

PORTION 209 OF FARM 220 AALWYNDAL, MOSSEL BAY MUNICIPAL DISTRICT

COMMENTS AND RESPONSE TABLE

Comment	Response
Alex and Cecilia Gibson, 15 July 2024	
<p>Thank you for your emails and follow up conversations with my wife, I have a couple of queries regarding the storm water line that will run on our property,</p> <p>In your email it states that a trench will be dug for the storm water line on our property, can you confirm that the trench once the storm line has been installed, will be backfilled and compacted, the driver for asking, this question is that part of the fence on that side of the property is utilised as emergency access to the property in the case of fire or other safety access if the main access is unapproachable. With the trench backfilled and compacted then access to the plot will still be manageable and will not damage the installed pipe.</p>	<p>I've consulted with the Engineer, the trench will be backfilled and compacted, and you will still be able to use that side of the property for emergency access.</p>
<p>As a note, I believe the electricity line to our property originates near the bottom fence, so please be aware that this line may also be disturbed when excavating and trenching.</p>	<p>The Engineer takes note of the electrical line and will make sure that the line will not be disturbed.</p>
<p>You have our approval to utilise our land for the purpose of installing the storm water line, provided that access and ingress is not affected where a secondary means of access is required to the property in an emergency.</p>	<p>Noted.</p>
DFFE, 04 April 2024	
<p>Forestry request that should Coastal Forest, protected Milkwood trees, as well as Protected Cheesewood trees occur on the developmental portion of property it should be GPS'd and incorporated within the proposed development design as no-go areas.</p>	<p>Please note that the site does not consist of Coastal Forest.</p> <p>Protected tree species were observed and GPS'd by the Botanical / Biodiversity Specialist.</p> <p>The open space area has been extended to include areas containing protected tree species.</p>
<p>Forestry supports the open space area to be conserved (remain undisturbed) and request: 1) that this portion be indicated as a green belt and a no-go area for all future development proposals; and 2) that the open space area extends within the coastal forest patches- as well as protected Milkwood and Cheesewood trees indicated as no-go areas (green belt open space).</p>	<p>Upon further site inspection, it was evident that protected tree species occur mostly along the eastern boundary of the site. As a result, rather than extending the open space area to the left of the group housing units (as proposed during the pre-application process), it is now extended to the right of the group housing units, where the majority of protected tree species are located (below figure).</p>
<p>Forestry request that individual units be forwarded to the Department for further comment to ensure the protection of protected trees as well as indigenous forest- should Forestry's mandate under the NFA be affected.</p>	

Pre-App Preferred Alternative (Dec,2023)

Mitigated Preferred Alternative (Jul,2024)



Only one (1) protected tree species (Cheesewood) was found within the development portion of the property. The Cheesewood is located along the eastern boundary of this unit and can therefore be incorporated in the design of the unit.

However, should this protected tree species be removed / trimmed, the Applicant will need to apply for a Forestry License.

Department of Agriculture, 25 January 2024

From an agricultural perspective, the Western Cape Department of Agriculture has no objection to the development of the Outeniquasig Estate.

Noted.

Cape Nature, 19 January 2024

The Aquatic biodiversity compliance statement found the aquatic sensitivity is low, and CapeNature is satisfied with the result.

Noted.

The property has fynbos in good/ natural condition with very few invasive alien plants and is extremely dense with Erica spp to ±1 m in height (personal observation). The Proteoid Fynbos which is fairly dense in an indication that the property has not been burnt. CapeNature agrees with the on-site observations in the Plant and Terrestrial reports.

Noted.

As mentioned by the specialist the site has a degree of rockiness which contains a relatively high species richness. The underlying lithology is a key ecological driver in maintaining the ecosystem function and patterns of sandstone fynbos. Housing infrastructure is generally not compatible in conserving fynbos (Helme et al. 2006). Thus, reducing or limiting the development footprint to relieve pressure on natural habitat and ecological processes is encouraged.

Noted.

Approximately 1.1ha of natural vegetation will be retained.

The SCC that will be lost is *Hermannia lavandulifolia* (VU) *Polygala pubiflora* (VU). If possible, SCC should always be avoided. The specialist could not find

Response from Dr Hoare:

eight SCC on site (status EN to VU) however these plant species were not ruled out as not being present on site.

It is agreed that SCC should be avoided, if possible. The specialist study determined that two SCC occur on site and an assessment was undertaken to determine the significance of the loss of these populations – **the significance is low after mitigation**. In the case of an EN or CR species, the specialist would strongly recommend avoidance, but it is more difficult to insist on avoidance for a VU species that is relatively widespread.

Regarding the eight SCC: The site has habitat that matches the habitat in which the species are found, and the site is within the geographical range of the species. They were therefore assessed as having a possibility of occurring on site. **Two detailed field surveys** on two separate dates were undertaken in which none of these species were found on site. It is therefore confirmed that they do not occur there.

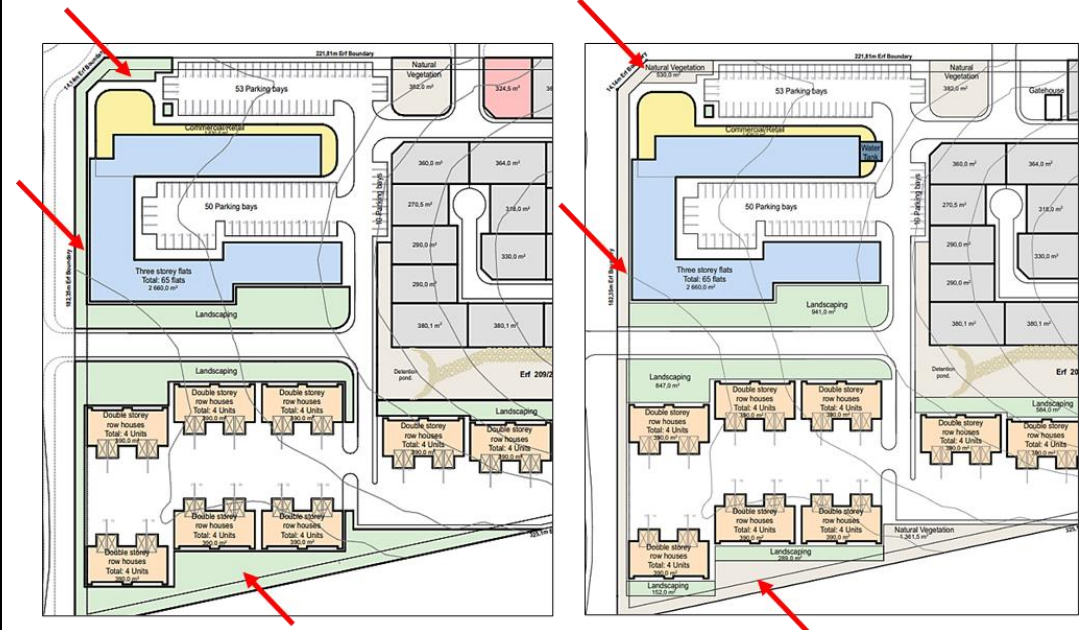
Recommendation from Dr Hoare:

In furtherance to Dr Hoare's response, he recommended that a natural corridor along the southern and western boundary of the site, where the largest concentration of the SCC plants occur, be retained to reduce the significance rating from **medium to low**.

Dr Hoare's recommendation has been incorporated in the Mitigated Preferred Alternative (July, 2024) (please see below).

