

**PROPOSED REHABILITATION AND UPGRADING OF TRUNK ROAD
28 SECTION 2 (TR28/2)(R43) AND RELATED EXISTING DEGRADED
STORM WATER INFRASTRUCTURE (CULVERTS), BETWEEN
STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88,
WESTERN CAPE.**

ENVIRONMENTAL MANAGEMENT PROGRAMME

REF NO: 16/3/3/1/E2/37/1033/20

**(INCLUDING THE WASTE, WATER USE AND ELECTRICITY CONSUMPTION
MINIMIZATION AND MANAGEMENT PLAN)**

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ABREVIATIONS

DEA&DP	Department of Environmental Affairs and Development Planning
DEAT	Department of Environmental Affairs and Tourism
DWAF	Department of Water Affairs and Forestry
EA	Environmental Authorisation
EAP	Environmental Assessment Practitioner
ECO	Environmental Control Officer
EIA	Environmental Impact Assessment
EMPr	Environmental Management Programme
EO	Environmental Officer
ESO	Environmental Site Officer
GNEC ...	Guillaume Nel Environmental Consulting
I&AP	Interested and Affected Parties

DEFINITIONS

Alien species - Plants and animals which do not arrive naturally in an area - they are brought in by humans. Alien plants often force indigenous species out of the area. Rooikrans is a good example of alien species in the Cape.

Alternative - A possible course of action, in place of another, that would meet the same purpose and need defined by the development proposal. Alternatives considered in the EIA process can include location and/or routing alternatives, layout alternatives, process and/or design alternatives, scheduling alternatives or input alternatives.

Aspect – Element of an organisation’s activities, products or services that can interact with the environment.

Auditing - A systematic, documented, periodic and objective evaluation of how well the environmental management programme is performing with the aim of helping to safeguard the environment by: facilitating management control which would include meeting regulatory requirements. Results of the audit help the organisation to improve its environmental policies and management systems.

Biodiversity - The rich variety of plants and animals that live in their own environment. Fynbos is a good example of rich biodiversity in the Cape.

Built environment - Physical surroundings created by human activity, e.g. buildings, houses, roads, bridges and harbours.

Conservation - Protecting, using and saving resources wisely, especially the biodiversity found in an area.

Contamination - Polluting or making something impure.

Corrective (or remedial) action - Response required to address an environmental problem that is in conflict with the requirements of the EMPr. The need for corrective action may be determined through monitoring, audits or management review.

Degradation - The lowering of the quality of the environment through human activities, e.g. river degradation, soil degradation.

Ecology - The scientific study of the relationship between living things (animals, plants and humans) and their environment.

Ecosystem - The relationship and interaction between plants, animals and the non-living environment.

Environment - Our surroundings, including living and non-living elements, e.g. land, soil, plants, animals, air, water and humans. The environment also refers to our social and economic surroundings, and our effect on our surroundings.

Environmental Impact Assessment (EIA) - An Environmental Impact Assessment (EIA) refers to the process of identifying, predicting and assessing the potential positive and negative social, economic and biophysical impacts of a proposed development. The EIA includes an evaluation of alternatives; recommendations for appropriate management actions for minimising or avoiding negative impacts and for enhancing positive impacts; as well as proposed monitoring measures.

Environmental Management System (EMS) - Environmental Management Systems (EMS) provide guidance on how to manage the environmental impacts of activities, products and services. They detail the organisational structure, responsibilities, practices, procedures, processes and resources for environmental management. The ISO14001 EMS standard has been developed by the International Standards Organisation.

Environmental policy - Statement of intent and principles in relation to overall environmental performance, providing a framework for the setting of objectives and targets.

Fynbos - Low-growing and evergreen vegetation found only in the south Western Cape. Fynbos is known for its rich biodiversity.

Habitat - The physical environment that is home to plants and animals in an area, and where they live, feed and reproduce.

Hazardous waste – Waste, even in small amounts, that can cause damage to plants, animals, their habitat and the well-being of human beings, e.g. waste from factories, detergents, pesticides, hydrocarbons, etc.

Impact - A description of the potential effect or consequence of an aspect of the development on a specified component of the biophysical, social or economic environment within a defined time and space.

Indigenous species - Plants and animals that are naturally found in an area.

Infrastructure - The network of facilities and services that are needed for economic activities, e.g. roads, electricity, water, sewerage.

Integrated - Mixing or combining all useful information and factors into a joint or unified whole. See Integrated Environmental Management.

Integrated Environmental Management (IEM) - A way of managing the environment by including environmental factors in all stages of development. This includes thinking about physical, social, cultural and economic factors and consulting with all the people affected by the proposed developments. Also called "IEM".

Land use - The use of land for human activities, e.g. residential, commercial, industrial use.

Mitigation - Measures designed to avoid, reduce or remedy adverse impacts

Natural environment - Our physical surroundings, including plants and animals, when they are unspoiled by human activities.

Over-utilisation - Over-using resources - this affects their future use and the environment.

Policy - A set of aims, guidelines and procedures to help you make decisions and manage an organisation or structure. Policies are based on people's values and goals. See Integrated Metropolitan Environmental Policy.

Process - Development usually happens through a process - a number of planned steps or stages.

Proponent – Developer. Entity which applies for environmental approval and is ultimately accountable for compliance to conditions stipulated in the Environmental authorisation (EA) and requirements of the EMPr.

Recycling - Collecting, cleaning and re-using materials.

Resources - Parts of our natural environment that we use and protect, e.g. land, forests, water, wildlife, and minerals.

Scoping Report - A report presenting the findings of the scoping phase of the EIA. This report is primarily aimed at reaching closure on the issues and alternatives to be addressed in the EIA (in the case of a full EIA process).

Stakeholders - A subgroup of the public whose interests may be positively or negatively affected by a proposal or activity and/or who are concerned with a proposal or activity and its consequences. The term includes the proponent, authorities and all interested and affected parties.

Storm water management – Strategies implemented to control the surface flow of storm water such that erosion, sedimentation and pollution of surface and ground water resources in the immediate and surrounding environments are mitigated. This is specifically important during the construction and decommissioning phases of a project.

Sustainable development - Development that is planned to meet the needs of present and future generations, e.g. the need for basic environmental, social and economic services. Sustainable development includes using and maintaining resources responsibly.

Sustainability - Being able to meet the needs of present and future resources.

Waste Management – Classifying, recycling, treatment and disposal of waste generated during construction and decommissioning activities.

Wetlands - An area of land with water mostly at or near the surface, resulting in a waterlogged habitat containing characteristic vegetation species and soil types e.g. vleis, swamps.

Zoning - The control of land use by only allowing specific type development in fixed areas or zones

REFERENCES

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DEAT (2004a) Environmental Management Programme, Integrated Environmental Management, Information Series 12, Department of Environmental Affairs and Tourism (DEAT), Pretoria.

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CITY OF CAPE TOWN: ENVIRONMENTAL MANAGEMENT PROGRAMME (2002) Specification EM – 02/07: ENVIRONMENTAL MANAGEMENT, Ver 5 (03/2002)

Lochner, P. 2005. Guideline for Environmental Management Programme. CSIR Report No ENV-S-C 2005-053 H. Republic of South Africa, Provincial Government of the Western Cape, Department of Environmental Affairs & Development Planning, Cape Town.

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SECTION 1 - INTRODUCTION AND BACKGROUND

1.1 INTRODUCTION AND BACKGROUND

The client, The Department of Transport and Public Works, will use this Planning, Construction and Operational Phase Environmental Management Programme (EMPr) as a tool in managing the impacts of the proposed project, after environmental approval from the Department of Environmental Affairs and Development Planning (DEA&DP) in terms of the Environmental Impact Assessment Regulations – National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA), which replaced the regulations under the, Environment Conservation Act, 1989 (Act No. 73 of 1989) and has been effective as of 3 July 2006.

This document is based on the EMPr Guideline provided by DEA&DP which was compiled in accordance with the Integrated Environmental Management (IEM) philosophy which aims to achieve a desirable balance between conservation and development (DEAT, 1992). IEM is a key instrument of the National Environmental Management Act [NEMA] (Act No. 107 of 1998). NEMA promotes the integrated environmental management of activities that may have a significant effect on the environment, while IEM prescribes a methodology for ensuring that environmental management principles are fully integrated into all stages of the development process. It advocates the use of several environmental and management tools that are appropriate for the various levels of decision-making. One such tool is an Environmental Management Programme (EMPr).

The IEM guidelines intend encouraging a pro-active approach to sourcing, collating and presenting information in a manner that can be interpreted at all levels. The basic principles underpinning IEM are that there be:

- informed decision-making;
- accountability for information on which decisions are taken;
- accountability for decisions taken;
- a broad meaning given to the term environment (i.e. one that includes physical, biological, social, economic, cultural, historical and political components);
- an open, participatory approach in the planning of proposals;
- consultation with interested and affected parties;
- due consideration of alternative options;
- an attempt to mitigate negative impacts and enhance positive aspects of proposals;
- an attempt to ensure that the 'social costs' of development proposals (those borne by society, rather than the developers) be outweighed by the 'social benefits' (benefits to society as a results of the actions of the developers);

- democratic regards for individual rights and obligations;
- compliance with these principles during all stages of the planning, implementation and decommissioning of the proposals (i.e. from ‘cradle to grave’), and
- The opportunity for public and specialist input in the decision-making process.

These principles are in line with NEMA, which has repealed a number of the provisions of the Environment Conservation Act, 1989 [ECA] (Act No. 73 of 1989), and is focussed primarily on co-operative governance, public participation and sustainable development. The Environmental Impact Assessment Regulations that took effect in July 2006 regulate the procedures and criteria for the submission, processing, consideration and decision on applications for environmental authorisation of listed activities.

1.2 SCOPE AND TERMS OF REFERENCE

The general principles contained within this document apply to all **PRE-CONSTRUCTION, CONSTRUCTION AND OPERATIONAL** activities.

Principles of this EMPr

This EMPr is compiled using the following concepts and implementation requirements so that the higher principles of sustainable development are realised:

- ***Continuous improvement.*** The project proponent (or implementing organisation) must be committed to review and to continually improve environmental management, with the objective of improving overall environmental performance.
- ***Broad level of commitment.*** A broad level of commitment will be required from all levels of management as well as the workforce in order for the development and implementation of this EMPr to be successful and effective.
- ***Flexible and responsive.*** The implementation of the EMPr must be responsive to new and changing circumstances, i.e. rapid short-term responses to problems or incidents. The EMPr is a dynamic “living” document and thus regular planned review and revision of the EMP must be carried out.
- ***Integration across operations.*** This EMPr is integrated across existing line functions and operational units such as health, safety and environmental departments in a company/project. This is done to change the redundant mindset of seeing environmental management as a single domain unit.
- ***Legislation.*** It is understood that any development project during its construction phase is a dynamic activity within a dynamic environment. The Developer, Engineer, Contractor and sub-contractor must therefore be aware that certain activities conducted during construction may require further licensing or environmental approval, e.g. river or stream diversions, bulk fuel storage, waste disposal, etc. The Contractor must consult the RE, EO and ECO on a regular basis in this regard.

