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ENVIRONMENTAL

REGISTRATION NO. 1998/031976/23

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Annexure M5: S24G application – Comments and Response Report

**Activities carried out on Portion 12 of the Farm Ongegunde Vryheid No 746, Cape st Francis
Kouga Local Municipality, Sarah Baartman District Municipality
Eastern Cape**

DEDEAT reference: SBROB#2021-05-21

September 2026

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

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

- Notice of proposed application for EA and registration of IAPs:
 - Placing two posters close to the site to inform the public of the process.
 - Emailing notice and BID to organs of state, landowners and potential IAPs
 - Placing an advertisement in the KOUGA EXPRESS on 27 March 2025
- Allowing for a 30-day registration and initial comment period on Notice and BAR
Registration of IAPs: : 27 March to 2 May 2025
- Background information document (BID) provided to registered IAPs
- Record of registration and initial comments received in response to the notices

The draft section 24G application form report has been distributed to registered IAPs for a minimum 30-day review and comment period.

Review and Comments: 22 April – 29 May 2026

All comments received as well as responses provided by the Environmental Impact Assessment Practitioner and the proponent will be recorded throughout the process. Comments will be addressed in the assessment process. Thereafter the Final S24G application will be submitted to the competent authority for decision making.

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

- Appendix M1: Notices, Adverts and Background information document
- Appendix M2: Full Register of interested and affected parties
- Appendix M3: Registrations, Comments and Responses
- Appendix M4: Notices distributed

Comments and Response Report, March 2025 – August 2026

Name	Date of comment / registration	COMMENT	Date of response	EAP COMMENT / RESPONSE
Organs of state				
Reference: EDMS 273460 Inquiries: Mr. Xolani Myanga E-mail: OCEIA@dffe.gov.za Telephone: (021) 493 7064	02/06/2026	COMMENTS ON THE DRAFT SECTION 24 G APPLICATION FOR ACTIVITIES CARRIED OUT ON PORTION 12 OF THE FARM ONGEGUNDE VRYHEID NO 746, CAPE ST FRANCIS, KOUGA LOCAL MUNICIPALITY, SARAH BAARTMAN DISTRICT MUNICIPALITY, EASTERN CAPE The Department of Forestry, Fisheries, and the Environment (DFFE), Branch Oceans & Coasts (O&C) appreciates the opportunity granted to provide comments and recommendations on the Draft Section 24 G application in the subject of this letter. This Branch will provide comments based on the provisions of Section 24O (2) the National Environmental Management Act 107 of 1998 ("NEMA") and Section 5 of the National Environmental Management: Integrated Coastal Management Act 24 of 2008 ("ICM Act"). The Branch O&C has the mandate to ensure the holistic management of the coast, estuarine areas and maintenance of the coastal landscapes to realise that the development and use of natural resources are sustainable. The Branch further ensures that the ecological integrity, natural character, and economic, social, and aesthetic value of the coastal zone are maintained to protect people, properties, and economic activities against the impacts of dynamic coastal processes. Based on the submitted Revised DBAR, the Branch O&C would like to submit the following comments for your consideration:	August 2026	Noted
1. The Branch notes that the development has been subjected to a Section 24G application in terms of NEMA. Notwithstanding any decision taken in this regard, it must be emphasised that compliance with the ICM Act remains mandatory. Furthermore, the Section 24G process does not exempt or regularise non-compliance with the ICM Act.			Noted	

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		2. The ICM Act promotes sustainable use, protection, and rehabilitation of the coastal environment. While the report indicates low impacts, the retrospective nature of the application highlights non-compliance with integrated coastal planning principles. The applicant is advised to demonstrate alignment with Sections 48 and 63 of the ICM Act, particularly with respect to the avoidance of inappropriate development within the Coastal Protection Zone (CPZ) and protection of coastal processes.		The development constitutes a NEMA Section 24G application, and that operational activities and renovations were undertaken prior to obtaining Environmental Authorisation. The purpose of this application is to regularise the activity and ensure full compliance with all applicable environmental legislation, including the ICM Act. The development is located within 100 m of the High-Water Mark and therefore within the Coastal Protection Zone (CPZ). However, the following is noted: • The development was undertaken on existing, historically disturbed footprints, with no new greenfield encroachment into previously undisturbed coastal areas. • The expansion of the dwellings (approximately 445 m² combined) was directed away from the coastline and towards already transformed areas, thereby limiting further intrusion into the CPZ. • The re-routing of the access road behind the dwelling reduced disturbance within the more sensitive seaward portion of the site. • The surrounding area already contains existing coastal dwellings and low-density tourism/residential use, indicating an established land use context. Specialist inputs confirm that: • The affected footprint has low terrestrial biodiversity sensitivity due to historical disturbance; • No significant loss of intact coastal vegetation or critical habitat occurred; • The remainder of the property, including more sensitive dune and littoral areas, remains undisturbed and intact. Potential impacts on coastal processes, including erosion, storm surge dynamics, and shoreline stability, have been assessed in the impact assessment (Annexure M2). Key findings include: • The development is located landward of the active littoral zone, and no direct interference with coastal geomorphological processes has been identified; • No hard engineering structures (e.g. seawalls, revetments) were introduced that would alter sediment transport or wave dynamics; • Identified risks relate primarily to exposure of the structures to storm surge events, rather than alteration of coastal processes themselves;

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				- Recommended mitigation measures include: - Maintaining natural vegetation buffers to prevent erosion; - Avoiding further disturbance within the seaward portion of the property; - Implementing strict access control (no informal pathways or beach driving); - Ongoing environmental management and monitoring. These measures have been incorporated into the EMPr and are considered adequate to ensure that coastal processes are not adversely affected. While the retrospective nature of the application is acknowledged as non-compliant with procedural requirements, the assessment demonstrates that: - The development avoided expansion into undisturbed CPZ areas as far as practicable; - No significant or irreversible impacts on coastal processes have occurred; - Appropriate mitigation and management measures are proposed to ensure ongoing compliance with the objectives of the ICM Act. The application seeks to regularise the development in a manner that aligns with integrated coastal management principles and ensures the long-term protection of the coastal environment.
		Furthermore, the application is silent on whether any components of the proposed development—specifically the renovated structures, associated decking, and the rerouted access road—extend seaward of the High-Water Mark (HWM). The applicant is therefore requested to provide a surveyed confirmation (prepared by a suitably qualified professional) clearly demonstrating the position of all development components relative to the HWM. This confirmation must explicitly verify that no part of the development encroaches onto Coastal Public Property (CPP), as defined in terms of Sections 7 and 11 of the ICM Act.		Based on the site assessment and specialist inputs included in the application: - All development components, including the renovated dwellings, associated decking, and rerouted access road, are located landward of the High-Water Mark (HWM); - The development footprint is situated within an already historically disturbed area, associated with the original dwellings and access infrastructure; - No infrastructure was intentionally placed within the active littoral zone or in a manner that would constitute occupation of Coastal Public Property. - A survey (dated July 2026) was carried out following comments received from DFFE: Oceans and Coast. The survey is provided in Appendix M6 of the final application and attached to this response. The survey confirms that no component of the development extends seaward of the high-water

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				mark and no encroachment onto coastal public property (as defined in sections 7 and 11 of the ICMA) has occurred. The impact assessment confirms that the development is located in close proximity to, but not seaward of, the HWM, with impacts relating primarily to exposure (e.g. storm surge risk) rather than physical encroachment onto coastal public property . The applicant acknowledges that a surveyed confirmation is required to conclusively demonstrate compliance with Sections 7 and 11 of the National Environmental Management: Integrated Coastal Management Act (Act 24 of 2008). Accordingly: • Following your comment, a land surveyor was appointed to undertake a site survey to determine the following: ○ Delineate the High-Water Mark (HWM) in accordance with accepted methodologies; ○ Plot the exact positions of all development components (dwellings, decking, and access road); and ○ Clearly demonstrate the spatial relationship between the development and the HWM. • The survey output includes scaled plan and supporting confirmation, explicitly verifying whether: ○ The survey confirms that no component of the development extends seaward of the high-water mark ○ No encroachment onto coastal public property (as defined in sections 7 and 11 of the ICMA) has occurred. The survey is provided in Appendix M6 of the final application and attached to this response.
		3. The report identifies activities occurring within 100 m of the HWM but does not indicate whether a development setback line has been determined for the area in terms of Section 25 of the ICM Act. The applicant is advised to confirm the presence or absence of a setback line; and demonstrate compliance with setback requirements or justify any encroachment.		A review of available spatial planning instruments and coastal management frameworks indicates that: • No formally gazetted coastal setback line has been identified for the specific site at Portion 12 of Farm Ongegunde Vryheid No. 746; and • In the absence of a gazetted setback line, the 100 m zone from the High-Water Mark (HWM) is used as a screening and regulatory trigger in terms of the EIA Regulations, rather than a fixed prohibition line. Kindly note:

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				- The development is located within 100 m of the HWM, but has been confined to historically disturbed footprints, with expansions directed away from the shoreline; - No new development has extended into previously undisturbed coastal areas or the active littoral zone; - The impact assessment concludes that no significant impacts on coastal processes or coastal integrity are anticipated, with risks primarily relating to exposure (e.g. storm surge), rather than inappropriate siting; - A land surveyor was appointed to undertake a site survey and confirms that no component of the development extends seaward of the high-water mark and no encroachment onto coastal public property (as defined in sections 7 and 11 of the ICMA) has occurred. The survey is provided in Appendix M6 of the final application and attached to this response. - Mitigation measures are proposed to ensure protection of coastal processes and avoidance of further encroachment towards the seaward boundary. While no gazetted coastal setback line is applicable to the site, the development has been assessed in line with the intent of Section 25 of the ICM Act, and it is considered that: - The siting of the development does not conflict with the objectives of setback line provisions; and - No further encroachment towards the coast has taken place / is proposed.
		4. The application acknowledges that the development is located in close proximity to the HWM and may be vulnerable to storm surges and dynamic coastal processes, including erosion and shoreline movement. In this regard, the applicant is advised to take cognisance of Section 15 of the ICM Act, which relates to measures to prevent or mitigate coastal erosion and associated risks; and Section 58 of the ICM Act, which empowers the competent authority to issue a directive for the removal or relocation of structures that are at risk due to dynamic coastal processes or that may contribute to coastal instability.		A review of available spatial planning instruments and coastal management frameworks indicates that: - No formally gazetted coastal setback line has been identified for the specific site at Portion 12 of Farm Ongegunde Vryheid No. 746; - In the absence of a gazetted setback line, the 100 m zone from the High-Water Mark (HWM) is used as a screening and regulatory trigger in terms of the EIA Regulations, rather than a fixed prohibition line. The following is noted:

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				• The development is located within 100 m of the HWM, but has been confined to historically disturbed footprints, with expansions directed away from the shoreline • The siting of the development does not conflict with the objectives of setback line provisions • A land surveyor was appointed to undertake a site survey and confirms that no component of the development extends seaward of the high-water mark and no encroachment onto coastal public property (as defined in sections 7 and 11 of the ICMA) has occurred. • The survey is provided in Appendix M6 of the final application and attached to this response • No new development has extended into previously undisturbed coastal areas or the active littoral zone • Significant impacts on coastal processes or coastal integrity are not anticipated, with risks primarily relating to exposure (e.g. storm surge) • Mitigation measures are proposed to ensure protection of coastal processes and prevent encroachment towards the seaward boundary.
		5. The use of the beach and the historical access road, including the proposed rerouting thereof, may have implications for public access along the coastline. It is important to note that public access to coastal public property may not be restricted without appropriate authorisation in terms of the Integrated Coastal Management Act, 2008 (Act No. 24 of 2008). In this regard, the provisions of Section 18 (Right of public access to coastal public property) and, where applicable, Section 26 (Designation of coastal access land) of the ICM Act are applicable. The applicant is therefore advised to confirm whether the development, including the rerouting of the access road and use of the beach, has resulted or will result in any restriction of public access; demonstrate that no unlawful limitation or exclusion of public access to coastal public property has occurred or will occur during the operational phase; and provide confirmation that any required authorisation has been obtained, or will be obtained, should access be affected.		The development does not result in the unlawful limitation or exclusion of public access to coastal public property. Controlled access to private land is distinguished from public coastal access, which remains unaffected and in compliance with the provisions of Section 18 of the ICM Act. Public access to coastal public property will not be restricted during the operational phase. The applicant confirms that access to the broader property is controlled via a gate as part of a privately managed area. This access control applies to vehicular and formal entry to the property and is not intended to restrict public access to coastal public property. The controlled access point relates to private land management and does not extend to, or affect, coastal public property as defined in the ICM Act. The development has not resulted in any restriction of public access along the coastline or beach, and the shoreline remains accessible to the public. No infrastructure associated with the development (including decking, dwellings, or the rerouted access road) obstructs lateral movement along the beach or access to coastal public property. With regards to the rerouted access road: • The adjustment of the access alignment was undertaken to reduce environmental disturbance in more sensitive seaward areas;

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				The rerouting does not introduce any new barriers to public coastal access and is considered to improve protection of the coastal environment. Should any future management measures have the potential to affect public access, the applicant will engage with the relevant authority and obtain any required authorisation in terms of the ICM Act.
		6. Figures 11 and 12 of the application indicate vehicular access traversing the beach across Portions 41, 42, and 1/746. The 2005 aerial imagery clearly reflects this access, with the 2023 imagery suggesting that such use may still persist. The applicant is requested to confirm whether this beach access route is currently in use. Should it still be operational, further clarity is required on how vehicular movement is being managed in compliance with the Control of Vehicles in the Coastal Area Regulations (GN R1399 of 2001, as amended).		Vehicular access to the property is obtained via a controlled access point through a private gate, after which the route historically extends toward the coastline and, in part, makes use of the beach to access the coastal dwellings. This access arrangement reflects a longstanding, legacy access pattern, as evidenced in historical aerial imagery (2005), and appears to have persisted over time. Vehicular use of the beach falls within the scope of the Control of Vehicles in the Coastal Area Regulations (GN R1399 of 2001, as amended by GN R 496 of 2014), and that such use requires appropriate authorisation. No formal authorisation for vehicular use of the beach has been confirmed as part of this application. The current use is limited in scale and associated primarily with access to existing dwellings, rather than general or recreational beach driving. The land portion (and surrounding area) is constrained by steep topography and intact thicket vegetation inland, and the creation of a new formal access road through these areas would likely result in significant environmental impacts, including vegetation fragmentation, habitat disturbance, and increased erosion risk. The existing access arrangement therefore reflects a historical balance between access requirements and environmental constraints. Mitigation management measures contained within the EMPr includes, <i>inter alia</i>: - Limiting vehicular movement strictly to existing access route - No offroad driving - Prohibiting recreational driving on the beach; The applicant commits to engaging with the competent authority to ensure that the access arrangement is appropriately managed and aligned with applicable legislation, while also considering the environmental sensitivities of alternative access options. Control of Vehicles in the Coastal Area Regulations (GN R1399 of 2001, as amended by GN R 496 of 2014):