Pre-App DBAR Preferred Alternative

Mitigated Preferred Alternative



The specialist has attempted to include ecological corridors however the proposed development will result in the loss of 4.2 ha of fynbos (including Species of Conservation Concern). The principle of "as large as possible" is

Dr Hoare's response:

required for developing and maintaining ecological and hydrological corridor linkages. Having wider corridors to preventing habitat and landscape degradation and ecosystem function will have implications on the proposed development design.

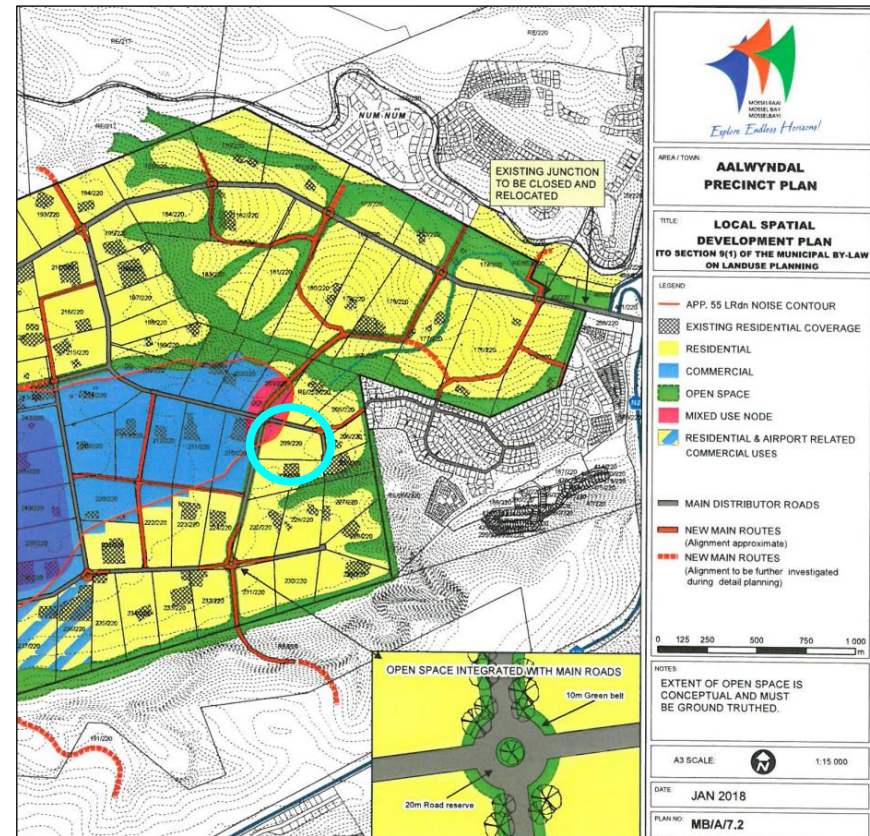
The site is too small to implement significant corridors or buffers. The maintenance of landscape scale corridors and linkages is a strategic decision that is outside the scope of a single site assessment.

EAP's Response:

In furtherance to Dr Hoare's comment on the fact that the site is too small to implement significant corridors or buffers –

Mossel Bay Municipality compiled an Aalwyndal Precinct Plan (2018) that designates certain properties for residential, mixed-use, and commercial development. Additionally, certain properties – or parts of them – are designated as open space to ultimately create a wide ecological corridor through Aalwyndal (below figure).

Portion 209 of Farm Aalwyndal has been designated for residential and mixed-use development (below figure – blue circle).



Considering the rapid increase in development applications within the Mossel Bay, specifically Aalwyndal, properties should not be seen in isolation but within the broader landscape to prevent further fragmentation, habitat loss, and transformation of across the landscape. Thus, connecting this property to similar (i.e., surrounding, and adjacent) habitat is important.

The property retains natural vegetation along its southern border with the idea to link to the southern corridor as shown in the Aalwyndal Precinct Plan above. However, it should be noted that properties north, east, south and west of the proposed development have also been earmarked for urban development.

As previously stated, this property has been earmarked for urban development in the Aalwyndal Precinct Plan. This property is not part of other properties selected for open space to ultimately create an ecological corridor.

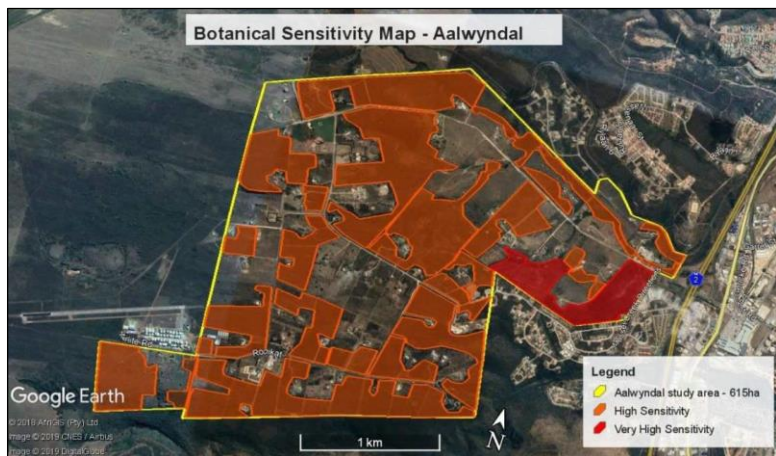
According to the Biodiversity Assessment (2019)⁷ which was compiled for the Aalwyndal Precinct Plan the Aalwyndal area has a few opportunities for landscape connectivity. Improving connectivity between fynbos and renosterveld habitat will help to improve the impact of local fragmentation. Furthermore, the Botanical Sensitivity Map show portion 209 of farm 220 as being in the High Sensitivity area (Fig.1). The report described the area as follow “High sensitivity areas support largely intact natural habitat that has the potential to support at least one plant Species of Conservation Concern, and in most cases may support from one to two such species. Overall species diversity is high, with more than 75% of the potential complement of species present.” The specialist found a high species richness, the fynbos was in a good condition, and two SCC (both vulnerable) are present at the property further highlighting the sensitivity of the site.

Dr Hoare confirmed that the site consists of North Langeberg Sandstone Fynbos which is assessed as Least Concern.

However, Dr Hoare also confirmed that the property’s Site Ecological Importance score is high (the habitat on site is in a natural state with high functional integrity) with the presence of species of special concern noted in some locations. The direct loss of natural habitat is confirmed to be of medium significance (district scale).

Considering that the entire property is earmarked for urban development as per the Aalwyndal Precinct Plan (2018) with no designated open spaces, the following is still proposed:

1. The proposed development will retain approximately 1.1ha of natural vegetation. These areas will be zoned and managed as Open Space.
2. The western and southern boundaries of the property will remain natural to avoid the loss of most plant SCC found on site.



Although the site is within the least threatened vegetation and does not have CBA or ESA. The ground-truthing found that the site has species of conservation importance, and that the vegetation is still in a natural condition with few disturbances and infestation by invasive plants.

Noted.

In compiling the WCBSP every effort has been made to include all datasets. If any inaccuracy resulted from inconsistencies in scale or classification error,

Dr Hoare also confirmed that the property’s Site Ecological Importance score is high (the habitat on site is in a natural state with high functional integrity) with the presence of species of special concern noted in some locations. The direct loss of natural habitat is confirmed to be of medium significance (district scale).

