

**PERIODIC MAINTENANCE OF TR 83/1, KM 25.78 TO
KM 34.00 AND KM 48.50 TO KM 58.00, TR 83/2 FROM
KM 0 TO KM 11,16 AND KM 15.25 TO KM 23.01, MR
365 FROM KM 0 TO KM 14.12, AND TR 31/5 FROM
KM 0.42 TO KM 0.90, BETWEEN RIVERSDALE TO
LADISMITH, WESTERN CAPE.**

**FINAL CLOSURE EXTERNAL ENVIRONMENTAL AUDIT
REPORT IN TERMS OF REGULATION 34 OF THE NEMA
EIA REGULATIONS, 2014 (AS AMENDED).**

DEA&DP Ref: 16/3/3/1/D5/16/0005/22



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KAPPEC

28 May 2025

DETAILS OF THIS REPORT

Status of this Report	Final Closure Regulation 34 External Compliance Audit Report
Date Submitted	28 May 2025
Public Review Period	Not Applicable
Report Title	The Periodic Maintenance of TR 83/1, km 25.78 to km 34.00 and km 48.50 to km 58.00, TR 83/2 from km 0 to km 11,16 and km 15.25 to km 23.01, MR 365 from km 0 to km 14.12, and TR 31/5 from km 0.42 to km 0.90, between Riversdale to Ladismith, Western Cape.
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DISCLAIMER

This report has been prepared for the Western Cape Government: Department of Infrastructure and is subject to and issued in accordance with the agreement with Kapp Environmental Consultant (Pty) Ltd. (KAPPEC).

The opinions expressed in this report have been based on the information supplied to KAPPEC by the Client and the relevant Environmental Assessment Practitioner. The Author has exercised all due care in reviewing the supplied information, but conclusions from the review are reliant on the accuracy and completeness of the supplied data. KAPPEC does not accept responsibility for any errors or omissions in the supplied information and does not accept any consequential liability arising from commercial decisions or actions resulting from them. KAPPEC accepts no liability or responsibility whatsoever for it in respect of any use of or reliance upon this report by any third party.

Opinions presented in this report apply to the site conditions and features as they existed at the time of the writing of this report, and those reasonably foreseeable.

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LETTER OF UNDERTAKING AND STATEMENT OF INDEPENDENCE

I Renier Kapp, as the appointed independent Environmental Assessment Practitioner (EAP) hereby declare that I:

- Will perform the work relating to the appointment in an objective manner, even if this results in views and findings that are not favorable to the applicant;
- Other than fair remuneration for work performed/to be performed in terms of this application, have no business, financial, personal or other interest in the activity or application and that there are no circumstances that may compromise my objectivity;
- Work performed for this study was done in an objective manner irrespective of how such findings may be favorable or not to the applicant;
- declare that there are no circumstances that may compromise my objectivity in performing such work;
- All facts and findings will be presented in an objective manner in accordance with my professional experience and information derived from the study;
- have expertise in conducting the independent audit, including knowledge of the relevant legislation and any guidelines that have relevance to the development; and
- All particulars furnished in this report are true and correct.



(Renier Kapp)

Signature of the Principle Environmental Assessment Practitioner

Kapp Environmental Consultants (Pty) Ltd (KAPPEC)

Name of Company

28 May 2025

Date

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ABBREVIATIONS

MMP	Maintenance Management Plan
DEFF	Department of Environment, Forestry and Fisheries
DWS	Department of Water Affairs and Sanitation
EA	Environmental Authorization
EAP	Environmental Assessment Practitioner
ECO	Environmental Control Officer
EIA	Environmental Impact Assessment
EMP	Environmental Management Programme
DEO	Designated Environmental Officer
KAPPEC	Kapp Environmental Consultants
I&AP	Interested and Affected Parties
RE	Resident Engineer

APPENDICES

Appendix A:	Site Photographs
Appendix B:	Site Development Plan
Appendix C:	Copy of Original EA
Appendix D:	Copy of Amended EMPr
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INTRODUCTION

Kapp Environmental Consultants (Pty) Ltd. (KAPPEC) has been appointed by the Western Cape Government: Department of Infrastructure (the Applicant) to act as the independent environmental assessment practitioners to undertake the final external compliance audit in fulfilment of Condition 18 of the Environmental Authorization (the EA) and Regulation 34 of the NEMA EIA Regulations, 2014 (as amended).

An Environmental Authorisation (EA) was granted to the Western Cape Government: Department of Infrastructure on August 29, 2022 (DEA&DP Ref: 16/3/3/1/D5/16/0005/22) in terms of the National Environmental Management Act (NEMA), 1998 (Act. 107 of 1998), and the Environmental Impact Assessment (EIA) Amendment Regulations, 2010, and Regulation 34 of the NEMA EIA Regulations, 2014 (as amended).

This external audit, conducted in alignment with the National Environmental Management Act (NEMA), is to increase the contractor's compliance rating in terms of the approved Environmental Authorization and the EMP. The body of this report will incorporate the auditable conditions and requirements contained in both the EA and the EMP. The conditions of the EA have been summarized in the report including its corresponding level of compliance with each condition.

The methodology followed for conducting the environmental audit included:

- Compilation of background information for site visit
- Site Visit
- Documentation audit
- Compilation of environmental audit report
- Submission of environmental audit report

The items have been included in table format and compliance will be indicated based on assigned colour significance as per Table 1 below:

TABLE 1: COMPLIANCE RATING

Colour	Compliance Rating Significance
GREY (N/A)	A grey item indicates that a compliance rating is not relevant. Item is listed for awareness although will not/cannot be rated.
GREEN (4)	An item is marked green to indicate complete compliance in line with the EMP.
YELLOW (3)	An item is marked yellow to indicate sufficient compliance although possibly not as prescribed in the EMP.
ORANGE (2)	An item is marked orange to indicate a non-compliance although the resulting impact is not deemed significant.
RED (1)	An item is marked red to indicate a significant or ongoing non-compliance which needs to be addressed as per the EAP instruction.

PROJECT DESCRIPTION

The proposed project involves the extensive repairs and maintenance of a network of roads covering approximately 51.24 km between Ladismith and Riversdale. This stretch traverses both Kannaland Municipality and Hessequa Municipality, totaling a development footprint of around 306,000m². The roads include Trunk Road 83/1, Trunk Road 83/2, Main Road 365, and Trunk Road 31/5, critical arteries connecting these regions.

- Trunk Road 83/1 from km 25.78 to km 34.00;
- Trunk Road 83/1 from km 48.50 to km 58.00;
- Trunk Road 83/2 from km 15.25 to km 23.01;
- Trunk Road 83/2 from km 0.00 to km 11.16;
- Main Road 365 from km 0.00 to km 14.12 and
- Trunk Road 31/5 from km 0.42 to km 0.90.

The maintenance activities aim to address pavement issues, stormwater infrastructure, culvert blockages, erosion protection, and the installation of drainage measures. Additionally, the project entails the upkeep of various watercourse crossings, including bridges and culverts.

The following repair and maintenance activities have been identified;

- Repairs and maintenance to the existing pavement via surface patching, functional patching, base repairs, rut filling, edge break repairs, crack sealing, repair of eroded shoulders, together with the necessary layer works and texture treatment with a fine slurry.
- Resealing of the roads will be applied using a bitumen rubber single seal consisting of a 14 mm stone after the maintenance is completed.
- Maintenance of the existing stormwater infrastructure located along the TR83/1, TR83/2, TR31/5 and MR365 to ensure that stormwater is adequately attenuated and dispersed.
- The repair and cleaning of all (approximately 199 minor concrete pipe culverts passing under the road of which 10 are Armco pipes of varying diameters culvert inlets and outlets) blocked culverts.
- Installation of erosion protection measures on steep gradients.
- Erosion protection measures will be installed on steep gradients or where erosion has taken place.
- The installation of some 600mm diameter culverts under some of the farm and local accesses (where needed) to improve longitudinal drainage.
- The installation of proper concrete headwalls, wingwalls and aprons to replace the existing masonry structures on a like for like basis.

The following maintenance requirements for each identified watercourse crossings has been proposed as per the EA:

TR83/1 4 Bridges and 6 large Armco type culverts

Bridge 5090: TR 83/1 at km 52.91 (existing bridge consisting of a 4 span simply supported in situ concrete structure of which each span is 5m in length)

- The removal of vegetation overgrowth and silt deposits to ensure the free flow of water.
- Repairs of vertical cracks, where moisture is evident, greater than 2.5mm in the abutments, wingwalls and piers by neatly cutting it open (in the form of a v-notch), sealing it by crack injection and repairing the v-notch with cementitious repair compound.
- Repairing of cracks smaller than 2.5mm by using crack injection.
- Cleaning of weep holes at both abutments.
- Installation of gabion mattresses along the foundation footprint to avoid further scouring.
- Replacement of expansion movement joints at the piers and abutments with Thorma joints.

Bridge 5007: TR 83/1 at km 54.00 (The existing bridge is a 10No. 21m span simply supported curved in-situ concrete monolithic beam and slab structure on a 45-degree skew)

- Removal of vegetation overgrowth and debris deposits on the foundations to ensure the free flow of water.
- Repairs of vertical and horizontal cracks in the abutment, piers, wingwalls and deck, exceeding 2.5mm in width by neatly cut it open (in the form of a v-notch), and sealing it by crack injection with an approved epoxy and the v-notch repaired with cementitious repair compound.
- Repairing of cracks smaller than 2.5mm by using crack injection.
- Cleaning of the deck soffit surface (concrete) by using a high-pressure water jet to establish the cause of efflorescence and then sealing it with an approved cementitious repair compound.
- Repairing damaged concrete areas to piers, deck and parapets by neatly cutting out, cleaning the reinforcement of all oxidation and treating it with a noncorrosive compound, then reinstating it with a cementitious repair compound.
- Repairing of concrete spalling with an epoxy repair mortar to prevent further aggregate loss and exposure.
- Replacing the expansion movement joints at the piers and abutments with Thorma joints.

Bridge 4837: TR 83/1 at km 57.49 (An existing bridge consisting of an 8 span simply supported in-situ concrete monolithic beam and slab structure consisting of 13m spans)

- Removal of dense vegetation overgrowth and debris deposits to ensure the free flow of water.
- Repairs of vertical and horizontal cracks in the abutment, piers, wingwalls and deck, exceeding 2.5mm in width by neatly cut it open (in the form of a v-notch), and sealing it by crack injection with an approved epoxy and the v-notch repaired with cementitious repair compound.
- Repairing of cracks smaller than 2.5mm by using crack injection
- Backfilling is required with suitable imported materials and dump rock riprap shall be neatly placed around the piers and abutments to prevent further scouring and erosion.
- Damaged and spalled concrete areas to piers, abutments, wingwalls, deck and parapets are to be neatly cut-out, reinforcement will be cleaned of all oxidation and treated with a non-corrosive compound, then repaired with a cementitious repair compound.
- Joints at abutments and deck will be clearly separated at their interface.
- All concrete spalling will be repaired with an epoxy repair mortar to prevent further aggregate loss and exposure.
- Expansion movement joints at the piers and abutments will be replaced with Thorma joints.

Bridge 4838: TR 83/1 at km 57.61 (an existing bridge consisting of a 2 span simply supported in-situ concrete monolithic beam and slab structure consisting of 13m spans)

- Removal of dense vegetation overgrowth and debris deposits to ensure the free flow of water.
- Repairs of vertical and horizontal cracks in the abutment, piers, wingwalls and deck, exceeding 2.5mm in width by neatly cut it open (in the form of a v-notch), and sealing it by crack injection with an approved epoxy and the v-notch repaired with cementitious repair compound.
- Repairing of cracks smaller than 2.5mm by using crack injection.
- Backfilling is required with suitable imported materials and dumped rock riprap shall be neatly placed around the piers and abutments to prevent further scouring and erosion.

Culvert 10875: TR 83/1 at km 26.24

- Trimming and removal of dense vegetation at the inlet and outlet and removal of silt deposits inside the barrel

Culvert 10692: TR 83/1 at km 30.63 (an existing structure consisting of a single cell Armco drainage culvert with an approximate circular diameter of 1.85m and an overall length of approximately 21.3m).

- Clearance of accumulation of debris and silt deposits within the barrel and there is dense vegetation overgrowth in the waterways.
- Rehabilitation of the existing in-situ concrete apron slabs at both the inlet and outlet where there is a loss of aggregates.

