation would have a total volume of 60.5 m³, thus the proposed project would entail the removal/infilling of 121 m³ of material along the banks of the watercourse. No removal/infilling of materials in the channel of the watercourse is anticipated for the proposed project. The envisaged duration of the construction phase would be approximately 12 months.</p> <p>The final BAR (see Section B3.3) and EMPr (see Appendix H of the final BAR) has been updated to include this information</p>
3.2	Site Development Plan		The BAR and Environmental Management Programme must include a Site Development Plan at an appropriate scale, which superimposes the proposed activity, its associated structures, and infrastructure on the environmental sensitivities of the preferred site, indicating any areas that should be avoided, including any buffer areas that must be demarcated as no-go areas, as required by Appendices 1 and 4 of the EIA Regulations, 2014 (as amended).	The Environmental Sensitivity Map included in Appendix B of the final BAR and Appendix D of the EMPr has been updated to include the requested information.
3.3	Site Sensitivity Verification Report		This Directorate notes that the Screening Report (dated 1 June 2020) has identified 13 specialist studies to be conducted. A short motivation as to why some of the specialist studies will not be undertaken have been included in the DBAR. This was however not substantiated with a Site Sensitivity Verification Report (“SSVR”), as required in terms of Procedures for the Assessment and Minimum Criteria for	A Site Sensitivity Verification Report has been compiled and is attached as Appendix I2 to the final BAR.

NO.	ISSUE	METHOD	COMMENT	RESPONSE
			Reporting on identified Environmental Themes in terms of Sections 24(5)(a) and (h) and 44 of the National Environmental Management Act, 1998, when applying for Environmental Authorisation (“the Protocols”), published on 20 March 2020 (Government Notice No. 320 as published in Government Gazette No. 43110 on 20 March 2020). The motivations are nonetheless broadly supported by the information included in the DBAR and corresponding appendices. Considering the above, the submission of the required SSVR with the Final BAR for decision-making, as recommended in the electronic correspondence received from the Environmental Assessment Practitioner on 14 December 2020, is accepted. Strict adherence to the Protocols must however be ensured for any future applications in terms of the EIA Regulations, 2014 (as amended).	
3.4	DHSWS comment		Confirmation from the Department of Water and Sanitation (“DWS”) whether a General Authorisation or a Water Use License Application (“WULA”) is required, must be obtained. If a WULA is required, proof of submission of the WULA to the DWS and the WULA information must be provided in the BAR.	Correspondence from the DHSWS (received on 29 October 2020) via the electronic EWULAAS site confirmed that the registration of water uses within the ambit of a General Authorisation is to be followed.
3.5	Environmental auditing		In terms of Regulation 34 of the NEMA EIA Regulations, 2014 (as amended), the holder must conduct environmental audits to determine compliance with the conditions of the Environmental Authorisation and the EMPr and submit Environmental Audit Reports to the Competent Authority. The Audit Report must be prepared by an independent person and must contain all the information required in Appendix 7 of the NEMA EIA Regulations, 2014 (as amended). In addition, you are required to recommend and motivate the frequency at which the environmental audits must be conducted by an independent person.	The Stellenbosch Municipality must ensure that compliance with the conditions of the EA and EMPr is audited three months after commencement of the construction phase and three months after completion of construction. The respective environmental audit reports must be prepared by an independent person, with the relevant expertise and experience, and must be submitted to DEA&DP for consideration. The environmental audit reports must contain all information required as set out in Appendix 7 of the EIA Regulations, 2014 (as amended). The final BAR and EMPr has been updated to include this information (see Section J2.3 of the final BAR and Section 3.12 of the EMPr).
3.6	Duration of construction phase		Please advise what the estimated duration of the construction phase will be.	The duration of the construction phase is estimated to be 12 months.
3.7	Comments and Responses Report		A comprehensive Comments and Response Report that includes all the comments received and the responses thereto must be included in the BAR. In addition, please ensure that copies of all the comments received are attached to the BAR.	All comments received on the draft BAR during the public review and comment period have been included in this Comments and Responses Report.