<p>then this would have impacted the BSP Map. One known inaccuracy for Mossel Bay is the vegetation classification (SA vegetation Map 2012). However, the ground truthing and the SES report has confirmed that the site is more sensitive.</p>	<p>Considering that the entire property is earmarked for urban development as per the Aalwyndal Precinct Plan (2018) with no designated open spaces, the following is still proposed:</p> <p>The proposed development will retain approximately 1.1ha of natural vegetation. These areas will be zoned and managed as Open Space.</p> <p>The western and southern boundaries of the property will remain natural to avoid the loss of most plant SCC found on site.</p>
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<p>In conclusion, the proposed development will result in the loss of sensitive biodiversity. The Site Ecological importance score was High and continuous loss of sensitive habitat will further fragment landscape connectivity, which should be avoided as best possible. CapeNature does not support development which results in irreversible loss of biodiversity.</p>	<p>Response from Dr Hoare:</p> <p>I agree, but in the context of the greater Aalwyndal area, these issues need to be addressed at a strategic level – in the Precinct Plan the site is earmarked for “mixed use, residential”, it is outside of any CBA, and the vegetation type is not threatened.</p> <p>There is therefore limited reason from a Terrestrial Biodiversity Theme perspective to recommend conservation. From a Plant Theme perspective, the impact globally on two VU species is of low significance.</p>
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<p>Provincial Department of Transport, 12 January 2024</p>	
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<p>This Branch is not affected by this development proposal, and from an environmental point of view this Branch offers no objection to it.</p>	<p>Noted.</p>
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<p>Cady Prinsloo (Marius van Coller Group), 10 January 2024</p>	
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<p>We received the Pre-Application Draft Basic Assessment Report (PADBAR) of Outeniquasig Estate on 12 December 2023 and was fortunately granted leave to oppose until 10 January 2023 by one Mariska Nicholson.</p> <p>We represent the collective stakeholders of the following erven along the Henning Weg Road, the road is to be formalized and extended to the greater Aalwyndal Presinct and Klipheuwel Road:</p> <ul style="list-style-type: none"> a. 17513 b. 17500 c. 17527 d. 17526 e. 17523 f. 17522 g. 17520 h. 17519 i. 17509 j. 17510 k. 17511 	<p>Response</p> <p>The Applicant and Engineer had a meeting with Mossel Bay Municipality early this year to address all concerns raised by the public regarding the extension of Henning Way to Klipheuwel Way.</p> <p>Following the meeting with Mossel Bay Municipality as well as subsequent correspondence, the Applicant decided to remove the proposed link road from his Environmental Application.</p> <p>The traffic impact study confirmed that the existing road network is sufficient to address the traffic requirements associated with this development.</p>
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Our reasons for opposing the PA-DBAR are not connected to the development of the Outeniquasig Estate itself, but the use/extension of the Henning Weg Road in its current state.

It is trite that after heavy rainfall, the use of vehicles exceeding the weight limit that a brick road should carry, little to no implementation of Stormwater drainage by the Municipality (besides the run off from brick roads), Henning Weg is in a abysmal state. Photos are attached of the current state as well as damages we have suffered due to the inability of the Municipality to amend the brick road that is already damaged by the aforementioned.

The By-Laws written by the Mossel Bay Municipality as well as the Guidelines for Human Settlement Planning mentioned the implementation of a dual drainage system to accommodate the run-off from the roads in heavily affected areas – Henning Weg is one such area as can be seen from the images. The lower properties, situate along the proposed route carry the brunt water flow from the high properties around the Henning Weg area – little to no storm water drains are placed along the road, which is creating foundation cracks along the properties despite the initial designs being signed off by Qualified Engineers.

The use of the Henning Weg Road to create the connection/extension to the Aalwyndal Precinct and Klipheuwel Road would only exacerbate an already abysmal situation. Should we have heavy rainfall while the heavy vehicles use this road the possibility that a sink hole/ support wall collapse could form along Henning Road increases ten-fold. The brick road would add to erosion in this area, combined with the applied pressure where there are already large dips in the road by the heavy vehicles carrying additional tons of building supplies creates and extremely dangerous situation for the Stakeholders along the Henning Weg Road.

Mossel Bay Municipality's own by law (which is read along with the Guideline for Human Settlement Planning and Design) reads as follows:

a. 3(c) Adequate provision must be made for stormwater servitudes where overland flow can occur, either naturally or as a result of the development, or when the minor stormwater system or infrastructure is overloaded or rendered ineffective due to the block up.

b. 3(d) Concentration of stormwater runoff both spatially and in time must be prevented wherever possible.

c. 3(e) Steep slopes and soil profiles, where they occur, require careful management before, during and after construction. Detailed plans to control and prevent soil erosion by water must be agreed to by the Municipality prior to the commencement of any works, including site clearance on any portion of the site. Removal of the vegetation cover must be carried out, including site clearance on any portion of the site. Removal of vegetation cover must be carried out with care and attention to the affect that is removal will have erosion potential.

D. 3(f) Storm water control systems should be constructed before any construction commences on site. As construction progresses, the stormwater control measures are to be monitored and adjusted to ensure complete erosion control and appropriate runoff control at all times. Earthworks on site are to be kept at an absolute minimum.

8. The PREDAR does not mention how the stormwater will be managed or how the extension of this access road will be done in its current "Bricked" state nor does it mention what measures will be taken to operate within the above regulations set in the By-law.

9. In lieu of the above, should no proposed solutions be implemented/alternative routes be taken, in example, the creation of more storm water drains, canals along Henning Road that guide the current runoff and tarring the entire Henning Weg or only using the Klipweg Road, none of the Stakeholders we represent will approve any of the proposed developments as we have had damages in the past due to the current state of Henning Weg and to date the Municipality has done nothing but refer us to their insurer, instead of mending their own brick road problem.

10. We trust you find the above in order and look forward to your response or meeting requests to ascertain how the Henning Weg road will be repaired prior to approving any further uses thereof by heavy equipment, should our voices be ignored, we have no alternative but to obtain a specialist report about the current state of the road and all properties along it as this situation is playing out to be exactly the same as the Seemeeu Park (Wassenaar Street) incident, an area which we all know that no insurer wanted to touch and displaced many households.

Niel Janse van Rensburg, 18 December 2023

Goeiemiddag, registreer my asb as n interested party en stuur asb info tov die ontwikkeling en die hersonering/onderverdeling aansoek.

Response 04 January 2024

Ek bevestig hiermee dat ek jou geregistreer het as 'n I&AP vir die voorgestelde Outeniquasig Estate.

Sien asb. onder direkte skakels na die Vooraanzoek Konsep Basiese Asseseringsverslag sowel as die bylaes (insluitend die beplanningsverklaring) vir hersiening en vir as jy kommentaar wil lewer. Die kommentaar periode het al die 14de Desember 2023 gesluit, maar indien jy enige kommentaar het vra ek groot asb. dat jy dit voor die 10de Januarie 2024 vir my kan aanstuur.

Skakel gerus indien jy enige vrae het.

Clyde September, 16 December 2023

The impact on the traffic through Henning Street is not welcome. We have seen destruction & inconvenience over the years of the road due to the ongoing development in the area.

How will the development owners prevent this from happening?

The other aspect is the increase of seasonal / migrant workers in our area, increasing security risks.

In general, as long term resident, our experience of these developments have not been positive.

Response 04 January 2024

Thank you very much for your comments.

The extension of Henning Way to Klipheuwel Road is part of the Mossel Bay Municipality's Aalwyndal Road Master Plan. The Applicant wishes to contribute to this plan as part of the development proposal but considering all concerns raised by the public, the Applicant and project Engineer have decided to schedule a meeting with Mossel Bay Municipality early this year to address these concerns. I'll keep you posted on the outcome of this meeting.