Culvert 10874: TR83/1 at km 29.99 (The existing structure consisting of a double cell Armco drainage culvert with an approximate 3.7 m wide x 3.0 m high opening 35.0 m in length)

- Removal and trimming of dense vegetation at the inlet and outlet.
- Removal of silt deposits inside the barrel and carting thereof to spoil.
- Dumping of rock and packing it neatly at the inlet to prevent further scouring and erosion.

Culvert 10089: TR 83/1 at 50.82 (an existing structure consisting of a single cell Armco drainage culvert with an approximate 4.9m wide x 4.9 high and is approximately 25.85m long).

- Clearance of dense vegetation and debris from the culvert.
- Installation of gabion baskets along the waterway and embankments to prevent further scouring and erosion.
- Clearance of the Armco barrel walls and the painting of affected corroded areas with a cold galvanized paint and the entire internal surface area is to be painted with a mastic asphalt coating to prevent further corrosion.
- The cracks less than 2.5mm in the sloping headwall will be sealed by injection and cracks greater than 2.5mm are to be cut back with a v-notch and sealed with cementitious repair compound.
- New guardrails as per the WCG Standard Plans manual are to be installed for safety requirements.

Culvert 10867: TR 83/1 at km 52.61 (an existing single cell consisting of an Armco drainage culvert that is 3.2m wide x 2.1m high structure in very poor condition).

- There is significant chemical attack and corrosion evident in the walls and roof of the Armco structure.
- Repairing of culvert by placing a new prefabricated concrete pipe within the existing culvert and the remaining space to be filled with self-compacting concrete.
- The construction of a new headwall, apron slab and wingwalls are to be constructed at the outlet and new gabion mattresses are to be installed to prevent further scouring and erosion.

Culvert 10867: TR 83/1 at 55.19 The existing structure consisting of a single cell, in-situ portal drainage culvert with an approximate opening of 3.2m wide x 2.0m high and approximately 12.8m long).

- Clearance of vegetation and removal of debris from the culvert.
- The existing deck at both the inlet and outlet are to be demolished and reconstructed with a raised headwall. New guardrails as per the WCG Standard Plans are to be installed for safety requirements.

TR 83/2: 2 Bridge and 4 concrete culverts:

Bridge 5359: TR 83/2 at km 6.73 (an existing bridge consisting of a 4 span simply supported insitu concrete deck slab structure of with 10.6m spans).

- Clearance of vegetation and removal of all debris from the waterway.
- Cleaning of all scuppers and abutment weep holes.
- Replacement of existing expansion joints with Thorma joints.
- Repair of compound cracks greater than 2.5mm by cutting back and repairing it with a cementitious repair compound.
- Repairing of cracks less than 2.5mm by sealing it by injection with an approved epoxy.

Bridge 5490: TR83/2 at km 15.56 (an existing bridge consisting of a 7-span prestressed, continuous concrete deck slab consisting of 12.5m spans).

- Sealing of crack in deck slab by injection with an approved epoxy.
- Sealing of all damaged concrete with epoxy repair mortar.
- Unblocking and cleaning of all road drains and existing joints.

Culvert 10972: TR 83/2 at km 9.32 (an existing structure consisting of a single portal, cast in-situ concrete structure with a deck slab supported on in-situ RC walls. The culvert opening is 3.0m wide with an approximate height of 1.7m and the structure has an overall length of approximately 20.7m).

- Clearance of dense vegetation and removal of the debris from the waterway.
- Regrading of the banks at a slope of 1:1.5 to prevent material spill over.
- Clearance of all scuppers and weepholes.

Culvert 10976: TR83/2 at km 19.93 (an existing culvert consisting of a single portal, cast in-situ concrete structure. The culvert opening is approximately 3.9m wide and 2.0m high).

- Removal of vegetation at wingwalls and the installation of gabion boxes to prevent further scour.
- Installation of gabion mattresses in outlet waterway to prevent further scour and erosion.
- Cut out of spalled and damaged concrete areas to deck and reinforcement and cleaning it from all oxidation and treated with a non-corrosive compound and then reinstating it with a cementitious repair compound.

- All weepholes will be either entirely or partially buried and must be fully exposed and cleared.
- Cracks greater than 2.5mm will be cut back and repaired with a cementitious repair compound and cracks less than 2.5mm are to be sealed by injection with an approved epoxy.
- Installation of new guardrails as per the WCG Standard Plans for safety requirements.

Culvert un-numbered: TR83/2 at km 20.37 (an existing culvert consisting of a minor single portal, cast in-situ concrete structure. The culvert opening is approximately 2.0m wide and 2.0m high).

- Clearance of vegetation overgrowth is at the inlet as well as removal of sediment build up in the waterway.
- Installation of new gabion boxes in the outlet waterway to prevent further scour.
- Damaged concrete areas to deck are to be neatly cut out, reinforcement cleaned of all
- Oxidation and treated with a non-corrosive compound, then reinstated with a cementitious repair compound.
- All weepholes are either entirely or partially buried and must be fully exposed and cleared.
- Cracks greater than 2.5mm are to be cut back and repaired with a cementitious repair compound and cracks less than 2.5mm are to be sealed by injection with an approved epoxy.

Culvert 10977: TR83/2 at km 22.25(an existing structure that consists of a double cell portal, cast in-situ concrete structure. Each cell's openings are approximately 2.9m wide and 2.9m high).

- New guardrails as per the WCG Standard Plans will be installed for safety requirements.
- Vegetation overgrowth will be cleared at the inlet.
- Excessive erosion is evident in the eastern cell due to the rerouting of the waterway by a vagrant living in the western cell. The eastern cell is to be partially backfilled and the natural waterway reinstated. The vagrant is to be removed from the western cell. Damage and spalling of deck edge to be neatly cut out, reinforcement cleaned of all oxidation and treated with a noncorrosive compound, then reinstated with a cementitious repair compound or concrete. Crack at deck/abutment interface to be sealed and joint to be reinstated to allow for movements.
- Cracks greater than 2.5mm are to be cut back and repaired with a cementitious repair compound and cracks less than 2.5mm are to be sealed by injection with an approved epoxy.

MR 365 2 Bridges and 3 large in- situ concrete culverts

Bridge 9061: MR 365 at km 3.30 (an existing bridge is a single cellular cast in-situ concrete structure with a deck slab supported on abutment walls. The opening is 7.8m wide with an approximate height of 3.5m).

- Clear vegetation adjacent the wingwalls and remove debris in the waterway.
- Damaged deck edge to be neatly cut out, reinforcement cleaned of all oxidation and treated with a non-corrosive compound, then reinstated with a cementitious repair compound or concrete.
- Cracks greater than 2.5mm are to be cut back and repaired with a cementitious repair compound and cracks less than 2.5mm are to be sealed by injection with an approved epoxy. Regrade existing backs to a slope of 1:1.5 to avoid material spill over.
- Damaged area at abutment and wingwall to be demolished, reinforcement to be exposed and portion to be recast. Joint between crack and abutment to be reinstated to ensure cracking does not reoccur.
- New guardrails as per the WCG Standard Plans are to be installed for safety requirements.
- Roadway cracks to be sealed.

Culvert 10969: MR 365 at km 4.54 (an existing structure is a single cell, in-situ portal drainage culvert with an approximate 5.5m wide x 2.1m high opening. The overall length is approximately 12.0m).

- Vegetation is to be cleared and carted to spoil.
- Repair all vertical cracks in walls, wingwalls and deck in excess of 2.5mm, are to be neatly cut open (in the form of a v-notch), sealed by crack injection with an approved epoxy and the v-notch repaired with cementitious repair compound.
- Seal all cracks less than 2.5mm in with, with an approved epoxy by crack injection. Remove damaged deck edge and repair with approved cementitious repair compound. Crack between abutment and slab to be reinstated to avoid further restraint cracking.
- New guardrails as per the WCG Standard Plans are to be installed for safety requirements.

Culvert 10970: MR 365 at km 5.57 (an existing structure is a single cell, in-situ portal drainage culvert with an approximate 5.2m wide x 2.7m high opening. The overall length is approximately 12.0m).

- Clear all vegetation from the waterway and cart to spoil.
- Repair all cracks in walls, wingwalls and deck in excess of 2.5mm, are to be neatly cut open (in the form of a v-notch), sealed by crack injection with an approved epoxy and the v-notch repaired with cementitious repair compound.
- Seal all cracks less than 2.5mm in with, with an approved epoxy by crack injection. Install new guardrails as per the WCG Standard Plans for safety requirements.

Culvert 10971: MR 365 at km 8.33 (an existing structure is a single cell, in-situ portal drainage culvert with an approximate 3.7m wide x 3.0m high opening. The overall length is approximately 11.2m.

- Remove all debris from the waterway.
- Install new gabion boxes and mattresses in the waterway and embankments. The new gabion boxes and mattresses will exceed 10 m³ and therefore a listed activity is triggered. Deviate existing services.
- Missing culvert number to be replaced.
- Repair all cracks in walls and wingwalls in excess of 2.5mm, are to be neatly cut open (in the form of a v-notch), sealed by crack injection with an approved epoxy and the v-notch repaired with cementitious repair compound.
- Seal all cracks less than 2.5mm in with, with an approved epoxy by crack injection. Install new guardrails as per WCG Standard Plans for safety requirements.

Bridge 4515: MR 365 at km 13.10 (an existing bridge is a 3 span simply supported cast in-situ concrete deck slab structure consisting of 9.8m spans.

- Clear vegetation in the waterway and cart to spoil. Excavate, shape and remove boulders from within the waterway to match original design level.
- Replace existing deck movement joints with thorma joints, at piers and at abutments. Spalling of parapet to be neatly cut out, reinforcement cleaned of all oxidation and treated with a non-corrosive compound, then reinstated with a cementitious repair compound or concrete.
- Remove damaged deck edge and repair with approved cementitious repair compound. Cracks in excess of 2.5mm, are to be neatly cut open (in the form of a v-notch), sealed by crack injection with an approved epoxy and the v-notch repaired with cementitious repair compound.
- Seal all cracks less than 2.5mm in with, with an approved epoxy by crack injection.
- All weep holes in the abutments to be cleared.

TR31/5

Culvert Unknown Number: TR31/5 at km 0.7

- Vegetation clearing and removal of debris from the culvert.

LISTED ACTIVITIES

The EA subsequently authorized the applicant to undertake the underneath **listed activities**:

Government Notice No. 326 of 7 April 2017, Listing Notice 1

Activity 19

Activity Description:

The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse; but excluding where such infilling, depositing, dredging, excavation, removal or moving -

- (a) will occur behind a development setback;
- (b) is for maintenance purposes undertaken in accordance with a maintenance management plan;
- (c) falls within the ambit of activity 21 in this Notice, in which case that activity applies;
- (d) occurs within existing ports or harbours that will not increase the development footprint of the port or harbour;

or where such development is related to the development of a port or harbour, in which case activity 26 in Listing Notice 2 of 2014 applies.

It is proposed that maintenance of the stormwater structures forms part of the proposed maintenance. The proposed maintenance will result in more than 10 cubic metres of material being excavated, moved and/or infilled in the watercourses. Therefore, this listed activity is triggered.

Government Notice No. 326 of 7 April 2017, Listing Notice 3

Activity 12

Activity Description:

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.

Western Cape

- i. Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004;
- ii. Within critical biodiversity areas identified in bioregional plans;
- iii. Within the littoral active zone or 100 metres inland from high water mark of the sea or an estuarine functional zone, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas;

- iv. On land, where, at the time of the coming into effect of this Notice or thereafter such land was zoned open space, conservation or had an equivalent zoning; or
- v. On land designated for protection or conservation purposes in an Environmental Management Framework adopted in the prescribed manner, or a Spatial Development Framework adopted by the MEC or Minister

Seven vegetation types were identified along the various roads. The conservation status of the vegetation types is Least Threatened, with the exception of the Muscadel Riviere (Azi8) vegetation type being classified as Endangered. As such, application is made for this listed activity as the clearance of more than 300 square metres of Muscadel Riviere (Azi8) will take place.

REGULATION 34 EXTERNAL AUDIT REQUIREMENTS

This section will attempt to detail the content requirements to be included as part of a Regulation 34 Audit Report as outlined in terms of Appendix 7 of Regulation 982 of the 2014 EIA Regulations.

Environmental audit report

The environmental audit report must provide recommendations regarding the need to amend the EMPr, and where applicable, the closure plan.