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				4. <i>Permits to use vehicles in coastal area</i> (1) <i>A permit to use a vehicle in the coastal area may be issued by the Minister for the purposes of</i> (d) <i>accessing private property provided there is no reasonable alternative access to the property;</i>
		7. The report acknowledges that the dwellings are located in close proximity to the HWM and are vulnerable to storm surge events. This raises concerns regarding coastal hazard risk and long-term sustainability of the development. The applicant is advised to demonstrate that the development does not exacerbate erosion, inundation, or coastal instability risks. 8. The placement of infrastructure (including decking and road realignment) within a littoral active zone and dune environment requires careful consideration. Although impacts are described as low, the report must ensure that natural coastal processes (e.g. sediment movement, dune dynamics) are not disrupted. Any stabilisation or modification of dunes or exposed sand surfaces may trigger additional provisions under the ICM Act and EIA Regulations.		The dwellings are located in relatively close proximity to the HWM and may be exposed to coastal hazards, including storm surge events and extreme wave conditions. However, it is important to distinguish between: • Risk to the development (receptors); and • Impacts of the development on coastal processes, dune dynamics, and shoreline stability. Based on the findings of the impact assessment: • The development is located landward of the active littoral zone, and no infrastructure has been placed within areas that actively drive coastal geomorphological processes; • The works were undertaken on existing, historically disturbed footprints, with no significant expansion into previously undisturbed dune or coastal areas; • No hard engineering structures (e.g. seawalls, revetments, gabions, or retaining structures) have been installed that would interfere with sediment transport, wave action, or shoreline movement; • No infrastructure has been constructed in a manner that interrupts natural sediment movement or dune dynamics; • No deliberate stabilisation, reshaping, or artificial modification of dunes or exposed sand surfaces has been undertaken; • Existing dune and littoral vegetation outside of the immediate disturbed footprint remains intact and functional, contributing to natural stabilisation processes. • The rerouting of the access road behind the dwelling has reduced disturbance within more sensitive seaward areas. The development is subject to coastal hazard risk due to its proximity to the HWM, however, it is not deemed to exacerbate coastal erosion, inundation, or instability, or disrupt natural dune dynamics or sediment movement processes. The primary

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				risk is to the development itself, and not to the functioning of the coastal system. Impacts on coastal processes, including dune dynamics and sediment movement, are low to negligible, provided that mitigation measures are implemented. The development is therefore considered to be consistent with the protection of coastal processes and dune environments, subject to the implementation of recommended mitigation and management measures. To ensure the continued protection of coastal processes and dune environments, the following measures are proposed: • Retention and protection of natural dune vegetation; • Avoidance of further development or disturbance toward the seaward boundary; • Restriction of access to defined routes to prevent informal trampling or destabilisation of dunes; • Implementation of appropriate stormwater and erosion control measures; • Adoption of soft management approaches (e.g. rehabilitation using indigenous vegetation) where minor disturbance has occurred. The applicant acknowledges that any future stabilisation or modification of dunes, if required, may trigger additional provisions under the ICM Act and EIA Regulations, and commits to obtaining the necessary authorisations prior to undertaking such activities.
		9. The screening table on page 5 of the application reflects the Archaeological and Cultural Heritage component as "Waiting". Accordingly, the application cannot be properly assessed or considered in the absence of a finalised Archaeological and Cultural Heritage assessment.		This is an error. A heritage assessment (C Booth, 2026) has been carried out (Refer to Appendix M2) and the theme is verified as low sensitivity for this development. The NEMA S24G application and assessment has been updated accordingly. <i>The alterations has resulted in some clearing of natural vegetation elements, however it is unlikely that more than 300 m2 of natural vegetation was cleared. The entire activity has taken place within an area that was previously disturbed by the historical seaside dwelling. .</i> <i>Two eroded and exposed cuttings in front of both Dwelling 1 and Dwelling 2 yielded accumulations of marine shells associated with the rocky coastline. The marine shells identified include a variety of Scutellastra sp., most likely Perna perna (brown mussel), Turbo sarmaticus (alikekel / ollycrock), Oxystele sinensis (pink-lipped topshell) and other marine shells, that could possibly be associated as being archaeological shell midden material. No other artefactual or organic, faunal, material was noted to occur in the cutting.</i>

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				<i>The renovations and extensions to the two dwellings and the rerouted portion of access road have been completed and is currently part of a S24G application process. No further construction activities will be undertaken. No further recommendations or mitigation is required.</i>
10.		The site is located within a relatively undeveloped coastal landscape that includes existing dwellings. The Branch notes that incremental expansions of individual properties may, over time, contribute to the cumulative degradation of coastal ecosystems. This concern is particularly relevant in the context of the proposed declaration of the Mostertshoek Nature Reserve, as illustrated in Figure 9. The figure depicts eight (8) adjacent portions, collectively covering approximately 137 hectares, which are currently under consideration for declaration in terms of the National Environmental Management: Protected Areas Act (NEMPAA). This represents a clear and site-specific precedent that underscores the conservation importance of the broader area. The development must therefore be assessed within the context of this emerging protected area network, as it may undermine the ecological integrity, conservation objectives, and long-term management of the envisaged reserve. Accordingly, the cumulative impacts are likely to be of greater significance than currently reflected and require a more robust and precautionary evaluation.		The applicant acknowledges the high conservation importance of the broader coastal area, including the potential declaration of the Mostertshoek Nature Reserve in terms of the National Environmental Management: Protected Areas Act (Act 57 of 2003) (NEMPAA). The need to consider cumulative impacts and adopt a precautionary approach is supported. The landowner has expressed an intention to pursue conservation-oriented land use for the broader property (the farm portion is an estimated 46 ha in extent), including the potential rezoning to a conservation or compatible land use category. While this process is not currently being undertaken as part of the broader Mostertshoek Nature Reserve application, it reflects a long-term alignment with conservation objectives for the area. No further expansion beyond the currently developed footprint is proposed. The property is therefore likely to remain low-density and conservation-oriented in the long term and the development is not expected to undermine the ecological integrity or management objectives of the envisaged protected area network. All works are confined to previously disturbed and historically developed footprints, with no expansion into intact or sensitive natural areas beyond these footprints; there has been no new development or greenfield transformation. The majority of the property (46 ha), including intact coastal vegetation and dune systems, remains undisturbed and available for conservation purposes. The scale and footprint of the development are small and localised, and do not result in fragmentation of larger intact habitat areas. The development does not compromise the ecological connectivity or conservation objectives of the broader area, including land potentially earmarked for inclusion in the proposed reserve. The development has been assessed within the context of the broader coastal landscape and emerging conservation initiatives. Due to its limited scale, location within historically disturbed areas, and alignment with long-term conservation intent, it is not considered to result in significant cumulative impacts or to

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				undermine the ecological integrity or conservation objectives associated with the proposed Mostertshoek Nature Reserve. Any future development proposals will be subject to the applicable environmental assessment processes and consideration of cumulative impacts.
11.		The applicant is reminded that, in light of the prolonged duration of the unauthorised activity (since 1997), the sensitivity of the receiving coastal environment, and the potential cumulative impacts associated with the development, the competent authority may impose an administrative fine in terms of Section 24G (4) of NEMA.		The development constitutes a Section 24G application for the rectification of unlawful commencement of listed activities and the competent authority may impose an administrative fine, taking into account factors such as the duration of the activity, the sensitivity of the receiving environment, and cumulative impacts. The applicant confirms their understanding of the provisions of Section 24G and will comply with any determination made by the competent authority in this regard.
		Based on the above, the Branch supports the granting of Environmental Authorisation for the Section 24G application, provided that all the above conditions have been considered and all applicable legislative requirements are met.		The support for the granting of Environmental Authorisation for the Section 24G application, subject to the consideration of the above comments and compliance with applicable legislative requirements, is noted and appreciated. The applicant confirms that all comments raised by the Department have been carefully considered and addressed within this Comments and Responses Report, and that the proposed mitigation and management measures have been incorporated into the Environmental Management Programme (EMPr), where applicable. The applicant remains committed to ensuring that the development complies with all relevant environmental legislation, including the National Environmental Management Act, 1998 (Act 107 of 1998), and the National Environmental Management: Integrated Coastal Management Act, 2008 (Act 24 of 2008).
		Kindly note that the Branch has not reviewed the draft EMPr in detail and therefore reserves its comments on the adequacy thereof. The Branch also reserves the right to revise its comments based on new or additional information received. All correspondence, documentation, and / or requests (hard copy and an electronic copy) should be submitted to our office via email to OCEAIA@dffe.gov.za / or Physical address: Department of Forestry, fisheries & the Environment (DFFE), Branch: Oceans and Coast, 2 East Pier Building, East Pier Road, Victoria and Alfred Waterfront, Cape Town, 8001		Noted
ECPHRA Ayanda Mncwabe	9 April 2025	The S24G application has been noted, the matter will be tabled in our upcoming ECPHRA APM meeting (15 April) to assess the retrospective impact assessments that might be required for our records.	September 2025:	Preapplication S24G application and accompanying PP and CRR
	2 May 2025	ECPHRA Interim Comment: ECPHRA acknowledges the BID and Public Notification submitted and further requests:		Paleontological assessment carried out by D Wilken Heritage Assessment carried out by C Booth Refer to appendices M3C and M3D

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		1. ECPHRA Notice of Intent to Develop, for our records. 2. A retrospective Phase 1 Heritage Impact Assessment (HIA) which includes all aspects of the development. The impact assessment should comprise of the following: Phase 1 AIA (archaeological impact assessment), including a desktop and field assessment. The AIA must include cultural landscape and living heritage component (see NHRA 1999 Section 38.3.e). PIA (paleontological impact assessment) done according to the SAHRIS paleo-sensitivity level. Proof of Payment (R500 NID & R1 500 HIA), see administration details below	NID and HIA submitted to ECPHRA	
Registered interested and affected parties				
Comments on Draft S24G application				
Jaco Morgan Interested & Affected Party Selmari Morgan Interested & Affected Party Izak Potgieter Interested & Affected Party	28 May 2026	SUBJECT: FORMAL COMMENTS AS INTERESTED AND AFFECTED PARTIES (IAPs) – DRAFT SECTION 24G APPLICATION FOR ACTIVITIES ON PORTION 12 OF THE FARM ONGEGUNDE VRYHEID NO. 746, CAPE ST FRANCIS We, the undersigned Interested and Affected Parties (IAPs), hereby submit the following formal comments in respect of the Draft Section 24G Application prepared by Eco Route Environmental Consultancy on behalf of Soundprops 1246 CC for activities undertaken on Portion 12 of the Farm Ongegunde Vryheid No. 746, Cape St Francis. These comments are submitted in terms of the public participation process conducted under the National Environmental Management Act, 1998 (Act 107 of 1998) ("NEMA") and associated EIA Regulations.	June 2026 Final S24G	Noted
1. INTRODUCTION Our concerns relate primarily to: - the significant intensification of tourism activity on the property; - the resulting increase in vehicle traffic and operational pressure on the informal coastal access system; - the direct impacts on neighbouring residential properties; - the human safety implications associated with increased tourism traffic; - and the broader cumulative impacts on the sensitive coastal environment.			The assessment is based on the defined scope of the unauthorised activities and supporting specialist input, as well as site-specific constraints and sensitivities identified through the assessment process. The assessment considers the accommodation structures and the operations, including access and visitor activity within the property. These aspects have been addressed through the relevant specialist inputs and impact assessment. Cumulative impacts and surrounding environmental sensitivities have been considered in terms of the NEMA EIA Regulations and the Section 24G process,	

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		Importantly, our concerns are not limited to the existence of accommodation structures themselves, but rather the nature, scale, intensity, and operational impacts of the upgraded tourism activity now occurring on the site. The Draft Section 24G Application materially understates these impacts throughout the assessment process.		taking into account existing land uses, the coastal context, and the scale of the activity. The concern raised relates to the perceived intensification of tourism activity and the associated traffic, safety, residential, and cumulative environmental impacts. These aspects have been considered in the impact assessment (Annexure M2), and updated as required following the review and comments period. The impacts of the development, operations and the access route on the broader coastal environment and social receptors are assessed and measures are recommended to mitigate identified impacts. The use of the site for tourism purposes (dwelling 1) has been utilised for guest accommodation since 1997, accommodating up to 12 guests . The physical development footprint associated with the unauthorised activities remains localised and largely confined to previously disturbed areas, including existing building footprints and access route. The impacts were assessed as low to medium significance, due to the continuation of an established land use pattern, no expansion into undisturbed sensitive areas; and the implementation of operational mitigation measures (e.g. access control, guest conduct, waste management, and environmental awareness). Cumulative impacts were considered in the assessment methodology and impact descriptions, which explicitly account for the combined effects of existing and proposed activities within the surrounding coastal environment . While the concerns regarding increased activity and associated pressures are acknowledged, the findings of the impact assessment indicate that, within the defined scale and context of the development, these impacts are not anticipated to be of high significance, provided that the recommended mitigation and management measures are implemented.
		EXECUTIVE SUMMARY OF COMMENTS The primary concern raised in this submission is not the mere existence of accommodation structures on the property, but rather the significant intensification of tourism activity and the resulting cumulative impacts on neighbouring properties, the informal coastal access system, and the sensitive coastal environment.		The assessment recognises that tourism use has historically occurred on the property, with guest accommodation forming part of the established baseline land use over an extended period. The current application therefore reflects a continuation and limited expansion of an existing activity, rather than the introduction of a new or incompatible land use. Potential impacts associated with tourism activity, including effects on surrounding land uses, access routes, and the coastal environment, have been assessed within

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				the impact assessment (Annexure M2), including consideration of cumulative effects. These assessments take into account the localised scale of the development footprint, its location within previously disturbed areas, and the broader receiving environment. Based on the findings of the assessment, the identified impacts are generally of low to moderate significance and considered to be manageable through the implementation of the recommended mitigation measures. These include, inter alia, the control of access, management of visitor behaviour, protection of surrounding vegetation, and adherence to defined operational controls. The nature and scale of the activity are not expected to result in impacts of a high or unmanageable significance, subject to the implementation of the recommended mitigation measures.
		The upgraded nature of the development, together with the apparent operational model being promoted, indicates a transition from historically low-intensity coastal accommodation toward a materially more intensive high-end tourism and destination-style use. This intensification has direct implications for: • traffic generation; • operational activity levels; • visitor turnover; • human safety; • cumulative environmental pressure; • and the suitability of the existing informal coastal access infrastructure.		The upgrades to the existing dwellings have improved the standard and functionality of the accommodation. Based on the information available, the activity remains consistent with the established use of the property for private accommodation and limited tourism purposes. There has been no change in land use or a scale of activity that would constitute a high-intensity or destination-style tourism operation. There has been no increase in guest numbers beyond the historically established capacity, and no shift toward commercial operations at a scale typically associated with high-intensity tourism facilities. The scale of accommodation remains limited (1 dwelling; maximum capacity of 12 guests) and traffic volumes are expected to remain low and consistent with the existing use context of the area. Operational impacts, including movement of visitors and associated activities, have been assessed as part of the social impact considerations. These are expected to be localised and manageable through the implementation of operational controls and standard good practice measures. Cumulative impacts have been considered within the impact assessment framework, taking into account the existing pattern of dispersed coastal dwellings and associated land uses in the area. The development footprint remains confined to previously disturbed areas, limiting additional environmental pressure. The use of the existing access route is acknowledged, and mitigation measures have been recommended to ensure controlled use, prevent the creation of informal tracks, and minimise environmental disturbance.

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			The impacts are not considered to be of a magnitude that would result in significant or unacceptable effects, subject to the implementation of the recommended mitigation and management measures.	