Temporary security risks associated with the proposed construction site have been addressed in the Environmental Management Programmer of the proposed development. Please refer to page 31 in the attached Environmental Management Programme where it is recommended that that contractors develop a jobsite security plan prior to commencement of construction. This jobsite security plan should take into account protection of the construction site from both internal and external crime elements as well as the protection of surrounding communities from internal crime elements. All incidents of theft or other crime should be reported to the South African Police Service.

Updated Response

Following the meeting with Mossel Bay Municipality as well as subsequent correspondence, the Applicant decided to remove the proposed link road from his Environmental Application.

The traffic impact study confirmed that the existing road network is sufficient to address the traffic requirements associated with this development.

BOCMA, 14 November 2023

The proposed activities do not trigger water uses as defined in section 21 of the National Water Act, 1998 (Act 36 of 1998). This office does not have an objection to the proposed project. The proposed handling of general waste, water saving measures and handling of wastewater must be adhered to as provide in the report.

Noted.

Please ensure that no water is taken from a water resource for any purpose without authorisation from the Responsible Authority.	Noted. Water supply will be accommodated by the Mossel Bay Municipal Network. The existing bulk water system that supplies water to the Aalwyndal reservoirs has sufficient capacity to accommodate the proposed development.
Please ensure that no waste or water containing waste is disposed in a manner which may detrimentally impact on a water resource without authorisation from the National Water Act, 1998 (Act 36 of 1998) and other related legislations.	Noted.
No pollution of surface water or groundwater resources may occur due to any activity. Stormwater management must be addressed both in terms of flooding, erosion, and pollution potential.	Noted. As stated in the Pre-Application Draft Basic Assessment Report (2023), stormwater will be directed to landscaped areas, natural vegetation on-site via a swale drain, Klipheuwel road reserve and the drainage line to the south.
No stormwater runoff from the application premises containing waste, or water containing waste emanating from any activity may be discharged into a water resource without prior treatment.	Noted.

Lanzi van Rensburg, 13 December 2023

<p>Kan jy ons ook asseblief as I&AP registreer. Ons woon in Henningweg en is baie bekommerd oor die toegangspad na Outeniquasig Estate.</p>	<p><u>Response 14 December 2023</u></p> <p>Ek bevestig hiermee dat julle as I&APs geregistreer is.</p> <p>Die Aansoeker en Ingenieur het vroeg volgende jaar 'n vergadering met Mosselbaai Munisipaliteit geskeduleer om alle bekommernisse rakende die verlenging van Henning Way na Klipheuwel aan te spreek aangesien dit deel is van die Aalwyndal Pad Meesterplan (opgestel deur die Munisipaliteit) en die Aansoeker hiertoe wil bydra as deel van die ontwikkelingsvoorstel.</p> <p>Jy is meer as welkom om al jou bekommernisse aan my te stuur sodat dit ook aangespreek kan word in die vergadering.</p> <p>Vir meer inligting, sien asb. onder direkte skakels na ons hoofverslag en bylae.</p> <p>Skakel gerus indien jy enige vrae het.</p> <p>Updated Response</p> <p>Na afloop van die vergadering met Mosselbaai Munisipaliteit asook korrespondensie daarna, het die Aansoeker besluit om die voorgestelde pad, wat Island View en Aalwyndal sou verbind, van sy Omgewingsaansoek te verwyder.</p> <p>Die verkeersimpakstudie het bevestig dat die bestaande padnetwerk voldoende is om die verkeersvereistes wat met hierdie ontwikkeling geassosieer word, aan te spreek.</p>
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Pieter Tolmay, 13 December 2024

Hiermee ons skrywe soos telefonies bespreek op 12 Desember 2023

We would like to report that we gave permission for our information to be provided regarding development on Aalwyndal but nobody contacts us or sent any information in this regard.

1. We did not see any plans or development information for any recommendation.
2. We are not here everyday and saw the notice on the fence.

As discussed, we haven't got any objections on the development however we would like to request the following:

1. The basic infrastructural road, which the Municipality planned for their 20-year planning ahead shows that there will be a road going through our land (erf number 220203) and the the request from our side is that circle / roundabout which they plan in Klipheuwel Street must be placed in such a way that our land must not split in two.
2. We request that the road through our land should follow the fence between Klipheuwel 12 and Klipheuwel 13.
3. The placement of the circle / roundabout has an effect on the applicant and our land
4. We hereby would like to request that before the final approval of the land portion 209 as well as the road master plan that you consulted with us.

We would really appreciate it if you would kindly consider our request.

Ek gee graag terugvoering rondom ons gesprek vroeër die jaar betreffende die Munisipale Padmeesterplan vir Aalwyndal en hoe dit huidiglik geakkommodeer word in die ontwikkelingsaansoek van Gedeelte 209/220.

Frans v Aardt wat die verkeersingeneur op die projek is, het intussen met die Munisipaliteit vergader en onder hulle leiding het hy verskeie opsies saamgestel wat verskillende scenarios wys (en hoe dit die direk aangrensende eiendomme beïnvloed).

Dit is einde verlede week aan die Munisipaliteit se paaie afdeling voorgelê en ons wag tans vir hulle terugvoering in die verband.

Ons sal die oomblik as ons weet watter scenario hulle ondersteun, met u kontak maak en laat weet in watter mate dit moontlik mag verskil van die huidige Padmeesterplan.

Ek verstaan die Munisipaliteit is tans in die proses om hulle padmeesterplan te hersien (ek dink Jaco Roux het dit ook so aan u genoem), so met dit alles in ag geneem mag dit dalk 'n rukkie neem om hulle terugvoering te kry in die verband. Ek vra dus vir 'n klein bietjie geduld aan u kant, ek hoop om spoedig verdere terugvoering hieromtrent te kan gee.

Updated Response

Soos bespreek, het Frans v Aard verskeie opsies, rakende die posisie van die sirkel, vir die Munisipaliteit saamgestel met die hoop dat die Munisipaliteit se Ingenieurs-afdeling terugvoering sal gee oor watter scenario hulle ondersteun sodat dit van hul Padmeesterplan kan verskil.

Daar is deur kommunikasie met die Munisipaliteit vasgestel dat die Padmeesterplan nog in die proses is om gefinaliseer te word, en gevolglik is die Munisipale Ingenieurs-afdeling nie gereed om kommentaar te lewer nie. As gevolg hiervan het die aansoeker besluit om die sirkel te verwyder uit die Omgewingsaansoek vir die voorgestelde ontwikkeling op 209/220, Aalwyndal.

Frans v Aard het ook bevestig dat die bestaande padnetwerk voldoende is om die verkeersvereistes wat met hierdie ontwikkeling geassosieer word, aan te spreek.

Skakel gerus indien jy enige vra het.