Objective of the environmental audit report

The objective of the environmental audit report is to

- a) report on –
 - i. the level of compliance with the conditions of the environmental authorisation and the EMPr, and where applicable, the closure plan; and
 - ii. the extent to which the avoidance, management and mitigation measure provided for in the EMPr, and where applicable, the closure plan achieve the objectives and outcomes of the EMPr, and closure plan;
- b) identify and assess any new impacts and risks as a result of undertaking the activity;
- c) evaluate the effectiveness of the EMPr, and where applicable, the closure plan; and
- d) identify shortcomings in the EMPr, and where applicable the closure plan, and
- e) identify the need for any changes to the avoidance, management and mitigation measures provided for in the EMPr, and where applicable, the closure plan.

Content of environmental audit reports

(1) An environmental audit report prepared in terms of these Regulations must contain –

- a) details of the –
 - i. independent person who prepared the environmental audit report; and
 - ii. expertise of the independent person that compiled the environmental audit report;
- b) a declaration that the independent auditor is independent in a for as may be specified by the competent authority;
- c) an indication of the scope of, and purpose for which, the environmental audit report was prepared;
- d) a description of the methodology adopted in preparing the environmental audit report;
- e) an indication of the ability of the EMPr, and where applicable, the closure plan to –
 - i. sufficiently provide for the avoidance, management and mitigation of environmental impacts associated with the undertaking of the activity on an on-going basis;

- ii. sufficiently provide for the avoidance, management and mitigation of environmental impacts associated with the closure of the facility; and
 - iii. ensure compliance with the provisions of environmental authorisation, EMPr, and where applicable, the closure plan;
- f) a description of any assumptions made, and any uncertainties or gaps in knowledge;
- g) a description of any consultation process that was undertaken during the course of carrying out the environmental audit report;
- h) a summary and copies of any comments that were received during any consultation process; and
- i) any other information requested by the competent authority.

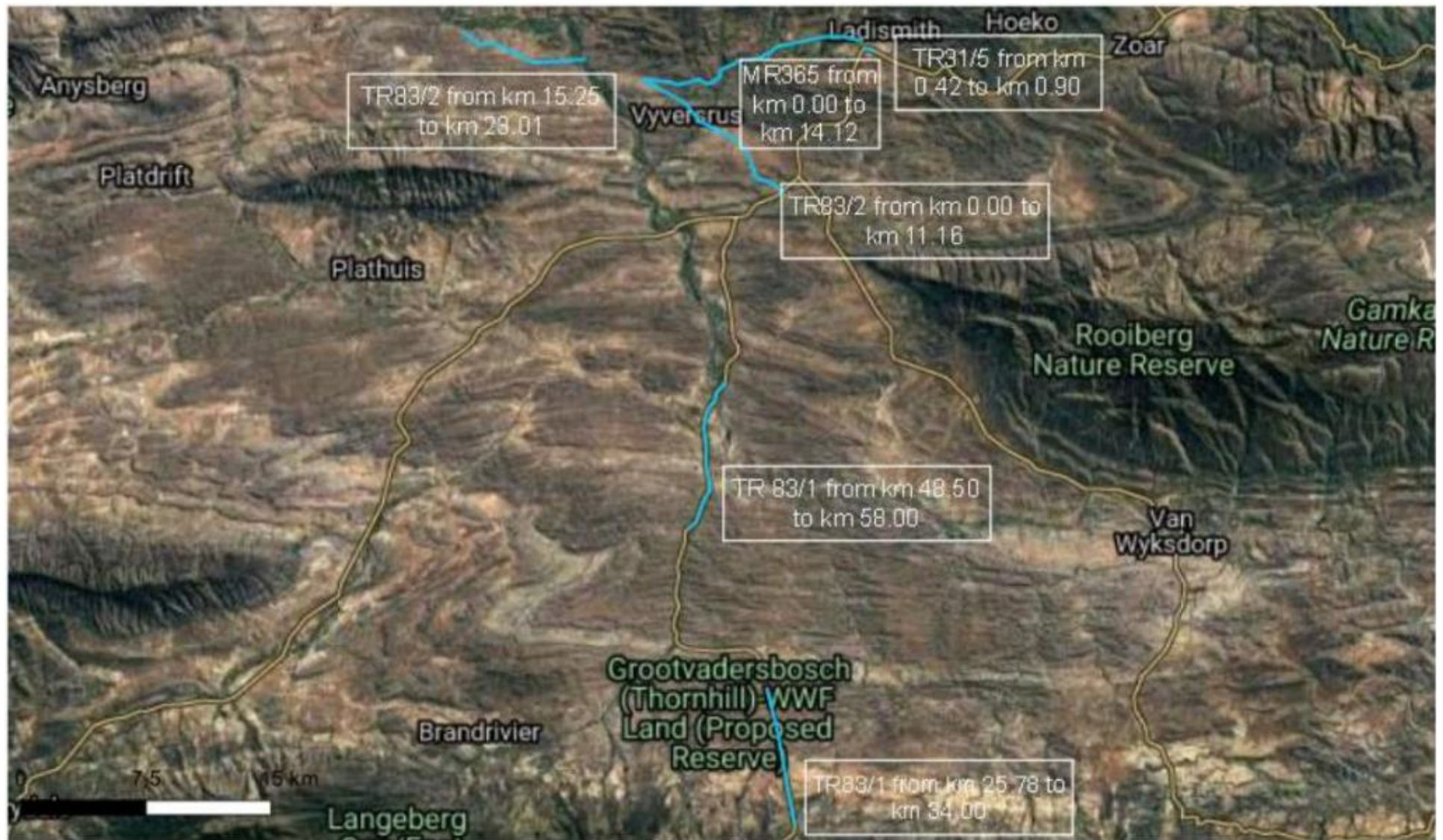


FIGURE 1: LOCALITY MAP OF PROPOSED ROAD SECTIONS AS EXTRACTED FROM THE EA.

CONDITIONS OF AUTHORISATION

TABLE 2: ENVIRONMENTAL AUTHORISATION CONDITIONS AND COMPLIANCE (ORIGINAL EA)

No.	EA CONDITIONS	COMPLIANCE FINDING
1.	This Environmental Authorisation is granted for the period from date of issue until 29 August 2027 .	A letter to notify the department was issued on the 6 th of April 2023. The letter served as a notification of commencement with the intended date of 13 April 2023. The ECO submitted the final closure ECO report and formally notified the competent authority on 14 April 2025. All maintenance activities were fully completed prior to 29 August 2027.
2.	The non-operational component of the Environmental Authorisation is subject to the following: 2.1 The holder must commence with all the listed activities and conclude the development activities (construction phase) by 29 August 2026. 2.2 The holder must finalise the post construction rehabilitation and monitoring requirements within a period of 6-months from the date the development activities (construction phase) are concluded.	A letter to notify the department was issued on the 6th of April 2023. The letter served as a notification of commencement with the intended date of 13 April 2023. The ECO submitted the final closure ECO report and formally notified the competent authority on 14 April 2025. All maintenance activities were fully completed prior to 29 August 2027. All post-construction rehabilitation has been concluded, and monitoring obligations are being completed.
3.	The Maintenance Management Plan dated 11 May 2022 prepared by Guillaume Nel (GNEC) is adopted for a period of 10 years (until 29 August 2032) during which period all maintenance activities, monitoring requirements and reporting must be finalised. Failing which, this Environmental Authorisation shall lapse, unless the environmental authorisation is amended in accordance with the relevant process contemplated in the Environmental Impact Assessment Regulations promulgated under the National Environmental Management Act, 1998 (Act no. 107 of 1998).	All post-construction rehabilitation activities have been concluded, and environmental monitoring obligations are actively being completed in line with the plan's requirements. The Environmental Control Officer (ECO) submitted the final closure ECO report and formally notified the competent authority on 14 April 2025. Furthermore, all maintenance activities associated with the project were fully completed prior to 29 August 2027, well within the stipulated 10-year implementation period ending on 29 August 2032.

4.	The Holder is authorised to undertake the listed activities specified in Section B above in accordance with the Preferred Alternative described in the FBAR dated 11 May 2022 on the site as described in Section C above.	The holder undertook all the listed activities as specified in Section B above in accordance with the Preferred Alternative.
5.	This Environmental Authorisation may only be implemented in accordance with an approved Environmental Management Programme ("EMPr"). A final design plan as well as specific maintenance method statements must be submitted to this Directorate as part of the EMPr.	The EMPr was amended to include the final designs and maintenance method statements and was approved by the Competent Authority. Please refer to Table 4 for the EMPr compliance findings.
6.	The Holder shall be responsible for ensuring compliance with the conditions by any person acting on his/her behalf, including an agent, sub-contractor, employee or any person rendering a service to the Holder.	The holder held all responsibility for the actions undertaken by everyone on site.
7.	Any changes to, or deviations from the scope of the alternative described in section B above must be accepted or approved, in writing, by the Competent Authority before such changes or deviations may be implemented. In assessing whether to grant such acceptance/approval or not, the Competent Authority may request information in order to evaluate the significance and impacts of such changes or deviations, and it may be necessary for the Holder to apply for further authorisation in terms of the applicable legislation.	No changes or deviations from the approved scope were made during the course of the project.
8.	The Holder must in writing, within 14 (fourteen) calendar days of the date of this decision– 8.1. notify all registered Interested and Affected Parties ("I&APs") of – 8.1.1. the decision reached on the application; 8.1.2. the reasons for the decision as included in Annexure 3; 8.1.3. the date of the decision; and	The I&AP Notification Letter was sent on the 30 th of August 2022, one day after the Environmental Authorisation (EA) was granted. All required information was included in accordance with the stipulated conditions.

8.1.4. the date when the decision was issued. 8.2. draw the attention of all registered I&APs to the fact that an appeal may be lodged against the decision in terms of the National Appeal Regulations, 2014 (as amended) detailed in Section G below; 8.3. draw the attention of all registered I&APs to the manner in which they may access the decision; 8.4. provide the registered I&APs with the: 8.4.1. name of the Holder (entity) of this Environmental Authorisation, 8.4.2. name of the responsible person for this Environmental Authorisation, 8.4.3. postal address of the Holder, 8.4.4. telephonic and fax details of the Holder, 8.4.5. e-mail address, if any, of the Holder, 8.4.6. contact details (postal and/or physical address, contact number, facsimile and e-mail address) of the decision-maker and all registered I&APs in the event that an appeal is lodged in terms of the 2014 National Appeals Regulations (as amended). 8.5. The listed activities, including site preparation, must not commence within 20 (twenty) calendar days from the date the applicant notified the registered I&APs of this decision. 8.6. In the event that an appeal is lodged with the Appeal Authority, the effect of this Environmental Authorisation is suspended until the appeal is decided i.e. the listed activities, including site preparation, must not commence until the appeal is decided.	No appeals were lodged against the EA to the auditor's knowledge. The I&APs were notified of the decision on 30 August 2022. Site preparation and listed activities only commenced on 13 April 2023, well beyond the required 20-calendar-day waiting period.
9. Seven calendar days' notice, in writing, must be given to the Competent Authority before commencement of any activities. 9.1. The notice must make clear reference to the site details and EIA Reference number given above.	A notification of commencement was sent to DEA&DP on the 6th of April 2023 and made clear reference to the site details and EIA Reference, it also included proof/comments of compliance with conditions 8, 11, 13 and 21.