SECTION 2 – SITE SPECIFIC INFORMATION

2.1 PROPOSED ACTIVITY AND LOCAL CONTEXT

Overview of the Project:

Guillaume Nel Environmental Consultants (GNEC) was appointed by EFG Engineers (Pty) Ltd that has been appointed by Western Cape Government (WCG), Department of Transport and Public Works: Roads Branch, for the proposed rehabilitation/upgrading of Trunk Road 28 Section 2 (TR28/2) and the proposed upgrade of the existing degraded storm water infrastructure (culverts) along the road within the road reserve, between Stanford and Gansbaai from Km 23.83 to Km 43.88.

Road rehabilitation and upgrade:

- Proposed road rehabilitation and upgrade will remain mostly within the previously disturbed 30m road reserve;
- The narrow existing road cross-section is substandard and is to be upgraded to a Class 1 rural cross section. The lanes will be widened from 3.2 m to 3.7 m each and 2 m surfaced shoulders will be added to the carriageway;
- Ensure compliance to the 100 km/h design speed guidelines;
- Allow passing opportunities along the road. (High accident risk currently);
- Upgrade of deteriorating pavement structure;
- Improve unsafe access locations in terms of insufficient shoulder sight distances and access spacing;
- Improving the existing destination, tourism and road warning signage and road markings; and
- Concrete lined side drains.

The existing road reserve along TR28/2 varies from 25m to 30m while the proclaimed road reserve is 30 m. It is therefore recommended to expropriate along the study section as required in order to take up the 30 m proclaimed width. The proposed horizontal road alignment follows the existing horizontal road alignment as far as possible in order to minimise expropriation. Proposed improvements to the vertical alignment will result in further expropriation due to deep cut and high fill. The affected land owners were informed of the proposed expropriation and their inputs were taken into account with the preliminary design.

TR28/2 EXPROPRIATION OUTSIDE 30m ROAD RESERVE				
START	END	LENGTH (m)	SIDE	AREA (m²)
26 140	26 180	40	LHS	112
26 840	27 080	240	RHS	338
27 840	28 060	220	BOTH	1 712
30 280	30 460	180	BOTH	1 292
31 220	31 300	80	BOTH	343
32 460	32 560	100	LHS	151
34 600	34 740	140	LHS	384
35 280	35 340	60	RHS	97
35 520	35 700	180	LHS	730
35 860	36 140	280	BOTH	2 984
36 620	36 780	160	LHS	787
36 840	36 940	100	LHS	327
37 280	37 360	80	RHS	219
37 380	37 460	80	LHS	136
37 780	37 880	100	LHS	352
38 180	38 460	280	RHS	959
38 660	38 740	80	RHS	215
40 440	40 580	140	BOTH	800
40 620	40 740	120	LHS	401
41 200	41 280	80	BOTH	584
41 540	41 740	200	LHS	1 009
41 700	41 820	120	RHS	292
42 520	42 580	60	LHS	170
42 700	42 780	80	LHS	181
TOTAL				14 575
HECTARE				1.4575

Storm Water Infrastructure (Culverts) upgrade:

It was found that the existing degraded culverts within the road reserve do not have the required minimum diameter and according to the Rational method, the existing minor culverts cannot accommodate the design flood peaks. Therefore, larger storm water infrastructure (culverts) are proposed at existing culvert positions, as well as at new locations where additional culverts are required.

Severe damage and degradation has been identified at the storm water infrastructure (culverts).

It is evident that the areas at the storm water infrastructure (culverts) have been previously disturbed due to road construction, road maintenance, and ongoing erosion. Degradation and erosion to the storm water infrastructure (culverts) and related environment is an ongoing event and poses a safety hazard to people using this road. Due to the disturbance of erosion, loss of topsoil and vegetation, invasive species are establishing in these areas, negatively impacting on the ecological and biodiversity value of the areas. The original character of the area at the culverts has been changed due to these activities. The areas at the storm water infrastructure show signs of alien infestation.

It's is highly recommended that the degraded storm water infrastructure (culverts) be upgraded to ensure adequate flow and eliminate/minimise further erosion to these structures and related environment.

The proposed repair and upgrade of the existing degraded storm water infrastructure (culverts) will positively contribute to the road infrastructure.

The triggered existing degraded storm water infrastructure (culverts) to be upgrade is situated within the previously disturbed road reserve of TR28/2 at:

- Culvert at Km 24.088 (Upgrade of existing degraded culvert)
- Culvert at Km 24.138 (Upgrade of existing degraded culvert)
- Culvert at Km 24.198 (Upgrade of existing degraded culvert)
- Culvert at Km 25.092 (Upgrade of existing degraded culvert)
- Culvert at Km 25.115 (Upgrade of existing degraded culvert)
- Culvert at Km 25.138 (Upgrade of existing degraded culvert)
- Culvert at Km 25.161 (Upgrade of existing degraded culvert)
- Culvert at Km 25.184 (Upgrade of existing degraded culvert)
- Culvert at Km 25.200 (Installation of a new Culvert)

Proposed work to be done at the **triggered** culverts:

The proposed construction footprint of the new culvert structures will remain within the existing 30 m road reserve. The infested and degraded flow line leading towards these culverts have been disturbed over the years due to insufficient culvert capacity and alien infestation. It is necessary that these areas be alien cleared and shaped in such a way as to ensure effective flows to and through the upgraded culverts.

- Km 24.088; x1 existing 450mm pipe culvert to be replaced with x1 Box Culvert 2.4mx1.2m.
- Km 24.138; x2 1800mm pipe culvert to be replaced with x2 Box Culverts 2.4m x 1.5m.
- Km 24.198; x1 600mm pipe culvert to be replaced with x1 Box Culvert 2.4m x 1.2m.
- Km 25.092; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert.
- Km 25.155; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert.
- Km 25.138; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert.
- Km 25.161; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert.
- Km 25.184; x1 400mm pipe culvert to be placed with x1 600mm pipe culvert.
- Km 25.200; Proposed installation of x1 600mm new pipe culvert.

New apron slabs will be constructed at each of the upgraded culverts and erosion protection (gabions/reno-mattresses) will be constructed where required (according to WCG standard).

Due to the presence of the Western Leopard Toad within the watercourse/wetland between Km 24.088 and Km 24.198, it is recommended by the freshwater and faunal specialist that additional culverts be installed within this section.

The upgrade of the R43 road creates a unique opportunity to improve the survival of The Western Leopard Toad.

The current culverts are woefully inadequate and inappropriate for the safe and free passage of the toads and probably also other animals like the Cape Clawless Otter, genets and porcupines which also occupy the catchment area.

The freshwater specialist recommended the installation of additional culverts to ensure effective movement of the Leopard Toad and other faunal species between the upstream and the downstream of the watercourse.

Additional culverts that will **trigger** need to be installed at: (For Western Leopard Toad and Faunal Movement)

- Km 24.112; x1 Box Culvert 1.5m x 1.5m
- Km 24.125; x1 Box Culvert 1.5m x 1.5m
- Km 24.163; x2 Box Culvert 2.4m x 1.5m
- Km 24.175; x1 Box Culvert 1.5m x 1.5m
- Km 24.188; x1 Box Culvert 1.5m x 1.5m

The proposed rehabilitation of TR28/2 will:

- Ensure a much safer road;
- Ensure compliance with the 100 km/h design speed guidelines;
- Allow passing opportunities along the road. (High accident risk currently);
- Upgrade the deteriorating pavement structure;
- Improve unsafe access locations in terms of insufficient shoulder sight distances and access spacing;
- Improving the existing destination, tourism and road warning signage and road markings; and
- Concrete lined side drains.

The proposed upgrade of the existing degraded storm water infrastructure: will

- Help to reduce/minimise any further erosion and degradation;
- Help to reduce/minimise any further loss of topsoil;
- Help to reduce/minimise any further loss of endemic vegetation;
- Ensure effective faunal and amphibian movement underneath the road;
- Re-introduce endemic vegetation to this eroded areas;
- Improve the ecological and visual value of the areas;
- Ensure a much safer utilization for cars crossing these culverts;
- Ensure effective flow for the peak storm water flow through these culverts; and
- Visually improve the previously disturbed and degraded infrastructure.

Freshwater, Botanical and a Faunal Specialist has been appointed to conduct the necessary specialist reports and risk matrix in order to identify any environmental constraints as well as to propose mitigation and rehabilitation measures which has been incorporated in the Environmental Management Programme and Maintenance Management Plan and Rehabilitation plan.

2.1.1 Summary of impacts associated with the proposed activity

Noise pollution:

Noise impacts is not seen to be significant seeing that it will only be temporary during the construction phase. During the operational phase no additional noise impacts are expected.

Heritage impact:

Due to the fact that the areas have been previously disturbed during road construction, road maintenance and erosion activities, it is not expected that any artefacts of historical significance will be found on site. No Structures older than 60 years have been identified on site or will be impacted upon. A notice of intent to develop has been submitted to Heritage Western Cape and consent obtained.

Visual impact:

Construction activities will have an insignificant visual impact since the construction will only be temporary. No negative visual impacts during the operational phase.

Freshwater, Botanical and a Faunal Specialist has been appointed to conduct the necessary specialist reports and risk matrix in order to identify any environmental constrains as well as to propose mitigation and rehabilitation measures which has been incorporate in the Environmental Management Programme, Maintenance Management Plan and Rehabilitation plan.

Compliance with both the EMP, RMMP and Rehabilitation Plan is proposed as conditions of approval of the Environmental Authorisation. All disturbed areas will be rehabilitated according to the rehabilitation plan compiled by a specialists.

The visual aspect of the site will thus be improved.

Impact on fauna and flora:

Freshwater, Botanical and a Faunal Specialist has been appointed to conduct the necessary specialist reports and risk matrix in order to identify any environmental constrains as well as to propose mitigation and rehabilitation measures which has been incorporate in the Environmental Management Programme, Maintenance Management Plan and Rehabilitation plan.

Compliance with both the EMP, RMMP and Rehabilitation Plan is proposed as conditions of approval of the Environmental Authorisation. All disturbed areas will be rehabilitated according to the rehabilitation plan as part of Appendix D.

Prior to construction a search and rescue for endemic species will be conducted within the construction footprint of the road reserve and culverts. Rescued endemic species

and collected seeds will be taken to an on-site rehabilitation nursery (Hemel&Aarde Valley). The searched and rescue species will be bagged, grown and multiplied, and the collected seed be dried and stored under the supervision of a Horticulturist for rehabilitation purposes. After construction all the disturbed areas will be carefully rehabilitated by means of sowing and planting as per rehabilitation report and plan as part of the specialist studies. (Appendix D)

Due to the presence of the Western Leopard Toad within the watercourse/wetland between Km 24.088 and Km 24.198, it is recommended by the freshwater and faunal specialist that additional culverts be installed within this section.