NO.	ISSUE	METHOD	COMMENT	RESPONSE
3.8	Public participation		Proof of compliance with all the public participation steps undertaken, as required in terms of the accepted Public Participation Plan and Regulation 41 of the NEMA EIA Regulations, 2014 (as amended) must be included in the BAR.	Proof of compliance with all the public participation steps undertaken to date as part of this Basic Assessment process has been included in Appendix F2 – F5 attached to the final BAR.
3.9	Final Basic Assessment Report (FBAR) submission		<p>Please be advised that an original signed and dated applicant declaration is required to be submitted with the BAR to this Department for decision-making. It is important to note that by signing this declaration, the applicant is confirming that they are aware and have taken cognisance of the contents of the report submitted for decision-making. Furthermore, through signing this declaration, the applicant is making a commitment that they are both willing and able to implement the necessary mitigation, management and monitoring measures recommended within the report with respect to this application.</p> <p>In addition to the above, please ensure that original signed and dated EAP and specialist declarations are also submitted with the BAR for decision-making.</p>	The Applicant, Environmental Assessment Practitioner and Specialist declarations have been signed and are provided in Section K of the final BAR.
3.10	Omission of required information		Please note that omission of any required information in terms of Appendices 1 & 4 of EIA Regulations, 2014 (as amended) with respect to the final submission to the Department of the BAR and EMPr respectively, may result in the application for Environmental Authorisation being refused.	The final BAR and EMPr have been compiled in compliance with Appendix 1 and Appendix 4 of the EIA Regulations, 2014 (as amended), respectively.
3.11	Proceeding with development with Environmental Authorisation		Please note that it is an offence in terms of Section 49A(1)(a) of the NEMA for a person to commence with a listed activity unless the Competent Authority has granted an Environmental Authorisation for the undertaking of the activity. Failure to comply with the requirements of Section 24F of the NEMA will result in the matter being referred to the Environmental Compliance and Enforcement Directorate of this Department. A person convicted of an offence in terms of the above is liable to a fine not exceeding R10 million or to imprisonment for a period not exceeding 10 years, or to both such fine and imprisonment.	This comment is noted.
3.12	General		<p>Kindly quote the abovementioned reference number in any future correspondence in respect of the application.</p> <p>This Department reserves the right to revise or withdraw any comments or request further information from you based on any information received.</p>	<p>The reference number has been included in the final BAR.</p> <p>This comment is noted.</p>

NO.	ISSUE	METHOD	COMMENT	RESPONSE
4	SIG – PATRICIA BOTHA			
4.1	Non-motorised transport facilities	14 December 2020	An apparent shortcoming in the BAR is the failure to mention provision for cyclists in relation to the proposed new bridge. The National Non-Motorized Transport Facility Guidelines (2014) give clear guidelines for commuting (or utilitarian) cyclists and scholars. The Bosman’s Crossing area will be part of the extensive Adam Tas Corridor development and cyclists will require separate facilities from motorised traffic. Commuting by cyclists can be expected to increase over time as the current international trends indicate. Dedicated facilities for cyclists accordingly need to be introduced in relation to the new bridge. While it may not be desirable to increase the width of the bridge, an alternative solution might be to separate pedestrians and cyclists from motorized traffic and build a second lighter bridge adjoining the proposed structure.	The proposed project entails the construction of pedestrian / non-motorised transport facilities through the provision of a wider road surface and sidewalk for the bridge approaches. This description is included in Section B3.3 of the draft and final BAR.
4.2	Street lighting		Proposed street lighting requirements should also be considered and specified.	Street lighting has been considered as part of the detailed design and would be installed on the northern side of the bridge. The streetlights would be of the same design that is currently installed on the eastern approach and would thus comply with the municipal specifications. The final BAR (see Section B3.3) and EMPr (see Appendix H of the final BAR) has been updated to include this information
4.3	Heritage Impact Assessment and Archaeological Permit Application		To conclude, the SIG supports the recommendations as set out in the Heritage Impact Assessment and the Archaeological Permit Application, September 2020. See attached letter.	This comment is noted.

ATTACHMENT A
COPIES OF WRITTEN SUBMISSIONS RECEIVED

**CONSERVATION INTELLIGENCE:
LANDSCAPE CENTRAL**

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reference SSD14/2/6/1/9/4/Bridge_DistilleryRoad_Stellenbosch
date 18 November 2020

Candice Sadan
5th Floor Letterstedt House
Newlands on Main
Cnr Campground & Main Roads
Newlands

By email: csadan@slrconsulting.com

Dear Ms Sadan

RE: Proposed rehabilitation of the Distillery Road Bridge, Stellenbosch – Draft Basic Assessment Report.

DEA&DP Ref: 16/3/3/6/7/1/B4/45/1123/20

CapeNature would like to thank you for the opportunity to comment on the Pre-application Draft Basic Assessment Report (DBAR) and wish to make the following comments:

1. From a terrestrial biodiversity perspective, the study area has been largely transformed over a long period. Therefore, the main concerns from a biodiversity perspective pertain to potential impacts on the Plankenbrug River.
2. Although the river is already heavily impacted and the section in question is invaded by alien species, it is important that any activities do not worsen the condition of the river and riparian area. We are therefore pleased to note that a detailed freshwater specialist study was undertaken as part of this application process.
3. The freshwater specialist has provided detailed mitigation measures for protection of the river and riparian area on site and CapeNature support these measures. Of particular importance is that the acceptable working area (especially in-stream) is clearly demarcated and any diversions required must be as short in duration and physical length as possible. The bulk of the instream works should be done in the driest months. An EOC must be on site when the diversion is created.
4. In terms of operational impacts, we note that the new bridge design may actually improve water flow during the operational phase due to its design compared to the existing bridge.
5. Providing all of the mitigation measures put forward by the freshwater specialist are strictly implemented, CapeNature does not object to this application.