Gert Delport, 12 December 2023

Registreer my asb as I&AP teen die deurgang te Henning weg, Island View na die nuwe ontwikkeling Outeniquasig esteate

Response 12 December 2023

<p>Hierdie toegand sal nie wenslik wees nie as gevolg van trokke wat die plaveisel reeds so beskadig en uittrap met die ontwikkeling wat in Island View plaasvind</p> <p>Die toeloop van trokke na die nuwe ontwikkeling sal die verkeer en paaie heeltemal ontwig en beskadig</p> <p>Soos dit is moet die plaveisel op n gereelde basis herstel word , maar dit hou nie lank nie.</p> <p>Island View is gebou op klei grong hoofsaaklik en die plaveisel in Henning weg skuif as gevolg van swaar trokke wat daarvoor beweeg.</p> <p>Erken ontvangs van my skrywe en dat ek geregistreer is.</p>	<p>Ek bevestig hiermee dat ek jou geregistreer het as 'n I&AP.</p> <p>Baie dankie vir jou kommentaar rakende die deurgang te Henning weg. Ek gaan dit bespreek met die ingenieur en ontwikkelaar en terugkom na jou toe.</p> <p>In die interim, sien asb. onder direkte skakels na die Vooraansoek Konsep Basiese Assesseringsverslag sowel as die bylaes. Jy is welkom om die inligting te versprei aan enigiemand wat belangstel in die ontwikkeling.</p> <p>Indien jy addisionele kommentaar het is jy ook meer as welkom om dit vir my aan te stuur teen die 14de Desember 2023.</p> <p>Updated Response</p> <p>Na afloop van die vergadering met Mosselbaai Munisipaliteit asook korrespondensie daarna, het die Aansoeker besluit om die voorgestelde pad, wat Island View en Aalwyndal sou verbind, van sy Omgewingsaansoek te verwyder.</p> <p>Die verkeersimpakstudie het bevestig dat die bestaande padnetwerk voldoende is om die verkeersvereistes wat met hierdie ontwikkeling geassosieer word, aan te spreek.</p>
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John Cairns, 12 December 2023

<p>Could you please register me (John Cairns, 14 A Roper Street) as an Interested & Affected Party in the Outeniquasig Estate development.</p> <p>There is an alternate access road being Klipheuwel Road via the Alwyndal road and that current as well as past experience has proven that Henning Weg due to its poor engineering design cannot cope with heavy traffic and that the Local Municipality cannot cope with repairs under the current building demand.</p> <p>Furthermore, opening/extending Henning Weg to future developments over an extended period is going to lead to: Massive Traffic Congestion, increased Safety and Security Concerns, Road surface deterioration making Henning Weg inaccessible, as it is the only access to Island View at this stage, A serious risk to pedestrian movement due to the narrow design of Henning Weg.</p> <p>Due to the poor road design of Henning Weg, there is a high risk to damage of infrastructure, cables, sewer and waterworks which would have a disastrous effect to the current residents of Island View.</p>	<p><u>Response 14 December 2023</u></p> <p>I hereby confirm that you are registered as an Interested & Affected Party in the Outeniquasig Estate development.</p> <p>Thank you for your comments regarding the transportation link between Henning way and Klipheuwel road.</p> <p>The Applicant and Engineer scheduled a meeting with Mossel Bay Municipality early next year to address all concerns regarding the extension of Henning Way as the extension is part of the Aalwyndal Road Master Plan (drawn up by the Municipality) and the Applicant wishes to contribute to this plan as part of the development proposal.</p> <p>In the meantime, please find below direct links to the Pre-Application Basic Assessment Report and relevant appendices where you can select the exact aspect you may be interested in reviewing and commenting on.</p> <p>Please do not hesitate to give me a call if you have any questions.</p> <p>Updated Response</p>
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Following the meeting with Mossel Bay Municipality as well as subsequent correspondence, the Applicant decided to remove the proposed link road from his Environmental Application.

The traffic impact study confirmed that the existing road network is sufficient to address the traffic requirements associated with this development.

Nina van Rooy, 11 December 2023

As per notice posted on the gate at the top of Henning Road, relating to subject line for portion 209 Farm Vyf Brakke Fonteinien No. 220 Aalwyndal, Mossel Bay Municipal District.

Please include myself and my husband in all matters and details relating to this proposal.

We have concerns about the proposal and need access to discussions and decisions made about this development.

Thank you for your email. I hereby confirm that you and your husband are now registered as Interested and Affected Parties.

Please see direct links to the Pre-Application Draft Basic Assessment Report as well as relevant appendices below, from where you can select the exact aspect you may be interested in reviewing and/or commenting on.

The documents can also be accessed via the Cape EAPrac website (www.cape-eaprac.co.za) under 'Active Projects' – the project is listed as "Outeniquasig Estate". You are welcome to distribute the information to anyone interested in the Project or send us the contact details of stakeholders you may deem necessary for us to contact.

You are welcome to submit all your concerns about the proposal to either myself or Louise-Mari by the 14th of December 2023.

Please feel free to make contact if you have any questions in this regard.

DEA&DP, 08 December 2023

2.1 BAR Requirements

The BAR must contain all the information outlined in Appendix 1 of GN No. R. 982 of 4 December 2014 (as amended); ##### and must also include the information requested in this letter. Omission of any of the said information may result in the application for Environmental Authorisation being refused. In this regard, the BAR must include, *inter alia*:

- **Declarations**

It is noted that the declarations by the proponent / applicant and appointed specialists have not been included in the pre-app BAR. According to the relevant declaration templates provided in the document, the declarations will be included in the Draft BAR and Final BAR. In this regard, kindly note that the omission of any declarations, especially that of the proponent / applicant in this instance, suggests that the proponent / applicant and specialist do not take responsibility for any information which is contained within the report.

The following declarations were forwarded to the Case Officer on 14 December 2023:

1. Applicant Declaration
2. Aquatic Specialist Declaration
3. Heritage Specialist Declaration

The declarations of Dr Hoare & Jan Vlok were still outstanding. However, their declarations are included with this Draft Basic Assessment Report.

In light of the fact that the pre-app BAR has been submitted in terms of sub-regulation 40(30 and forms part of the formal public participation process, you are advised to urgently submit the outstanding declarations to ensure the report is recognised as part of the public participation process for the intended application.

- *Site Sensitivity Verification Report (“SSVR”)*

Please note that the outcome of the site sensitivity verification must be recorded in the form of a report that confirms or disputes the current use of the land and environmental sensitivity as identified by the screening tool, such as new developments or infrastructure, the change in vegetation cover or status etc. The SSVR must contain a motivation and evidence (e.g., photographs) of either the verified or different use of the land and environmental sensitivity. The SSVR must be submitted together with the relevant assessment report prepared in accordance with the requirements of the Environmental Impact Assessment Regulations (i.e., pre-application BAR, Draft BAR and Final BAR.

There is no record that the SSVR has been appended to the pre-app BAR.

The *Site Sensitivity Verification Report (SSVR)* as submitted with the *Notice of Intent* was forwarded to the Case Officer on 14 December 2023. The SSVR has since been updated and re-submitted with the *Application Form* on 05 July 2024. The updated SSVR is appended to this *Draft Basic Assessment Report*.

2.2. Services confirmation and infrastructure requirements:

This Directorate’s notes the correspondence from the Director: Infrastructures Services of the Mossel Bay Municipality dated 26 September 2022 regarding the availability of adequate potable water storage capacity to service the proposed development and the available capacity at the existing Hartenbos Wastewater Treatment Works (“WWTW”) to treat the sewage generated from the proposed development. In this regard the following:

- Water supply

It is understood that there is sufficient storage capacity at the existing 3Ml reservoir at Aalwyndal but that it is necessary to upgrade sections of the existing 110mm diameter pipelines to service the development. According to the Engineering Services Report the existing pipeline must be upgraded to a 250mm diameter pipeline. However, an assessment of the proposed pipeline and its route has not been included in the BAR. As such, an assessment of the upgrade of the pipeline must be included.

- Sewage treatment capacity

According to the letter there is sufficient treatment capacity at the Hartenbos WWTW to accommodate the proposed development and that the total area can be serviced by a gravity sewerage system which will connect to the existing reticulation in Seemeeu Park. However, according to the letter the available

During a meeting with Mossel Bay Municipality on 22 January 2024, it was agreed that the Applicant will appoint GLS to investigate available municipal water supply and sewer discharge for the proposed development.