Particular concern is raised regarding: • the material under-rating of tourism impacts in Annexure M2; • the classification of impacts as “low intensity”, “rare”, and “site specific” despite evidence to the contrary within the application itself; • the absence of any meaningful traffic, road safety, or carrying capacity assessment; • and the cumulative impacts of intensified tourism activity on neighbouring landowners and the surrounding coastal environment. The current assessment focuses primarily on the physical building footprint while materially understating the operational and cumulative impacts associated with the upgraded tourism activity. These comments therefore request that the tourism intensity, operational impacts, traffic implications, safety risks, and cumulative environmental effects associated with the development be reassessed prior to any decision being made in respect of the Section 24G application.	The impact assessment has addressed additional impacts following the review and comments period and considered within the broader social and operational impact assessment, including access, movement of visitors, and use of existing routes. These impacts have been assessed and assigned significance ratings based on defined criteria, including frequency, duration, intensity, and spatial extent, severity, consequence, and probability. These are defined and applied across all identified impacts. The classification of certain impacts as “rare” is generally associated with once-off or very short-term activities, such as construction-related disturbances, which have already occurred. Operational impacts, especially those relating to the social environment are assessed using frequency categories such as “seldom”, “infrequent”, or “regular”, depending on the nature and occurrence of the activity. “Site specific” spatial extent reflects the localised nature of the development footprint, which remains largely confined to previously disturbed areas associated with existing dwellings and access routes. Cumulative impacts are addressed within both the assessment methodology and the broader planning context, which considers the site within an existing pattern of dispersed coastal residential and tourism-related land uses. The assessment is based on the understanding that the property has historically been utilised for accommodation purposes, and that the current application represents a continuation of this use, with upgrades relating to the improvement of existing structures rather than a substantial increase in scale and intensity that would alter the character of the activity or result in a significant change in impact magnitude on surrounding receptors. Based on the confined footprint and continued use of previously disturbed areas, cumulative impacts remain of low to moderate significance with mitigation measures in place. With respect to neighbouring land users, mitigation measures have been recommended to manage potential disturbance. These include controls on guest behaviour, limits on occupancy aligned with accommodation capacity, and restrictions on activities that may generate excessive noise or disturbance. The assessment indicates that the activity remains consistent with an established pattern of private and limited tourism use and does not intend to transition to a high-intensity or destination-scale tourism operation. As such, the scale of activity—and consequently the magnitude of associated impacts such as traffic generation and visitor turnover—remains limited within the context of the surrounding low-density coastal environment.
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2. THE APPLICATION ACKNOWLEDGES THAT THE SITE IS LOCATED WITHIN A SENSITIVE COASTAL ENVIRONMENT The specialist reports confirm that the site is environmentally sensitive and forms part of a coastal transition zone. The Botanical Compliance Statement records that the site is located: “within a transitional zone of thicket and the littoral/seashore vegetation...” The same report further notes: “A number of properties in the area are also noted to currently be in process of being designated as Mostertshoek Nature Reserve...” These acknowledgements reinforce the need for a cautious and conservative approach to further tourism intensification in the area.			Noted. Agreed	

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		3. THE PRIMARY ENVIRONMENTAL CONCERN IS THE INTENSIFICATION OF TOURISM ACTIVITY The application repeatedly attempts to characterise the tourism activity as longstanding and relatively benign. However, the upgraded nature of the development clearly indicates a material intensification of tourism activity beyond that historically associated with traditional low-intensity fisherman-style coastal cottages. The application confirms: • expansion of the main dwelling; • upgraded decking areas; • plunge pool installation; • upgraded entertainment and accommodation areas; • and associated infrastructure improvements. These upgrades fundamentally alter the nature and intensity of the tourism activity occurring on the property. The upgraded development is clearly positioned as a high-end luxury coastal tourism destination rather than a traditional low-intensity fisherman's cottage. This distinction is critically important from an environmental and cumulative impact perspective. A traditional rustic fisherman-style cottage typically generates: • lower occupancy intensity; • lower visitor turnover; • reduced vehicle movement; • limited servicing requirements; • and substantially lower cumulative operational impacts. By contrast, higher-end tourism accommodation inherently generates: • increased visitor turnover; • increased vehicle trips; • increased delivery and servicing activity; • increased contractor and maintenance activity; • increased operational activity levels; • and significantly greater pressure on neighbouring properties and the coastal access system. The application materially fails to assess this intensification of tourism activity and its associated cumulative impacts.		It is understood that these upgrades are primarily associated with the improvement in the quality and functionality of existing structures, rather than a substantive increase in the scale or intensity of the land use. The development remains limited to a 1 dwelling (max. 12 guest) for tourism use and 1 dwelling for personal use by the owner, with no indication of a transition to a high-density or large-scale tourism facility. The improvements to the dwelling (e.g. decking with plunge pool, internal upgrades etc) do not inherently result in increased environmental pressure, traffic generation, or visitor throughput, but rather enhance the standard of the existing accommodation. The assessment distinguishes between physical upgrades and intensification of use, with intensification being determined by factors such as occupancy, turnover, and frequency of use, rather than the presence of higher-end amenities. The assessment has been revised following the review and comments period to address concerns and additional impacts identified through the process. Potential operational and cumulative impacts associated with the use of the development have been assessed, including noise, access, waste generation, and interaction with the surrounding environment. These impacts are considered to be of low to moderate significance with mitigation measures in place. Accordingly, while the change in character of the development is acknowledged, it does not, on its own, indicate a corresponding increase in environmental intensity or cumulative impact.

• **4. ADDITIONAL CONCERN REGARDING THE TYPE AND INTENSITY OF TOURISM ACTIVITY**

A further concern is that the assessment materially fails to distinguish between different forms and intensities of tourism activity and the very different operational impacts associated with such uses.

Historically, lower-intensity fisherman-style coastal accommodation in the area typically catered for small groups focused primarily on fishing and nature-based activities, generally resulting in:

- lower visitor turnover;
- lower levels of social activity;
- fewer external visitors;
- reduced traffic generation;
- and lower cumulative impacts on surrounding properties and the coastal environment

By contrast, the upgraded tourism operation currently being promoted on the property appears to target a materially different tourism market associated with higher-end luxury coastal accommodation and destination-based social tourism.

This distinction is important because higher-end tourism accommodation typically generates:

- increased visitor turnover;
- increased servicing and maintenance activity;
- increased delivery activity;
- increased social gatherings and visitor activity;
- and substantially greater traffic generation and cumulative operational impacts.

The existing informal coastal access arrangement historically functioned as a low-intensity rural/coastal access track serving limited and intermittent use. It was never designed, engineered, environmentally assessed, or intended to accommodate intensified commercial tourism traffic associated with higher-end destination tourism, event-related activity, increased visitor turnover, and operational servicing requirements.

Publicly available promotional material associated with the property, including social media marketing platforms, appears to indicate that the property is being actively promoted for higher-end destination tourism experiences and social functions, including weddings and group events. This is highly relevant from an environmental and operational impact perspective.

Functions such as weddings and social events inherently generate:

- concentrated traffic peaks;
- increased visitor movement;
- increased parking demand;
- increased noise and disturbance;
- and increased pressure on the informal coastal access system serving the area.

In response to this comment, and to address additional impacts identified through the process, the impact assessment has been reviewed and updated where necessary.

The development falls within the scope of Activity 5 of Listing Notice 1 of the EAI regulations, 2014, as amended, 2017, which limits accommodation to less than 15 persons. The development remains limited to small-scale tourism accommodation with a maximum occupancy of fewer than 15 persons at any one time. This capacity constraint is the primary factor governing visitor numbers, traffic generation, servicing requirements, and associated operational activity. All tourism-related use associated with the site is subject to the same fixed limitations in terms of accommodation capacity, access, parking provision, on-site infrastructure and operational limits of the development.

It is acknowledged that all visitors to the property rely on vehicular access via the existing informal coastal access route serving a limited number of properties and that this access forms part of a low-density coastal environment historically associated with dispersed rural and small-scale tourism use.

It is acknowledged that higher traffic volumes could result in increased pressure on the access system, however, such conditions would be associated with uses exceeding the assessed capacity and are not representative of the development as applied for.

Parking demand is directly linked to occupancy and is expected to be accommodated on-site in accordance with the approved small-scale accommodation use.

Based on the small-scale nature of the proposed development, and the capacity constraints, no material change in traffic intensity, safety conditions, or access functionality is anticipated. The impact associated with vehicle access is considered to be of moderate significance; the identified impact requires in situ mitigation and receptor mitigation. Measures to mitigate impacts of vehicles are included in the revised assessment report and EMP report and includes, *inter alia*, operational controls, including strict accommodation limits, exclusion of events and gatherings, restriction of access to registered guests only, and on-site management measures to minimise disturbance and ensure responsible use of the access route.

Dust, noise, and safety-related considerations are typical of low-volume access routes in rural coastal environments and remain consistent with the scale of use associated with the approved development. No increase in accommodation capacity or intensification of land use forms part of the proposal.

Based on the scale and nature of the activity, and with mitigation measures in place, the operational suitability of the access system is deemed acceptable under the defined and capacity-limited use.

Importantly, such visitors necessarily rely on vehicular access to and from the property via the same constrained informal coastal access route affecting neighbouring properties and residents.

Furthermore, the Draft Section 24G Application fails to meaningfully assess peak-load operational conditions associated with high-season tourism activity, concentrated guest arrivals and departures, event-related activity, and increased holiday-period traffic volumes. These peak conditions are highly relevant in assessing the operational suitability and safety of the existing informal coastal access system.

Despite this, the Draft Section 24G Application contains no meaningful assessment of:

- event-related traffic impacts;
- peak visitor movement;
- cumulative traffic generation;
- parking impacts;
- or the suitability of the informal coastal access system to safely accommodate intensified tourism-related activity of this nature.

These operational realities materially contradict the low-intensity and “rare impact” classifications assigned within Annexure M2.

The extensive operational mitigation measures proposed throughout Annexure M2 further demonstrate that the anticipated impacts are neither isolated nor insignificant. The proposed mitigation measures acknowledge the likelihood of ongoing operational impacts associated with tourism traffic, guest behaviour, noise, environmental disturbance, and access-related pressures. A truly low-intensity or rare impact would not reasonably require such extensive ongoing operational controls.

We therefore respectfully submit that the tourism intensity and associated operational impacts have been materially understated throughout the assessment process.

5. THE ACCESS ROAD IMPACTS HAVE BEEN MATERIALLY UNDER-ASSESSED

The principal concern is not merely the existence of a historic informal access route, but rather the substantially increased intensity of use associated with the upgraded tourism operation and the resulting impacts on neighbouring properties and the surrounding coastal environment.

While some form of historical access to the property may have existed historically in association with low-intensity agricultural and rural land use activities, such historical access arrangements were clearly not established, assessed, or intended to accommodate intensified commercial tourism activity of the nature currently being promoted through the upgraded development.

The property remains agriculturally zoned, and the operational characteristics, traffic generation, visitor turnover, and cumulative impacts associated with intensified destination-style tourism use

differ materially from those historically associated with low-intensity rural or agricultural access patterns.

The application documentation itself repeatedly confirms that the property is currently zoned Agricultural and that consent use approval is required for tourism land use.

This is an important consideration because the historical access arrangements associated with agriculturally zoned rural properties differ materially from the operational demands associated with intensified destination-style tourism activity, short-term visitor turnover, event-related activity, and commercial hospitality use.

The current operational pressures being experienced on the informal coastal access system therefore cannot reasonably be equated with the lower-intensity rural access patterns historically associated with agricultural land use in the area.

The current concerns therefore relate not merely to the existence of access itself, but rather to the substantially changed nature, frequency, and intensity of use now being imposed on the existing informal coastal access environment.

The assessment focuses primarily on the physical footprint of the development itself while materially understating the impacts experienced by neighbouring landowners.

The intensified tourism operation directly impacts neighbouring properties through:

- increased vehicle movement;
- dust generation;
- increased noise and activity levels;
- reduced privacy;
- increased safety concerns;
- and degradation of the quiet low-intensity coastal character historically associated with the area.

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		The application itself acknowledges: “The influx of visitors is also a burden on the access road as some weekends there are excessive amounts of vehicles speeding up and down the road.” This statement directly contradicts the impact ratings assigned elsewhere in the assessment. Despite acknowledging excessive tourism-related traffic and speeding concerns, the assessment still classifies the tourism impacts as: • “Rare” in frequency; • “Low” in intensity; • and largely “Site Specific” in extent. We strongly disagree with these classifications. The operational realities clearly indicate that the impacts are: • recurring and ongoing; • operational in nature; • cumulative; • and extending well beyond the boundaries of the site itself. The impacts therefore cannot reasonably be classified as “Rare”, “Low Intensity”, or “Site Specific”. The assessment methodology itself recognises that impacts extending beyond the project footprint should not be classified as site-specific. The tourism activity therefore has direct and ongoing impacts on surrounding neighbouring properties and the broader coastal environment.		The statement referenced in the application (“The influx of visitors is also a burden on the access road as some weekends there are excessive amounts of vehicles speeding up and down the road.”) reflects an Interested and Affected Party submission (28 April 2025) and does not constitute a quantified traffic study or monitored baseline condition. It represents a perception of occasional peak activity within the broader area rather than a defined or continuous operational scenario associated with the proposed development. The environmental assessment does not rely on anecdotal or unverified peak-event descriptions but evaluates impacts based on the defined and approved operational parameters of the development, namely a maximum accommodation capacity of fewer than 15 persons at any one time and accommodation-only land use. The frequency, intensity, and spatial extent ratings applied in the assessment are derived from this defined operational capacity. The classification of impacts as low intensity and site-localised is therefore based on the expected regular operational scenario under the approved development parameters. Accordingly, while the presence of intermittent higher activity in the surrounding area is acknowledged as part of the broader coastal context, the impact assessment remains appropriate to the scale and nature of the proposed development and its enforceable operational limitations.
		6. HUMAN SAFETY RISKS HAVE BEEN MATERIALLY UNDERSTATED The assessment materially fails to evaluate the human safety implications associated with intensified tourism traffic on the informal coastal access route. The access track passes in close proximity to neighbouring residential dwellings and private activity areas and lacks formal engineering safety measures, including: • no formal roadway engineering; • no pedestrian separation; • no sidewalks; • no traffic calming measures; • no formal passing bays; • no formal stormwater infrastructure; • and limited visibility in certain sections.		Safety considerations and access-related impacts associated with the use of the existing informal coastal access route have been considered as part of the Section 24G assessment, which relates to the continued use of existing renovated dwellings within an established low-density coastal environment and access network. The access route is an existing informal, low-volume alignment characterised by variable width, limited formal engineering, and sections of constrained visibility, including bends and limited sight distances. These characteristics are pre-existing conditions associated with the established access system and are not a result of the Section 24G application. Within this context, potential interactions between vehicles, pedestrians, and neighbouring land uses are inherent to the shared nature of the existing access route and have been considered in the assessment of both safety and traffic-related impacts.