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

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alana Duffell-Canham', with a long, sweeping flourish extending to the right.

Alana Duffell-Canham



WESTERN CAPE REGION

Private Bag X16, Sanlamhof, 7532
52 Voortrekker Road, Bellville, 7530

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 082 370 2708

 Mr. Nkosinathi Mkonto
 16/2/7/G22/A/11
 mkonton@dws.gov.za

Attention: Ms. Candice Sadan

SLR Consulting (South Africa) (Pty) Ltd
PO Box 10145
CALEDON SQUARE
7905

Dear Madam

DRAFT BASIC ASSESSMENT REPORT FOR THE PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

The Department acknowledges receipt of the Draft Basic Assessment Report dated July 2020 for the above mentioned activity. This office would like to comment on the document based on the evaluation of the impact of the proposed activity on water resources.

Water Use and Authorisation

The proposed development area is within the regulated zone therefore the proposed activities and resultant impacts associated with these types of developments, could pose a significant risk to the receiving environment.

This Department can confirm that the application triggers a Water Use Licence Application (WULA) in terms of Section 21(c) & (i) of the National Water Act, 1998 (Act 36 of 1998). Section 21(c) impeding or diverting the flow of water in the watercourse and Section 21 (i) altering the bed, banks, course or characteristics of a watercourse, for which authorisation is required.

This Department also acknowledges a pre- WULA meeting held on the 22 October 2020 for the mentioned activity. Should you have any queries, please do not hesitate to contact Nkosinathi Mkonto at the contact details provided above.

DEPARTMENT OF WATER AND SANITATION

The Department reserves the right to revise its initial comments and request additional information that may arise from correspondence and/or upon inspection.

Yours faithfully



REGIONAL HEAD: WESTERN CAPE REGION

Signed by: Nelisa Ndobeni

Designation: Control environmental Officer

Date: 01 December 2020



NATIONAL DEVELOPMENT PLAN
Our Future - make it work

REFERENCE: 16/3/3/1/B4/45/1064/20
DATE: 14/12/2020

The Municipal Manager
Stellenbosch Municipality
2nd Floor Ecclesia Building
71 Plein Street
STELLENBOSCH
7600

Attention: Mr J.G. Louw

Tel: (021) 808 8213
Email: Deon.Louw@stellenbosch.gov.za

Dear Sir

COMMENT ON THE DRAFT BASIC ASSESSMENT REPORT (“DBAR”) FOR THE PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE, STELLENBOSCH

1. The electronic copy of the above-mentioned document dated November 2020, as received by the Department on 13 November 2020 and this Department’s correspondence dated 23 November 2020, refer.
2. Please find herewith the Department’s comment on the DBAR:
 - 2.1 The information provided with respect to the engineering interventions within the watercourse is limited and vague. The listed activity relates to the infilling and/or removal of material within a watercourse. The description of the alternative/s must therefore include a detailed description of the portion of the proposed development that relates to the applicable listed activity. E.g. adequate detail must be provided with regards to the dimensions, footprints, volume of infilling and/or removal related to structures and infrastructure proposed for demolition, redesign and construction within the affected stretch of the watercourse.
 - 2.2 The BAR and Environmental Management Programme must include a Site Development Plan at an appropriate scale, which superimposes the proposed activity, its associated structures, and infrastructure on the environmental sensitivities of the preferred site, indicating any areas that should be avoided, including any buffer areas that must be demarcated as no-go areas, as required by Appendices 1 and 4 of the EIA Regulations, 2014 (as amended).
 - 2.3 This Directorate notes that the Screening Report (dated 1 June 2020) has identified 13 specialist studies to be conducted. A short motivation as to why some of the specialist studies will not be undertaken have been included in the DBAR. This was however not substantiated with a Site Sensitivity Verification Report (“SSVR”), as required in terms of Procedures for the Assessment and Minimum Criteria for Reporting on identified Environmental Themes in terms of Sections 24(5)(a)

and (h) and 44 of the National Environmental Management Act, 1998, when applying for Environmental Authorisation" ("the Protocols"), published on 20 March 2020 (Government Notice No. 320 as published in Government Gazette No. 43110 on 20 March 2020). The motivations are nonetheless broadly supported by the information included in the DBAR and corresponding appendices. Considering the above, the submission of the required SSVR with the Final BAR for decision-making, as recommended in the electronic correspondence received from the Environmental Assessment Practitioner on 14 December 2020, is accepted. Strict adherence to the Protocols must however be ensured for any future applications in terms of the EIA Regulations, 2014 (as amended).