	9.2. The notice must also include proof of compliance with the following conditions described herein: Conditions: 8, 11, 13 and 21 9.3. Seven calendar days' notice, in writing, must be given to the Competent Authority on the commencement of any maintenance activities to be undertaken during the period that the environmental authorisation is valid.	<i>The following was written in the notification sent to the competent authority:</i> Condition 8: <i>Please refer to the I&AP notification proof attached to the email. The I&APs were notified of the EA the day after the EA was granted on the 30th of August 2022.</i> Condition 11: <i>The EMPr will be amended and submitted as soon as possible as per email confirmation (EMPr will only be amended and submitted to Competent Authority for approval, no formal amendment process required.)</i> Condition 13: <i>Guillaume Nel Environmental Consultants (GNEC) has been appointed as the Environmental Control Officer (ECO) to conduct fortnightly audits on compliance in terms of the EA and Environmental Management Programme (EMPr).</i> Condition 21: <i>The No-Go areas will be physically demarcated prior to any earthworks commencing. This proof will reflect in the 1st Formal ECO Audit Report.</i> A letter to notify the department was issued on the 6th of April 2023. The letter served as a notification of commencement with the intended date of 13 April 2023.
10.	Seven calendar days' written notice must be given to the Competent Authority on completion of the construction activities.	The Competent Authority was provided with written notice of the completion of construction activities on 14 April 2025. The final Site ECO visit was done on the 12th of March 2025, as per the

		ECO, and the report was submitted on the 14 th of April 2025.
11.	The draft or Environmental Management Programme (“EMPr”) submitted as part of the application for Environmental Authorisation must be amended to incorporate the following — 11.1 All ECO monthly compliance monitoring reports must be submitted to this Directorate on a monthly basis. 11.2 Incorporate all the conditions of this Environmental Authorisation; 11.3 Include the final design and specific maintenance method statements. 11.4 The amended EMPr must be submitted to the Competent Authority prior to the construction activities commencing on site.	The EMPr was amended, submitted and approved by the Competent Authority on the 12 th of May 2023.
12.	The EMPr must be included in all contract documentation for all phases of implementation.	The EMPr was included in the contract document throughout the maintenance period.
13.	The Holder must appoint a suitably experienced Environmental Control Officer (“ECO”), for the duration of the construction and rehabilitation phases of implementation contained herein.	Guillaume Nel Environmental Consultants (GNEC) was appointed as the ECO in March/April 2024, with the responsibility of conducting environmental compliance audits and submitting a consolidated monthly report to your department.
14.	The ECO must— 14.1. be appointed prior to commencement of any works (i.e. removal and movement of soil; 14.2. ensure compliance with the provisions contained in the EMPr and conditions of the EA; 14.3. keep record of all activities on the site; problems identified; transgressions noted and a task schedule of tasks undertaken by the ECO; 14.4. remain employed until all development activities are concluded,	Guillaume Nel Environmental Consultants (GNEC) was appointed as the Environmental Control Officer (ECO) in March/April 2024, prior to the commencement of any site activities. The ECO was responsible for ensuring compliance with the Environmental Management Programme (EMPr) and the conditions of the Environmental Authorisation (EA), maintaining detailed records of all site activities, identifying any problems or transgressions, and documenting tasks undertaken. GNEC remained appointed as ECO for the duration of the project

	and the post construction rehabilitation and monitoring requirements are finalised.	through to the conclusion of all development activities, including post-construction rehabilitation and monitoring requirements. The final closure ECO report was submitted, and formal notification was issued to the Competent Authority on 14 April 2025.
15.	A copy of the Environmental Authorisation, EMPr, any independent assessments of financial provision for rehabilitation and environmental liability, closure plans, audit reports and compliance monitoring reports must be kept at the site of the authorised activities and be made available to anyone on request, and where the Holder has website, such documents must be made available on such publicly accessible website.	The environmental file which includes a copy of the EA, EMPr, Rehab Plan, ECO reports and induction register was held at the site office throughout the construction period. The site agent responsible for these duties was Juan Keyter of Henra.
16.	Access to the site referred to in Section C must be granted, and the environmental reports mentioned above must be produced, to any authorised official representing the Competent Authority who requests to see it for the purposes of assessing and/or monitoring compliance with the conditions contained herein.	Access to the site referred to in Section C was available during the final closure site audit.
17.	The Holder must, for the period during which the environmental authorisation; and EMPr remain valid ensure that compliance with the conditions of the environmental authorisation and the EMPr, is audited.	Monthly ECO reports were consistently submitted to the Competent Authority, together with the required external audit reports. An external environmental audit was conducted during the completion of the major culvert structures, in accordance with the conditions of the Environmental Authorisation. This report serves as the final Environmental Audit Report for the construction phase (non-operational component) and will be submitted within the prescribed six-month period following the conclusion of post-construction rehabilitation and monitoring activities.
18.	The frequency of auditing of compliance with the conditions of the	Kapp Environmental Consultants (Pty) Ltd. (KAPPEC) has been

	environmental authorisation and provisions of the EMPr, must adhere to the following programme: 18.1. Auditing during the non-operational phase (construction activities): 18.1.1. During the period which the activities have been commenced with on site until the construction of the major culvert and post construction rehabilitation and monitoring requirements have been completed, the Holder must ensure annual environmental audit(s) are undertaken and the Environmental Audit Report(s) submitted annually to the Competent Authority. 18.1.2. A final Environmental Audit Report for the construction phase (non-operational component) must be submitted to the Competent Authority within six (6) months of completion of the post construction rehabilitation and monitoring requirements.	appointed by the Western Cape Government: Department of Infrastructure (the Applicant) to act as the independent environmental assessment practitioners to undertake the final external compliance audit in fulfilment of Condition 18 of the Environmental Authorization (the EA) and Regulation 34 of the NEMA EIA Regulations, 2014 (as amended). An external environmental audit was conducted during the completion of the major culvert structures, in accordance with the conditions of the Environmental Authorisation. This report serves as the final Environmental Audit Report for the construction phase (non-operational component) and will be submitted within the prescribed six-month period following the conclusion of post-construction rehabilitation and monitoring activities.
19.	The Environmental Audit Report(s), must – 19.1. be prepared and submitted to the Competent Authority, by an independent person with the relevant environmental auditing expertise. Such person may not be the ECO or EAP who conducted the EIA process; 19.2. provide verifiable findings, in a structured and systematic manner, on– 19.2.1. the level of compliance with the conditions of the	Kapp Environmental Consultants (Pty) Ltd. (KAPPEC) has been appointed by the Western Cape Government: Department of Infrastructure (the Applicant) to act as the independent environmental assessment practitioners to undertake the final external compliance audit in fulfilment of Condition 18 of the Environmental Authorization (the EA) and Regulation 34 of the NEMA EIA Regulations, 2014 (as amended).

	environmental authorisation and the EMPr and whether this is sufficient or not; and 19.2.2. the ability of the measures contained in the EMPr to sufficiently provide for the avoidance, management and mitigation of environmental impacts associated with the undertaking of the activity. 19.3. identify and assess any new impacts and risks as a result of undertaking the activity; 19.4. evaluate the effectiveness of the EMPr; 19.5. identify shortcomings in the EMPr; 19.6. identify the need for any changes to the avoidance, management and mitigation measures provided for in the EMPr; 19.7. indicate the date on which the construction work was commenced with and completed or in the case where the development is incomplete, the progress of the development and rehabilitation; 19.8. indicate the date on which the maintenance/ rehabilitation was commenced with and the progress of the rehabilitation; 19.9. include a photographic record of the site applicable to the audit; and 19.10.be informed by the ECO reports.	All requirements listed herewith have been included in this report. A Search and Rescue operation was conducted on 5 May 2023, prior to the commencement of construction activities. The first ECO report was submitted on 14 May 2023, confirming that works commenced during the second week of May 2023. The ECO submitted the final closure report on 14 April 2024, confirming the completion of all maintenance activities. However, during this final external audit, it was observed that the contractor's camp had not yet been stabilised or rehabilitated.
20.	The Holder must, within 7 calendar days of the submission of the audit report to the Competent Authority, notify all potential and registered I&APs of the submission and make the report available to anyone on request and on a publicly accessible website (if applicable).	Noted, the I&APs have been notified within the provided timeframe.

TABLE 3: ENVIRONMENTAL AUTHORISATION SPECIAL CONDITIONS AND COMPLIANCE

No.	EA CONDITIONS	COMPLIANCE FINDING
21.	The No-Go areas must be physically and clearly demarcated prior to any earthworks commencing. This area may not be used to store any materials. All construction related activities such as storage of materials and site camp establishment must occur within an identified demarcated area approved by the ECO.	The existing road reserve fence was utilised as the physical demarcation of the No-Go areas. All areas outside of the defined maintenance footprint were regarded and treated as No-Go zones, and no evidence of maintenance-related activities was observed beyond this boundary during the final audit. As all maintenance activities have now been completed, temporary demarcations are no longer required. The road reserve fence remains intact and in good condition. However, the site camp area remains demarcated and has not yet been cleared of material stockpiles, nor has the surface been cleaned or rehabilitated.
22.	Species of Conservation Concern must be rescued and translocated to an appropriately suitable habitat identified as identified in the EMP.	A search and rescue operation was undertaken at the watercourses where vegetation removal is proposed, and plant material was stored in the nursery. Please refer to the Search and Rescue Completion Report attached as Appendix I for a list of specimens rescued. According to the report, a total of 1153 plants have been searched and rescued within the maintenance footprint.
23.	Maintenance and construction activities must be undertaken during the drier summer months in order to mitigate the impact of the proposed development on the hydrological and geomorphological receiving environment.	During the first external audit, the contractor confirmed that maintenance works within watercourses mostly included crack repairs. The main stormwater infrastructure was only installed at the beginning of 2024 during the dry summer months as required.
24.	Concrete works must be carefully controlled, and no concrete may be	During the final audit, no cement remains were observed.

	spilled within the watercourses.	
25.	All footprint areas must immediately be revegetated after the maintenance activities are completed to expedite the recovery of the watercourse crossings post maintenance activities.	Due to the recent rainfall, substantial regrowth of reed vegetation has occurred in areas where clearance was undertaken as part of the approved maintenance scope. This natural recovery indicates healthy vegetative resurgence; however, the current density suggests that routine, periodic vegetation control will be necessary to maintain the hydraulic efficiency of the structure and prevent flow obstruction.
26.	A final design plan of the structures and the specific method statements for the maintenance works must be submitted to the Competent Authority prior to the commencement of the maintenance activities. This final design plan and detailed method statements for maintenance must be included in the amended EMPr that must be submitted to the competent authority.	The EMPr was amended, submitted and approved by the Competent Authority on the 12 th of May 2023.
27.	Should any heritage remains be exposed during excavations or any other actions on the site, these must immediately be reported to the Provincial Heritage Resources Authority of the Western Cape, Heritage Western Cape. Heritage remains uncovered or disturbed during earthworks must not be further disturbed until the necessary approval has been obtained from Heritage Western Cape. Heritage remains may only be disturbed by a suitably qualified heritage specialist working under a directive from the relevant Heritage Resources Authority. Heritage remains include: meteorites, archaeological and/or paleontological remains (including fossil shells and trace fossils); coins; indigenous and/or colonial ceramics; any articles of value or antiquity; marine shell heaps; stone artefacts and bone remains;	No heritage remains were exposed or recorded during maintenance activities.

	structures and other built features with heritage significance; rock art and rock engravings; shipwrecks; and/or graves or unmarked human burials including grave goods and/or associated burial material.	
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SITE AUDIT FINDINGS

This report serves as a closure summary for the completed maintenance and repair work undertaken along routes TR83/1, TR83/2, TR31/5, and MR365. A final site audit was conducted on 2 May 2025 to verify the completion and quality of the infrastructure rehabilitation activities across the designated sections. All observed maintenance work has been concluded, and the sites have been left in a satisfactory condition.

Road surface rehabilitation has been comprehensively completed, with a bitumen rubber single seal applied across key sections of TR83/1 and TR83/2. The resealing presents a consistent and durable finish, with sufficient chip embedment and proper edge treatment. No signs of loose aggregate or surface bleeding were observed, indicating proper curing and compaction.

Shoulder reinstatement work along MR365 has also been finalised. Compacted gravel was used to restore shoulder width and stability, addressing previous erosion concerns. These areas have been shaped and blended with adjacent embankments, and turfing was observed in place to prevent future washout and promote vegetative cover.

Drainage infrastructure has been restored and enhanced throughout the affected routes. Side drains and stormwater inlets were cleaned, reshaped, and regraded to facilitate uninterrupted flow. On TR31/5, culverts have been fully desilted, with end structures now clear and functioning efficiently. Notably, gabion structures have been installed at strategic drainage outlets and embankment bases, serving both as erosion control and structural support. These gabions have been correctly packed and secured, with proper alignment and filter fabric backing to ensure long-term performance.

Bridge and culvert structures across TR83/2 and MR365 have undergone essential joint sealing, parapet repair, and patching of surface spalls. Elastomeric joint sealants were used to restore expansion joints, while protective coatings were applied to repaired concrete surfaces. Handrails and guardrails were found in good condition, with newly installed sections aligned to standard safety requirements.

At Bridge 5090 (TR83/1 at km 52.91), no gabion mattresses were observed. It should be noted for the attention of DEA&DP that while the design may have initially considered the inclusion of gabion mattresses, the engineer appears to have determined that their use was ultimately unnecessary, and they were therefore omitted from construction.

At Bridge 5359 (TR83/2 at km 6.73), while reed vegetation was cleared as part of the maintenance scope, substantial regrowth has occurred, likely due to recent rainfall. The current vegetation density indicates that routine, periodic vegetation control will be required to maintain effective hydraulic performance at this structure.

At Culvert 10970 (MR365 at km 5.57), gabion baskets were installed as part of the flood protection

measures. However, one of the baskets has sustained damage, presumably as a result of recent flood events. This should be repaired to restore the structural integrity and intended function of the installation.

At Bridge 5490 (TR83/2 at km 15.56), the water level in the river was elevated at the time of inspection, preventing a comprehensive audit of the structure.