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		The route is sandy, constrained, environmentally sensitive, and vulnerable to storm-related erosion and instability. Certain sections of the access track are susceptible to wash-away and surface degradation during periods of heavy rainfall due to concentrated stormwater runoff flowing toward the coastline. An additional concern is that a significant proportion of users of the access route consist of short-term visitors and first-time tourists who are unfamiliar with the physical characteristics and operational sensitivities of the route. The existing access track is narrow, informal, single-lane in nature, and includes constrained sections with limited forward visibility and blind corners where sight distances are materially restricted. Under these conditions, even relatively moderate travel speeds may create elevated safety risks, particularly where approaching vehicles, pedestrians, residents, children, animals, or recreational users may be encountered unexpectedly within limited reaction distances. Unlike long-term local residents familiar with the route and its sensitivities, transient tourism-related users may be unaware of: - the presence of neighbouring residential activity areas; - children playing near the route; - pedestrian movement; - the constrained geometry of the track; - and the need for very low operating speeds in certain sections.		The assessment has been updated to incorporate access-related safety and operational considerations within the defined operational scenario. In this regard, operational mitigation measures have been included to manage potential risks associated with all users of the route, including: - limitation of use to the approved accommodation capacity (≤ 15 persons at any time), thereby constraining vehicle numbers and frequency of trips; - restriction of access to registered guests and essential operational vehicles only; - implementation of guest communication measures (house rules / booking conditions) requiring cautious, low-speed driving appropriate to shared informal access conditions; - prohibition of events, functions, or gatherings that could result in peak or concentrated traffic conditions; - restriction of vehicular movement to the existing informal access route only, with no upgrading or formalisation proposed. Enforcement of general road safety behaviour on shared access routes remains the responsibility of the relevant competent authorities. However, the low-volume nature of the use associated with the approved accommodation capacity is the primary factor limiting potential safety and traffic-related risk within the existing access environment. Accordingly, the Section 24G assessment confirms that the development does not introduce new access infrastructure or intensify use of the existing route, and that both traffic and safety considerations have been appropriately addressed within the operational management framework.
		Despite these obvious operational characteristics, the application contains no meaningful road safety assessment, visibility assessment, or traffic engineering review addressing the suitability of the existing access arrangement for intensified tourism-related traffic. The EAP itself acknowledges: “there are excessive amounts of vehicles speeding up and down the road.” Despite this acknowledgement, no: - traffic impact assessment; - road safety assessment; - engineering access assessment; - or human safety risk assessment has been undertaken.		The statement cited regarding “excessive vehicles speeding up and down the road” originates from an Interested and Affected Party submission. The Section 24G application relates to the continued use of existing renovated dwellings within an established informal coastal access environment, limited to a maximum of fewer than 15 persons at any one time. The scale of the development is therefore inherently low and capacity-constrained, which directly limits vehicle numbers, trip generation, and associated traffic intensity. The assessment has been reviewed and updated to incorporate access-related safety considerations within the context of the approved operational scenario. Given the small-scale nature of the activity, a full traffic engineering study is not considered proportionate to the nature and scale of the development, which does

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		Importantly, incidents have already occurred on the access route involving animals being struck by vehicles. In addition, during the December holiday period, a serious near-miss incident reportedly occurred involving a small child and a moving vehicle on the access road. Fortunately no fatality or major injury occurred. However, these incidents clearly demonstrate that: • traffic volumes and vehicle behaviour on the route are already problematic; • the current access arrangement is already under operational pressure; • and the safety risks associated with intensified tourism activity cannot reasonably be regarded as “low intensity” or “rare”. The absence of any formal traffic or safety assessment is therefore a significant omission in the application.		not generate traffic volumes comparable to conventional high-intensity tourism or urban land uses where such studies are typically required. The assessment is based on the defined operational parameters of the development rather than isolated or non-quantified event-based occurrences. Notwithstanding this, potential interactions between vehicles, pedestrians, and other users of the shared access route have been considered in the assessment. Operational mitigation measures have been included to manage access-related risks, including strict limitation of accommodation capacity, restriction of use to registered guests only, prohibition of events or gatherings, and guest management measures requiring cautious driving behaviour appropriate to informal shared access conditions. Enforcement of road user behaviour, including speed compliance, remains the responsibility of the relevant competent authorities. However, the low-volume nature of the use associated with the approved development is the primary determinant of traffic-related risk within the existing access environment.
		7. ANNEXURE M2 MATERIALLY UNDER-RATES THE TOURISM IMPACTS We specifically object to the manner in which tourism and operational impacts are assessed in Annexure M2. The assessment correctly acknowledges: “Incorrect land use in sensitive areas can result in direct, indirect and cumulative impacts on the natural coastal environment and on other users of coastal area.” Despite this acknowledgement, the assessment proceeds to assign: • “Rare” frequency; • “Low” intensity; • and largely “Site Specific” impacts, ultimately concluding that the tourism impacts are only of “Medium” significance before mitigation and “Low” significance after mitigation. We strongly dispute these conclusions. The operational realities described elsewhere in the application itself demonstrate: • ongoing visitor turnover; • recurring vehicle traffic; • speeding concerns; • impacts on neighbouring properties; • and increasing pressure on the coastal access system.		The impact assessment methodology applied in Annexure M2 is based on standard EIA rating criteria, which evaluate impacts in terms of defined parameters including spatial extent, duration, frequency, intensity, consequence, and probability. The resulting significance ratings are derived from the approved development scenario, including its operational constraints and capacity limitations. The assessment recognises that activities in sensitive coastal environments can result in direct, indirect, and cumulative impacts. This recognition informs the identification of potential impacts; however, significance ratings are determined based on the scale and intensity of the proposed development, which in this case is limited to small-scale tourism accommodation with a maximum occupancy of fewer than 15 persons at any one time with dwelling 1 (max. 12 guests) used for tourism purposes. Within this capacity-constrained context, vehicle trips, visitor turnover, and associated operational activity remain inherently limited and do not reflect high-frequency or high-intensity tourism operations typical of larger-scale hospitality or event-based land uses. The assessment does not, therefore, underestimate impacts, but rather applies a structured methodology consistent with the scale, nature, and approved capacity of the development. The resulting significance ratings reflect this constrained operational context and remain appropriate for the Section 24G application.

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		The impacts are therefore operational, cumulative, and recurring in nature and should more appropriately be classified as: • Regular or Frequent; • Medium to High intensity; • and extending beyond the site itself into the surrounding local area. The resulting significance ratings in Annexure M2 are therefore materially understated and unreliable.		
		CUMULATIVE IMPACTS HAVE NOT BEEN ADEQUATELY ASSESSED The assessment methodology itself defines cumulative impacts as: “the combined effect of changes to the environment caused by multiple human activities over space and time.” However, the actual assessment fails to properly apply this principle. The concern is not merely one dwelling or one accommodation unit in isolation. The concern is the cumulative effect of: • intensified tourism activity; • increasing visitor turnover; • increased traffic movement; • increased pressure on an informal coastal access system; • increased disturbance to neighbouring properties; • and the gradual erosion of the quiet low-intensity character of the area.		The assessment of cumulative impacts has been undertaken in accordance with the defined methodology in Annexure M2, which considers the combined effects of human activities over space and time. This assessment is applied within the context of the Section 24G application for the continued use of existing renovated dwellings as small-scale tourism accommodation, limited to fewer than 15 persons at any one time. The proposed development does not introduce new land use rights or additional accommodation units, nor does it increase the approved capacity beyond the existing low-scale operational threshold. As such, the contribution of the development to cumulative impacts is inherently constrained by its small scale and limited trip generation potential. Cumulative effects associated with tourism activity, access use, and interaction with neighbouring properties have been considered in relation to the existing informal coastal access environment and the broader low-density coastal setting. Within this context, the assessment concludes that while such effects may occur at a background level due to the nature of the surrounding area, the contribution of the Section 24G activity itself remains limited. Perceived changes in the character of the area or broader trends in coastal land use are not attributable to the project alone and do not constitute a project-specific cumulative impact in the absence of a demonstrable change in land use intensity, scale, or capacity arising from the application. Accordingly, the cumulative impact assessment remains appropriate to the scale and nature of the development as applied for, and is consistent with the methodology and significance ratings applied in Annexure M2.
		Furthermore, the assessment fails to meaningfully evaluate peak-load operational conditions associated with high-season tourism activity, concentrated guest arrivals and departures, event-related activity, and increased holiday-period traffic volumes. These peak conditions are highly		The assessment of cumulative impacts has been undertaken in accordance with the defined methodology in Annexure M2, which considers the combined effects of human activities over space and time. This assessment is applied within the context of the Section 24G application for the continued use of existing renovated dwellings

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		relevant in assessing the operational suitability and safety of the existing informal coastal access system. The approval and regularisation of intensified destination-style tourism activity in this location may also create cumulative precedent pressure for similar intensification along surrounding coastal properties, resulting in progressive cumulative impacts on coastal access systems, environmental sensitivity, and the low-intensity character of the area. The current application materially understates these cumulative impacts.		as small-scale tourism accommodation, limited to fewer than 15 persons at any one time. The proposed development does not introduce new land use rights or additional accommodation units, nor does it increase the approved capacity beyond the existing low-scale operational threshold. As such, the contribution of the development to cumulative impacts is inherently constrained by its small scale and limited trip generation potential. Cumulative effects associated with tourism activity, access use, and interaction with neighbouring properties have been considered in relation to the existing informal coastal access environment and the broader low-density coastal setting. Within this context, the assessment concludes that while such effects may occur at a background level due to the nature of the surrounding area, the contribution of the Section 24G activity itself remains limited. Perceived changes in the character of the area or broader trends in coastal land use are not attributable to the project alone and do not constitute a project-specific cumulative impact in the absence of a demonstrable change in land use intensity, scale, or capacity arising from the application. Accordingly, the cumulative impact assessment remains appropriate to the scale and nature of the development as applied for, and is consistent with the methodology and significance ratings applied in Annexure M2.
		9. FAILURE TO ASSESS CARRYING CAPACITY A significant omission in the application is the absence of any meaningful carrying capacity assessment for the area. No assessment appears to have been undertaken regarding: - the sustainable level of tourism activity the area can accommodate; - the carrying capacity of the existing informal access system; - the operational sustainability of increased tourism traffic; - or the cumulative effect of intensified tourism use on neighbouring properties and the surrounding coastal environment.		The Section 24G application relates to the continued use of existing renovated dwellings within their existing footprint for small-scale tourism accommodation, limited to fewer than 15 persons at any one time. The environmental assessment is therefore undertaken at the scale of the individual activity and its direct and reasonably foreseeable environmental interactions, in accordance with standard EIA practice. Carrying capacity assessments are typically applied where developments introduce new land use intensification, expansion, or multiple-site tourism nodes that materially alter the demand placed on environmental or infrastructure systems. In this case, no increase in accommodation capacity, no expansion of the developed footprint, and no formalisation or upgrading of access infrastructure has taken place. The existing informal coastal access arrangement forms part of a pre-existing, low-density access network serving a limited number of properties in the surrounding area. The contribution of the Section 24G activity to overall use of this system is inherently constrained by its small scale and limited occupancy, and does not constitute a change in system-level carrying capacity.

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				Potential effects on neighbouring properties and the surrounding coastal environment have been assessed within the impact assessment, including consideration of access use, traffic generation, and cumulative interactions. These impacts are addressed through operational controls, including strict capacity limitation, exclusion of events and gatherings, restriction of access to registered guests, and management measures to minimise disturbance. Accordingly, while broader regional or system-wide carrying capacity considerations may be relevant to strategic coastal planning instruments, they are not triggered at a project scale where no increase in land use intensity or capacity is proposed. The assessment therefore remains appropriate to the nature and scale of the Section 24G application.
		This omission is particularly concerning given the acknowledged sensitivity of the coastal environment and the operational limitations of the existing access route. We further note that the current operational and safety concerns arise largely from the reliance on an informal coastal access arrangement that directly affects neighbouring properties and residents. If intensified tourism activity is to be considered in this location, we respectfully submit that the applicant should be required to investigate and assess access solutions that are appropriately accommodated within the applicant's own property boundaries and designed specifically for the level and type of tourism activity being promoted. This would materially reduce: • traffic impacts on neighbouring properties; • human safety concerns; • cumulative disturbance; • and operational pressure on the existing informal coastal access environment. At present, the Draft Section 24G Application does not appear to meaningfully assess whether the tourism activity can reasonably internalise its own operational access impacts within the applicant's property, nor whether alternative access solutions may offer materially reduced impacts on neighbouring landowners and the surrounding coastal environment.		The Section 24G application relates to the continued use of existing renovated dwellings within their existing footprint for small-scale tourism accommodation, limited to fewer than 15 persons at any one time. The development does not introduce a new tourism facility, does not expand the existing footprint, and does not include any proposal for additional access infrastructure. Access to the property occurs via an existing informal coastal access arrangement, which serves a limited number of properties in a low-density coastal environment. This access arrangement is pre-existing and forms part of the established local access network. The Section 24G application does not seek to alter, formalise, relocate, or intensify this access system. In this context, the requirement to investigate alternative access solutions or to internalise access infrastructure within the property boundary is not triggered, as the application does not constitute a new development or a change in land use intensity that would necessitate redesign of access infrastructure. The assessment is therefore appropriately confined to the environmental effects of continued use of the existing access arrangement at a small operational scale. Access-related impacts have been assessed within the environmental impact assessment, including potential effects on neighbouring properties, safety considerations, and cumulative use of the shared access route. These impacts are addressed through operational controls linked to the approved capacity, including limitation of occupancy, restriction to registered guests, and prohibition of events or activities that could generate peak or intensified traffic conditions. It is further noted that the introduction of alternative access infrastructure within coastal or sensitive environments may itself trigger additional environmental authorisation requirements and is not part of the current application scope.

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				Accordingly, the assessment concludes that the Section 24G application appropriately evaluates access-related impacts within the existing-use context, and that no requirement arises within this process to redesign or relocate access infrastructure for the proposed continued use.
10. CONCLUSION We respectfully submit that the Draft Section 24G Application materially understates: - the intensity of the tourism activity; - the cumulative operational impacts associated with the upgraded tourism use; - the impacts on neighbouring properties; - the safety implications associated with increased vehicle traffic; - and the environmental pressure placed on the sensitive coastal access environment. The principal concern is not merely the existence of accommodation itself, but rather the progressive intensification and commercialisation of tourism activity on an agriculturally zoned property within a highly constrained and environmentally sensitive coastal setting without corresponding infrastructure, engineered access systems, traffic management measures, or safety controls. The current operational pressures arise largely from the reliance on an informal coastal access arrangement historically associated with low-intensity rural and agricultural access patterns, rather than the intensified destination-style tourism activity, visitor turnover, and event-related use now being promoted through the upgraded development. In our respectful view, the application materially fails to demonstrate that the existing informal access environment is suitable for the level and type of tourism activity proposed, nor does it meaningfully assess whether the operational impacts associated with such activity can reasonably be accommodated and internalised within the applicant's own property boundaries without creating ongoing cumulative impacts on neighbouring landowners and the surrounding coastal environment. We therefore respectfully request that: - The tourism and operational impacts be reassessed; - The impact significance ratings in Annexure M2 be reconsidered;			The matters raised in the concluding statement largely reiterate concerns already addressed within the Section 24G application and accompanying Environmental Impact Assessment, particularly in relation to tourism intensity, access arrangements, cumulative impacts, safety considerations, and impact significance ratings. The assessment is based on the continued use of existing renovated dwellings within their existing footprint, for small-scale tourism accommodation purposes limited to fewer than 15 persons at any one time. The application does not propose an expansion of the existing development footprint, an increase in accommodation capacity, or the introduction of new land use rights. All potential environmental impacts, including those relating to access, traffic generation, neighbouring land use interaction, and cumulative effects, have been assessed within the context of this capacity-constrained operational scenario. The impact assessment has also been updated where necessary to explicitly consider access-related safety and operational conditions associated with the existing informal coastal access arrangement. With respect to the request for additional studies, including traffic engineering, carrying capacity assessments, and alternative access investigations, these are not triggered by the scale or nature of the Section 24G application. The development remains a low-intensity use with inherently limited traffic generation, and does not constitute a level of activity that typically requires specialist traffic engineering or system-wide carrying capacity studies. The suitability of the existing access arrangement has been considered within the environmental assessment, taking into account its existing use, low-volume nature, and the limited scale of the proposed activity. No new access infrastructure or intensification of access use is proposed.	