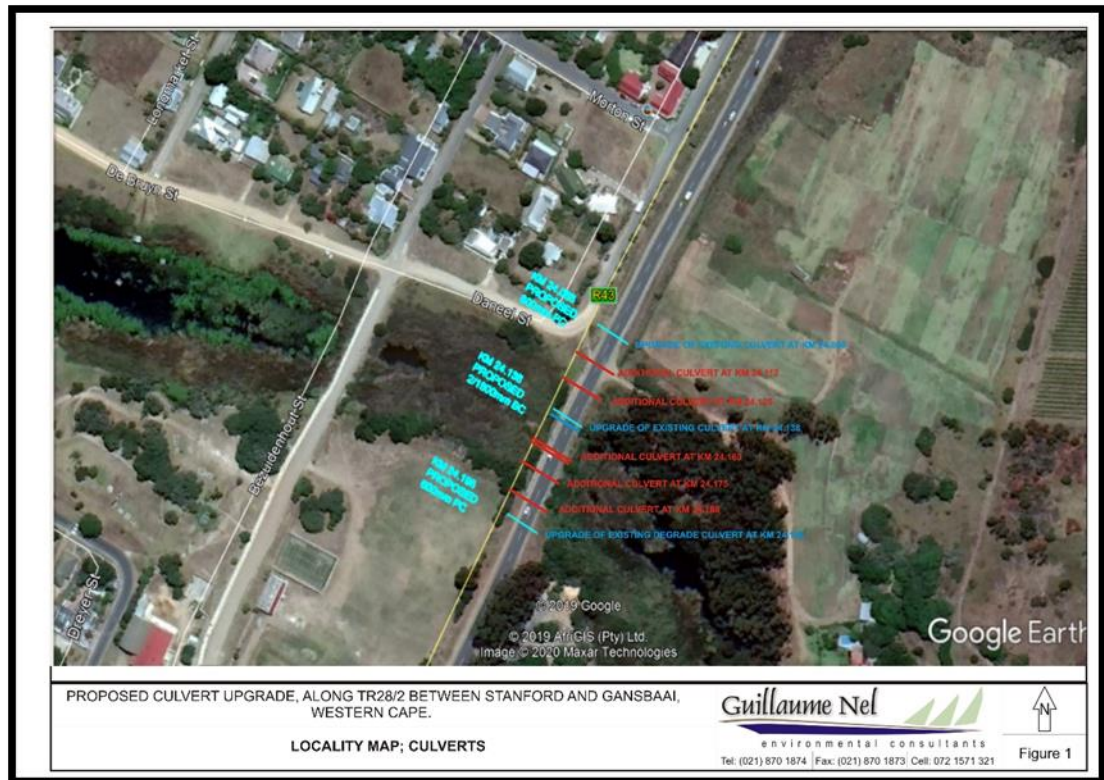
The upgrade of the R43 road creates a unique opportunity to improve the survival of The Western Leopard Toad.

The current culverts are woefully inadequate and inappropriate for the safe and free passage of the toads and probably also other animals like the Cape Clawless Otter, genets and porcupines which also occupy the catchment area.

The freshwater specialist recommended the installation of additional culverts to ensure effective movement of the Leopard Toad and other faunal species between the upstream and the downstream of the watercourse.

Additional culverts that will trigger need to be installed at: (For Western Leopard Toad and Faunal Movement)(As per Specialist Reports)

- Km 24.112; x1 Box Culvert 1.5m x 1.5m
- Km 24.125; x1 Box Culvert 1.5m x 1.5m
- Km 24.163; x2 Box Culvert 2.4m x 1.5m
- Km 24.175; x1 Box Culvert 1.5m x 1.5m
- Km 24.188; x1 Box Culvert 1.5m x 1.5m



Locality Map of existing culverts to be upgraded and additional culvert to be installed as per specialist recommendations.

Although not triggered the freshwater specialist also recommended the following upgrade of culverts for faunal movement:

Adjacent to the Grootbos Private Nature Reserve and Walkers Bay Nature Reserve
21 (km marker 35.025) – proposed: 1 x 1200mm pipe Amend to: box culvert, dimensions 1200mm x 900mm.

24 (km marker 36.405) – proposed: 1 x 600mm pipe Amend to: box culvert, dimensions 900mm x 900mm.

26 (km marker 37.846) – proposed 2 x 1200mm pipe Amend to: box culvert, dimensions 1200mm x 900mm.

No impacts are expected on any fauna either. Should any species be found within the construction footprint, these species will be re-located to the adjacent natural areas.

2.1.2 [Proponents] environmental management policy and commitments

The proponent understands the importance of conserving the environment, and will endeavour to apply all necessary mitigation measures to conserve and maintain sensitive areas and prevent environmental degradation.

2.1.3 Interpretations

The implementation of the EMPr is not an additional or “add on” requirement. The EMPr is legally binding through NEMA and the relevant EA. This EMPr is to be used during the planning, construction and operational phases of the proposed project. The Environmental Control Office, appointed by the developer after environmental approval, must use this EMP during the ECO audits to determine the developer's compliance to it.

Further on, the proponent is to ensure that through the project tender process the EMPr forms part of the Project Construction Contract Document to be incorporated in line with:

- General project specifications; and
- SANS 1200 A or SANS 1200 AA, as applicable.

The proponent is also to ensure that through any tender or appointment process, the operational EMPr forms part of the management contract with all service providers and contractors, for a period of time as stipulated by the DEA&DP during which the development will be audited for compliance to the operational EMPr. This EMPr is compiled in line with relevant legislation and general construction project specifications. However, to ensure sound environmental practice, the measures as described in the operational EMPr should be implemented for the full operational life of the development.

2.1.47 Project phase

The first part of this EMPr is specifically compiled for the ***period of time prior to commencement of and activities associated with construction of the above mentioned activity***, and for the ***operational phase*** of the proposed development.

If and when applicable, where specific activities of the proposed development fall outside of the general principles contained herein, the Department will attach further ‘activity – specific’ EMP's as appendices to this document.

2.1.5 Role players and responsibility matrix

In order for the EMPr to be successfully implemented, all the role players involved in the project need to co-operate. For this to happen, role players must have a clear understanding of their roles and responsibilities in the project, must be professional, form respectful and transparent relationships, and maintain open lines of communication. The EMP therefore clearly defines the role players involved and indicates their role in the implementation of the generic EMPr.

Typically, these role players or the project team may include the Authorities (A), Other Authority (OA), Developer/Proponent (D), Consulting Engineers (CE), Resident Engineer

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(RE), Environmental Officers (EO), Environmental Site Officer (ESO), Environmental Control Officer (ECO), Project Manager (PM), Contractors (C), Environmental Assessment Practitioner (EAP) and Property Owners Association (POA). Further; landowners, interested and affected parties and the relevant environmental and project specialists are also important role players.

SECTION 3 – ENFORCEMENT, MONITORING AND AUDITING

3.1 PRE-CONSTRUCTION AND CONSTRUCTION PHASE

The D must appoint, at his own cost, an **ECO** and full time EO (as part of the construction team) who will oversee the implementation of the EMPr.

The Department of Transport and Public Works, the Consulting Engineers as well as DEADP must be informed of the appointment of the **ECO** prior to construction activities. Please note that the responsibility of the particular ECO may end at the end of the construction period. In the event that an ECO is appointed during the operational phase, it must be noted that this ECO may be different from the original ECO and both DEA&DP as well as the Department of Transport and Public Works must be notified of this appointment again.

The independent ECO is responsible for weekly audits on compliance to relevant environmental legislation, conditions of the Environmental Authorisation (EA), and the EMPr for the project.

The ECO shall conduct monthly independent environmental audits. **Monthly Audit reports** are to verify the projects compliance with the EMPr and conditions of the Environmental Authorisation (EA).

Before any construction activities commence, the ECO must compile, for the approval by the Department, an audit checklist based on the contents of this EMPr and conditions of the Environmental Authorisation (EA). The ECO shall at the request of the Department forward audit reports to the Department and the Department of Transport and Public Works at a frequency determined by the Department which shall be stipulated in the Environmental Authorisation (EA).

Evidence of the following as **key performance indicators**, must be included in the audit reports:

- Complaints received from landowners and actions taken.
- Environmental incidents, such as oil spills, concrete spills, etc. and actions taken (litigation excluded).
- Incidents leading to litigation and legal contraventions.
- Environmental damage that needs rehabilitation measures to be taken.

A copy of all ESO and EO monitoring reports, contractor method statements and pro forma documentation must be held by the ESO and/or the EO on site and be made available to the Department and or the ECO upon request.

3.2 OPERATIONAL PHASE

The ECO shall conduct, at a frequency as determined by the DEA&DP and stipulated in the relevant Environmental Authorisation (EA) for the project, independent environmental audits. The audits are to verify the developments compliance with the operational EMPr and conditions of the Environmental Authorisation (EA).

The ECO must compile, for the approval by the DEA&DP, an audit checklist based on the contents of this EMPr and conditions of the Environmental Authorisation (EA). The ECO shall at the request of the DEA&DP forward audit reports to the Department at a frequency determined by the Department which shall be stipulated in the Environmental Authorisation (EA).

The following **Key Performance Indicators** must be included in the audit reports:

- Complaints received from landowners and actions taken.
- Environmental incidents, such as oil spills, fires etc. and actions taken.
- Incidents possibly leading to litigation and legal contraventions.
- Environmental damage that needs rehabilitation measures to be taken.

The minutes of site meetings, to which the ECO will have unrestricted access to, shall be the official record of environmental activities, complaints and communications. These minutes will be circulated to the entire project team. A copy of the standard site meeting agenda is available on request.