According to GLS:

- The **existing bulk water system** that supplies water to the Aalwyndal reservoirs has sufficient capacity to accommodate the proposed development.
- The **existing water reticulation network** between the Aalwyndal reservoir and the proposed development has insufficient capacity to provide the required minimum water pressure of 24m water head to the development during peak demand conditions.
 - To obtain the required minimum water pressure, the applicant proposes to install an **elevated water tank** (50m²) on the property to store sufficient water to be used during peak demand conditions providing sufficient water pressure to the development.
- The **existing Aalwyndal reservoir** has sufficient capacity to accommodate the domestic demand and fire-flow requirements.
- The **existing Island View Pumpstation** and rising main have sufficient capacity to accommodate the proposed development within the existing sewer system.
- Sewage from Island View Pumpstation gravitates towards Voorbaai Pumpstation, which pumps sewage to the Regional Hartenbos Wastewater Treatment Plant via 2

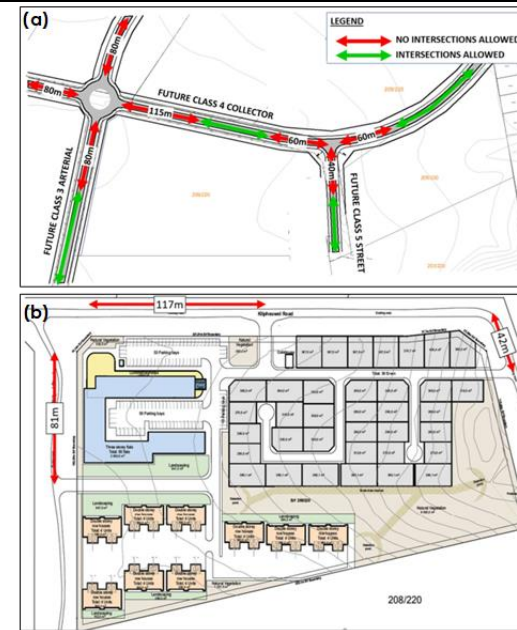
<p>capacity of the sewerage network is dependent on the rate of developments in Seemeeu Park and Island View. Therefore, you are required to obtain confirmation from the Mossel Bay Municipality that sufficient capacity still exists at the Hartenbos WWTW to accommodate the proposed development.</p>	<p>x 500mm Ø rising mains. There is sufficient capacity in the existing sewer reticulation system to accommodate the proposed development.</p> <p>Comments received from Mossel Bay Municipality in response to the GLS report and DBAR will be considered and incorporated in the Final BAR.</p>
<p><i>2.3. Roads, access routes and Traffic Impact Assessment:</i></p> <p>This Directorate notes the findings of the Traffic Impact Assessment (“TIA”). From the information it is understood that the site can currently only be accessed by following Aalwyndal and Klipheuwel Roads. According to the information received, a roads masterplan has been compiled for Aalwyndal, and the plan includes a link road over Portion 205 of the Farm Vyf Brakke Fontein No. 220 (“205/220”), which is privately owned property.</p> <p>Although the Roads Masterplan has been compiled for Alwyndal, the TIA states that the supporting road network has not yet been constructed. It is apparent that the Aalwyndal road network must be upgraded to accommodate the proposed development. This Directorate is concerned that the development of supporting services infrastructure (i.e., roads, sewers; sewage etc.) is not already in place for the development of the Alwyndal Precinct in general. Please be advised that the absence of an adequate road network is regarded as an aspect which may prejudice the success of a future application for environmental authorisation (if not addressed beforehand). Furthermore, the TIA does not clearly highlight which roads (or part thereof) will definitely be developed to ensure an adequate access route for the operational phase of the proposed development, and whether any of the new roads or upgrade to existing roads, require environmental authorisation. This aspect should preferably be addressed prior to the submission of the application for environmental authorisation, but must be addressed in the BAR. This Department does not support incremental decision making; therefore, should any supporting infrastructure require environmental authorisation, this must be obtained prior to the application being decided for the proposed development on Portion 209 of the Farm Vyf Brakke Fontein No. 220, or, an application for the upgrade of such infrastructure must be combined in the application for the proposed residential development and may be decided jointly. Where separate applications with as simultaneously and decided prior to</p> <p>The roads master plan also includes a road which will link Henning Street located in Island View, with Klipheuwel Road (Alwyndal) with the aim to reduce traffic along the current access roads. It is highlighted that this link road is not considered a prerequisite for this proposed development. The review of the pre-app BAR indicates that this proposed link road has been included in the assessment as the proponent’s contribution to the Aalwyndal Roads Master Plan. However, the following issue are unclear and must be addressed, namely:</p>	<p>During the Pre-Application Process, the Applicant intended to contribute to the Aalwyndal Roads Master Plan by formalising and extending Henning Road across 205/220 to Klipheuwel Road. This would’ve allowed traffic to access the proposed development via Aalwyndal and via Henning Road.</p> <p>Based on the number of comments received from residents in Island View, it became evident that the brick Henning Way is currently in a poor state due to insufficient stormwater drainage. According to the public, little to no stormwater drains are in place along the road which lead to the development of foundation cracks along the properties.</p> <p>In addition to comments from residents in Island View, the landowner of 205/220 informed <i>Cape EAPrac</i> that this road extension has not been agreed with the Municipality.</p> <p>The Applicant scheduled a meeting with Mossel Bay Municipality on 22 January 2024 to discuss the problems associated with Henning Way including services (water & sewer).</p> <p>In summary:</p> <p><i>During the meeting with Mossel Bay Municipality, it became evident that the Road Master Plan is schematic and more detailed plans are still outstanding.</i></p> <p>The applicant has decided to remove any future road links / upgrades from this environmental application.</p> <p>The Traffic Impact Assessment (TIA) confirmed that the existing road network is sufficient to address the traffic requirements associated with this development. Therefore, the construction of any Master Road Networks is not deemed a prerequisite for the proposed development.</p> <p>It must be noted that the proposed SDP considered the layout for the future Aalwyndal Road Master Plan. Urban Engineering confirmed that all road spacing within the proposed SDP comply to the guidelines published in the WCG’s Access Management Guidelines for high volume driveways in the Suburban Roadside Environment (TIA, 2024):</p>

whether the property (i.e., 205/220) is owned by the proponent or a different entity / private person. This aspect must be clarified in the BAR, and although the proposed road is a linear activity, proof of the landowner's consent / an agreement with the property owner, for this activity must be provided.

Whether the link road is a lawful road. The lawful establishment of the road on 205/220 must be demonstrated in the BAR, and proof of all authorisations and approvals provided to substantiate this aspect.

Furthermore, according to the TIA the proposed development has the potential to generate up to 226 trips (IN and OUT) during the Friday PM Peak Hour Period. The TIA states that since the supporting road network has not yet been constructed, that background traffic counts have not been recorded. In this regard, the TIA recommends that the road contributions should be used to development the relevant section of the Aalwyndal Road network, with the priority being the link road between Henning Street and Klipheuwel Road, although this road is not a prerequisite for the proposed development as an access.

In light of the above, the BAR must include comment from the Mossel Bay Municipality regarding the adequacy of the current road network to accommodate the proposed development. Such comment must also detail to what standard the access route to the proposed development must be developed prior to the operational phase of the proposed development.



Comment from the Mossel Bay Municipality regarding the adequacy of the current road network to accommodate the proposed development will be included in the Final BAR.