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3. A proper traffic and road safety assessment be undertaken; 4. A carrying capacity assessment be undertaken; 5. The cumulative impacts on neighbouring properties and the coastal environment be reassessed; 6. Alternative access solutions and access suitability be properly investigated and assessed; 7. And that these comments be fully considered and formally responded to by the EAP and DEDEAT. We reserve all rights in respect of any future administrative, legal, planning, or appeal processes arising from this application.			Accordingly, the Environmental Assessment Practitioner maintains that the assessment is appropriate to the nature and scale of the application, and that the methodology, impact ratings, and mitigation measures applied remain valid within the defined operational parameters of the Section 24G process. All comments received have been recorded, considered, and responded to in accordance with the requirements of the EIA process and will be submitted to the competent authority for decision-making.	
MJ Potgieter <mj.potgieter@navenergy.com> Sent:	26 May 2026	I hereby, as a resident and landowner of Portion 42 (a Portion of Portion 41) of the Farm Ongegunde Vryheid No. 746, Cape St Francis, formally register as Interested and Affected Party regarding the activities on Portion 12 of the Farm Ongegunde Vryheid No. 746, Cape St Francis. This submission forms part of the public participation process currently being conducted.	Noted	
The following concerns regarding the informal access road currently being used to access the property need to be comprehensively addressed as part of the environmental assessment process : 1. The road in question lies within the coastal high-tide zone and is frequently flooded during spring tides and high tidal events. This not only renders the road impassable at times but also highlights its vulnerability to natural coastal processes, further emphasizing its unsuitability for regular or increased vehicle use. 2. As an informal road located within the coastal high-tide zone, vehicle access has become increasingly problematic. As a result, many drivers resort to driving on adjacent sandy areas to bypass flooded or damaged sections. This practice is causing significant environmental degradation and damage to dune vegetation within an already sensitive coastal ecosystem. 3. It is important to note that driving on sand in coastal areas is prohibited under South African law, specifically in terms of the National Environmental Management : Integrated Coastal Management Act. Unauthorized vehicle activity not only contravenes legal regulations but also accelerates erosion, undermines dune stability, and jeopardizes long-term conservation efforts.			The access route is located within a dynamic coastal environment and may be subject to periodic inundation during spring tides and elevated tidal events. This reflects the natural coastal processes influencing the area. The informal coastal access routes may, under certain conditions, become difficult to traverse, and that unauthorised deviation from established tracks has the potential to result in disturbance of dune systems and damage to sensitive vegetation. Following the review and comment period, the assessment report and EMPr has been updated to address additional impacts identified through the process. The access is not intended to function as an engineered all-weather road, but rather as a low-use coastal access track, and users are expected to exercise caution and avoid use during adverse tidal conditions. The existing access is considered to be suitable only for low-intensity and limited capacity and use. With regards to access: The access route is not a newly constructed route, it is an existing informal coastal track historically used to access the property; No expansion of the access footprint into previously undisturbed areas has occurred.	

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		4. The road, in its current informal state, lacks the structural integrity, width, surfacing and engineering design specifications necessary to safely support even the existing traffic volumes, let alone any increase associated with commercial or tourism-related activities.		• A portion of the road traversing the property was realigned slightly landward, behind the larger dwelling. • The previous road alignment footprint was repurposed for decking, which is slightly raised above ground level. • No formal upgrading, widening, or engineering of the access road was undertaken beyond this minor realignment; the realignment has not resulted in increased encroachment into the coastal zone beyond the existing disturbed area. • The realignment does not introduce a new impact pathway; it represents a localised adjustment within an already disturbed footprint, with no material increase in the extent or intensity of the access route. • The access continues to function as a low-intensity coastal track, consistent with its historical use and the surrounding context. • The level of use remains limited and intermittent, constrained by the accommodation capacity (less than 15 persons). • Periodic inundation during high tidal events may result in temporary access constraints • Cumulative impacts associated with access use remain linked to the overall low-density use of the area. Such impacts are not considered to be inherent to the tourism use of the property itself, but rather relate to uncontrolled vehicle movement and user behaviour, which may occur within coastal environments if not appropriately managed. No widening, upgrading, or expansion of the access road into adjacent undisturbed areas is proposed or authorised. The use of areas outside the defined access route for vehicle movement is not supported and is considered undesirable from an environmental perspective. Vehicular use of the beach falls within the scope of the Control of Vehicles in the Coastal Area Regulations (GN R1399 of 2001, as amended by GN R 496 of 2014), and that such use requires appropriate authorisation. Uncontrolled or unauthorised driving within the coastal zone and particularly within dune systems is prohibited and can result in significant environmental degradation. No formal authorisation for vehicular use of the beach has been confirmed as part of this application.

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				The development does not include any provision for beach driving or access across active dune systems or the littoral active zone. The access arrangements associated with the development are confined to existing and historically disturbed access routes and footprints, and no new formalised beach access points or vehicular routes are proposed. The rerouting of the internal access behind Dwelling 1 was specifically undertaken to reduce interaction with the coastal edge and improve protection of sensitive areas, including preventing informal vehicle movement closer to the high-water mark. The site is constrained by steep topography and intact thicket vegetation inland, and the creation of a new formal access road through these areas would likely result in significant environmental impacts, including vegetation fragmentation, habitat disturbance, and increased erosion risk. The EMPr includes mitigation measures to prevent any unauthorised access to sensitive coastal environments, including: • Restriction of vehicles to designated access route only • Prohibition of beach driving unless otherwise lawfully permitted under applicable legislation • Physical and/or visual discouragement of deviation from established routes using natural materials or signage where required • Operational controls communicated to guests to prevent access into dune and beach systems • Ongoing management responsibility of the landowner to ensure compliance and enforcement of site rules In order to address compliance with the applicable regulations, the applicant commits to engaging with the relevant competent authority to determine the appropriate course of action regarding the existing access arrangement; Control of Vehicles in the Coastal Area Regulations (GN R1399 of 2001, as amended by GN R 496 of 2014): 4. <i>Permits to use vehicles in coastal area</i> (1) <i>A permit to use a vehicle in the coastal area may be issued by the Minister for the purposes of</i> (d) <i>accessing private property provided there is no reasonable alternative access to the property;</i>

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				The access road is currently unpaved and informal in nature and does not constitute a formally engineered or surfaced road. The assessment has been undertaken within the context of the existing baseline conditions and historical use patterns of the site and surrounding properties. The existing access track serves multiple properties in the area and has been in use over a prolonged period without formal engineering upgrades. The activity does not include any intensification of the existing road network, nor does it introduce a new access route. On this basis, while the road does not meet formal engineered standards, its continued use under the proposed management framework is considered to result in a low significance impact when assessed against the baseline and with mitigation applied.
		5. The road lacks formal stormwater drainage systems, erosion control measures, pedestrian safety provisions, and adequate maintenance infrastructure. It fails to meet the minimum engineering and environmental standards expected for roads situated within environmentally sensitive coastal areas. This not only accelerates surface and coastal erosion but also poses ongoing risks to public safety and adjacent properties.		It is acknowledged that the access track does not include formal engineered stormwater infrastructure, dedicated erosion protection structures, or pedestrian-specific design elements typically associated with formally constructed roads. However, the road is an existing informal access track that has been developed historically within a low-intensity coastal environment and is not a formally proclaimed or engineered road network. As such, it is consistent with similar access routes serving low-density coastal properties. The impact assessment (Annexure M2) considers the potential environmental and safety risks associated with continued use of this existing access, including erosion, stormwater runoff, and disturbance within a sensitive coastal setting. These impacts have been assessed as part of the operational phase. The environmental assessment considers that with appropriate management the continued use of the existing access track does not result in a significant impact on coastal processes or adjacent properties.
		6. The proximity of the road, situated within approximately five meters of private residences, presents a direct and ongoing threat to the safety and well-being of families, pedestrians, children, and domestic animals within the area. Increased vehicle activity, including delivery vehicles and tourism-related traffic, substantially elevates these risks. This may constitute a violation of Section 24(a) of the Constitution of the Republic of South Africa, which guarantees every person the right to an environment that is not harmful to their health or well-being.		The proximity of the access road to existing residential structures is acknowledged. The road is located approximately 5 m from certain properties due to historical land use patterns and long-established access alignment, rather than new encroachment associated with the proposed development. The traffic associated with the proposed development is low-intensity, primarily consisting of light vehicles associated with residential and/or tourism use, and is not considered to represent high-speed or high-volume traffic conditions. Following the review and comment period the following mitigation measures are proposed: • Implementation of a low speed environment (e.g. 20–30 km/h limit) along the access route;

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				• Clear demarcation of pedestrian areas and informal crossing points where applicable; • Installation of warning signage in proximity to residential interfaces; • Restriction of heavy vehicles where practicable, particularly during peak pedestrian activity periods; • Requirement for drivers and visitors to adhere to site-specific operational rules communicated on entry. Section 24(a) establishes a right to an environment not harmful to health or well-being; this right must be interpreted within the context of reasonable land use compatibility, proportionality, and mitigation of risk through management measures. On this basis, while the proximity of the road to residences is acknowledged as a sensitivity, it is deemed that the risk can be effectively managed through operational controls and does not in itself indicate an unacceptable environmental or safety impact.
		7. The road's frequent use for commercial purposes, particularly tourism-related activities promoted under the branding of "Salty Homes" across various social media platforms, compounds the negative impacts on the local environment. The increased traffic places additional strain on the informal infrastructure and intensifies the risks associated with wind and water erosion due to the property's sensitive coastal location.		While the property may be associated with tourism accommodation use, the nature and intensity of traffic generated by the development remains low-volume and light-vehicle based, consistent with small-scale residential tourism accommodation (maximum occupancy of 12 guests). The social media branding (e.g. "Salty Homes") is not, in itself, an environmental impact driver, the assessment is based on baseline conditions, physical activities, traffic volumes, and footprint disturbance. With regard to erosion, the site is located within a naturally dynamic coastal environment where wind and water-driven processes are the dominant controlling factors. Any potential contribution from access-related activity is limited to the existing disturbed footprint of the track and is not of a scale that would measurably alter regional or dune system behaviour, provided that the access remains confined to the established alignment. The scale and nature of tourism-related access does not constitute a significant additional erosion driver beyond existing natural and pre-disturbed conditions The following mitigation measures are recommended to be implemented: • Strict limitation of vehicle movement to the existing access track footprint only; • Implementation of a strict low-speed limit (20–30 km/h) along the access route to minimise noise and dust generation;

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				• Limitation of visitor numbers to the approved carrying capacity (12 guests maximum), indirectly controlling traffic volumes; • Ongoing monitoring of any localised scouring or erosion along the track with adaptive maintenance response where required; • Prohibition of off-track driving or expansion of informal routes; • Visitor briefing and site rules to ensure respect for surrounding residential amenity and environmental sensitivity;
		8. Increased traffic volumes along the access route are also contributing to noise pollution, dust generation, reduced privacy for adjacent landowners and general disturbance to the peaceful residential and natural character of the area. These impacts are inconsistent with the environmental sensitivity and conservation objectives associated with the surrounding coastal environment and nature reserve.		The access route is an existing established corridor and does not introduce new visual intrusion corridors beyond the current footprint. The scale of the proposed development is limited (maximum 12 guests), resulting in low-frequency, low-volume traffic movements typical of small-scale residential tourism accommodation. The access route does not function as a public through-road, and traffic generation is therefore episodic rather than continuous. Impacts are expected to be localised, intermittent, and of low magnitude. The following mitigation measures, inter alia, are recommended: • Implementation of a strict low-speed limit (20–30 km/h) along the access route to minimise noise and dust generation; • Restriction of vehicle movements to the existing disturbed access alignment only, preventing spread of disturbance; • Limitation of visitor numbers to the approved carrying capacity (12 guests maximum), indirectly controlling traffic volumes; • Prohibition of heavy vehicles except where essential for maintenance or emergency access; • Visitor briefing and site rules to ensure respect for surrounding residential amenity and environmental sensitivity; • Requirement that all access remains within defined hours where practicable, particularly for arrivals and departures in tourism use. There has been no incremental change as a result of the renovations. The applicant has expressed an intention to pursue formal conservation designation of the land portion through rezoning to Open Space III and potential declaration as a nature reserve in terms of the National Environmental Management: Protected Areas Act (NEMPAA), where feasible. This intention is aimed at strengthening long-term environmental protection of the site's sensitive coastal and dune systems and considered to be aligned with the broader objective of safeguarding ecological

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				integrity and limiting future inappropriate land use. The low-intensity use within a modified or previously disturbed access footprint and does not introduce activities incompatible with the broader environmental management objectives of the coastal zone, provided that operational controls are implemented and maintained.
		9. The continued and intensified use of this road may further contribute to accelerated coastal degradation and dune destabilization, particularly during periods of heavy rainfall, storm surges, and seasonal tidal fluctuations. The long-term cumulative environmental impacts of ongoing vehicle usage must therefore be properly assessed.		The receiving environment is characterised by inherently active dune and shoreline processes, where erosion, accretion, and episodic storm-driven change occur as part of baseline system behaviour. The operations include low-frequency, low-intensity vehicular use associated with a maximum of 12 guests, utilising an existing disturbed access alignment. The activity does not materially alter the underlying coastal geomorphological drivers. Impacts are expected to remain localised to the existing footprint and are not anticipated to contribute measurably to broader-scale dune destabilisation, provided that mitigation measures are implemented.
		10. There appears to be limited provision for emergency vehicle access, evacuation procedures, or safe traffic management along the existing route. The current condition and location of the road may compromise emergency response capabilities during flooding events, fires, medical emergencies, or other disaster situations.		The site is served by an existing access track which functions as the sole vehicular access route. While it is not a formally engineered road, it is currently utilised for residential and maintenance access and is traversable by standard light vehicles under normal conditions. Emergency access considerations have therefore been incorporated into the design and operational planning of the proposed development. Given the low-intensity nature of the development (maximum occupancy of 12 guests), the associated risk profile and evacuation demand remain limited. Notwithstanding this, emergency preparedness and response measures will be implemented as part of the Environmental Management Programme (EMPr) and operational management system, including: - Maintenance of the existing access route in a passable condition for light emergency vehicles, subject to safe weather conditions; - Provision of clear access protocols and site information for emergency services, including GPS coordinates and access instructions; - Communication of the access route condition and constraints to local emergency responders where required; - Implementation of an evacuation procedure for guests, including designated assembly points and communication protocols; - Visitor induction/briefing on arrival to ensure awareness of access limitations and emergency procedures; - Adaptive management during extreme weather conditions, including temporary closure of access where conditions compromise safety or response capability.