No active construction remains at any of the sites visited. Minor snag items identified during previous inspections—such as incomplete turfing and signage installation—have now been addressed. Temporary signage has been removed, and all areas are fully open to traffic.

However, the contractor's construction camp was observed to be in poor condition. Remnants of construction activities, including stockpiles of G5 material, bitumen barrels, cement residue, unused construction materials, and evidence of possible oil spills, were present on site. The landowner, Francois van der Vyver, signed a letter on 01/04/2025 confirming that he is satisfied with the condition in which Entsha Henra left the site camp at *Die Eike*. He has agreed to retain the following items on the property: a storage facility, tires, off-cut materials, sand and stone materials, and poles. As per this agreement, rehabilitation of the site camp area is not required.

In conclusion, all planned maintenance and rehabilitation interventions have been completed to specification. The infrastructure across TR83/1, TR83/2, TR31/5, and MR365 is now restored to functional and safe condition, with no major defects observed at closure. Continued routine monitoring is recommended to ensure the long-term performance of the newly implemented structures and surfaces.

Please refer to the photo pages attached as Appendix A.

ENVIRONMENTAL MANAGEMENT PLAN COMPLIANCE

TABLE 4: EMPR REQUIREMENTS AND COMPLIANCE

No.	EMPR REQUIREMENT	COMPLIANCE FINDING
1.	Environmental File The EMPr must be included as part of the tender documentation. A copy of this EMPr must be available on site. The Contractor shall ensure that all the personnel on site, sub-contractors, suppliers, etc. are familiar with and understand the specifications contained in the EMPr.	As all maintenance activities have since been completed, no further on-site availability is necessary.
2.	Method Statements: The contractor must provide Method Statements on the protocols to be followed, and contingencies to be put in place as per the EMPr.	Method statements and all required documents were available at the site office on file during the maintenance period/construction phase. No digital copies were obtained during the initial external audit.
3.	No Go/Sensitive Areas: 3.1 The surveys for the overall project area and construction footprint as approved in the Environmental Authorisation (EA) must be clearly demarcated before the contractors set up their crew camps or start with construction.	During maintenance and construction activities, all works were confined to the road reserve of the respective roads. Most culvert sites were already fenced, and fencing was replaced or reinstated where necessary.
3.2	All construction activities must remain within the boundaries of the development area, as set out prior to the start of construction. The construction footprint must be kept to a minimum within watercourses.	All construction and maintenance activities have been completed. During implementation, all works remained within the predefined development area, confined to the road reserve. Within watercourses, the construction footprint was kept to a minimum, limited to what was essential for the approved maintenance scope.
3.3	Topsoil stockpiles must be demarcated with danger tape or temporary fencing and must be treated as no-go areas.	All maintenance activities have been completed, and no topsoil stockpile area was observed during the site audit.

4.	Terrestrial Biodiversity	
4.1	Removal of alien invasive species should preferably commence during the pre-construction phase and continue throughout the construction and operational phases.	No alien invasive vegetation was observed along the road reserve during the site audit. As such, no removal activities are yet required during the maintenance period.
4.2	If the proposed development is authorised, it is advised that a walkthrough of the direct footprint areas of all activities associated with the culvert and road upgrades be conducted before the commencement of any development of construction activities. Should any SCC be encountered within this footprint area it must be rescued and relocated by a suitable qualified specialist either to suitable habitat (outside the development footprint) or moved to registered nurseries such as the Agricultural Research Council (ARC) or the South African National Biodiversity Institute (SANBI).	A search and rescue operation was undertaken on the 5th of May 2023 at the watercourses where vegetation removal is proposed, and plant material was stored in the nursery. Please refer to the Search and Rescue Completion Report attached as Appendix I for a list of specimens rescued. According to the report, a total of 1153 plants have been searched and rescued within the maintenance footprint.
4.3	Stockpiles and Site Camps All stockpiled material must be easily accessible on-site without any environmental damage of the surrounding properties. All temporarily stockpiled material must be stockpiled in such a way that the spread of materials is minimised. The stockpiles will only be placed within the demarcated areas, the location of which must be approved by the ER, the ECO must be consulted to scan areas prior to any clearance or usage of the area.	No stockpiles were observed on site aside from those within the contractor's camp. The landowner, Francois van der Vyver, signed a letter on 01/04/2025 confirming that he is satisfied with the condition in which Entsha Henra left the site camp at <i>Die Eike</i> . He has agreed to retain the following items on the property: a storage facility, tires, off-cut materials, sand and stone materials, and poles. As per this agreement, rehabilitation of the site camp area is not required.
4.4	In the case of strong wind and/or rain all stockpile material must be covered with a tarpaulin in order to prevent erosion. All exposed soils must be protected for the duration of the construction phase with a suitable geotextile (e.g. Geojute or hessian sheeting), if deemed required by the Engineer, in order to prevent erosion and sedimentation of the watercourses in close proximity to these	No stockpiles were observed on site aside from those within the contractor's camp. The landowner, Francois van der Vyver, signed a letter on 01/04/2025 confirming that he is satisfied with the condition in which Entsha Henra left the site camp at <i>Die Eike</i> . He has agreed to retain the following items on the property: a storage facility, tires, off-cut materials, sand and stone materials, and

	stockpiles. Stockpiles are to be stabilised if signs of erosion are visible.	poles. As per this agreement, rehabilitation of the site camp area is not required.
4.5	Stockpiles may not exceed 2 metres in height and their footprint must be kept to a minimum. Stockpiling of removed materials will only be temporary and must be disposed of at a registered waste disposal facility.	No stockpiles were observed on site aside from those within the contractor's camp. The landowner, Francois van der Vyver, signed a letter on 01/04/2025 confirming that he is satisfied with the condition in which Entsha Henra left the site camp at <i>Die Eike</i> . He has agreed to retain the following items on the property: a storage facility, tires, off-cut materials, sand and stone materials, and poles. As per this agreement, rehabilitation of the site camp area is not required.
4.6	All exposed soils must be protected for the duration of the construction phase with a suitable geotextile (e.g. Geojute or hessian sheeting) in order to prevent erosion and sedimentation of the watercourses in close proximity to these stockpiles.	No stockpiles were observed on site aside from those within the contractor's camp. The landowner, Francois van der Vyver, signed a letter on 01/04/2025 confirming that he is satisfied with the condition in which Entsha Henra left the site camp at <i>Die Eike</i> . He has agreed to retain the following items on the property: a storage facility, tires, off-cut materials, sand and stone materials, and poles. As per this agreement, rehabilitation of the site camp area is not required.
4.7	Stormwater runoff from the stockpile sites and other related areas must be directed into the storm water system.	No stormwater runoff from the stockpiles were observed during the site audit.
4.8	Stockpiles are to be stabilised if signs of erosion are visible.	No erosion was observed during the site audit.
5.	Topsoil Management	
5.1	Stockpiled topsoil must be regarded as no-go areas. No plant, workforce or any construction related activities will be allowed onto the stockpile topsoil.	As all maintenance activities have been completed and the culvert areas requiring backfilling have been appropriately filled, no topsoil stockpiles were observed during the site audit.
5.2	Stockpiled topsoil must be monitored for invasive exotic vegetation growth. Contractors must remediate as and when required in consultation with the ER and ECO.	As all maintenance activities have been completed, no topsoil stockpiles were observed during the site audit.

5.3	All topsoil must be replaced during the rehabilitation phase to ensure the re-establishment of natural vegetation.	As all maintenance activities have been completed and the culvert areas requiring backfilling have been appropriately filled, no topsoil stockpiles were observed during the site audit.
5.4	Handling of the topsoil must be minimised and must therefore only be handled before construction (to be stockpiled) and after construction (topsoil to be replaced).	As all maintenance activities have been completed, no topsoil stockpiles were observed during the site audit
6.	Oil and chemicals storage:	
6.1	These substances must be confined to specific and secured areas within the contractor's camp, and in a way that does not pose a danger of pollution even during times of high rainfall.	As all maintenance activities have been completed, the storage of oils or other chemicals is no longer necessary.
6.2	Drip trays (minimum of 10cm deep) must be placed under all machinery and vehicles. The surface area of the drip trays will be dependent on the vehicle and must be large enough to catch any hydrocarbons that may leak from the vehicle while standing.	As all maintenance activities have been completed, the use of drip trays is no longer required.
6.3	Any spills larger than 100ℓ must be reported to all local authorities. Spill kits must be available on site and in all vehicles that transport hydrocarbons for dispensing to other vehicles on the construction site. Spill kits must be made up of material/product that is in line with environmental best practice (sunsorb is a recommended product that is environmentally friendly). All spilled hazardous substances must be contained in impermeable containers for removal to a General & Hazardous Waste Landfill site, (this includes contaminated soils, and drenched spill kit material).	The contractor's construction camp was found to be in poor condition, with remnants of construction activities still present. These included stockpiles of G5 material, bitumen barrels, cement residue, unused construction materials, and evidence of potential hydrocarbon spills. The landowner, Francois van der Vyver, signed a letter on 01/04/2025 confirming that he is satisfied with the condition in which Entsha Henra left the site camp at <i>Die Eike</i> . He has agreed to retain the following items on the property: a storage facility, tires, off-cut materials, sand and stone materials, and poles. As per this agreement, rehabilitation of the site camp area is not required.
6.4	Materials such as fuel, oil, paint, herbicide and insecticides must be sealed and stored in beamed areas or under lock and key, as appropriate, in well-ventilated areas.	As all maintenance activities have been completed, the storage of oils or other chemicals is no longer necessary.

7.	Cement	
7.1	It is suggested that ready-mix concrete be used as far as possible to minimize the possible impact on the surrounding environment.	No cement batching and mixing was observed during the time of the external audit as maintenance activities have been completed.
7.2	Cement batching areas must be located in consultation with the ER, EO or ECO to ensure residues are contained and that the proposed location does not fall within sensitive areas.	No cement batching and mixing was observed during the time of the external audit as maintenance activities have been completed.
7.3	The mixing of concrete shall only be done at selected sites on mortar boards or similar structures to contain run-off into natural vegetation, soils and streams.	No cement batching and mixing was observed during the time of the external audit as maintenance activities have been completed.
7.4	All empty containers must be stored in a dedicated area and later removed from the site for appropriate disposal at a Licensed Landfill site. All empty cement bags are to be picked up immediately to ensure that cement dust is not blown away.	No cement batching and mixing was observed during the time of the external audit as maintenance activities have been completed. No ready-mix cement bags were observed during the site audit.
7.5	Empty cement bags are to be stored in a weather and scavenger proof bin	No cement batching and mixing was observed during the time of the external audit as maintenance activities have been completed. No ready-mix cement bags were observed during the site audit.
7.6	Any spillage that may occur must be investigated and immediate remedial action shall be taken. The visible remains of concrete, either solid, or from washings, shall be physically removed immediately and disposed of as waste to a Licensed Landfill site.	No cement batching and mixing was observed during the time of the external audit, as maintenance activities have been completed. No cement remains were observed during the site audit.
8.	Dangerous and Toxic Materials:	
8.1	Materials such as fuel, oil, paint, herbicide and insecticides must be sealed and stored in bermed areas or under lock and key, as appropriate, in well-ventilated areas.	As all maintenance activities have been completed, the storage of oils or other chemicals is no longer necessary.
8.2	Sufficient care must be taken when handling these materials to prevent pollution. Training on the handling of dangerous and toxic materials must be conducted for all staff prior to the commencement of construction.	Training is part of the inductions done by the contractor during the construction phase. As all maintenance and construction activities have been completed, no use of hazardous or toxic materials is permitted.