2.4. Biodiversity related specialist reports

The content of the Terrestrial Biodiversity Impact Assessment and the Botanical Impact Assessment, both compiled by David Hoare Consulting (Pty) Ltd. are noted. According to the assessments the vegetation on the site consists of fynbos with a high species richness, including the presence of tow Vulnerable plant species (i.e. *Polygala pubiflora* and *Hermannia lavandulifolia*). The reports provide a list of species observed on site; however, although mention is made of the mapped ecosystem, namely North Langeberg Sandstone Fynbos, the findings do not confirm or refute the presence of this specific ecosystem type. In this regard, the SSVR was not appended to the pre-app BAR.

Furthermore, the assessments found that the Site Ecological Importance is considered to be High, with high functional integrity and low resistance, which indicate that the site is considered to be in a natural state.

The reports indicate that the residual impact due to the loss of the vegetation as a result of the proposed development is considered Very High at a site scale and Medium at a district scale after mitigation. It is assumed that no mitigation is anticipated as the entire property will be transformed and no mitigation measures have been described in the report.

Dr Hoare confirmed that the Fynbos on site is North Langeberg Sandstone Fynbos:

1. The regional vegetation type within which the site is located is North Langeberg Sandstone Fynbos, which is assessed as Least Concern and not listed. The site is also not within any CBA or ESA. The natural vegetation of the site therefore has Low sensitivity, according to Screening Tool criteria. However, the Site Ecological Importance score is calculated as being High, based on the fact that the habitat on site is in a natural state, with high functional integrity and low resistance to the type of disturbance associated with the proposed development.

The updated SSVR is appended to this Draft Basic Assessment Report.

Dr Hoare recommended the following mitigation measures (page 36 in the Terrestrial Biodiversity Report):

In this regard, it is noted that the requirement for a Biodiversity Offset has been considered. With consideration of the National Biodiversity Offset Guideline which was published in terms of Section 24J of the National Environmental Management Act (Act 107 of 1998) ("NEMA"), the specialist indicates that based on the remaining ecosystem extent and ecosystem's protection level for the mapped ecosystem (i.e. Least Concern North Langeberg Sandstone Fynbos with a remaining extent of more than 90%) that an offset is not required. The specialist indicated that the loss of this species on site is considered to be of a low significance but indicates that the cumulative impacts for the Aalwyndal area (if the entire area is developed) are potentially of higher significance over the long term but that the threshold for requiring offsets for the current proposed development is not exceeded. The specialist is therefore of the opinion that an offset is not required for the proposed development. However, it must be noted that the guideline indicates that a biodiversity offset could still be required where an activity is likely to have a significant residual impact on an ecosystem of Least Concern with an extent greater than 70%. In this regard, the cumulative impact of the loss of vulnerable plant species affected by this development and other developments in the Aalwyndal area has to be considered as well.

In light of the above, please be advised that in accordance with Regulation 7 and 18, this Department will consult CapeNature on the biodiversity aspect. You are advised to consult with CapeNature, as the custodian of biodiversity in the Western Cape. It is strongly advised that such consultation be undertaken prior to the application for environmental authorisation being submitted to the competent authority.

Possible mitigation measures:

According to the guidelines for interpreting Site Ecological Importance in the context of proposed development activities, minimisation and restoration mitigation is required in habitats with Low sensitivity. The following mitigation measures are therefore proposed:

1. Compile and implement an alien management plan, which highlights control priorities and areas and provides a programme for long-term control.
2. Use indigenous and site-appropriate plant species in any rehabilitation and landscaping.
3. No additional clearing of vegetation should take place without a proper assessment of the environmental impacts, unless for maintenance purposes, in which case all reasonable steps should be taken to limit damage to natural areas.
4. Obtain permits for any protected trees that may need to be pruned or removed.

36

CapeNature was consulted with. Their comment is appended to this Draft Basic Assessment Report.

In summary:

- CapeNature is satisfied with the low aquatic sensitivity.
- CapeNature agrees with the on-site observations in the Plant and Terrestrial Reports.
- CapeNature mentioned that the principle of "as large as possible" is required for development and maintaining ecological and hydrological corridors.
 - According to Dr Hoare, the site is too small to implement significant corridors or buffers. The maintenance of landscape scale corridors and linkages is a strategic decision that is outside the scope of a single site assessment.
 - In furtherance to Dr Hoare's comment on the fact that the site is too small to implement significant corridors or buffers –
 - Mossel Bay Municipality compiled an Aalwyndal Precinct Plan (2018) that designates certain properties for residential, mixed-use, and commercial development. Additionally, certain properties – or parts of them – are designated as open space to ultimately create a wide ecological corridor through Aalwyndal (below figure). Portion 209 of Farm Aalwyndal has been designated for residential and mixed-use development (below figure – blue circle).
- CapeNature acknowledges the rapid increase in development application within Aalwyndal and stated that properties should not be seen in isolation. Thus, connecting this property to similar habitat is important.
 - The property retains natural vegetation along its southern border with the idea to link to the southern corridor as shown in the Aalwyndal Precinct Plan above. However, it should be noted that properties north, east, south and west of the proposed development have also been earmarked for urban development.
 - As previously stated, this property has been earmarked for urban development in the Aalwyndal Precinct Plan. This property is not part of other properties selected for open space to ultimately create an ecological corridor.

	<ul style="list-style-type: none"> In response to CapeNature’s comment on the fact that the property is highlighted as sensitive considering that the fynbos is in a good condition and that two SCC are present; areas where most plant SCC (<i>Polygala pubiflora</i>) were marked by the botanical specialist will be avoided. These areas were previously proposed as landscaped areas but will now remain natural.
<p><i>2.5. Other legislative considerations</i></p> <ul style="list-style-type: none"> National Forests Act, Act 84 of 1998, as amended According to the information contained in the pre-app BAR there are protected tree species present on the property. Therefore, please be reminded that in terms of Section 15(1)(a) of the National Forest Act, Act No. 84 of 1998, (as amended) no person may cut, disturb, damage or destroy any protected tree (i) except under a license granted by the Minister. An application for a license for the cutting, disturbance and / or removal of a protected tree species must therefore be obtained from the National Department of Forestry, Fisheries and the Environment (“DFFE”) prior to the cutting, disturbance and / or removal of such trees. Therefore, you are advised to consult with the DFFE: Western Cape Forestry – Knysna office timeously. Western Cape Nature Conservation Laws Amendment Act, Act 3 of 2000 Appendix 1 of the Botanical Impact Assessment contains plant species which are listed in Schedules 3 and / or 4 of the Western Cape Nature Conservation Laws Amendment Act, 2000 (Act No. 3 of 2000). Therefore, you are advised that such species may not be picked or removed without the relevant permit from CapeNature. 	<p>DFFE was consulted with during the Pre-Application PPP.</p> <p>In response to DFFE’s response, the open space area has been extended to include areas containing protected tree species. Upon further site inspection, it was evident that protected tree species occur mostly along the eastern boundary of the site. As a result, rather than extending the open space area to the left of the group housing units (as proposed during the pre-application process), it is now extended to the right of the group housing units, where the majority of protected tree species are located.</p> <p>Noted. The Applicant will obtain the relevant permit from CapeNature regarding plant species listed in Schedules 3 and / or 4 of the Western Cape Nature Conservation Laws Amendment Act 2000, (Act No. 3 of 2000).</p>
<p><i>2.6. Public Participation</i></p> <p>This Directorate has reviewed the register of Interested and Affected Parties (“I&APs”) included as Appendix F1 of the pre-app BAR. The register does not include all potential and registered I&APs as required by Regulation 41(2)(b) of the Environmental Impact Assessment Regulations, 2014 (as amended) (“EIA Regulations, 2014”). With reference to Point 3.4 of this Directorate’s letter on the Notice of Intent dated 15 October 2022, please be reminded that the requirements of Regulation 41 must be complied with simultaneously during the pre-application phase or application phase or both (Sub-regulations 40(1) and 40(3) refer).</p>	<p>Noted.</p> <p>Kindly note that Mr Dick Naidoo was added to the I&AP register during the Pre-Application PPP.</p>
<p><i>2.7. Environmental Management Programme</i></p> <p>The contents of the EMPr must meet the requirements outlined in Section 24N (2) and (3) of the NEMA (as amended) and Appendix 4 of GN No. R. 982 of 4</p>	<p>A description of procedure to obtain relevant Permits from CapeNature has been included in the EMPr appended to this Draft Basic Assessment Report.</p>