FORMAL ENVIRONMENTAL COMMUNICATION CHANNELS

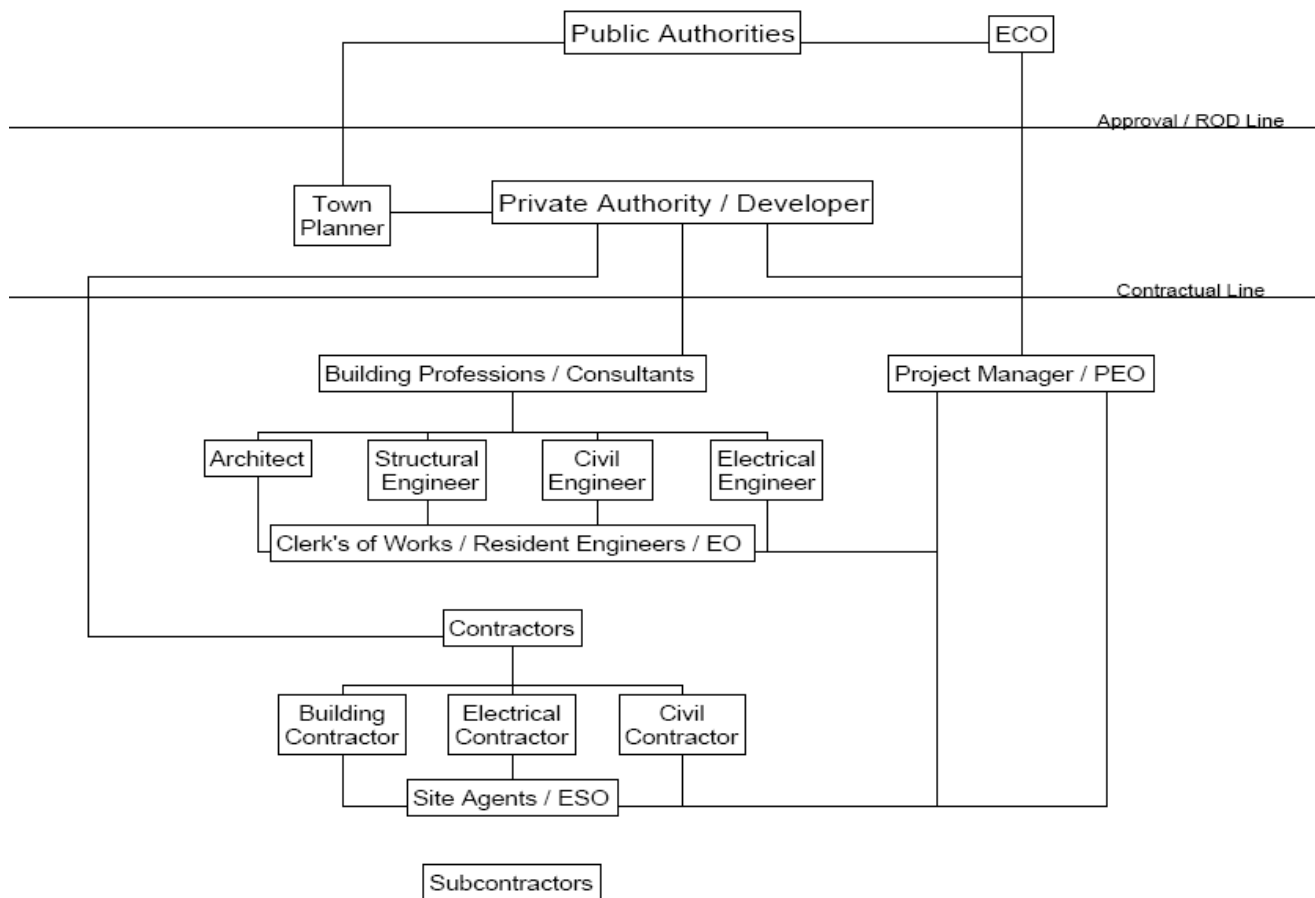


FIGURE 1: REPORTING STRUCTURE AND ROLE PLAYERS INVOLVED IN THE IMPLEMENTATION OF THE PROPOSED PROJECT, EMPR

Please note that due to the time line of the development as well as the coming and leaving of consultants and contractors, as well as the many crossed channels of communication in the DEAD&DP EMPr Guideline, it was decided by the project team to use the GACP-channels of communication whereby the Project Manager remains the central pivot between all the disciplines. All instructions and reports shall flow through the Project Manager (PM). In the environmental matters the PM becomes the Project Environmental Officer (PEO).

3.3 MEASUREMENT AND PAYMENT

It is understood that environmental requirements included in this EMPr will entail costs over and above those of the civil requirements. These include provision for: mitigation and enhancement actions; training and environmental awareness requirements; monitoring; auditing; and corrective actions. The proponent shall recognise this and make provision for it in the tender. Costing for management action should be done with inputs and advice from appropriate technical members of the project team and relevant EAP who have knowledge of the management actions being recommended as well as practical experience in implementing similar measures and techniques.

A lump sum must be allocated for the management of Environmental Specifications where it is not possible to cost requirements of the EMPr.

3.4 GENERAL GUIDELINES

Guidelines as per standardised construction documentation must be used.

3.5 AWARENESS (INDUCTION) TRAINING

3.5.1 Construction Phase

The EO or ESO, or ECO are responsible in ensuring everyone on site is given an environmental awareness induction session which not only clearly defines what the environment is and specifics detailing the local environment but outlines the requirements of the EMPr as a management tool to protect the environment.

Refresher courses must be conducted as and when required. The EO or ESO must ensure daily toolbox talks include alerting the workforce to particular environmental concerns associated with the tasks for that day or the area/habitat in which they are working. Awareness posters and a hand out must be produced to create awareness throughout the site.

3.5.2 Operational Phase

The ECO is responsible in ensuring everyone involved in the operation of the development at ground level receives an environmental awareness induction which not only clearly defines what the environment is and specifics detailing the local environment but outlines the requirements of the EMPr as a management tool to protect the environment.

Awareness posters and a hand out must be produced to create awareness throughout the site.

3.6 SITE DOCUMENTATION

3.6.1 Construction Phase

The following is list of documentation that must be held on site and must be made available to the ECO and/or DEA&DP on request.

- Access negotiations and physical access plan
- Site daily diary /instruction book
- Records of all remediation / rehabilitation activities
- Copies of EO reports (management and monitoring)
- Environmental Management Programme (EMPr)
- Complaints register

3.6.2 Operational Phase

The following is a list of documentation which must be held on sight and must be made available to the ECO and/or DEA&DP on request.

- Environmental monitoring reports (if required)
- Records of all remediation / rehabilitation activities (if required)
- Environmental Management Programme (EMPr)
- Complaints register

3.6.3 Pro forma documentation

3.6.3.1 Prior to the commencement of construction activities

The following attached pro forma documentation is to be filled out and is binding to the EMPr and project contract and includes, but not limited to, the following:

- Declaration of understanding by the Developer
- Declaration of understanding by the Contractor

3.6.3.2 During construction activities

The following attached pro forma documentation is to be filled out and maintained. These are binding to the EMPr and project contract. They include, but are not limited to, the following:

- Environmental incidents
- Records of all remediation / rehabilitation activities

3.6.3.3 During the Operational Phase

The following attached pro forma documentation is to be filled out and is binding to the EMPr and project contract and includes, but not limited to, the following:

- Declaration of understanding by the Proponent
- Environmental incidents

3.7 TOLERANCES AND NON-COMPLIANCE

The independent ECO is responsible for weekly audits on compliance to relevant environmental legislation, conditions of the Environmental Authorisation (EA), and the EMPr for the project.

The ECO shall conduct monthly independent environmental audits. **Monthly Audit reports** are to verify the projects compliance with the EMPr and conditions of the Environmental Authorisation (EA).

Should the contractor show repeated non-compliance in terms of the audits, a range of fines may be issued to the contractor. These fines are included as part of the Construction EMPr (Table 6).

The Engineer, in conjunction with the ECO, shall be the judge as to what constitutes a transgression in terms of this clause, subject to the General Conditions of Contract.

SECTION 4 - GENERIC CONSTRUCTION PHASE EMP - IMPLIMENTATION

4.1 PREAMBLE

The point of departure for the proposed projects, EMPr is to empower a pro-active rather than re-active approach to environmental performance by addressing potential problems before they occur. This will limit corrective measures needed during the construction phase of the project. Therefore the purpose of this EMPr is to provide management measures that must be implemented by the Department of Transport and Public Works, the Consulting Engineers and all contractors and sub-contractors alike to ensure that the potential impacts of the proposed project are minimised. It must also be ensured that the EMPr is maintained and upheld as a dynamic document in order for the project team to add or improve on issues that might be considered left out or not relevant to the project. In such instances the DEA&DP may authorise the ECO to make such changes.

The following tables form the core mitigation measures appropriate to the pre-construction and construction phase. The tables present, the objectives to be achieved and the management actions that needs to be implemented in order to mitigate the negative impacts and enhance the benefits of the project. Associated responsibilities, criteria/targets and timeframes are clearly specified.

The ‘pre-construction’ section of this generic EMPr, refers to the period of time leading up to and prior to commencement of construction activities, and is included to ensure pro-active environmental management measures with the goal of identifying avoidable environmental damage at the outset and sustain optimal environmental performance throughout the construction phase. Most impacts will occur during the construction phase and must be mitigated through the contingency plans identified in the pre-construction phase.

The bulk of environmental impacts will have immediate effect during the ‘construction’ phase (e.g. noise, dust, and water pollution). If the site is monitored on a continual basis during the construction phase, it is possible to identify these impacts as they occur. These impacts will then be mitigated through the measures outlined in this section, together with a commitment to sound environmental management from the project team.

The “construction” section refers to all construction and its operation-related activities that will occur within the approved area and access roads, until the project is completed. This “construction” section is divided into three functional areas, namely “materials”; “plant”; and “construction”. Each of these functional areas within the EMPr contains specific generic mitigation requirements and requested contractor method statements stipulated where required.

Many potential environmental impacts will have immediate or long term effects during the ‘operational’ phase (e.g. noise, waste management, and water pollution). If the development is monitored on a continual basis during operations, it is possible to identify these impacts as they occur. These impacts will then be mitigated through the measures outlined in this

section, together with a commitment to sound environmental management from the proponent and management team.

It must be noted that the responsible party for the majority of the mitigation measures is that of the Management body, unless otherwise stipulated. The names of the responsible parties must be made available to DEA&DP for record purposes.

The management body must ensure that a maintenance team is employed with the correct equipment and skill to maintain boardwalks, pathways, fences etc. The following tables will refer to the responsible party as “Management body: ‘to be announced’ and “maintenance crew”.

4.2 STRUCTURE AND CONTENTS OF THE TABLES

The table consists of seven parts as follows:

“Phase of development” - This row will identify either pre-construction (planning) or actual construction phase.

“Impact / issue” - This row will identify the issue being addressed, e.g. Materials, site demarcation, heritage, etc.

Mitigation Measure - This column will include all the necessary mitigation measures for each impact/issue’.

Management objectives - This column will indicate what the management objectives to be achieved for each mitigation measure are.

Measurable targets - This column will indicate what evidence is to be used as an indication to whether or not the ‘Management objectives’ have been implemented and hence achieved.

Responsible party - This column will provide information as to which role player, e.g. ECO, RE, etc. is responsible for the implementation and or management of each mitigation measure.

Frequency of action - These columns provide time guidelines for the ‘Responsible party’ by which he/she is to action or manage the required mitigation.

4.2.1 SPECIALIST RECOMMENDATIONS

4.2.1.1 Pre-Construction and Construction Phases

The last part of the table provides space for the EAP to add specialist recommendations that need to be addressed during the pre-construction and construction phases.

4.2.1.2 Operational Phase

Additional requirements may need to be added to the table pending conditions required in the Environmental Authorisation (EA). The last part of the table provides space for such conditions, which must be added before the “declaration of understanding” is signed by the proponent and ECO.

PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Table 1: PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE, PRE-CONSTRUCTION (PLANNING) PHASE EMPr

Phase development of		PRE-CONSTRUCTION (PLANNING)			
Impact / issue		GENERAL			
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
Public Liaison - The Contractor is responsible for erecting public information boards at key locations where public access may be affected by construction activities. The ECO shall approve the number and locations of these information boards. - The content of the boards will essentially be to advise the public of the construction activities to be undertaken, or being undertaken and to advise of the prohibition of entering demarcated "no-go" areas. - The Contractor shall make allowance for the supply, erection, maintenance and removal of the information boards. - Information boards shall also provide the name and contact number of the ECO, to ensure that the public has access to the ECO to request information and/or to lodge any complaints.		To advise the public of the construction activities to be undertaken, and to advise of the prohibition of entering demarcated "no-go" areas	Erection of info boards	Contractor	During Site Establishment

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Phase development of	PRE-CONSTRUCTION (PLANNING)				
Impact / issue	GENERAL				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
Traffic Impact A specific area for delivery vehicles needs to be clearly specified to all contractors. This need to be done in conjunction with the ECO and approved prior to any construction activities. Comply with Municipalities road rules and signs. Stop and go system to be implemented as with approved phase.	To reduce possible traffic impact to expectable standards.	The existing level of traffic.	Project team.	Design and implementation.	
Project contract and programme The EMPr must be included as part of the tender documentation thereby making it part of the enquiry document to make the recommendations and constraints, as set out in this document, enforceable under the general conditions of contract. 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.	- Contingencies for minimising negative impacts anticipated to occur during the construction phase. - Ensure environmental awareness and formalise environmental responsibilities and implementation.	- Contract records. - Signed declaration pro forma's.	Project team.	-	

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Phase development of	PRE-CONSTRUCTION (PLANNING)				
Impact / issue	GENERAL				
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
Site demarcation and development All areas outside the road reserve need to be clearly seen as no go areas. This need to be strictly monitored by the appointed ECO. The surveys for the overall project area and construction footprint as approved in the Environmental Authorisation (EA) must be complete and clearly demarcated before the contractors set up their crew camps or begin construction. All relevant ‘general’ and ‘specific’ conditions contained in the Environmental Authorisation (EA) must be included in the space provided below and included as part of this EMPr when the “<i>declaration of understanding</i>” is signed by The Department of Transport and Public Works. T he EO and ECO must be on site in order to make sure the correct areas are fully demarcated.		Contingencies for minimising negative impacts anticipated to occur during the construction phase	- Demarcated area’s - Filled in section of this document	EAP specialist, Engineer, contractor	As and when required

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Phase development of	PRE-CONSTRUCTION (PLANNING)				
Impact / issue	GENERAL				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
Emergencies, non-compliance and communication The contractor must provide method statements on the protocols to be followed, and contingencies to be put in place for the following, before construction may begin: • Emergency spills procedures for the contamination of soils from spills and fire. • Handling & storage of oils and chemicals • Cement and concrete batching, which includes the storage, washing & disposal of cement, packaging, tools and plant. • Diesel tanks and refuelling procedures • Crew camps and construction lay down areas • Workshop maintenance and cleaning of plant Communication in emergencies must follow the suggested lines of communication as stipulated figure 1.	• Contingencies for minimising negative impacts anticipated to occur during the construction phase	• Method statements	Contractor, Engineer	As and when required	

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Phase development of	PRE-CONSTRUCTION (PLANNING)				
Impact / issue	GENERAL				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
Flora Prior to construction a search and rescue for endemic species need be conducted within the construction footprint of the road reserve. Prior to construction a search and rescue for seeds need to be conducted. Search and rescue to be conducted under the supervision of a qualified horticulturists/rehabilitation specialist within the construction footprint of the road reserve. Rescued endemic species and collected seeds need to be taken to an on-site rehabilitation nursery (Hemel&Aarde Valley). The searched and rescue species will be bagged, grown and multiplied, and the collected seed be dried and stored under the supervision of a Horticulturist/Rehabilitation Specialist for rehabilitation purposes. After construction all the disturbed areas will be carefully rehabilitated by means of sowing and planting as per rehabilitation plan. (Rehabilitation Plan as Part of Appendix D) Guillaume Nel Environmental Consultants,	To protect possible fauna and flora species on the site from being exterminated.	Should sensitive species be present on the site, the correct re-establishment of these species	Contractor and Developer	Before construction commences	

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Phase development of	PRE-CONSTRUCTION (PLANNING)			
Impact / issue	GENERAL			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
Rehabilitation department can be consulted in this regard. All areas outside the road reserve need to be clearly seen as no go areas. This need to be strictly monitored by the appointed ECO. Vegetation in the construction footprint where possible should be brush-cut instead of bulldozed. This will enable re-sprouting species to regenerate. The disturbance footprint should be as narrow as possible. <u>From the Botanical Report:</u> Avoid the natural habitat of surrounding areas outside the road reserve. Construction activities must be restricted to the road and road reserve footprint. Alien invasive plants in the near vicinity of the road must be removed and destroyed. Care must be taken not to spread such species e.g. Acacia saligna (Port Jackson Willow) during construction. A detailed rehabilitation plan form part of the EMPr. It is crucial that only locally sourced (from the affected area) plant and seed material is used. Furthermore, no species must be used that do not				

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Phase development of	PRE-CONSTRUCTION (PLANNING)			
Impact / issue	GENERAL			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
occur within the affected area (i.e. species must not be added or introduced). This is critical since it will prevent genetic contamination with the adjacent natural areas and nature reserves. The species lists provided for each habitat type in this report should be used as the reference for rehabilitation. Furthermore, dominant species occurring within each habitat types must be replicated. Topsoil management will be crucial to the rehabilitation process and success since the top few centimetres of soil contains the seedbank. If the topsoil is carefully stored in windrows next to each rehabilitation area and then replaced in its original position this will enhance the overall recovery of the vegetation. If this is not done properly the recovery will take much longer and the potential for weeds and invasive species to invade will be higher. Replacement of the topsoil will not be the only rehabilitation measure. The rehabilitation will also involve planting of species propagated in a nursery, with regular irrigation. Embankments should be stabilized with biodegradable organic materials where necessary. An Environmental Control Officer (ECO) must be present during the construction and rehabilitation				

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Phase development of	PRE-CONSTRUCTION (PLANNING)			
Impact / issue	GENERAL			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
phases.				
Fauna All possible sensitive faunal species found within the construction footprint must be rescued and relocated to the natural adjacent areas. Consult the ECO. A faunal specialist ned to be consulted. <u>Western Leopard Toad and other faunal species (as per specialist reports)</u> Due to the presence of the Cape Leopard Toad within the watercourse/wetland between Km 24.088 and Km 24.198, it is recommended by the freshwater and faunal specialist that additional culverts be installed within this section. The upgrade of the R43 road creates a unique opportunity to improve the survival of The Western Leopard Toad. The current culverts are woefully inadequate and inappropriate for the safe and free passage of the toads and probably also other animals like the Cape Clawless Otter, genets and porcupines which also occupy the catchment area.	•	•		

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Phase development of	PRE-CONSTRUCTION (PLANNING)			
Impact / issue	GENERAL			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
The occurrence of snakes on this section of road between Stanford and De Kelders is very high. It is recommended that a detailed induction be done with all employees regarding snakes prior to commencement of activities. The contact details of a trained snake catcher must be made available at the site office, should snake removal be required. The freshwater specialist recommended the installation of additional culverts to ensure effective movement of the Leopard Toad and other faunal species between the upstream and the downstream of the watercourse. <u>Additional culverts that will trigger need to be installed at: (For Western Leopard Toad and Faunal Movement)</u> - Km 24.112; x1 Box Culvert 1.5m x 1.5m - Km 24.125; x1 Box Culvert 1.5m x 1.5m - Km 24.163; x2 Box Culvert 2.4m x 1.5m - Km 24.175; x1 Box Culvert 1.5m x 1.5m - Km 24.188; x1 Box Culvert 1.5m x 1.5m <u>Proposed work to be done at the triggered culverts:</u> The proposed construction footprint of the new culvert structures will remain within the existing 30				

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Phase development of	PRE-CONSTRUCTION (PLANNING)				
Impact / issue	GENERAL				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
road reserve. The infested and degraded flow line leading towards these culverts have been disturbed over the years due to insufficient culvert capacity and alien infestation. It will be necessary that these areas need to be alien cleared and shape in such a way to ensure effective flows to and through the upgraded culverts. - Km 24.088; x1 existing 450mm pipe culvert to be replaced with x1 Box Culvert 2.4mx1.2m. - Km 24.138; x2 1800mm pipe culvert to be replaced with x2 Box Culverts 2.4m x 1.5m. - Km 24.198; x1 600mm pipe culvert to be replaced with x1 Box Culvert 2.4m x 1.2m. - Km 25.092; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert. - Km 25.155; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert. - Km 25.138; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert. - Km 25.161; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert. - Km 25.184; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert. - Km 25.200; Proposed installation of x1					

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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Phase development	of	PRE-CONSTRUCTION (PLANNING)			
Impact / issue		GENERAL			
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
600mm new pipe culvert.					
					
					

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Phase development of	PRE-CONSTRUCTION (PLANNING)				
Impact / issue	GENERAL				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
The key to the protection of the Western Leopard toads is to direct them to culverts and pipes under the road so that they can naturally cross under the road and not over it. It is very important that barriers should be erected on both sides of the R43 to guide the toads to the culverts and pipes under the road. These barriers need to be only about 0.5 meters high, should be impervious for the frogs and steep enough so that they cannot get over them. The entrances to the pipes and culverts should have a very gradual gradient to allow both adult and juvenile toads to enter easily. There are two periods during the annual toad lifecycle when the toad is vulnerable and no construction should occur at these times. Breeding season, from about 15 July to 15 Sept, depending on the rain patterns. The second sensitive period is when the toadlets emerge from the breeding ponds from about 15 October to 15 December, again depending on the weather and timing of the breeding period earlier in the year. Vegetation, particularly alien invasive plants, must be cleared on both sides of the R43 bridge crossing the Mill Stream, by May every year. A clear strip of					

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Phase development of	PRE-CONSTRUCTION (PLANNING)				
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MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
approximately 5m on either side should be adequate. This will clear the culverts and headwall and make them visible. This action will also reduce the risk of flooding of the R43 during times of heavy winter rains in June – August as is experienced in heavy rain (2018). The following must be implemented for the freshwater crossing: All works must be undertaken between the months of January and May, outside of the breeding season or movement of toadlets, associated with the species, Similarly all works must be undertaken during the dry, summer season to limit impacts to water quality (turbidity) and prevent machinery getting stuck within the freshwater habitat. All levels must be carefully planned to ensure that the base of the culverts are just below the bed of the watercourse. This is to ensure water does not pond upstream of the culverts and prevent scouring below the culverts. The culvert must be level to ensure <i>Sclerophrys pantherina</i> (Western Leopard Toad, EN) individuals will not be deterred from utilising the underpasses. It is imperative that wingwalls be installed at each culvert to assist in guiding specimens to these safe					