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				It is further noted that emergency response in coastal and rural environments is inherently dependent on weather conditions, terrain, and distance from formal emergency infrastructure. The proposed development does not introduce new barriers to emergency response beyond existing baseline site conditions, but rather formalises procedures to ensure safe and informed use of the existing access. The proposed mitigation measures ensure that emergency access and evacuation risks are managed to an acceptable level for the scale of development.
		11. A further key concern is the potential disruption of biodiversity within the declared nature reserve, including impacts on protected species, sensitive ecosystems, indigenous dune vegetation, and natural wildlife movement patterns caused by increased human and vehicle activity.		The applicant has expressed an intention to pursue formal conservation designation of the land portion through rezoning to Open Space III and potential declaration as a nature reserve in terms of the National Environmental Management: Protected Areas Act (NEMPAA), where feasible. This intention is aimed at strengthening long-term environmental protection of the site's sensitive coastal and dune systems and considered to be aligned with the broader objective of safeguarding ecological integrity and limiting future inappropriate land use. It is noted that any such process under NEMPAA requires a separate legal and procedural pathway, including engagement with the relevant competent authority, land use approvals, and formal declaration procedures. Accordingly, this intention is not a condition precedent to the current application. The intended conservation-oriented zoning and use supports the overall environmental management approach of the site and reinforces the commitment to avoiding further transformation and maintaining ecological functioning of sensitive areas.
		12. Commercial and tourism activities will further increase pressure on septic and sanitary systems, necessitating the use of honey sucker trucks to access properties for septic tank emptying. However, the existing roads are not designed to accommodate these heavy vehicles. There have already been instances where trucks became stuck and the subsequent recovery efforts caused significant damage to sensitive ecosystems and dune vegetation.		It is acknowledged that vacuum tanker vehicles may occasionally be required for the servicing of on-site sanitation infrastructure. However, the proposed development is limited in scale (maximum 12 guests), resulting in low wastewater generation and infrequent servicing requirements, which significantly reduces the frequency of such vehicle movements. In order to prevent environmental disturbance associated with servicing activities, the following mitigation measures are recommended: • Servicing vehicles will be restricted to the existing designated access route only, with no deviation into dune or vegetated areas permitted under any circumstances; • The landowner/manager will ensure that access conditions are assessed prior to servicing events, particularly following periods of heavy rainfall or storm activity;

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				- Where necessary, servicing will be scheduled during dry conditions to minimise risk of rutting or vehicle entrapment; - Clear communication will be provided to service providers regarding site access constraints and environmentally sensitive areas; - Any maintenance or recovery operations, if ever required, will be conducted under strict supervision to ensure no unnecessary disturbance or expansion of access routes occurs.
		13. The informal access road is not suitable for the current traffic volume and composition, even without considering the additional demand resulting from commercial and tourism-related activities. Alternative access to Portion 12 should therefore be investigated and considered to ensure the safety of neighbouring properties and the protection of the surrounding environment. We respectfully request that the cumulative environmental impacts associated with the existing and future use of this access road be independently assessed, including the suitability of the road for any commercial or tourism-related activities currently taking place or proposed in future.		The existing access route represents the established and functional means of access to the property, formed through historical use and ongoing low-intensity residential and maintenance activity. The development does not introduce a material change in land-use intensity, with a maximum occupancy of 12 guests and associated low-frequency light-vehicle movements. As such, the traffic generation remains consistent with small-scale residential or tourism accommodation use. No increase in heavy vehicle reliance or high-volume traffic flows is proposed that would necessitate the provision of a new access alignment. With regard to cumulative impacts, these have been considered within the revised impact assessment, including: - continued use of the existing access alignment; - traffic associated with low-intensity tourism use; - interaction with the sensitive coastal receiving environment; - potential for localised erosion and disturbance within the existing footprint. With the implementation of mitigation measures (including confinement of vehicles to the existing track, speed control, maintenance, adaptive management during adverse weather conditions), cumulative impacts remain localised, low in magnitude, and manageable. The suggestion of an alternative access route is not supported; in coastal dune environments, the creation of new access routes can be expected to result in higher ecological impact than the continued managed use of an existing disturbed alignment. The current access arrangement is considered to be the least-impact practical option, and no environmental basis has been identified requiring investigation of alternative access for the proposed activity.
		We are concerned about the potential and cumulative environmental impact that the increased traffic may have on the Mostertshoek Nature Reserve and considering the above, we respectfully		Noted. The concerns have been addressed and the impact assessment and EMPr has been updated as required.

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request that these concerns be fully considered and comprehensively addressed as part of the environmental assessment and decision-making process relating to the Section 24G application.				
Johann Potgieter <izakjohannpotgieter@gmail.com>	21 May 2026	Hi there, I am writing to formally register as an Interested and Affected Party (I&AP) regarding the Section 24G application for the activities carried out on Portion 12 of the Farm Ongegunde Vryheid No 746 by Soundprops cc. As the owner of the near by property over which the primary access road traverses, this development directly impacts our land. While we wish to maintain an amicable relationship with our neighbors, we must formally place our concerns on record regarding the intensification of use associated with the recent unauthorized developments.	Noted	
1. Intensification of the Servitude Burden and Traffic Volume The access road leading to the applicant's property crosses directly over our land, passing immediately in front of our house along the beach. This road has been used since the 1950s, establishing a historical right of way. Historically, the properties in Mostertshoek have been utilized as private agricultural and holiday homes, and the shared road experienced very low traffic volumes consistent with this use. Recently, the applicant's property has transitioned from a private home into a high-turnover commercial rental property and a venue for weddings. This shift has resulted in a material and unacceptable intensification of the burden on our property. The servitude is no longer being exercised <i>civiliter modo</i> (in a manner causing the least inconvenience), as the frequency of trips, the number of vehicles, and the influx of transient guests have fundamentally changed the nature of the road's use.			The access route represents a longstanding servitude/right of way that has historically served surrounding properties for residential and holiday accommodation purposes. The use of the route has therefore always included vehicular access associated with occupation and enjoyment of these properties. The development does not involve any physical alteration, widening, or upgrading of the servitude or access alignment. The servitude itself remains unchanged in extent and character and continues to function as an existing shared access route. The operational use remains within a low-intensity threshold, associated with a maximum of 12 guests, with low-frequency light vehicle trips typical of small-scale residential tourism accommodation. This is not expected to not introduce high-volume traffic or continuous vehicular flow that would fundamentally alter the functional character of the access route. The principle of <i>civiliter modo</i> requires that a servitude be exercised in a manner that is reasonable and least burdensome to the servient tenement, within the scope of the established right. In this case: - the route remains in its existing alignment and footprint; - no new encroachment or physical expansion of use is proposed; - traffic remains low-frequency and light-vehicle based; and - operational mitigation measures are in place to manage timing, speed, and access behaviour.	

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				From an environmental assessment perspective, the impacts associated with access use have been assessed cumulatively and are addressed through operational controls to ensure that disturbance is minimised and remains within acceptable limits for the receiving coastal environment.
		2. Safety Hazards The shared access is a small, single-track road. The recent commercialization of the applicant's property has led to a high volume of vehicles, many of which are driven by guests unfamiliar with the area who frequently speed past our home. With a five-year-old boy, a younger toddler, and two dogs, the current traffic situation creates a severe and continuous safety hazard right at our front door.		The access route is a single-track shared road that has historically been used for access to properties in the area. The proposed development does not alter the physical configuration or capacity of the road, nor does it introduce any change to its fundamental use as an access route. The development is expected to continue to generate low-frequency vehicle movements associated with a maximum of 12 guests, consistent with small-scale residential tourism accommodation rather than high-volume commercial traffic. Following the review and comment period the assessment has been revised to address concerns raised by interested and affected parties. The following mitigation and operational management measures are included to reduce safety risks: • Implementation of a low-speed operational requirement (20–30 km/h) along the access route; • Clear visitor briefing regarding the shared nature of the access and the presence of residential dwellings along the route; • Installation of appropriate signage or visual cues (where feasible) to reinforce speed awareness and caution; • Encouragement of controlled arrival/departure timing to avoid unnecessary peak movement clustering; • Ongoing management by the property owner to ensure compliance with access protocols by guests and service providers. It is further noted that road safety risk in such shared low-volume environments is primarily influenced by driver behaviour and speed control, which is directly addressed through operational management rather than physical road redesign in this context. Accordingly, while the proximity of residential dwellings to the access route is acknowledged as a sensitivity, the proposed mitigation measures aim to ensure that safety risks are managed to an acceptable level within the constraints of the existing shared access arrangement.
		3. Land Use and Zoning We understand the land is zoned for agricultural use. We formally question whether the necessary zoning approvals and consent uses are in place to operate a commercial wedding venue and high-		Land use rights are governed by the applicable municipal planning framework, including zoning regulations and any required consent or departure applications in

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capacity accommodation from this property. If the property is not correctly zoned for these activities, the resultant commercial traffic over our land is tied to unlawful land use.			terms of the relevant planning legislation separate from the environmental authorisation process. The S24G environmental assessment process evaluates the environmental impacts associated with Listed activities triggered by the renovations and operational use.	
Proposed Mitigation We are not opposed to the applicant operating a rental business, provided it does not prejudice our property rights and family safety. To resolve this pragmatically, we are open to allowing the applicant to establish a new access road across a different, mutually agreed-upon section of our land that entirely bypasses our immediate living space. Should the applicant choose to pursue this alternative access route to support their commercial activities, it is a strict condition of our agreement that: - The new road is surveyed, formally registered, and constructed entirely at the applicant's expense. - The applicant assumes full and exclusive financial responsibility for all ongoing, future maintenance of the new road. We request that these impacts on the servient property be thoroughly evaluated in the EIA, and we look forward to your feedback on how these concerns will be addressed. Sincerely, Johann Potgieter			The current environmental assessment is based on the existing lawful access arrangement, which represents the established and functional access route to the property. The environmental evaluation considers impacts associated with continued use of this existing access footprint. Any proposal to re-route access across alternative land would constitute a separate landowner negotiation and private legal arrangement, which falls outside the scope of the environmental authorisation process. The NEMA Section 24G environmental Impact Assessment (EIA) process has been carried out to assess the environmental impacts of the existing activity on the specific site and associated existing access arrangements, and does not extend to the negotiation, design, approval, or allocation of costs for alternative access routes across third-party land. The establishment of new servitudes or access routes across alternative properties and allocation of construction or maintenance costs between landowners falls outside the scope of the S24Ga assessment process. The assessment has been undertaken on the existing access route, which constitutes the established access to the property. No environmental requirement has been identified necessitating the creation of an alternative access route as a mitigation measure. From an environmental perspective, the continued use of the existing disturbed access alignment is considered the least-impact practicable option, as the creation of a new access route through undisturbed areas would typically result in greater environmental disturbance, including vegetation loss, soil disturbance, and potential fragmentation of sensitive coastal habitat. Accordingly, while the willingness to engage in practical solutions is acknowledged, the environmental assessment and mitigation framework remain based on the retention and managed use of the existing access route, supported by operational controls to minimise disturbance and ensure safe use.	
Pre-application comments and response				
Annette Ridder	De 19 April 2025	I refer to the NOTICE OF PUBLIC PARTICIPATION issued for PORTION 12 OF THE FARM ONGEGUNDE VRYHEID NO 746, CAPE ST FRANCIS	22 April 2025	Kindly note that you are registered as interested and affected parties for the S24G application process. Kindly find the

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		As a landowner of PORTION 42 of FARM ONGEGUNDE VRYHEID NO 746, I would like to register as an interested party and ask to be included in the process. Thanks very much.		background information attached. The S24G application and accompanying appendices will be sent to you for a 30-day review and comment period once the required specialist studies have been completed and the assessment completed. Kindly submit any initial comments you would like to be addressed in the assessment. Thank you for your participation in the process.
Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	14 April 2025	I hereby confirm our participation as an Interested and Affected Parties (IAP) in the public participation process being conducted in accordance with Regulation 41 of the Environmental Impact Assessment (EIA) Regulations, 2014 as amended in 2017 under the National Environmental Management Act (Act No. 107 of 1998) – NEMA. This participation relates to the application for environmental authorisation by the landowner for the regularization of activities which have commenced on Portion 12 of the Farm Ongegunde Vryheid No. 746, Cape St Francis. We are fully committed in contributing meaningfully to this process and request to be registered as IAP's accordingly. Please include below contact details in all further correspondence related to this application and kindly share all relevant documentation and updates pertaining to the environmental authorisation process. Our property details are as follows : - Registered Owner of Property : The Izak Potgieter Mostertshoek CC - Portion 42 (a Portion of Portion 41) of the farm Ongegunde Vryheid No. 746, Kouga Municipality Participant Details : - Izak Potgieter - ijp@isat.co.za - Johann Potgieter - izakjohannpotgieter@gmail.com - Jaco Morgan - jacom@mjm-africa.com - Selmari Morgan - selmaripotgieter@gmail.com - Martin Potgieter - mj.nomoya@gmail.com - Chrismare Elstadt - lstad@mweb.co.za	22 April 2025	Kindly note that you are registered as interested and affected parties for the S24G appellation process. Kindly find the background information attached. The S24G application and accompanying appendices will be sent to you for a 30-day review and comment period once the required specialist studies have been completed and the assessment completed. Kindly submit any initial comments you would like to be addressed in the assessment. Thank you for your participation in the process.

Name	Date of comment / registration	COMMENT	Date of response	EAP COMMENT / RESPONSE
		Eduard Elstadt - eddie@odelia.co.za Thank you for facilitating this important consultation.		
Eddie Elstadt	22 April 2025	Further to my email dated 14 April 2025, kindly forward the draft 24G application for our review and comments. As confirmed via WhatsApp on Thursday, 17 April 2025, you have received all the names required for registration purposes and the information will be forwarded accordingly. Please do not hesitate to contact me should you require any additional information.	September 2025: Preapplication S24G application and accompanying PP and CRR	Noted
Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	23 April 2025	Please register below additional participant and confirm his participation as an Interested and Affected Party (IAP) in the public participation process being conducted in accordance with Regulation 41 of the Environmental Impact Assessment (EIA) Regulations, 2014 as amended in 2017 under the National Environmental Management Act (Act No. 107 of 1998) – NEMA. Johan Strydom - jstry@iafrica.com Also please add his details in all further correspondence related to this application and kindly share all relevant documentation and updates.	September 2025: Preapplication S24G application and accompanying PP and CRR	Registered
Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	26 April 2025	We hereby on behalf of residents and landowners of Portion 42 (a Portion of Portion 41) would like to formally submit comments that we would like to be addressed in your assessment of Portion 12 of the farm Ongegunde Vryheid NO 746 Cape St Francis. This will form part of the public participation process which is currently being conducted in accordance with Regulation 41 of the Environmental Impact Assessment (EIA) Regulations, 2014 as amended in 2017 under the National Environmental Management Act (Act No. 107 of 1998) – NEMA. Our comments and concerns relates particular to Activity 5 under the current Section 24G application for environmental authorisation regarding Portion 12 of the Farm Ongegunde Vryheid No. 746, Cape St Francis submitted in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA) and the environmental impact it will have. (A) The following points of concern regarding the informal access road currently used to specific property needs to be addressed in your assessment :	September 2025: Preapplication S24G application and accompanying PP and CRR	The following activities are included in the application and assessed: <u>Activity 17 of GNR 327</u> Development— (iii) within the littoral active zone; (v) if no development setback exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater; in respect of— (e) infrastructure or structures with a development footprint of 50 square metres or more — <u>Activity 19A of GNR 327</u> The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 5 cubic metres from— (i) the seashore; (ii) the littoral active zone, an estuary or a distance of 100 metres inland of the highwater mark of the sea or an estuary, whichever distance is the greater; or <u>Activity 54 of GNR 327</u> The expansion of facilities—(iii) within the littoral active zone; (v) if no development setback

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				exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater; in respect of—(e) infrastructure or structures where the development footprint is expanded by 50 square metres or more, <u>Activity 5 of GNR 324</u> The development of resorts, lodges, hotels, tourism or hospitality facilities that sleep less than 15 people. a. Eastern Cape iii. Outside urban areas (aa) Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; (bb) Areas seawards of the development setback line or within 1 kilometre from the high-water mark of the sea if no such development setback line is determined <u>Activity 12 of GNR 324</u> The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan. a. Eastern Cape ii. Within critical biodiversity areas identified in bioregional plans; iii. Within the littoral active zone or 100 metres inland from the high-water mark of the sea, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas;
Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	26 April 2025	• The road in question lies within the coastal high-tide zone and is frequently flooded during spring tides and high tidal events. This not only leaves the road trackless at times but also highlights its vulnerability to natural coastal processes further emphasizing its unsuitability for regular or increased vehicular use. • As an informal road which is located within the coastal high-tide zone, vehicle access has become increasingly problematic. As a result, many drivers resort to driving on the adjacent sandy areas to bypass. This practice is causing significant environmental and dune vegetation damage to the already sensitive beach ecosystems. It is important to note that driving on sand in coastal areas is prohibited under South African law, specifically in terms of the National Environmental	September 2025: Preapplication S24G application and accompanying PP and CRR	The applicant did not develop this access road. Google Earth historical imagery indicates it was in place prior to Sound props cc acquiring the property. The landowner constructed a new section of the existing road referred to in the comment on his demarcated farm portion. The previous section of the road was in front of the dwelling on the coastal side. The new section has been paved behind the dwelling in previously disturbed cut and fill area. The landowner chose to do this to increase privacy and safety to the dwelling as vehicles will traverse the portion behind the dwelling. Refer to appendix M2B – Terrestrial biodiversity assessment. No other changes to this existing road were made by the applicant.