8.3	Storage facilities must be bunded, roofed, secure, rain, wind and tamper proof.	As all maintenance activities have been completed, storage facilities have been removed and are no longer required.
8.4	Storage areas shall display the required safety signs depicting “no smoking”, “No Naked lights” and “Danger” containers shall be clearly marked to indicate contents as well as safety requirements.	As all maintenance activities have been completed, storage facilities have been removed and are no longer required.
8.6	In the case of pollution of any surface or groundwater, the Regional Representative of the Breede Gouritz Catchment Management Agency (BGCMA) must be informed immediately.	No pollution of any surface or groundwater was observed during the site audit.
8.7	Empty containers shall be removed to a General & Hazardous Waste Landfill site.	No empty containers were observed during the final site audit.
8.8	Bulk fuel storage tanks on the site shall be on an impervious surface that is bunded and able to contain at least 110% of the volume of the tanks.	As all maintenance activities have been completed, storage facilities have been removed and are no longer required.
8.9	Bulk fuel storage tanks shall be located in a portion of the construction camp where they do not pose a high risk in terms of water pollution. Bulk fuel storage must be covered during the rainy season (if practical).	As all maintenance activities have been completed, storage facilities have been removed and are no longer required.
8.10	Bulk fuel storage tanks shall be placed so that they are out of the way of traffic, so that the risk of the tanks being ruptured or damaged by vehicles is minimised.	As all maintenance activities have been completed, storage facilities have been removed and are no longer required.
8.11	The contractor shall keep the necessary materials and equipment on site to deal with spills/fire of the materials present should they occur.	As all maintenance activities have been completed, the need for fire-fighting equipment and spill kit is no longer necessary.
9.	Contractors Camp Site	
9.1	The Contractor shall, in conjunction with the EO, designate the restricted eating area for eating during normal working hours. Two refuse bins with lids must be provided and cleaned on a daily basis. The bins are to be secure, wind, weather and scavenger proof.	As all maintenance activities have been completed, the contractor’s camp is no longer in use.

	Designated areas for smoking must be provided.	
9.2	No fires are to be lit outside of a facility designed to contain fires. The adequacy and positioning of these structures must be determined in consultation with the EO and ECO.	No litter was observed during the time of the audit along the route.
9.3	No animals, domestic or otherwise are allowed on the premises. The feeding, or leaving of food, for stray or other animals in the area is strictly prohibited.	No domestic animals were observed at the time of the audit.
9.4	Litter (even if originating outside the camp) and concrete bags etc. must be picked up and put into suitably closed bins. The contractor shall provide labourers to clean up the contractor's camp and construction site on a daily basis. These areas shall then be inspected by the contractor or his/her ESO to ensure compliance with this requirement. Rubble and litter must be removed every two weeks or more often as the need arises and be disposed of at a registered landfill site.	No remaining litter and concrete bags were observed along the route and within the site camps.
9.5	Crew camps must be established outside of the delineated watercourse.	The crew camps were established outside the delineated watercourse and are no longer in use since maintenance and construction activities have been completed.
9.6	The contractor's camp, offices and storage facilities shall be located within the site boundaries. If this is not feasible an alternative must be designated in consultation with the ECO.	The contractor's camp was located within the site boundaries within an already degraded area.
10.	Ablution Facilities	
10.1	The contractor will be responsible for providing all sanitary arrangements for his and the sub-contractors team. It is proposed that that one toilet for 15 people will be established on site.	As all maintenance activities have been completed, the need for ablution facilities is no longer necessary.
10.2	Sanitary arrangements shall be to the satisfaction of the ECO and the local authority. The contractor shall keep the toilets in a clean, neat and hygienic condition. The contractor shall supply toilet	As all maintenance activities have been completed, the need for ablution facilities is no longer necessary.

	paper at all toilets at all times. Toilet paper dispensers shall be provided in all toilets.	
10.3	Toilets provided by the contractor must be easily accessible and a maximum of 150m from the works area to ensure they are utilised. All toilets will be located within the contractor's camp. Should toilets be needed elsewhere, their location must first be approved by the ER, ECO.	As all maintenance activities have been completed, the need for ablution facilities is no longer necessary.
10.4	The contractor (who must use reputable toilet-servicing company) shall be responsible for the cleaning, maintenance and servicing of the toilets. The contractor (using reputable toilet-servicing company) shall ensure that all toilets are cleaned and emptied before the builders' or other public holidays.	As all maintenance activities have been completed, the need for ablution facilities is no longer necessary.
10.5	Toilets out on site must be secured to the ground and have a sufficient locking mechanism operational at all times.	As all maintenance activities have been completed, the need for ablution facilities is no longer necessary.
11.	Waste Management:	
11.1	Any illegal dumping of waste will not be tolerated. Proof of legal dumping must be forwarded to the ECO and RE for record keeping.	No such record has been provided to date.
11.2	The entire site must be monitored for any bitumen spillages and all bitumen spillages must be disposed of at a registered Hazardous Waste Landfill site (Vissershok) or recycled. No bitumen spillages/remains may be spoiled on site.	No bitumen spillage was observed at the time of the audit.
11.3	The entire site must be monitored for any concrete spillages, all spillages must be disposed of at a registered General Waste Landfill site. No concrete spillages/remains may be spoiled on site.	No cement batching and mixing was observed during the time of the external audit, as maintenance activities have been completed. No cement remains were observed during the site audit.
12.	Dust	
12.1	<u>Potable water will not be used as a means of dust suppression,</u> alternative measures must be sourced. The use of 'grey' water must	Contractors had cleaned the road surfaces at the time of the audit. Since all maintenance activities were completed, no dust was

	be investigated as an alternative. The contractor will be responsible to source this water and obtain the required approvals.	being generated.
12.2	Dust production must be controlled by regular dust suppression of roads and works area, should the need arise. (NB: Concrete dust is toxic and damages soil properties. Therefore, dust suppression to prevent dust spread must not be done where concrete dust has fallen, or it will infiltrate into the soil. Concrete bags must not be allowed to blow around the site and spread cement dust.)	Since all maintenance activities were completed, no dust was being generated.
12.3	At the end of construction, the site camp must be fully rehabilitated by removing the temporary surface, ripping the area to loosen the soil.	During the audit, the contractor's construction camp was found to be in poor condition, with various remnants of construction activities still present. These included stockpiles of G5 material, bitumen barrels, cement residue, unused construction materials, and signs of potential hydrocarbon spills. The landowner, Francois van der Vyver, signed a letter on 01/04/2025 confirming that he is satisfied with the condition in which Entsha Henra left the site camp at <i>Die Eike</i> . He has agreed to retain the following items on the property: a storage facility, tires, off-cut materials, sand and stone materials, and poles. As per this agreement, rehabilitation of the site camp area is not required.
13.	Workshop equipment, maintenance and storage:	
13.1	Workshop areas shall be monitored for oil and fuel spills and such spills shall be cleaned and remediated to the satisfaction of the EO or RE. Cleaning and remediation must be done with products that are in line with best environmental practices i.e. Sunisorb	The site camp and workshop area did not show any signs of pills. The contractor's camp included stockpiles of G5 material, bitumen barrels, cement residue, unused construction materials, and signs of potential hydrocarbon spills included stockpiles of G5 material, bitumen barrels, cement residue, unused construction materials, and signs of potential hydrocarbon spills. The landowner, Francois van der Vyver, signed a letter on 01/04/2025 confirming that he is satisfied with the condition in which Entsha Henra left the site

		camp at <i>Die Eike</i> . He has agreed to retain the following items on the property: a storage facility, tires, off-cut materials, sand and stone materials, and poles. As per this agreement, rehabilitation of the site camp area is not required.
13.2	All maintenance and washing of vehicles and equipment shall be done off-site as far as possible. During the servicing of vehicles or equipment, a suitable drip tray shall be used to prevent spills onto the soil.	Since all maintenance activities were completed, no maintenance or washing of vehicles is necessary.
14.	Fires:	
14.1	Absolutely no burning of waste is permitted.	No fires or fire remains were observed along the construction footprint or within the construction camp.
14.2	Fires will only be allowed in facilities specially constructed for this purpose within fenced Contractor's camps. Wood and/or charcoal are the only fuels permitted to be used for fires. The contractor must provide sufficient wood (fuel) for this purpose.	No fires or fire remains were observed along the construction footprint or within the construction camp.
14.3	The Contractor shall ensure that there is appropriate fire-fighting equipment available on site at all times.	As all maintenance activities have been completed, the need for fire-fighting equipment is no longer necessary.
15.	Erosion and Sedimentation	
15.1	To reduce the loss of material by erosion, the contractor shall ensure that disturbance on site is kept to a minimum. The disturbance especially includes the movement of heavy vehicles.	No erosion was observed during the site audit.
15.2	In the case of strong wind and/or rain all stockpile material must be covered with a tarpaulin in order to prevent erosion.	No stockpiles were observed on site aside from those within the contractor's camp. The landowner, Francois van der Vyver, signed a letter on 01/04/2025 confirming that he is satisfied with the condition in which Entsha Henra left the site camp at <i>Die Eike</i> . He has agreed to retain the following items on the property: a storage facility, tires, off-cut materials, sand and stone materials, and poles. As per this agreement, rehabilitation of the site camp area

		is not required.
16.	Fauna and Flora	
16.1	The upgrade and maintenance footprint must be kept as small as possible to minimise the impact on the surrounding environment (edge effect management).	No unnecessary clearance was noted during the site audit. The maintenance footprint remained within the necessary reserve.
16.2	Removal of vegetation must be restricted to what is absolutely necessary and should remain within the approved footprint. No clearing of vegetation is allowed on the road reserve where resurfacing will take place.	No evidence of the removal of vegetation was recorded by the ECO.
16.3	Smaller species that are not as readily able to move out of an area ahead of ground clearing activities such as scorpions and reptiles will be less mobile during rainfall events and cold days (winter). As such should any be observed in the construction site during clearing and construction activities, they are to be carefully and safely moved to an area of similar habitat outside of the disturbance footprint.	A search and rescue operation was undertaken on the 5th of May 2023 at the watercourses where vegetation removal is proposed, and plant material was stored in the nursery. Please refer to the Search and Rescue Completion Report attached as Appendix I for a list of specimens rescued. According to the report, a total of 1153 plants have been searched and rescued within the maintenance footprint.
16.4	No construction rubble or cleared alien invasive species are to be disposed of outside of demarcated areas, and should be taken to a registered waste disposal facility.	No construction rubble or cleared alien species were observed within the road reserve or subsequent culverts at the time of the audit.
16.5	All soils compacted as a result of construction activities should be ripped and profiled and reseeded; and manage the spread of AIP species, which may affect remaining natural habitat within surrounding areas.	During the audit, it was observed that the areas along the road reserve and around culverts had been appropriately ripped and loosened.
16.7	If any spills occur, they should be immediately cleaned up to avoid soil contamination that can hinder floral rehabilitation later down the line	No spills were observed along the road reserve, culverts, or upgraded bridges. However, minor spills were noted at the contractor's camp. The landowner, Francois van der Vyver, signed a letter on 01/04/2025 confirming that he is satisfied with the

		condition in which Entsha Henra left the site camp at <i>Die Eike</i> . He has agreed to retain the following items on the property: a storage facility, tires, off-cut materials, sand and stone materials, and poles. As per this agreement, rehabilitation of the site camp area is not required.
16.8	Upon completion of construction activities, it must be ensured that no bare areas remain, and that indigenous species be used to revegetate the disturbed area.	The culverts and bridges have been rehabilitated accordingly.
17.	Hydrology	
17.1	The contractor shall ensure that excessive quantities of sand, silt and silt-laden water do not enter the stormwater system or watercourses.	No siltation was observed near the culverts.
17.2	Please ensure that sediment traps are created during works within watercourses to retain any sediment and/or rubble during the works.	As maintenance activities have been completed, sediment traps are no longer required. No siltation was observed near the culverts.
17.3	It is considered imperative that the proposed maintenance activities occur during the drier summer periods, to minimise any impact on the hydrological functioning of the watercourses.	All maintenance activities within the watercourses were completed during the drier periods.
17.4	Maintenance footprints must remain minimal, and clearing within watercourses must be limited. No structures or materials may obstruct or alter natural water flow dynamics.	No structures or materials were observed to obstruct the flow of water during the audit.
17.5	Exposed soils near watercourses must be stabilised immediately using geotextiles or vegetation to prevent erosion and sedimentation downstream.	No erosion was observed during the final site audit.
18.	Soil Management	
18.1	Topsoil must be stripped from all areas that are to be utilized during the construction period and where permanent structures and access is required. These areas will include comprising the permanent	As all maintenance activities have been completed and the culvert areas requiring backfilling have been appropriately filled, no topsoil stockpiles were observed during the site audit.