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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Phase development of	PRE-CONSTRUCTION (PLANNING)			
Impact / issue	GENERAL			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
underpasses. Barrier walls should be installed between the culverts (these walls should be at least 50 cm in height to prevent individuals hopping over) to prevent individuals from accessing the road surface. Vegetation (specifically <i>Typha capensis</i> and <i>Phragmites australis</i> which were abundant within the freshwater system adjacent to the R43) should be cleared regularly on either side of the R43, within the freshwater habitat. Dense reeds are unfavourable for <i>Sclerophrys pantherina</i> (Western Leopard Toad, EN) and will likely obstruct and obscure the various culverts, preventing individuals from utilising these underpasses. An area of approximately 15 m from the edge of the road reserve, into the freshwater habitat should be regularly cut by hand. <u>Signage</u> As undertaken in Noordhoek, Western cape, where a large population of breeding <i>Sclerophrys pantherina</i> (Western Leopard Toad, EN) reside, road signage is an important tool in educating travellers on the species and assisting with identification. As such, it is recommended that relevant signs be erected on both sides of the R43,				

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Phase development of	PRE-CONSTRUCTION (PLANNING)			
Impact / issue	GENERAL			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
before the freshwater habitat in order to make road users aware and to stop should a frog be on the road surface. Existing signage was identified associated with the recreational area around the freshwater habitat. It is recommended that this sign also be upgraded to include basic information on <i>Sclerophrys pantherina</i> (Western Leopard Toad, EN) for pedestrians. <u>The following mitigation are recommended for the remaining portion of the R43 to be upgraded (not associated with the freshwater habitat).</u> No vegetation clearing should be undertaken outside of the road reserve; Various nature reserves are located adjacent to the R43. As such, it is recommended that some of the proposed culverts to be upgraded and be converted from pipe culverts to box culverts. This will allow larger faunal species to utilise them as underpasses and reduce potential fatalities on the roads. Although not triggered the freshwater specialist also recommended the following upgrade of culverts for faunal movement: Adjacent to the Grootbos Private Nature Reserve and Walkers Bay Nature Reserve				

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Phase development of	PRE-CONSTRUCTION (PLANNING)				
Impact / issue	GENERAL				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
21 (km marker 35.025) – proposed: 1 x 1200mm pipe Amend to: box culvert, dimensions 1200mm x 900mm. 24 (km marker 36.405) – proposed: 1 x 600mm pipe Amend to: box culvert, dimensions 900mm x 900mm. 26 (km marker 37.846) – proposed 2 x 1200mm pipe Amend to: box culvert, dimensions 1200mm x 900mm. No hunting, trapping or snaring of fauna is allowed. This includes the use of poisons for rodent control; Construction personnel are to be informed and educated about the general faunal species that may be encountered on site, notably snakes and spiders. Personnel are to be instructed that if encountered they are not to kill the faunal species but let them either move off on their own or call the nominated construction personnel who is to safely catch and release the species away from the active construction works. Each construction team/site should have an individual that has undergone a snake handling course so as to safely catch and release any snakes within the road reserve. No snakes may be killed					

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Phase development of	PRE-CONSTRUCTION (PLANNING)				
Impact / issue	GENERAL				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
during construction of the upgrade activities. An AIP plan must be developed to ensure no encroachment of AIPs into the freshwater habitat or into the various nature reserves surrounding					
Topsoil Topsoil is a crucial element for rehabilitation purposes as it contains all the Fynbos seeds for natural rehabilitation and need to be strictly managed and protected. Management of the topsoil need to monitored by the ECO and reflected within the ECO audit reports. Topsoil to be protected and stored in approved areas. This needs to be done in accordance with the ECO before construction may commence. <u>With road upgrade is was found that windrow of topsoil is the most effective for the following reasons:</u> • It limits the handling of topsoil. • Ensure that topsoil is replaced within the exact location is was removed from. • Prevent the mixing of different topsoil form different section.	• Minimise scarring of the soil surface and land features. • Minimise disturbance and loss of soil. • Minimise construction footprint. • Maintain the integrity of topsoil's for landscaping and rehabilitation. • Containment of invasive plant growth by means of topsoil monitoring. • Minimise contamination of storm water run-off.	• No visible erosion scars once construction is completed. • The footprint has not exceeded the agreed site in terms of EA etc. • Minimal invasive weed and grass growth. • No signs of sedimentation and erosion.	Contractor	Daily	

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Phase development of	PRE-CONSTRUCTION (PLANNING)				
Impact / issue	GENERAL				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
Soils from different horizons must be stockpiled such that topsoil stockpiles do not get contaminated by sub-soil material. Topsoil stockpiles must be monitored for invasive exotic vegetation growth. Contractors must remediate as and when required in consultation with the EO, RE and ECO. No plant, workforce or any construction related activities may be allowed onto the topsoil stockpiles. Topsoil stockpiles must be clearly demarcated as no-go areas. Stockpiles must not be higher than 1.5m to avoid compaction thereby maintaining the soil integrity and chemical composition. Topsoil to be placed back after construction in disturbed areas as part of the rehabilitation process. Topsoil need to be clearly seen as no go areas. Topsoil needs to be protected and preserved for rehabilitation purposes.					
Appointments and duties of project team The contact details for the ECO, RE, EO, Contractor and ESO shall be completed on the attached pro forma and a copy kept on site. This	Contingencies for minimising negative impacts anticipated to occur during the construction phase.	- Contract records. - Signed declaration pro forma's.	Project team.	-	

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Phase development of	PRE-CONSTRUCTION (PLANNING)			
Impact / issue	GENERAL			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
document must be made available to the DEA&DP on request. Before construction activities commence, role players must have a clear indication of their role in the implementation of this EMP. Subcontractor(s) contracts with the principle contractor must contain a clause to the effect that the disposal of all construction-generated refuse / waste to an officially approved dumping site is the responsibility of the subcontractor in question and that the subcontractors are bound to the management activities stipulated in this EMP.				

PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Table 2: ADDITIONAL CONDITIONS FOR THE PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE, EMPr

Phase of development	PLANNING	EA reference number			
Impact / issue	EA Conditions				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
	•	•			
	•	•			

PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Table 3: PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE, CONSTRUCTION PHASE EMPr (MATERIALS)

Phase of development	CONSTRUCTION			
Impact / issue	Materials			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
Handling				
Stockpiles Topsoil is a crucial element for rehabilitation purposes as it contains all the Fynbos seeds for natural rehabilitation and need to be strictly managed and protected. Management of the topsoil need to monitored by the ECO and reflected within the ECO audit reports. Topsoil to be protected and stored in approved areas. This needs to be done in accordance with the ECO before construction may commence. <u>With road upgrade is was found that windrow of topsoil is the most effective for the following reasons:</u> • It limits the handling of topsoil. • Ensure that topsoil is replaced within the exact location is was removed from. • Prevent the mixing of different topsoil form different section. All stockpiled material must be easily accessible on site without any environmental damage of the surrounding properties.	• Minimise scarring of the soil surface and land features. • Minimise disturbance and loss of soil. • Minimise construction footprint. • Maintain the integrity of topsoil's for landscaping and rehabilitation. • Containment of invasive plant growth by means of topsoil monitoring. • Minimise contamination of storm water run-off.	• No visible erosion scars once construction is completed. • The footprint has not exceeded the agreed site in terms of EA etc. • Minimal invasive weed and grass growth. • No signs of sedimentation and erosion.	Contractor	Daily

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Phase of development	CONSTRUCTION			
Impact / issue	Materials			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
All temporarily stockpiled material must be stockpiled in such a way that the spread of materials are minimised. In the case of strong wind and/or rain all stockpiled material must be covered with a tarpaulin in order to prevent erosion. The stockpiles may only be placed within the demarcated areas the location of which must be approved by the RE, EO or ECO. Stockpiles are to be stabilised if signs of erosion are visible. Soils from different horizons must be stockpiled such that topsoil stockpiles do not get contaminated by sub-soil material. Topsoil stockpiles must be monitored for invasive exotic vegetation growth. Contractors must remediate as and when required in consultation with the EO, RE and ECO. No plant, workforce or any construction related activities may be allowed onto the topsoil stockpiles. Topsoil stockpiles must be clearly demarcated as no-go areas. Stockpiles must not be higher than 1.5m to avoid compaction thereby maintaining the soil integrity and chemical composition.				

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Phase of development	CONSTRUCTION				
Impact / issue	Materials				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
Materials Any imported material used during the construction needs to be obtained from an approved source. Sand without any seed from invasive species must be used. No sea sand may be used for mixing in cement and for in-filling. No unused materials from the old road infrastructure or materials used for the repair and upgrade of road infrastructure shall be left on site, neither by burying nor by working it into the soil. Any redundant materials left over after works are complete, need to be removed off site to a designated spoils site.	•	•			
Oil and chemicals The contractor must provide method statements for the “handling & storage of oils and chemicals”, “fire”, and “emergency spills procedures”. 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. These areas must be imperviously bunded with adequate	• Prevention of pollution of the environment. • Minimise chances of transgression of the acts controlling pollution.	• No pollution of the environment. • No litigation due to transgression of pollution control acts. • No complaints from I & AP’s. • Method	Contractor	Daily	

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Phase of development	CONSTRUCTION				
Impact / issue	Materials				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
containment (at least 1.1 times the volume of the fuel) for potential spills or leaks 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. The depth of the drip tray must be determined considering the total amount / volume of oil in the vehicle. The drip tray must be able to contain the volume of oil in the vehicle. Any spills larger than 100l should 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		statements.			

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Phase of development	CONSTRUCTION			
Impact / issue	Materials			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
to a General & Hazardous Waste Landfill site, (this includes contaminated soils, and drenched spill kit material).				
Cement It is suggested that ready-mix cement be used as far as possible to minimize the possible impact on the surrounding environment. Cement must be mixed and transported in leak and splash proof containers. It is important to be aware that cement is alkaline while the fynbos environment here is acidic. Should a cement spill occur, then the spilled material, as with all waste materials, must be removed completely and spoiled in a designated spoils site. Cement batching areas must be located in consultation with the RE, EO or ECO to ensure residues are contained and that the proposed location does not fall within sensitive areas such as river systems. The contractors must provide and maintain a method statement for “cement and concrete batching” which includes the storage, washing & disposal of cement, packaging, tools and plant. The mixing of concrete shall only be done at	- Minimise the possibility of cement residue entering into the surrounding environment. - Minimise pollution of soil, surface and ground water resources	- No evidence of contaminated soil on the construction site - No evidence of contaminated water resources - Method statement	Contractor	Monitored daily

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Phase of development		CONSTRUCTION			
Impact / issue		Materials			
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
selected sites on mortar boards or similar structures to contain run-off into natural vegetation, soils, and streams. Mixing of cement directly on soil will not be tolerated and fines will be issued Cleaning of cement mixing and handling equipment shall be done using proper cleaning trays. 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. Cement dust is poisonous and will be detrimental to the environment and especially to the river. 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. Washing of the remains into the ground is unacceptable.					