Name	Date of comment / registration	COMMENT	Date of response	EAP COMMENT / RESPONSE
		Management: Integrated Coastal Management Act. Unauthorized vehicle activity not only contravenes legal regulations but it also accelerates erosion and it undermines dune stability. This in total jeopardizes long-term conservation efforts. The road lacks formal stormwater drainage and erosion control (see erosion pic 1 to 5) and it definitely fails to meet the minimum engineering standards expected for roads in environmentally sensitive coastal areas. This not only accelerates surface and coastal but it also poses risks to public safety. • The proximity of the road which is within five meters of private residences presents a direct and ongoing threat to the safety of families, pedestrians and animals in the area. This constitutes a potential violation of Section 24(a) of the Constitution of the Republic of South Africa which guarantees every person the right to an environment that is not harmful to their health or well-being. • The road's frequent use for commercial purposes and particularly tourism-related activities promoted under the branding of "Salty Homes" on various social media platforms, compounds the negative impacts on the local environment. The increased traffic not only places additional strain on the informal infrastructure but also intensifies the risks posed by wind and water erosion due to the property's sensitive coastal location.		The photos provided are not of the road traversing the Soundprops cc farm portion; these seem to be the western section of this access route. It is agreed that an access road should not be in this area, however it is also noted that this is the only access to these coastal properties in this area; this access road traverses 6 farm portions providing access to several residential units and dwellings used for tourism; using averages of residential dwellings at 2 cars a day and tourism at 4 cars (2 guest per vehicle and 8 guests on average) a day, this would be approximately 16 vehicles to this coastal area on a daily basis. Without any low-density tourism, it would be about 10 vehicles. With all dwellings used as low density - 20 vehicles. The alternative for this farm portion would be a new route through intact thicket which would cause additional erosion and fragmentation in the area; and could potentially result in 5 new access roads. Certain measures (adequate stormwater and erosion protection measures) should be implemented by the relevant landowners of the portions the road is traversing; however, the entire stretch of the road is beyond the scope of this assessment. Direct and cumulative operational impacts are assessed. The relevant organs of state (DFFE: Oceans and Coast) are sent the assessment for a 30 day comment and review period and requested to comment on this access road being used by several properties along this stretch of the coastline. In terms of the NEMICMA: CONTROL OF USE OF VEHICLES IN THE COASTAL AREA, 2014, permissible uses: <i>3. Permissible uses (1) Subject to section 58 of the Act, the following uses of vehicles within the coastal area are permissible without a permit or exemption granted under these regulations: (a) the use by any person of a vehicle- (ii) on private land by the owner or with the written permission of the owner or lawful occupier of that land; Provided in Appendix M for additional information.</i>

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Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	26 April 2025	 Figure 1: Google earth historical, 2005 – Photos sent seem to be of western area (historical imagery shows this access already being used by residents of coastal dwellings)		



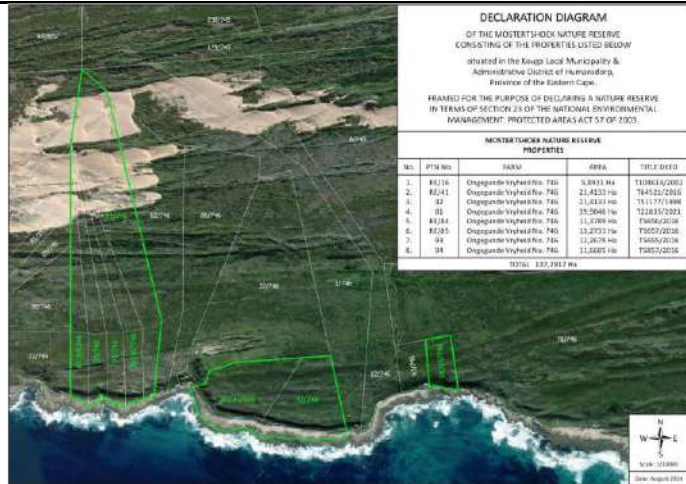
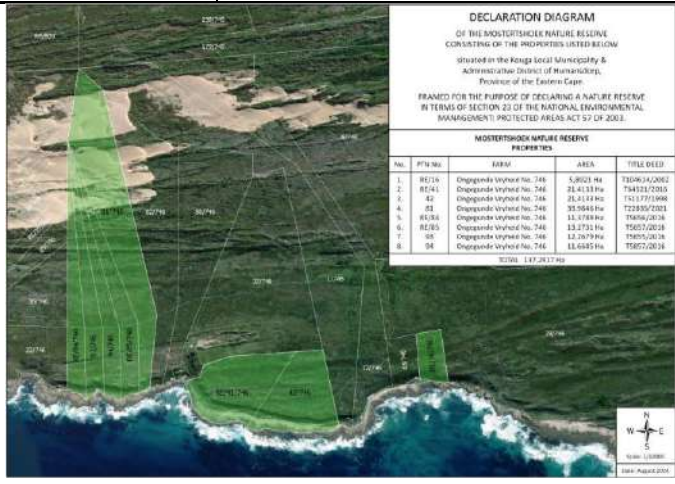
Figure 2: Access road traverses 6 farm portions (CFM, 2025)



Figure 3: Photos of road provided by IAP

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<i>Figure 4: Photo taken by EAP of new road section and road section between two dwellings on farm portion owned by Soundprops cc</i>				
Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	26 April 2025	(B) Another major concern that warrants attention during the assessment process is the renovation work carried out on the southwest dwelling and specifically the following : • Renovations and construction to the southwest dwelling has significantly exceeded the original footprint of the old structure (Attached photos marked mostertshoek, old structure, new structure) clearly confirms our observation) • This matter raises concerns regarding future compliance with relevant planning and zoning regulations as previous regulations were clearly disregarded.	September 2025: Preapplication S24G application and accompanying PP and CRR	Estimated development footprints: Prior to 2021: Dwelling 1 – 265 m2 with road in front of the dwelling (estimated 180m2) on coastal side (445m2) Dwelling 2 – 60m2 Road between dwellings: 300 m2 Total footprint: 805m2 Renovated / expanded footprints post 2021: Dwelling 1 – 390 m2 (original footprint: 265m2 – expanded by 125m2)) Access road rerouted behind dwelling - 260m2 Dwelling 2 – 105m2 (original footprint: 60m2 - expanded by 45m2) Road between dwellings (existing): 300 m2 Total footprint: 1055m2 (Plans provided as Annexure J)

Name	Date of comment / registration	COMMENT	Date of response	EAP COMMENT / RESPONSE
				The property is currently zoned as agricultural 1. It is recommended consent use be obtained for relevant tourism dwelling from the Kouga Local Municipality. The following activities are included in the application and assessed: Activity 17 of GNR 327 <i>Development—</i> <i>(iii) within the littoral active zone; (v) if no development setback exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater; in respect of— (e) infrastructure or structures with a development footprint of 50 square metres or more —</i> Activity 19A of GNR 327 <i>The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 5 cubic metres from—</i> <i>(i) the seashore; (ii) the littoral active zone, an estuary or a distance of 100 metres inland of the highwater mark of the sea or an estuary, whichever distance is the greater;</i> Activity 54 of GNR 327 <i>The expansion of facilities—(iii) within the littoral active zone; (v) if no development setback exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater;</i> <i>in respect of—(e) infrastructure or structures where the development footprint is expanded by 50 square metres or more,</i> Activity 5 of GNR 324 <i>The development of resorts, lodges, hotels, tourism or hospitality facilities that sleep less than 15 people. a. Eastern Cape iii. Outside urban areas (aa) Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; (bb) Areas seawards of the development setback line or within 1 kilometre from the high-water mark of the sea if no such development setback line is determined</i> Activity 12 of GNR 324 <i>The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan. a. Eastern Cape ii. Within critical biodiversity areas identified in bioregional plans; iii. Within the littoral active zone or 100 metres inland from the high-water mark of the sea, whichever distance is the</i>

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				<i>greater, excluding where such removal will occur behind the development setback line on erven in urban areas;</i>
Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	26 April 2025	(C) It is also important to note that Portion 42 (a Portion of Portion 41), belonging to Izak Potgieter Mostertshoek CC is in its final process to be declared as a Nature Reserve and will be known as the Mostertshoek Nature Reserve. The application was done (including a public participation and declaration process) in accordance with Section 23(1) of the National Environmental Management: Protected Areas Act (No. 57 of 2003) The declaration notice number will be confirmed once it is published in the Provincial Government Gazette.	September 2025: Preapplication S24G application and accompanying PP and CRR	This has been included in the assessment. The applicant has indicated he would like to rezone the remaining area (excluding dwellings and access roads and servitudes traversing site) from agriculture 1 to open space 3. Refer to: draft S24G application form. Terrestrial biodiversity assessment Annexure M3. Impact assessment is provided in Annexure M2.
Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	26 April 2025	We are concerned about the potential and cumulative environmental impact that the proposed activities on Portion 12 may have on the Mostertshoek Nature Reserve which lies in close proximity to the development. (please see attached pics marked Mostertshoek Nature Reserve 1 and 2) Key concerns include: Potential disruption of biodiversity within the declared nature reserve including impacts on protected species and sensitive ecosystems	September 2025: Preapplication S24G application and accompanying PP and CRR	
				

Name	Date of comment / registration	COMMENT	Date of response	EAP COMMENT / RESPONSE
Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	26 April 2025	Lack of proper consultation with adjacent landowners and custodians of the nature reserve prior to the commencement of the activities being applied for under Section 24G	September 2025: Preapplication S24G application and accompanying PP and CRR	Consultation is being carried out as part of the S24G application process. The impact of incorrect planning on registered IAPs has been considered and assessed. All comments and responses are included as Annexure M5 (this report)
Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	26 April 2025	Increased human activity and infrastructure development in an area declared for conservation purposes which may be contrary to the objectives of the Protected Areas Act.	September 2025: Preapplication S24G application and accompanying PP and CRR	The terrestrial biodiversity assessment has been carried out and provided in Appendix M3. Impacts resulting from the tourism activity have been assessed; the impact assessment is provided in Annexure M2.
Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	26 April 2025	It is of the utmost importance that all of the above points of concern is addressed in your formal assessment. For the record, I would like to confirm the IAP Property: - Portion 42 (a Portion of Portion 41), Farm Ongegunde Vryheid No. 746 - Registered Owner: The Izak Potgieter Mostertshoek CC	September 2025: Preapplication S24G application and accompanying PP and CRR	Noted. Added to the register.
Eddie Elstadt / residents and landowners of Portion 42 (a Portion of Portion 41)	26 April 2025	Written acknowledgment of the above mentioned is required for future correspondence and it needs to be included in all future submissions, reports and decisions related to this application. Yours Sincerely Eduard Elstadt (CS – JPMWL) On behalf of the Affected Landowners	September 2025: Preapplication S24G application and accompanying PP and CRR	Noted. All comments and responses are included in the PP and CRR (this report) and submitted with the S24G and other appendices to the authority for consideration.
Andre Bok Bokspruit Family Trust, a landowner in Rebelsrus Private Nature Reserve.	26 March 2025	I am a trustee of the Bokspruit Family Trust, a landowner in Rebelsrus Private Nature Reserve. Please register me as an IAP for the attached notice. Regards Andre Bok	September 2025: Preapplication S24G application and accompanying PP and CRR	Noted. registered

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IAP	28 April 2025	Concerns regarding activities carried out on : Portion 12 of the Farm Ongegunde Vryheid No 746 DEDEAT reference: SBROB#2021-05-21 The renovations and enlargements that were undertaken on the SW dwelling most definitely exceeded the original footprint of the dwelling which consisted of a tiny two room shack with a small, paved area under a roof. No formal ablution facility was in place prior to the renovation.	September 2025: Preapplication S24G application and accompanying PP and CRR	Estimated development footprints: Prior to 2021: Dwelling 1 (NE) – 265 m2 with road in front of the dwelling (estimated 180m2) on coastal side (445m2) Dwelling 2 (SW) – 60m2 Road between dwellings: 300 m2 Total footprint: 805m2 Renovated / expanded footprints post 2021: Dwelling 1 – 390 m2 (original footprint: 265m2 – expanded by 125m2)) Access road rerouted behind dwelling - 260m2 Dwelling 2 – 105m2 (original footprint: 60m2 - expanded by 45m2) Road between dwellings (existing): 300 m2 Total footprint: 1055m2 (Plans provided as Annexure J)
IAP	28 April 2025	The main concern here is that no EIA was done to determine any impact on the surrounding area when the decision was made to enlarge the dwelling. This non-compliance paves the way for other homeowners in the area to do as they please when renovating and enlarging dwellings. We don't want to set a precedent that this is acceptable.	September 2025: Preapplication S24G application and accompanying PP and CRR	A retrospective assessment has been carried out as part of the proposed S24G application to authorise the relevant listed activities. Should an authorisation be issued, conditions of the EA will need to be put in place by the holder of the EA. The property is currently zoned as agricultural 1. It is recommended consent use be obtained for relevant tourism dwelling from the Kouga Local Municipality. NEMA activities applied for and assessed include: The following activities are included in the application and assessed: Activity 17 of GNR 327 <i>Development—</i> <i>(iii) within the littoral active zone; (v) if no development setback exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater; in respect of— (e) infrastructure or structures with a development footprint of 50 square metres or more —</i> Activity 19A of GNR 327 <i>The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 5 cubic metres from—</i> <i>(i) the seashore; (ii) the littoral active zone, an estuary or a distance of 100 metres inland of the highwater mark of the sea or an estuary, whichever distance is the greater;</i>

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				Activity 54 of GNR 327 <i>The expansion of facilities—(iii) within the littoral active zone; (v) if no development setback exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater; in respect of—(e) infrastructure or structures where the development footprint is expanded by 50 square metres or more,</i> Activity 5 of GNR 324 <i>The development of resorts, lodges, hotels, tourism or hospitality facilities that sleep less than 15 people. a. Eastern Cape iii. Outside urban areas (aa) Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; (bb) Areas seawards of the development setback line or within 1 kilometre from the high-water mark of the sea if no such development setback line is determined</i> Activity 12 of GNR 324 <i>The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan. a. Eastern Cape ii. Within critical biodiversity areas identified in bioregional plans; iii. Within the littoral active zone or 100 metres inland from the high-water mark of the sea, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas;</i>
IAP	28 April 2025	NE dwelling also exceeds the original footprint with a lot of sand and vegetation removed for a road and plunge pool.	September 2025: Preapplication S24G application and accompanying PP and CRR	The assessment addresses the impact of the activities. Refer to Annexure M2 for assessment and M3 for specialist studies. A draft EMPr is provided as Annexure M4.
IAP	28 April 2025	NE dwelling is used for tourism/hospitality purposes sleeping less than 15 people but with no limit to day visitors. There have also, on occasion, been functions held, including large beach weddings. This influx of people to the area poses a threat to the sea life in the area where visitors do not respect local fishing and bait laws and visitors often drive on the beach. The influx of visitors is also a burden on the access road as	September 2025: Preapplication S24G application and accompanying PP and CRR	Operational impacts have been assessed and a draft EMPr compiled.