<p>December 2014. The EMPr must address the potential environmental impacts of the activity throughout the project life cycle, including an assessment of the effectiveness of monitoring and management arrangements after implementation (auditing).</p> <p>This Department has reviewed the EMPr as included and received as part of the pre-app BAR. The following aspects must be addressed:</p> <ul style="list-style-type: none"> Description of procedure to obtain relevant permits. <p>With reference to Point 2.6 above, the EMPr must include a description of the process to obtain permits from the relevant authorities.</p>	
<p>3. Kindly note that should no further notices, information or documentation be received within 6-months of the date of this letter, your file will be closed for administrative purposes and a new Notice of Intent / enquiry will need to be submitted thereafter.</p> <p>Please note that the pre-application consultation is an advisory process and does not pre-empt the outcome of any future application which may be submitted to the Department.</p> <p>No information provided, views expressed and/or comments made by officials during the pre-application consultation should in any way be seen as an indication or confirmation:</p> <ul style="list-style-type: none"> that additional information or documents will not be requested; and of the outcome of the application. 	Noted.
<p>4. Please note that the activity may not commence prior to an Environmental Authorisation being granted by the Department.</p>	Noted.
<p>5. Kindly quote the above-mentioned reference number in any future correspondence in respect of this matter.</p>	Noted.
<p>6. This Department reserves the right to revise or withdraw initial comments or request further information from you based on any information received.</p>	Noted.
Garden Route District Municipality, 08 December 2023	
<p>The transformation of undeveloped land to residential may include the following construction activities: Site preparation (vegetation clearing, scraping road surfaces), excavations, tarring, building, construction of bulk services (sewage and water, piping installations).</p>	Noted.

<p>The abovementioned activities may create a negative impact on human health such as stress, respiratory infections (asthma, coughing, wheezing, and lung irritations) and vector borne illnesses from increased waste.</p>	<p>Noted.</p>
<p>Recommendations: Management of all above mentioned activities to prevent and / or limit the negative health effects to humans through:</p> <ul style="list-style-type: none"> • Proper storage and disposal of waste generated (general waste and construction waste) on site. • Managing dust emanating from site by means of the most practical option available. • Ensure proper toilet facilities for employees on site. 	<p>All recommendations added to the Environmental Management Plan.</p>
<p>The Environmental Health Practitioner responsible for the area in which the construction will take place will be responsible for monitoring the effect to human health.</p>	<p>Noted.</p>
<p>Theuns Delport, 06 December 2023</p>	
<p><u>Comment on 06 December 2023</u> Will you please register me as an I&AP for the above development.</p> <p>My main concern is construction vehicles in Henning Road in Island View during the construction phase.</p> <p><u>Comment on 11 December 2023</u> Jou navrae hieronder verwys. Henningweg (soos al die ander paaie in Islandview) is uitgele met plavei stene. Die grond is meestal klei, dus nie stabiel nie - onmoontlik om goed te kompakteer.</p> <p>Swaar gelaaide vragmotors met bou materiaal ry hierdie paaie stukkend (sien fotos hierby aangeheg). Die paaie is in so 'n toestand net vir die bou van 'n paar huise in die omgewing. Hoe sal dit net nie lyk indien daar elke dag menige swaar gelaaide vragmotors met bou materiale na en van die Outeniquasig Estate perseel beweeg, heeldag sonder ophou. Nie net sal Henningweg, die enigste toegangsroete na Islandview, vinnig onbegaanbaar wees vir gewone motors, maar sal die toename in verkeer ook 'n gevaar inhou vir daaglikse gebruikers van hierdie belangrike pad. Die munisipaliteit sukkel om voor te bly met die herstel van die pad, en dit net van vragmotors wat nou en dan bou</p>	<p><u>Response on 11 December 2023</u> Ek bevestig hiermee dat ek jou geregistreer het as 'n I&AP en dat jy vorentoe alle dokumentasie sal ontvang rakende die ontwikkeling.</p> <p>Ek neem ook kennis van jou kommentaar rakende die konstruksie voertuie in Island View. Kan jy asb. 'n bietjie meer uitbrei oor jou kommer? Bv. het dit dalk te doen met die moontlike geraas in Henning Road tydens die konstruksie periode?</p> <p><u>Response on 12 December 2023</u> Baie dankie vir jou kommentaar en fotos. Ek gaan jou kommentaar met die ingenieur en ontwikkelaar bespreek en terugkom na jou toe.</p> <p><u>Response on 14 December 2023</u> Ek wil jou graag net in kennis stel dat die Aansoeker en Ingenieur vroeg volgende jaar 'n vergadering met Mosselbaai Munisipaliteit geskeduleer het om alle bekommernisse rakende die verlenging van Henning Way na Kliphewel aan te spreek aangesien dit deel is van die</p>

<p>materiale by bou persele aflaa. Ek glo die fotos spreek vanself, almal geneem in Henningweg, en daar is nog baie sulke plekke in dieselfde pad.</p>	<p>Aalwyndal Pad Meesterplan (opgestel deur die Munisipaliteit) en die Aansoeker hiertoe wil bydra as deel van die ontwikkelingsvoorstel.</p> <p>Updated Response</p> <p>Na afloop van die vergadering met Mosselbaai Munisipaliteit asook korrespondensie daarna, het die Aansoeker besluit om die voorgestelde pad, wat Island View en Aalwyndal sou verbind, van sy Omgewingsaansoek te verwyder.</p> <p>Die verkeersimpakstudie het bevestig dat die bestaande padnetwerk voldoende is om die verkeersvereistes wat met hierdie ontwikkeling geassosieer word, aan te spreek.</p>
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P George, 18 November 2023

<p>The proposed extension of Henning Way through the property, as contained in the architectural drawings as provided has NOT been agreed to with the local authority.</p>	<p><u>Response 20 November 2023</u></p> <p>Thank you very much for bringing this to our attention.</p> <p>The Applicant and Engineer scheduled a meeting with Mossel Bay Municipality regarding the proposed link road. I will keep you informed on the outcome of this meeting.</p> <p>Updated Response</p> <p>The Applicant and Engineer had a meeting with Mossel Bay Municipality early this year to address all concerns raised by the public regarding the extension of Henning Way to Klipheuwel Way.</p> <p>Following the meeting with Mossel Bay Municipality as well as subsequent correspondence, the Applicant has decided to remove the proposed link road from his Environmental Application.</p> <p>The traffic impact study confirmed that the existing road network is sufficient to address the traffic requirements associated with this development.</p>
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