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Phase of development	CONSTRUCTION			
Impact / issue	Materials			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
<u>Control measures specific to concrete works:</u> Concrete and cement-related mortars can be toxic to aquatic life. Proper handling and disposal should minimise or eliminate discharges into watercourses. High alkalinity associated with cement can dramatically affect and contaminate both soil and ground water. The following measures must be adhered to: Fresh concrete and cement mortar should not be mixed near the wetland. Mixing of cement may be done within the construction camp, however it may not be mixed on bare soil, and must be within a lined, bound or bunded portable mixer. Consideration must be taken to use ready mix concrete; No mixed concrete shall be deposited directly onto the ground within the CVBW, outside of the designated area (i.e. the concrete aprons associated with the culverts). All concrete for the apron must be brought in via a cement mixing truck which must remain within the road reserve, and cement must be piped down to the apron area. Any areas that require manual application of cement require that mixed cement be placed on a batter board or other suitable				

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Phase of development		CONSTRUCTION			
Impact / issue		Materials			
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
platform/mixing tray until it is deposited. Care must be taken when placing culverts and casting aprons to ensure that the culverts are at ground level and not above ground level, as this will likely result in back flooding, scouring and erosion below the concrete aprons, the aprons and any gabion mattresses must be flush with the ground. The area must be rehabilitated after the completion of the construction phase, including revegetation thereof with indigenous wetland vegetation. In addition, AIP eradication surrounding the culverts must be undertaken A washout area should be designated outside of the CVBW, and wash water may not be released into the CVBW; At no point may batter boards/mixing trays or cement trucks be rinsed off on site and run-off water be allowed into the watercourse; Cement bags (if any) must be disposed of in the demarcated hazardous waste receptacles and the used bags must be disposed of through the hazardous substance waste stream; and Spilled or excess concrete must be disposed of at a					

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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Phase of development	CONSTRUCTION				
Impact / issue	Materials				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
suitable landfill site. Chain of custody documentation must be provided.					
DANGEROUS AND TOXIC MATERIALS Provision of storage facilities 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. Storage facilities should be bunded, roofed, secure, rain, wind and tamper proof. 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. 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. In the case of pollution of any surface or groundwater, the Regional Representative of the	• Prevention of pollution of soil, surface and ground water resources in the immediate and surrounding environments • Minimise chances of transgression of the acts controlling pollution	• No visible signs of pollution • No litigation due to transgression of pollution control acts	Contractor	Monitor daily	

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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Phase of development		CONSTRUCTION			
Impact / issue		Materials			
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
Department of Water Affairs and Sanitation (DWAS) must as well as the representative of Breede Gouritz Catchment Management Agency must be informed immediately. Empty containers shall be removed to a General & Hazardous Waste Landfill site. Material Safety Data Sheets (MSDS) must be prepared for all hazardous substances on site and supplied by the supplier where relevant. MSDS's must be updated as required.					
Bulk storage of fuels and oils The contractors must provide and maintain a method statement for "Diesel tanks and refuelling procedures". 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. A Flammable Liquid License must be obtained for diesel volumes greater than 200 litres. As no application was lodged for this activity, it should be noted that Environmental Authorisation is required for the storage of Diesel and/or Petrol with volumes greater than 30 000 litres. Bulk fuel storage tanks shall be located in a		• Prevention of pollution of soil, surface and ground water resources in the immediate and surrounding environments. • Minimise chances of transgression of the acts controlling pollution.	• No visible signs of pollution. • No litigation due to transgression of pollution control acts. • Method statement.	Contractor.	Once off, as required.

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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Phase of development	CONSTRUCTION				
Impact / issue	Materials				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
portion of the construction camp where they do not pose a high risk in terms of water. 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. Bulk fuel storage should be covered during the rainy season.					
Use of dangerous and toxic materials The contractor shall keep the necessary materials and equipment on site to deal with spills/ fire of the materials present should they occur. The contractor shall set up a procedure for dealing with spills/ fire, which will include notifying the ECO and the relevant authorities prior to commencing with construction. These procedures must be developed in consultation and approval by the appointed EO. All staff should receive some form of fire training. Fire buckets and hoses shall be in good working order and easily accessible on site. A record must be kept of all spills and the corrective action taken.	• Prevention of pollution of soil, surface and ground water resources in the immediate and surrounding environments • Minimise chances of transgression of the acts controlling pollution	• No pollution of the environment • No litigation due to transgression of pollution control acts	Contractor	As required	

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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Table 4: PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE, CONSTRUCTION PHASE EMPr (Plant)

Phase of development	CONSTRUCTION			
Impact / issue	PLANT			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
Eating areas and camp followers The contractors must provide and maintain a method statement for “Crew camps and construction lay down areas”. 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. Designated areas for smoking must be provided. No fires will be allowed on site. 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. Camp followers/informal traders must not be allowed to congregate on pavements or outside the construction site. However, at the contractors discretion facilities can be made available within the designated eating area. Litter (even if originating outside the camp) and concrete bags etc. must be picked up and put into suitably closed bins.	• Control potential influx of vermin and flies • Neat work place and hygienic environment • Minimise negative social impacts to local businesses and residences.	• No visual sign of vermin and flies • No complaints from I & AP's	Contractor, EO	Once off, monitor daily

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Phase of development	CONSTRUCTION			
Impact / issue	PLANT			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
Toilets and ablution facilities The contractor will be responsible for providing all sanitary arrangements for his and the sub-contractors team. A minimum of one chemical toilet shall be provided per 15 persons. 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 paper at all toilets at all times. Toilet paper dispensers shall be provided in all toilets. 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 RE, EO or ECO. 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. Toilets out on site must be secured to the ground and have a sufficient locking mechanism operational at all times.	• Ensure proper sanitation is achieved which will encourage the workforce to utilise toilets provided and not the surrounding habitat • Minimise potential of diseases on site • Minimise potential to pollute soils, water resources and natural habitats	• Workforce use toilets provided • No complaints received from I & AP's as well as members of the workforce • No visible or measurable signs of pollution of the environment (soils, ground and surface water)	Contractor, RE or EO	As and when required

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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Phase of development	CONSTRUCTION			
Impact / issue	PLANT			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
Waste management Please refer to the waste minimization plan as part of the EMPr Any illegal dumping of waste will not be tolerated. Proof of legal dumping must be able to be produced on request. All refuse bins must have a lid secured so that animals cannot gain access. Sufficient closed containers must be strategically located around the construction site to handle the amount of litter, wastes, rubbish, debris and builders wastes generated on the site. Subcontractor(s) must contain a clause to the effect that the disposal of all construction-generated refuse / waste to an officially approved dumping site is the responsibility of the subcontractor in question and that the subcontractors are bound to the management activities stipulated in this EMPr. Proof of this undertaking must be issued to the ECO. All solid and chemical wastes that are	• Sustainable management of waste by recycling. • To keep the site neat and tidy. • Minimise litigation and complaints by I&AP's. • Reduce visual impact. • Control potential influx of vermin and flies thereby minimising the potential of diseases on site and the surrounding environment. • Minimise potential to pollute soils, water resources and natural habitats.	• Disposal of rubble and refuse in an appropriate manner with no rubble and refuse lying on site. • Site is neat and tidy. • No complaints from surrounding residents and businesses. • Sufficient containers available on site. • No visible or measurable signs of pollution of the environment (soils, ground and surface water). • Method statement.	Contractor, EO.	Daily.

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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Phase of development	CONSTRUCTION			
Impact / issue	PLANT			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
generated must be removed and disposed of at a licensed waste disposal site. The contractor is to provide proof of such to the EO and ECO. Chemical containers and packaging brought onto the site must be removed for disposal at a suitable site. A skip, with a cover, must be used to contain refuse from campsite bins, rubble and other construction material.				

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Phase of development	CONSTRUCTION			
Impact / issue	PLANT			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
Dust <u><i>The contractors must provide and maintain a method statement for “dust control”. The method statement must provide information on the proposed source of water to be utilised and the details of the licenses acquired for such usage.</i></u> Water abstraction for dust control from any river is strictly prohibited. Potable water cannot (as far as possible) be used as a means of dust suppression, alternative measures must be sourced. The use of ‘grey’ water must be investigated as an alternative. The contractor will be responsible to source this water and obtain the required approvals. The construction camp shall be watered during dry and windy conditions to control dust fallout. All vehicles transporting material that can be blown off (e.g. soil, rubble etc.) must be covered with a tarpaulin, and speed limits of 20 km/h must be adhered to. Excessive dust conditions shall be reported to the ECO.	• Reduce dust fall out. • Reduce visual impact. • Minimise loss of valuable soil material.	• No visible signs of dust. • No complaints from Interested and Affected Parties. • No incidences reported to ECO. • No visible evidence of dust contamination on the surrounding environment. • Method statement. • Baseline targets not exceeded during regular monitoring of dust counts.	RE, Contractor, EO.	Monitored daily.
Workshop equipment, maintenance and storage The contractors must provide and maintain a	• Prevent pollution of the environment • Minimise chance of	• No pollution of the environment • No litigation due to	RE, Contractor, EO	Monitor daily

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Phase of development	CONSTRUCTION			
Impact / issue	PLANT			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
method statement for “workshop maintenance and cleaning of plant”. All maintenance and washing of vehicles and equipment shall be done off-site as far as possible. During servicing of vehicles or equipment, a suitable drip tray shall be used to prevent spills onto the soil. Leaking equipment shall be repaired immediately or be removed from site to facilitate repair. Workshop areas shall be monitored for oil and fuel spills and such spills shall be cleaned and remediate to the satisfaction of the EO or RE. Cleaning and remediation must be done with products that are in line with best environmental practice i.e. Sunisorb. The Contractor shall be in possession of an emergency spill kit that must be complete and available at all times on site. The Contractor must ensure that senior and the other relevant members of the workforce are trained in dealing with spills by using emergency spill kits. All spills of hazardous substances must be reported to the ESO, EO, RE or ECO. The contractor must comply with the regulations of the Occupational Health and Safety Act, 1993 (Act No. 85 of 1993) as well as specific specifications set forth by the health and safety agent.	transgression of the acts controlling pollution Disposal of hazardous substances to a General & Hazardous Waste Landfill site.	transgression of pollution control acts Method statement		

PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Phase of development	CONSTRUCTION			
Impact / issue	PLANT			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
Noise All construction vehicles must be in a good working order to reduce possible noise pollution. Work hours during the construction phase shall be strictly enforced unless permission is given (07H00 – 18H00). Permission shall not be granted without consultation with the local industries and businesses by the EO. No work to be done on Sundays. Noise reduction is essential and Contractors shall endeavour to limit unnecessary noise, especially loud talking, shouting or whistling, radios, sirens or hooters, motor revving, etc. The use of silent compressors is a specific requirement. All machinery to be muffled where possible. Noisy activities shall take place only during working hours. The EO must inform the residents of houses and businesses adjacent to the development in writing 24 hours prior to any planned activities that will be unusually noisy or any other activities that could reasonably have an impact on the adjacent sites. These activities could include, but are not limited to use of pneumatic jack-hammers and compressors etc. No noise louder than 70dB from the ambient	• Maintain noise levels below “disturbing” as defined in the National Noise Regulations. • Minimise the nuisance factor of the development.	• No complaints from surrounding landowners or I&APs.	Contractor, EO.	As and when required.