- 2.4 Confirmation from the Department of Water and Sanitation ("DWS") whether a General Authorisation or a Water Use License Application ("WULA") is required, must be obtained. If a WULA is required, proof of submission of the WULA to the DWS and the WULA information must be provided in the BAR.
 - 2.5 In terms of Regulation 34 of the NEMA EIA Regulations, 2014 (as amended), the holder must conduct environmental audits to determine compliance with the conditions of the Environmental Authorisation and the EMPr and submit Environmental Audit Reports to the Competent Authority. The Audit Report must be prepared by an independent person and must contain all the information required in Appendix 7 of the NEMA EIA Regulations, 2014 (as amended). Please advise what the estimated duration of the construction phase will be. In addition, you are required to recommend and motivate the frequency at which the environmental audits must be conducted by an independent person.
 - 2.6 A comprehensive Comments and Response Report that includes all the comments received and the responses thereto must be included in the BAR. In addition, please ensure that copies of all the comments received are attached to the BAR.
 - 2.7 Proof of compliance with all the public participation steps undertaken, as required in terms of the accepted Public Participation Plan and Regulation 41 of the NEMA EIA Regulations, 2014 (as amended) must be included in the BAR.
 - 2.8 Please be advised that an original signed and dated applicant declaration is required to be submitted with the BAR to this Department for decision-making. It is important to note that by signing this declaration, the applicant is confirming that they are aware and have taken cognisance of the contents of the report submitted for decision-making. Furthermore, through signing this declaration, the applicant is making a commitment that they are both willing and able to implement the necessary mitigation, management and monitoring measures recommended within the report with respect to this application.
 - 2.9 In addition to the above, please ensure that original signed and dated EAP and specialist declarations are also submitted with the BAR for decision-making.
 - 2.10 Please note that omission of any required information in terms of Appendices 1 & 4 of EIA Regulations, 2014 (as amended) with respect to the final submission to the Department of the BAR and EMPr respectively, may result in the application for Environmental Authorisation being refused.
3. Kindly quote the abovementioned reference number in any future correspondence in respect of the application.
 4. Please note that it is an offence in terms of Section 49A(1)(a) of the NEMA for a person to commence with a listed activity unless the Competent Authority has granted an Environmental Authorisation for the undertaking of the activity. Failure to comply with the requirements of Section 24F of the NEMA will result in the matter being referred to the Environmental Compliance and Enforcement Directorate of this Department. A person convicted of an offence in terms of the above is liable to a fine not exceeding R10 million or to imprisonment for a period not exceeding 10 years, or to both such fine and imprisonment.

5. This Department reserves the right to revise or withdraw any comments or request further information from you based on any information received.

Yours faithfully

**HEAD OF COMPONENT
ENVIRONMENTAL IMPACT MANAGEMENT SERVICES: REGION 1
DEPARTMENT OF ENVIRONMENTAL AND DEVELOPMENT PLANNING**

Cc: (1) R Baker (SLK Consulting (Pty) Ltd)
(2) Mr. S. van der Merwe (Stellenbosch Municipality)

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Belangegroep Stellenbosch Interest Group

14.12.2020

Ms. Candice Sadan
SLR Consulting (South Africa) (Pty) Ltd
PO Box 10145
Caledon Square
7905.

E-mail: csadan@slrconsulting.com

Dear Ms. Sadan

**PROPOSED REHABILITATION OF THE DISTILLERY ROAD BRIDGE,
STELLENBOSCH**
Ref no. 16/3/3/6/7/1/B4/45/1123/20

The Stellenbosch Interest Group (SIG) wishes to comment on the Draft BAR as follows:

An apparent shortcoming in the BAR is the failure to mention provision for cyclists in relation to the proposed new bridge.

The National Non-Motorized Transport Facility Guidelines (2014) give clear guidelines for commuting (or utilitarian) cyclists and scholars. The Bosmans Crossing area will be part of the extensive Adam Tas Corridor development and cyclists will require separate facilities from motorised traffic. Commuting by cyclists can be expected to increase over time as the current international trends indicate. Dedicated facilities for cyclists accordingly need to be introduced in relation to the new bridge.

While it may not be desirable to increase the width of the bridge, an alternative solution might be to separate pedestrians and cyclists from motorized traffic and build a second lighter bridge adjoining the proposed structure.

Proposed street lighting requirements should also be considered and specified.

To conclude, the SIG supports the recommendations as set out in the Heritage Impact Assessment and the Archaeological Permit Application, September 2020. See attached letter.

Kind regards

Patricia Botha (Chairperson)