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		some weekends there are excessive amounts of vehicles speeding up and down the road.		
IAP	28 April 2025	I have also added a few photos of the old NW dwelling. In the photos one can clearly see the size of the old dwelling. One photo is slightly cut off on the left side but the dwelling basically ended there. On one photo of the back side of the dwelling you can see a line to the right of the photo where a small bathroom was added before the main renovation was started. I do not know where the soak-away tank is for that bathroom but that was also added. Finally, a photo of three of the old walls still erect with the new enlarged foundations clearly around the old dwelling. (sorry the photos are not in order)	September 2025: Preapplication S24G application and accompanying PP and CRR	The assessment addresses the impact of the activities. Relevant photos are included in the assessment. Refer to Annexure M2 for assessment and M3 for specialist studies. A draft EMPr is provided as Annexure M4.
IAP	28 April 2025	  		
Figure 5: Photos provided by IAP				
Jacqui Sauer	10 April 2025	Thanks Claire	8 April 2025	Thank you for the phone call this morning. I have registered you as an interested / affected party for this process. The background information document is attached. Kindly submit your comments and concerns which you may have so they can be addressed in the process.
Jacqui Sauer	2 May 2025	Herewith our comments on your Bid document for 12/746 Please confirm receipt of the document	2 May 2025	Thank you, the comments have been received.
Jacqui Sauer	2 May 2025	We have been furnished with a copy of the Background Information Document for the regularization of unlawful commencement or continuation of listed activities in terms of Section 24G of the NEMA. Contravention is noted for the following activities: LN 1 (GNR 327): Activity 19A LN 1 (GNR 327): Activity 54		Noted. The assessment addresses the impact of the activities. Refer to Annexure M2 for assessment and M3 for specialist studies. A draft EMPr is provided as Annexure M4.

Name	Date of comment / registration	COMMENT	Date of response	EAP COMMENT / RESPONSE
		LN 1 (GNR 327): Activity 54 LN 3 (GNR 324): Activity 5 We noted the following in your BID document: Background: Date of refurbishing the northeast building and rerouting of the road appears to be earlier than 2021 as stated in your document. Rerouting of road: This would have required quite substantial bush clearing and stabilization of the dune behind the northeast building		
Jacqui Sauer	2 May 2025			
Jacqui Sauer	2 May 2025	Your BID states that "Renovation of southwestern dwelling in the same development footprint". This is inaccurate. The footprint size was substantially increased.		Estimated development footprints: Prior to 2021: Dwelling 1 – 265 m2 with road in front of the dwelling (estimated 180m2) on coastal side (445m2) Dwelling 2 – 60m2 Road between dwellings: 300 m2 Total footprint: 805m2 Renovated / expanded footprints post 2021:

Name	Date of comment / registration	COMMENT	Date of response	EAP COMMENT / RESPONSE
				Dwelling 1 – 390 m2 (original footprint: 265m2 – expanded by 125m2)) Access road rerouted behind dwelling - 260m2 Dwelling 2 – 105m2 (original footprint: 60m2 - expanded by 45m2) Road between dwellings (existing): 300 m2 Total footprint: 1055m2 (Plans provided as Annexure J) Both dwellings were built in the same vicinity; no additional dwellings developed.
Jacqui Sauer	2 May 2025	Screening: No reports were attached to the BID documents. Please provide the screening report		Registration notices for public participation does not contain the reports as it is the start of the process. The draft S24G application and accompanying appendices will be submitted to you for a 30-day comment and review period.
Jacqui Sauer	2 May 2025	Could you provide details on how the level of each of the identified sensitivities was decided. Further, is there any mitigation for those sensitivities that are deemed high. There are a number of items that have been identified (see items listed below) as medium to high sensitivity. Why are only two specialist reports identified as being required. Surely specialist reports are required for all high and very high sensitivities. • Agricultural theme - Medium Sensitivity • Animal Species - High Sensitivity • Archaeological and Cultural Heritage - Very High Sensitivity • Paleontological - Very High sensitivity • Plant Species Assessment - Medium sensitivity • Terrestrial Biodiversity - Very High Sensitivity		A screening tool has been developed by the Department of Forestry, Fisheries and Environmental Affairs (DFFE). The relevant sensitivities provided are provided in the STR and are to be verified according to the relevant protocols developed per theme. The Screening Tool identifies related exclusions and/ or specific requirements including specialist studies applicable to the proposed site and/or development, based on the national sector classification and the environmental sensitivity of the site. A screening tool report (STR) (Annexure M6) was generated for the development, based on the STR, identified sensitivities and the activity, the following specialist studies were carried out: Aquatic compliance statement, A. Bok, 2025 – Annexure M2A Terrestrial biodiversity, flora and fauna verification and compliance statement, J. Pote, 2025) – Annexure M2B Paleontology study; D Wilken, 2025 – Annexure M2C Heritage study; C. Booth, 2025 – Annexure M2D
Jacqui Sauer	2 May 2025	Aquatic biodiversity is deemed low sensitivity. Increased effort owing to increased fishers in the area will impact the aquatic biodiversity. There are many resident and non-resident species along this coastline that should not be removed/ caught.		Aquatic Biodiversity relates to freshwater; Terrestrial biodiversity is indicated as very high sensitivity in the STR as it falls within the coastal environment and within 100 meters of the HWM.

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Jacqui Sauer	2 May 2025	Both building that were renovated were old beach shacks, originally owned by John and De Villiers Melville. John Melville in his book, "A century of Business in Humansdorp", notes the north eastern building (which used to be called <i>The Den</i>) being in use in October 1955 (p.89).		Heritage study; C. Booth, 2025 – Annexure M2D
Jacqui Sauer	2 May 2025	Use of the communal road: The current access road from the R330 to Mostertshoek is maintained by the residents of Mostertshoek, Rebelsrus, Tula Moya and Rocky Cost Farm, through a levy. If there is to be a tourist business introduced, then there is a need for mitigation for the significant increase on the use of the road. This value should be negotiated, and a further levy introduced into the current road fund.		Noted. The assessment addresses the impact of the activities. Refer to Annexure M2 for assessment and M3 for specialist studies. A draft EMPr is provided as Annexure M4.
Jacqui Sauer	2 May 2025	Other Comments Impact on Marine Resources: In the past, the situation was limited dwellings, not used for tourism, which resulted in only medium pressure on the coastal flora and fauna for families and friends. Many of the fish species found along this section of coastline are highly resident. Apart from removing fish to eat, catch and release mortality increases to a high level. Self-catering tourists remove shellfish to consume and increase the pressure, ultimately removing most shellfish along this section of coast. At present several nature reserves are being proclaimed along this section of coast and the use of the marine environment is an important consideration, above obeying the current Government regulations on the removal of marine species. The best solution would be a no-take rule introduced for any paying tourists visiting the area. Generally, a Fishing Policy would also be a good idea, where the highly resident species are afforded a measure of protection, in addition to the current regulations as per the Living Marine Resources Act. This will ensure a healthy fish population in the area, while still allowing fishing activity and the removal of selected species for consumption. It is important that the marine resources are not exploited by tourists.		Noted. The assessment addresses the impact of the activities. Refer to Annexure M2 for assessment and M3 for specialist studies. A draft EMPr is provided as Annexure M4.
Jacqui Sauer	2 May 2025	Waste Management: The waste structures of most of the buildings in Mostert's Hoek are conservancy tanks. These tanks would have been designed for use periodically for family and friends not as for use in a 10 to 15 sleeper guest house. The proximity to the water and		Noted. The assessment addresses the impact of the activities. Refer to Annexure M2 for assessment and M3 for specialist studies. A draft EMPr is provided as Annexure M4.

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		increased flow into the conservancy tanks may be an issue in terms of marine pollution.		
Jacqui Sauer	2 May 2025	Sense of Place: This section of the coast has traditionally been privately owned and utilized as a retreat and holiday space for owners and friends. A tourist destination within the space alters the sense of space and the way the environment is utilised. It also places increased pressure on all the resources within the area. The presence of more people with no ties or affiliation to the area could impact those existing land owners in Mostert's Hoek and neighbouring reserves. Tourists could abuse the natural resources and may not take other residents and their privacy into consideration.		Noted. The assessment addresses the impact of the activities. Refer to Annexure M2 for assessment and M3 for specialist studies. A draft EMP is provided as Annexure M4.
Jadri Hurter	22 April 2025	I would like to participate in the process for the EIA application made. Could you please assist me with the process and what else I need to do to be part of the process	23 April 2025	Thank you for your email. You have been registered for the S24G NEMA application process. As soon as the draft S24G application and accompanying appendices is compiled, it will be submitted to you for a 30-day comment and review period. Kindly send any initial comments you would like to be addressed in the assessment.
Jadri Hurter	2 May 2025	The attach document has reference. I made some comments on your document which I believe needs to be addressed or corrected as per the comments made. Main comments to be considered: 1. Impact of running the premisses as a quest house – currently the impact has been extensive. - Your report mentioned a low sensitivity on Aquatic Biodiversity. This is simply not true. Guest renting here is fishing, snorkeling, spear fishing, etc. extensively in the area. Most of them are uneducated when it comes to fishing and fish species, removing juvenile under sized fish. Also, continuous snorkelling and removing bait and sea food for consumption in the area. Over the years we have noticed the decline in certain fish and rock creatures, like giant periwinkle "älikreukel", Venus ear, mussels, etc. Most of them have no permits for these activities and also do not stick to bag limits or minimum sizes.		A screening tool has been developed by the Department of Forestry, Fisheries and Environmental Affairs (DFFE). The relevant sensitivities provided are provided in the STR and are to be verified according to the relevant protocols developed per theme. The Screening Tool identifies related exclusions and/ or specific requirements including specialist studies applicable to the proposed site and/or development, based on the national sector classification and the environmental sensitivity of the site. A screening tool report (STR) (Annexure M6) was generated for the development. Aquatic Biodiversity relates to freshwater; Terrestrial biodiversity is indicated as very high sensitivity in the STR as it falls within the coastal environment and within 100 meters of the HWM. The assessment addresses the impact of the activities. Refer to Annexure M2 for assessment and M3 for specialist studies. A draft EMP is provided as Annexure M4.

Name	Date of comment / registration	COMMENT	Date of response	EAP COMMENT / RESPONSE
Jadri Hurter	2 May 2025	- Impact on the road – and moving roads. This has an impact on the vegetation and surrounding environment. - Driving illegally on the beach and other properties. - We have applied and is in the final stages of getting our property rezoned as a nature reserve. The above impact goes against what we trying to achieve in terms of conservation and protecting the area. All other comments made on the document also needs to be addressed and rectified.		Noted. The assessment addresses the impact of the activities. Refer to Annexure M2 for assessment and M3 for specialist studies. A draft EMPr is provided as Annexure M4.
Jadri Hurter	2 May 2025	- Privacy – Outside people renting has no respect for another person's land or privacy.		The assessment addresses the impact of the activities. Refer to Annexure M2 for assessment and M3 for specialist studies. A draft EMPr is provided as Annexure M4.

Jadri Hurter	2 May 2025	Comments on BID <i>The property was purchased by the current landowner in 1993; two dwellings were in place at the time. Google Earth historical imagery (2005) shows two dwellings in place on the property. The south western dwelling has been used by the landowners as a private holiday residence; the north eastern dwelling consists of 5 rooms and an outside cottage; the 5 rooms can sleep 2 persons per room and have been rented to guests since ownership in 1993. The outside room is not rented. A maximum of 12 guests (10 adults; 2 children) have been permitted at the NE dwelling over the years. In about 2021 the owner refurbished and renovated the dwellings; the following activities took place: Rerouting of road (200m2) behind the NE dwelling, renovation of dwelling, putting in place a deck with a plunge pool (140m2) in the footprint of the old road. Renovation of south western dwelling in the same development footprint.</i> There was only 3 rooms This was an open garage The 2 buildings was seperated from each other and only joined by a back wall. This was now closed to form a lounge area Falls, the small building, single room and kitchen, approximately 20sq meters was demolished and a new dwelling of 3 times the size was added to the footprint. The total development footprint of the two dwellings and road is approximately 1600m2. Cannot be right! Comments on listed activities and reasons for trigger: SW was a rebuild not a renovation.(footprint changed) Comment is needed here, more than 50sq was added. Comment on DFFE aquatic sensitivity rating: low Wrong, since the renting of these properties we have had severe impact on the Marine life. People are harvesting and fishing in this sensitive area continuously. Not following any bag limits ect. A drastic decline in fish have been noticed over the years. See DR Warrick Sauers report	Noted – the registration notices were placed at the start of the process prior to specialist studies, site visit and review of plans. Estimated development footprints: Prior to 2021: Dwelling 1 – 265 m2 with road in front of the dwelling (estimated 180m2) on coastal side (445m2) Dwelling 2 – 60m2 Road between dwellings: 300 m2 Total footprint: 805m2 Renovated / expanded footprints post 2021: Dwelling 1 – 390 m2 (original footprint: 265m2 – expanded by 125m2)) Access road rerouted behind dwelling - 260m2 Dwelling 2 – 105m2 (original footprint: 60m2 - expanded by 45m2) Road between dwellings (existing): 300 m2 Total footprint: 1055m2 (Plans provided as Annexure J) The following activities are included in the application and assessed: Activity 17 of GNR 327 <i>Development—</i> <i>(iii) within the littoral active zone; (v) if no development setback exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater; in respect of— (e) infrastructure or structures with a development footprint of 50 square metres or more —</i> Activity 19A of GNR 327 <i>The infilling or depositing of any material of more than 5 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 5 cubic metres from—</i> <i>(i) the seashore; (ii) the littoral active zone, an estuary or a distance of 100 metres inland of the highwater mark of the sea or an estuary, whichever distance is the greater;</i> Activity 54 of GNR 327 <i>The expansion of facilities—(iii) within the littoral active zone; (v) if no development setback exists, within a distance of 100 metres inland of the high-water mark of the sea or an estuary, whichever is the greater;</i> <i>in respect of—(e) infrastructure or structures where the development footprint is expanded by 50 square metres or more,</i> Activity 5 of GNR 324 <i>The development of resorts, lodges, hotels, tourism or hospitality facilities that sleep less than 15 people.</i> <i>a. Eastern Cape iii. Outside urban areas (aa) Critical biodiversity areas</i>
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				<i>as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; (bb) Areas seawards of the development setback line or within 1 kilometre from the high-water mark of the sea if no such development setback line is determined</i> Activity 12 of GNR 324 <i>The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan. a. Eastern Cape ii. Within critical biodiversity areas identified in bioregional plans; iii. Within the littoral active zone or 100 metres inland from the high-water mark of the sea, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas;</i> Aquatic Biodiversity relates to freshwater; Terrestrial biodiversity is indicated as very high sensitivity in the STR as it falls within the coastal environment and within 100 meters of the HWM. The assessment addresses the impact of the activities. Refer to Annexure M2 for assessment and M3 for specialist studies. A draft EMP is provided as Annexure M4.
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Name	Date of comment / registration	COMMENT	Date of response	EAP COMMENT / RESPONSE
Jadri Hurter	3 July 2025	Hope you well. Just following up on the below. I have received no document S24G to review as of yet. Any progress on the whole process.	3 July 2025	Good day The draft report will be sent for 30-day comment and review. I will try to get it out for review by all interested / affected parties this month.
Jeremy Stobbs	2 April 2025		2 April 2025	Thank you for the phone call. I have registered you as an interested / affected party for this process. The background information document is attached.
Pieter de Jongh		'prop1@vodamail.co.za'	7 April 2025	Good day Pieter de Jongh Thank you for the phone call. I have registered you as an interested / affected party for this process. The background information document is attached. Kindly submit your comments and concerns which you raised so they can be addressed in the process.
Shena Ruth	3 July 2025	Good afternoon Claire Please can you provide me with documentation confirming receipt of the Sauer Comments as per email below. Also, can you provide me with the full list of comments and responses for this application. Many thanks Regards	3 July 2025	The full comments and response report will be provided with the S24G application and accompanying appendices for a 30-day review and comment period. Kind Regards
Shena Ruth	3 July 2025	Thanks Claire. When will the Response Report and Appendices be out?	28 July 2025	The Public participation and comments and response report is submitted as an appendix to the draft assessment application. I will still need to compile formal responses to all initial comments and include this communication in the supporting appendix. The draft is sent out for 30 days comments and review and then the final submitted to DEDEAT for consideration. I was aiming to have the report out by July; the terrestrial report was submitted to me about two weeks ago and I may need to have an additional specialist carry out an assessment. So we are still in pre-application phase.



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