	works, pipeline trenches, stockpiles, access roads, construction camps and lay down areas.	
18.2	At the beginning of the construction phase, topsoil removed for vegetation clearance must be stripped to a minimum depth of 300 mm and windrowed.	As all maintenance activities have been completed, no topsoil stockpiles were observed during the site audit.
18.3	The use of topsoil for rehabilitation contaminated by the seed of alien vegetation must not be permitted unless a programme to germinate the seed and eradicate the seedlings is drawn up and approved, or some other mitigatory feature is found. This must be approved by the ECO. Single handling is recommended.	No alien plant species were observed at the culverts during the audit, as a result of the reuse of stripped topsoil.
18.4	The soils surrounding the wingwalls and concrete aprons must be suitable loosened on completion of construction activities.	Complied with. The soils surrounding the wingwalls have been suitable loosed and vegetation regrowth was observed during the site audit.
18.5	Dust suppression is necessary for stockpiles older than a month – with either water or a biodegradable chemical binding agent.	As all maintenance activities have been completed, no topsoil stockpiles were observed during the site audit.
18.6	Backfill will require contouring to ensure that it blends in with the surrounding environment.	As all maintenance activities have been completed and the culvert areas requiring backfilling have been appropriately filled, no topsoil stockpiles were observed during the site audit.
19.	Rehabilitation and Alien Clearing Management Alien clearing must be done in terms of the Rehabilitation and Alien Clearing Management Plan.	No alien plant species were observed in and along the culverts during the audit.
20.	Search and rescue All areas outside the maintenance footprint must be seen as No-Go areas, especially at the bridges where fences are not present, please ensure demarcation is used in the footprint.	A search and rescue operation was undertaken on the 5 th of May 2023 at the watercourses where vegetation removal is proposed, and plant material was stored in the nursery. Please refer to the Search and Rescue Completion Report attached as Appendix I for a list of specimens rescued. According

		to the report, a total of 1153 plants have been searched and rescued within the maintenance footprint.
Operational EMPr		
21.	Stormwater Management	
21.1	Storm water, wherever possible, must be allowed to soak into the land in the area on which the water has been discharged.	Side drains and culverts have been upgraded where necessary to ensure appropriate stormwater management.
21.2	The storm water system and the discharge points must be inspected, and damaged areas must be repaired if required.	Stormwater discharge points and systems were inspected during the audit. No blockages or damage were noted, and no waste was found entering the stormwater infrastructure.
21.3	Discharge points should further be inspected for blockages of any kind; these must be removed timeously to ensure the efficient operation of the storm water management system.	Stormwater discharge points and systems were inspected during the audit. No blockages or damage were noted, and no waste was found entering the stormwater infrastructure.
21.4	No waste or refuse must be allowed to access the storm water infrastructure.	Stormwater discharge points and systems were inspected during the audit. No blockages or damage were noted, and no waste was found entering the stormwater infrastructure.
21.5	In the event that silt runoff occurs off the development site, the cause of this must be investigated and suitable mitigation measures employed. This may include the vegetation of bare areas, installing flow diversion channels in consultation with an engineer, installing velocity reducing structures etc.	There was no evidence of silt runoff from the maintenance areas.
22.	Flora & Fauna	
22.1	Edge effects arising from the proposed development, such as erosion and alien plant species proliferation, which may affect adjacent natural areas, need to be strictly managed.	No significant alien vegetation was observed, and no plant material was left on unprotected ground.
22.2	Alien vegetation that is removed must not be allowed to lay on unprotected ground as seeds might disperse upon it. All cleared plant material to be disposed of at a licensed waste facility, which complies with legal standards.	No significant alien vegetation was observed, and no plant material was left on unprotected ground.

23.	Freshwater Ecology	
23.1	Hot spots for the build-up debris and excess sediment must be identified and when necessary, debris/excess sediment must be removed by hand to prevent future flooding and potential damage to infrastructure.	No debris or excess sediment build-up was observed at identified hotspots.
23.2	Any erosion or gully formation must be identified on an ongoing basis and re-profiled and revegetated accordingly.	No erosion or gully formation was noted; however, these areas must continue to be monitored and rehabilitated if needed.

CONCLUSION

Based on the information obtained and site visit conducted on the 2nd of May 2025, the applicant has sufficiently complied with the conditions of the Environmental Authorisation. Furthermore, the EMP was considered adequate and effective in managing and mitigating the activities during the construction period.

No specific contradictions between the EA and EMP were noted.

This external audit report did not identify any significant non-compliance with the conditions of the Environmental Authorisation.

However, the contractor's construction camp remains in poor condition, with visible remnants of construction materials. The landowner, Francois van der Vyver, signed a letter on 01/04/2025 confirming that he is satisfied with the condition in which Entsha Henra left the site camp at *Die Eike*. He has agreed to retain the following items on the property: a storage facility, tires, off-cut materials, sand and stone materials, and poles. As per this agreement, rehabilitation of the site camp area is not required.

The outcome of this audit has not found insufficient mitigation of environmental impacts associated with the undertaking of the listed activities, nor has it found insufficient levels of compliance with the Environmental Authorisation. As such, a public participation process in terms of Regulation 34(5) will not be undertaken.

In compliance with regulation 34(6), the holder of the EA must, within 7 days of the date of submission of an environmental audit report to the competent authority, notify all potential and registered interested and affected parties of the submission of that report, and make such report immediately available –

- (a) to anyone on request; and
- (b) on a publicly accessible website, where the holder has such a website.

Compiled by:

A handwritten signature in black ink, appearing to be 'Renier Kapp', written over a light blue grid background.

Renier Kapp
for KAPPEC

APPENDIX A – SITE PHOTOGRAPHS

Culvert 10875: TR 83/1 at km 26.24



Condition of the road reserve at TR 83/1 km 25.78.



Condition of the newly surfaced road and road reserve at TR 83/1 km 25.78.



km 26 marker off TR 83/1.



Newly surfaced and installed guardrails at culvert 10875 off TR 83/1.



Trimming and removal of dense vegetation at the inlet and outlet and removal of silt deposits inside the barrel.



Trimming and removal of dense vegetation at the inlet and outlet and removal of silt deposits inside the barrel.



Trimming and removal of dense vegetation at the inlet and outlet and removal of silt deposits inside the barrel.



Trimming and removal of dense vegetation at the inlet and outlet and removal of silt deposits inside the barrel.

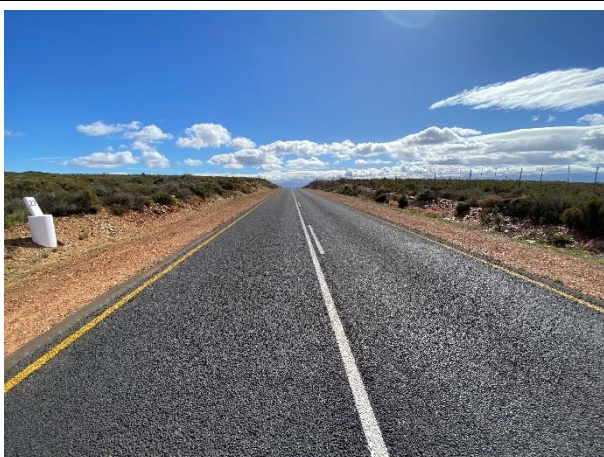


Trimming and removal of dense vegetation at the inlet and outlet and removal of silt deposits inside the barrel.



Trimming and removal of dense vegetation at the inlet and outlet and removal of silt deposits inside the barrel.

Culvert 10874: TR83/1 at km 29.99



Condition of the newly surfaced road and road reserve at TR 83/1 km 27.



km 27 marker off TR 83/1.



Culvert off TR 83/1 as km 29.



Removal and trimming of dense vegetation at the inlet and outlet.



Culvert off TR 83/1 as km 29.



Culvert off TR 83/1 as km 29.



Condition of the newly surfaced road and road reserve at TR 83/1 km 29.



Condition of the vegetation along Culvert 10874.



km 30 marker off TR 83/1.



Condition of the vegetation along Culvert 10874.



Removal of silt deposits inside the barrel and carting thereof to spoil.



Removal of silt deposits inside the barrel and carting thereof to spoil.



Condition of the vegetation along Culvert 10874.



Condition of the vegetation along Culvert 10874.

Culvert 10692: TR 83/1 at km 30.63



Condition of the newly surfaced road and road reserve at TR 83/1 km 30.



Clearance of accumulation of debris and silt deposits within the barrel.



Condition of the vegetation surrounding Culvert 10692 at km 30.63



Clearance of accumulation of debris and silt deposits within the barrel.



Gabion steps extending downward from the culvert to stabilise the slope and manage water flow.



Condition of the vegetation surrounding Culvert 10692 at km 30.63



Clearance of accumulation of debris and silt deposits within the barrel.



Condition of the vegetation surrounding Culvert 10692 at km 30.63

Culvert 10089: TR 83/1 at 50.82



km 50 marker off TR 83/1.



Condition of the newly installed guardrails and road surface at Culvert 10089.



Sloping headwall sealed by injection, and cracks cut back and repaired using a cementitious repair compound.



Clearance of dense vegetation and debris from the culvert.



Installation of gabion baskets along the waterway and embankments to prevent further scouring and erosion.



Clearance of the Armco barrel walls and the painting of affected corroded areas.



Installation of gabion baskets along the waterway and embankments to prevent further scouring and erosion.



Condition of the vegetation surrounding the culvert.

Culvert 10867: TR 83/1 at km 52.61



km 52 marker off TR 83/1.



Condition of the newly installed guardrails and road surface at Culvert 10867.



The construction of a new headwall, apron slab and wingwalls at the outlet.



New gabion mattresses installed at the outlet.



New gabion mattresses installed at the outlet.



New prefabricated concrete pipe within the existing culvert.

Bridge 5090: TR 83/1 at km 52.91



Condition of the newly installed guardrails and road surface at Culvert Bridge 5090.



Condition of the vegetation surrounding the bridge. Fencing seemed to have been dismantled.



Condition of Bridge 5090.



Repairing of cracks on the wingwalls and headwalls.



Repairing of cracks on the wingwalls and headwalls.



Removal of vegetation overgrowth and silt deposits surrounding Bridge 5090.



Condition of the vegetation surrounding the bridge.



Condition of the vegetation surrounding the bridge.



Condition of the vegetation surrounding the bridge. Some fencing is seen on the ground which has been replaced.



Condition of Bridge 5090.



Replaced expansion movement joints.



Replaced expansion movement joints



Replaced expansion movement joints



Replaced expansion movement joints

Bridge 5007: TR 83/1 at km 54.00



km 53 marker off TR 83/1.



Condition of the newly installed guardrails and road surface at Bridge 5007.



Condition of the vegetation surrounding the bridge.
Fencing in place.



Replaced expansion movement joints.



Replaced expansion movement joints at the piers and abutments with Thorma joints.



Condition of the vegetation surrounding the bridge.



Condition of the vegetation surrounding the bridge.



Condition of the vegetation surrounding the bridge.



Installation of gabion baskets along the waterway and embankments to prevent further scouring and erosion.



Condition of the vegetation surrounding the bridge.
Fencing in place.



Installation of gabion baskets along the waterway and embankments to prevent further scouring and erosion.



Installation of gabion baskets along the waterway and embankments to prevent further scouring and erosion.



Installation of gabion baskets along the waterway and embankments to prevent further scouring and erosion.



Removal of vegetation overgrowth and debris deposits on the foundations



Removal of vegetation overgrowth and debris deposits on the foundations



Condition of Bridge 5007.



Installation of gabion baskets along the waterway and embankments to prevent further scouring and erosion.



Installation of gabion baskets along the waterway and embankments to prevent further scouring and erosion.

Culvert 10867: TR 83/1 at 55.19



km 55 marker off TR 83/1.



Condition of the newly installed guardrails and road surface at Culvert 10867.



Timber-reinforced embankment slope.



The existing deck at both the inlet and outlet demolished and reconstructed with a raised headwall.



Condition of the vegetation surrounding the culvert. Fencing in place.



Concrete culvert outlet with vegetated channel and timber-reinforced embankment slope.



Condition of the vegetation surrounding the culvert.
Fencing in place.



Condition of the newly installed guardrails and road surface at Culvert 10867.



Condition of the vegetation surrounding the culvert.
Fencing in place.



Condition of the vegetation surrounding the culvert.

Bridge 4837: TR 83/1 at km 57.49



km 57 marker off TR 83/1.



Small stormwater system adjacent to bridge 4837.



Inlet of the small stormwater system adjacent to bridge 4837.



Condition of the vegetation surrounding the small culvert.



Condition of the newly installed guardrails and road surface.



Inlet of the small stormwater system adjacent to bridge 4837.



Condition of the newly installed guardrails and road surface at bridge 4837.



Replaced expansion movement joints.



Concrete spalling repaired with an epoxy repair mortar.



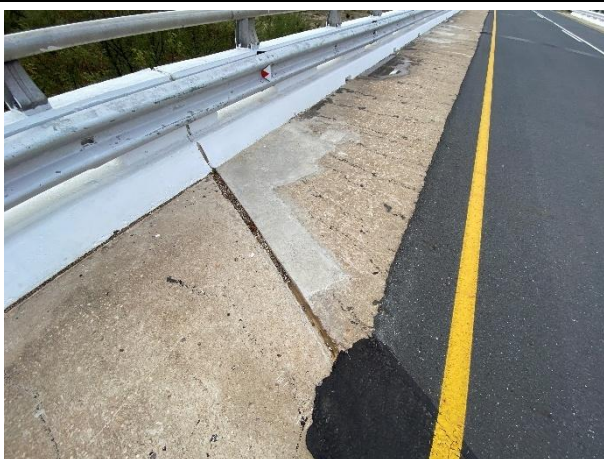
Removal of dense vegetation overgrowth and debris deposits.



Removal of dense vegetation overgrowth and debris deposits.



Condition of the vegetation surrounding the bridge.



Concrete spalling repaired with an epoxy repair mortar.



Condition of Bridge 4837.



Condition of Bridge 4837.



Repairs of vertical and horizontal cracks.



Repairs of vertical and horizontal cracks



Removal of dense vegetation overgrowth and debris deposits.



Backfilling and dump rock riprap around the piers and abutments.



Backfilling and dump rock riprap around the piers and abutments.

Bridge 4838: TR 83/1 at km 57.61



Removal of dense vegetation overgrowth and debris deposits underneath bridge 4838.



Repairs of vertical and horizontal cracks.



Repairs of vertical and horizontal cracks.



Condition of the vegetation surrounding the bridge.



Condition of Bridge 4838.



Replaced expansion movement joints.

Bridge 5359: TR 83/2 at km 6.73



Condition of the road reserve at TR 83/2.



Condition of the road reserve and surface of TR 83/2.



Upgraded side drains off TR 83/2.



Condition of the road reserve at TR 83/2.



Condition of the newly installed guardrails and road surface at bridge 5359.



Overgrown vegetation due to the recent rainfall.



Replaced expansion movement joints.



Condition of the vegetation surrounding the bridge.



Replaced expansion movement joints.



Timber-reinforced embankment slope.



Repairing of cracks.



Repairing of cracks.

Site Camp



Previous site camp notice board.



Contractor's notice boards remain stored at the site camp.



Previous site camp notice board.



Previous site camp storage facility.

Culvert 10972: TR 83/2 at km 9.32



Clearance of dense vegetation and removal of the debris from the waterway.



Clearance of dense vegetation and removal of the debris from the waterway.



Clearance of dense vegetation and removal of the debris from the waterway. Fencing is in place.



Condition of the vegetation surrounding the bridge.



Regraded banks of the bridge.



Regraded banks of the bridge.

Construction Camp



Entrance of the construction camp.



Condition of the construction camp with remained material stockpiles.



Condition of the construction camp with remained material stockpiles.



Remaining material stockpiles at the construction camp.



Vegetation debris located at the construction camp.



Vegetation debris located at the construction camp.



Remaining material stockpiles at the construction camp.



Oil and fuel residues remained at the construction camp.



Remaining material stockpiles at the construction camp.



Remaining material stockpiles at the construction camp.



Remaining material stockpiles at the construction camp.



Condition of the former bitumen storage area within the construction camp.

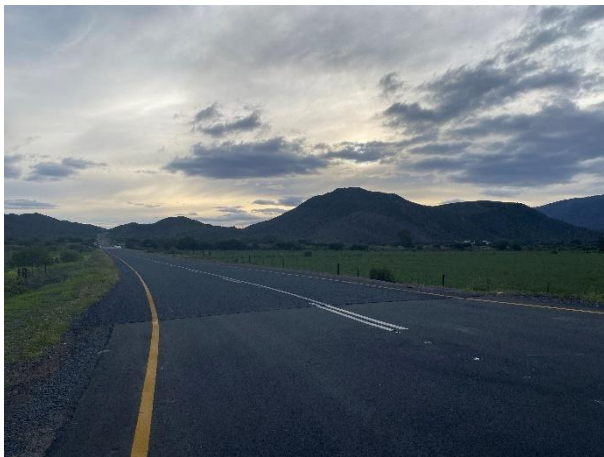


Condition of the former bitumen storage area within the construction camp.



Condition of the former bitumen storage area within the construction camp.

Bridge 5490: TR83/2 at km 15.56



Condition of the road reserve and surface of TR 83/2.



Condition of the newly installed guardrails and road surface at bridge 5490.



Replaced expansion movement joints.



Replaced expansion movement joints.



Overgrown vegetation due to the recent rainfall.



Condition of the vegetation surrounding the bridge.



Replaced expansion movement joints.



Condition of the vegetation surrounding the bridge.

Culvert 10976: TR83/2 at km 19.93



Condition of the newly installed guardrails and road surface at culvert 10976.



Repairs of vertical and horizontal cracks.



Repairs of vertical and horizontal cracks.



Removal of vegetation overgrowth and silt deposits.



Removal of vegetation overgrowth and silt deposits.



Repairs of vertical and horizontal cracks.

Culvert un-numbered: TR83/2 at km 20.37



Condition of the newly installed guardrails and road surface.



Condition of the vegetation surrounding the culvert. Fencing in place.



Removal of vegetation overgrowth and silt deposits.



Removal of vegetation overgrowth and silt deposits.



Removal of vegetation overgrowth and silt deposits.



Condition of the vegetation surrounding the culvert. Fencing in place.

Culvert 10977: TR83/2 at km 22.25



Condition of the newly installed guardrails and road surface.



Backfill of the eastern and western cell.



Removal of vegetation overgrowth and silt deposits.



Backfill of the eastern and western cell.



Cracks repaired with a cementitious repair compound.



Repairs of vertical and horizontal cracks.



Condition of the vegetation surrounding the culvert.

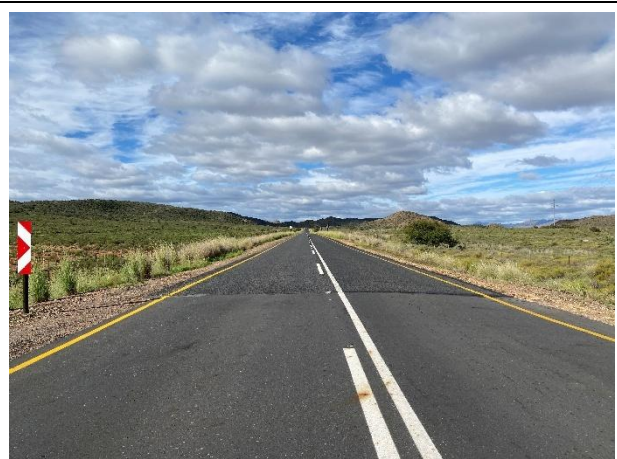


Backfill of the eastern and western cell.

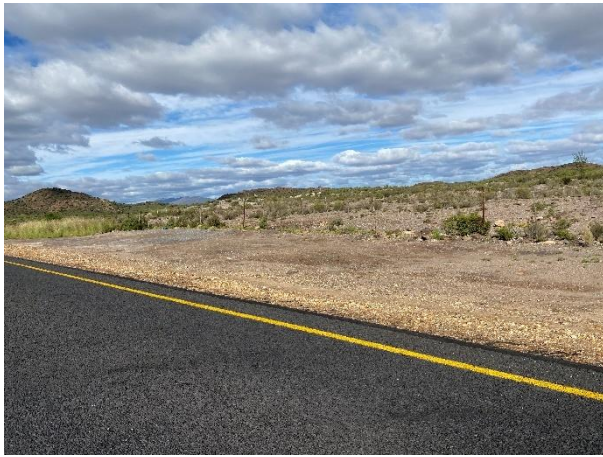
Bridge 9061: MR 365 at km 3.30



Condition of the road reserve at MR 365.



Condition of the road reserve and surface of MR 365.



Condition of the road reserve and surface of MR 365.



Condition of the newly installed guardrails and road surface.



Condition of the newly installed guardrails and road surface.



Cleared vegetation and removed debris in the waterway.



Condition of bridge 9061.



Repairs of vertical and horizontal cracks.



Repairs of vertical and horizontal cracks.



Repairs of vertical and horizontal cracks on the wingwalls.



Concrete spalling repaired with an epoxy repair mortar.



Condition of the vegetation surrounding the bridge.

Culvert 10969: MR 365 at km 4.54



Condition of the newly installed guardrails and road surface.



Condition of the vegetation surrounding the culvert.



Overgrown vegetation due to the recent rainfall.



Overgrown vegetation due to the recent rainfall.



Removal of vegetation overgrowth and silt deposits.



Concrete spalling and cracks repaired with an epoxy repair mortar.



Concrete spalling and cracks repaired with an epoxy repair mortar.



Condition of the vegetation surrounding the culvert. Fencing in place.

Culvert 10970: MR 365 at km 5.57



Condition of the newly installed guardrails and road surface.



Condition of the vegetation surrounding the culvert.



Removal of vegetation overgrowth and silt deposits.



Removal of vegetation overgrowth and silt deposits.



Repaired vertical and horizontal cracks in the abutment, piers, and wingwalls.



Repaired vertical and horizontal cracks along with concrete spalling in the abutment, piers, and wingwalls.



Removal of vegetation overgrowth and silt deposits.



Removal of vegetation at wingwalls and the installation of gabion boxes.



Removal of vegetation at wingwalls and the installation of gabion boxes.



Removal of vegetation at wingwalls and the installation of gabion boxes.



Removal of vegetation overgrowth and silt deposits.



Removal of vegetation at wingwalls and the installation of gabion boxes.

Culvert 10971: MR 365 at km 8.33



Upgraded side drains off MR 365.



Condition of the newly installed guardrails and road surface.



Condition of Culvert 10971.



Repaired vertical and horizontal cracks along with concrete spalling in the abutment, piers, and wingwalls.



Replacement of the missing culvert number.



Condition of the vegetation surrounding the culvert.



Condition of the vegetation surrounding the culvert.



Removal of debris from the waterway.



Repaired vertical and horizontal cracks along with concrete spalling in the abutment, piers, and wingwalls.



Condition of the vegetation surrounding the culvert.



Condition of the vegetation surrounding the culvert.



Removal of debris from the waterway.

Bridge 4515: MR 365 at km 13.10



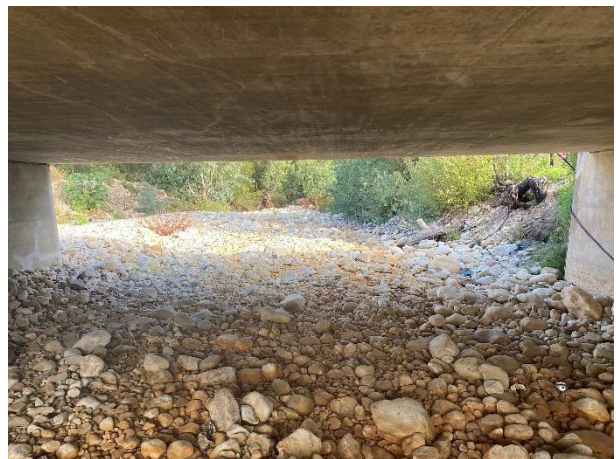
Condition of the vegetation surrounding the culvert.



Condition of the vegetation surrounding the culvert.



Condition of the vegetation surrounding the culvert.



Removal of debris from the waterway.



Removal of debris from the waterway.



Condition of bridge 4515.

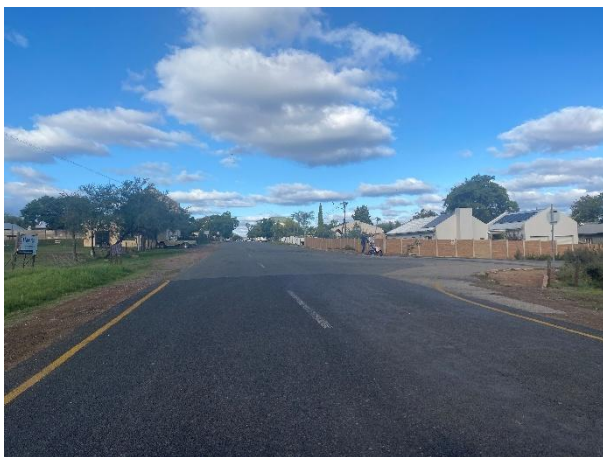


Condition of bridge 4515.



Condition of the vegetation surrounding the culvert.

Culvert Unknown Number: TR31/5 at km 0.7



Condition of the road reserve and surface of TR 31/5.



Overgrown vegetation due to the recent rainfall.



Overgrown vegetation due to the recent rainfall.



Repaired culvert.



Repaired culvert.



Removal of vegetation and debris from the waterway.



Removal of vegetation and debris from the waterway.



Overgrown vegetation due to the recent rainfall.