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Phase of development	CONSTRUCTION			
Impact / issue	PLANT			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
noise level. Machinery and equipment on site must be maintained so as to avoid any unnecessary noises.				

PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Table 5: PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE, CONSTRUCTION PHASE EMPr (Construction)

Phase of development	CONSTRUCTION			
Impact / issue	CONSTRUCTION			
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION

PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Crew camps Accommodation for members of the workforce will not be permitted on site unless authorisation has been given in terms of the Environmental Authorisation issued for the site. If accommodation is to be provided for workers, details need to be provided as to the location and facilities to be provided for the workers. Dedicated wash areas must be situated away from any surface water sources and natural areas. The contractor's camp shall be monitored for dust fallout and dust suppression applied as required. This may include the laying of gravel, the use of grey water can be considered as an option if the required permits have been acquired. The contractor's camp, offices and storage facilities shall be located within the site boundaries. If this is not feasible an alternative should be designated in consultation with the ECO. 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. The contractor shall be responsible for cleaning the contractor's camp and construction site of all structures, equipment, residual litter and building materials at the end of the construction period and, the topsoil restored in areas where landscaping is to take place.	• Minimise water pollution. • Minimise dust fallout. • Minimise unwarranted environmental damage outside the footprint. • Maintain a clean and healthy working environment. • Minimise visual impact to surrounding environment.	• No signs of water or soil pollution. • No complaints from surrounding landowners or I&APs. • No visible signs of litter. • Method statements.	Contractor, EO, ESO.	Monitor daily.
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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Fires No fires will be allowed on site. The Contractor shall ensure that there is appropriate fire-fighting equipment available on site at all times.	• Minimise risk of veldt fires. • Minimise destruction of natural fauna and flora. • Maintain safety on site.	• No veldt fires started by the contractor's workforce. • No claims from landowners for damages due to veldt fires. • Method statement.	Contractor, EO, ESO.	Monitor daily.
Erosion and sedimentation It is essential that erosion and sedimentation are controlled in areas especially in close proximity to the watercourse. Visual inspections of the construction area and the watercourses should be undertaken frequently. During the rainy season, silt traps needs to be installed within the watercourse before construction may commence To reduce the loss of material by erosion, the contractor shall ensure that disturbance on site is kept to a minimum. The contractor shall be responsible for rehabilitating all disturbed areas in such a way that the erosion potential is minimised after construction has been completed. (Refer to the rehabilitation section and rehabilitation plan as part of Appendix D)	• Minimise erosion damage. • Minimise scarring of the soil surface and land features. • Minimise disturbance and loss of topsoil. • Re-growth of disturbed areas.	• No erosion scars. • No loss of topsoil. • No interference with the natural flow of water. • No visible erosion scars once construction is completed. • The footprint has not exceeded the agreed boundaries. • All damaged areas successfully rehabilitated.	Contractor, EO, ESO.	As and when required.

PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Fauna All possible sensitive faunal species found within the construction footprint must be rescued and relocated to the natural adjacent areas. Consult the ECO. A faunal specialist need to be consulted. The occurrence of snakes on this section of road between Stanford and De Kelders is very high. It is recommended that a detailed induction be done with all employees regarding snakes prior to commencement of activities. The contact details of a trained snake catcher must be made available at the site office, should snake removal be required. <u>Western Leopard Toad and other faunal species (as per specialist reports)</u> Due to the presence of the Cape Leopard Toad within the watercourse/wetland between Km 24.088 and Km 24.198, it is recommended by the freshwater and faunal specialist that additional culverts be installed within this section. The upgrade of the R43 road creates a unique opportunity to improve the survival of The Western Leopard Toad. The current culverts are woefully inadequate and inappropriate for the safe and free passage of the toads and probably also other animals like the Cape Clawless Otter, genets and porcupines which also occupy the catchment area.	• Minimise disturbance to animals. • Minimise destruction of habitat.	• No complaints from Nature Conservation. • No litigation concerning applicable animal protection acts. • No measurable or visible signs of habitat destruction.	RE, Contractor, EO, ESO.	Monitor daily.
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The freshwater specialist recommended the installation of additional culverts to ensure effective movement of the Western Leopard Toad and other faunal species between the upstream and the downstream of the watercourse. <u>Additional culverts that will trigger need to be installed at: (For Western Leopard Toad and Faunal Movement)</u> • Km 24.112; x1 Box Culvert 1.5m x 1.5m • Km 24.125; x1 Box Culvert 1.5m x 1.5m • Km 24.163; x2 Box Culvert 2.4m x 1.5m • Km 24.175; x1 Box Culvert 1.5m x 1.5m • Km 24.188; x1 Box Culvert 1.5m x 1.5m <u>Proposed work to be done at the triggered culverts:</u> The proposed construction footprint of the new culvert structures will remain within the existing 30 road reserve. The infested and degraded flow line leading towards these culverts have been disturbed over the years due to insufficient culvert capacity and alien infestation. It will be necessary that these areas need to be alien cleared and shape in such a way to ensure effective flows to and through the upgraded culverts. • Km 24.088; x1 existing 450mm pipe culvert to be replaced with x1 Box Culvert 2.4mx1.2m. • Km 24.138; x2 1800mm pipe culvert to be replaced with x2 Box Culverts 2.4m x 1.5m.				
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- Km 24.198; x1 600mm pipe culvert to be replaced with x1 Box Culvert 2.4m x 1.2m.
- Km 25.092; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert.
- Km 25.155; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert.
- Km 25.138; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert.
- Km 25.161; x1 400mm pipe culvert to be replaced with x1 600mm pipe culvert.
- Km 25.184; x1 400mm pipe culvert to be placed with x1 600mm pipe culvert.
- Km 25.200; Proposed installation of x1 600mm new pipe culvert.



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 PROPOSED CULVERT UPGRADE AND INSTALLATION ALONG TR28/2, BETWEEN STANFORD AND GANSBAAI, WESTERN CAPE. LOCALITY MAP: CULVERTS Guillaume Nel Environmental Consultants Figure 1				
The key to the protection of the Western Leopard toads is to direct them to culverts and pipes under the road so that the can naturally cross under the road and not over it. It is very important that barriers should be erected on both sides of the R43 to guide the toads to the culverts and pipes under the road. These barriers need to be only about 0.5 meters high, should be impervious for the frogs and steep enough so that they cannot get over them. The entrances to the pipes and culverts should gave a very gradual gradient to allow both adult and juvenile toads to enter easily. There are two periods during the annual toad lifecycle when the toad is vulnerable and no construction should occur at these times. Breeding season, from about 15 July to 15 Sept, depending				

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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

on the rain patterns. The second sensitive period is when the toadlets emerge from the breeding ponds from about 15 October to 15 December, again depending on the weather and timing of the breeding period earlier in the year. Vegetation, particularly alien invasive plants, must be cleared on both sides of the R43 bridge crossing the Mill Stream, by May every year. A clear strip of approximately 5m on either side should be adequate. This will clear the culverts and headwall and make them visible. This action will also reduce the risk of flooding of the R43 during times of heavy winter rains in June – August as is experienced in heavy rain (2018). <u>The following must be implemented for the freshwater crossing:</u> All works must be undertaken between the months of January and May, outside of the breeding season or movement of toadlets, associated with the species. Similarly all works must be undertaken during the dry, summer season to limit impacts to water quality (turbidity) and prevent machinery getting stuck within the freshwater habitat. All levels must be carefully planned to ensure that the base of the culverts are just below the bed of the watercourse. This is to ensure water does not pond upstream of the culverts and prevent scouring below the culverts. The culvert must be level to ensure				
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Sclerophrys pantherina (Western Leopard Toad, EN) individuals will not be deterred from utilising the underpasses. It is imperative that wingwalls be installed at each culvert to assist in guiding specimens to these safe underpasses. Barrier walls should be installed between the culverts (these walls should be at least 50 cm in height to prevent individuals hopping over) to prevent individuals from accessing the road surface. Vegetation (specifically Typha capensis and Phragmites australis which were abundant within the freshwater system adjacent to the R43) should be cleared regularly on either side of the R43, within the freshwater habitat. Dense reeds are unfavourable for Sclerophrys pantherina (Western Leopard Toad, EN) and will likely obstruct and obscure the various culverts, preventing individuals from utilising these underpasses. An area of approximately 15 m from the edge of the road reserve, into the freshwater habitat should be regularly cut by hand. <u>Signage</u> As undertaken in Noordhoek, Western cape, where a large population of breeding Sclerophrys pantherina (Western Leopard Toad, EN) reside, road signage is an important tool in educating travellers on the species and assisting with identification. As such, it is recommended that relevant signs be erected on both sides of the R43, before the				
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freshwater habitat in order to make road users aware and to stop should a frog be on the road surface. Existing signage was identified associated with the recreational area around the freshwater habitat. It is recommended that this sign also be upgraded to include basic information on <i>Sclerophrys pantherina</i> (Western Leopard Toad, EN) for pedestrians. <u>The following mitigation are recommended for the remaining portion of the R43 to be upgraded (not associated with the freshwater habitat).</u> No vegetation clearing should be undertaken outside of the road reserve; Various nature reserves are located adjacent to the R43. As such, it is recommended that some of the proposed culverts to be upgraded and be converted from pipe culverts to box culverts. This will allow larger faunal species to utilise them as underpasses and reduce potential fatalities on the roads. Although not triggered the freshwater specialist also recommended the following upgrade of culverts for faunal movement: Adjacent to the Grootbos Private Nature Reserve and Walkers Bay Nature Reserve 21 (km marker 35.025) – proposed: 1 x 1200mm pipe Amend to: box culvert, dimensions 1200mm x 900mm. 24 (km marker 36.405) – proposed: 1 x 600mm pipe				
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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Amend to: box culvert, dimensions 900mm x 900mm. 26 (km marker 37.846) – proposed 2 x 1200mm pipe Amend to: box culvert, dimensions 1200mm x 900mm. No hunting, trapping or snaring of fauna is allowed. This includes the use of poisons for rodent control; Construction personnel are to be informed and educated about the general faunal species that may be encountered on site, notably snakes and spiders. Personnel are to be instructed that if encountered they are not to kill the faunal species but let them either move off on their own or call the nominated construction personnel who is to safely catch and release the species away from the active construction works. Each construction team/site should have an individual that has undergone a snake handling course so as to safely catch and release any snakes within the road reserve. No snakes may be killed during construction of the upgrade activities. An AIP plan must be developed to ensure no encroachment of AIPs into the freshwater habitat or into the various nature reserves surrounding				
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Flora Prior to construction a search and rescue for endemic species need be conducted within the construction footprint of the road reserve. Prior to construction a search and rescue for seeds need to be conducted. Search and rescue to be conducted under the supervision of a qualified horticulturists/rehabilitation specialist within the construction footprint of the road reserve. Rescued endemic species and collected seeds need to be taken to an on-site rehabilitation nursery (Hemel&Aarde Valley). The searched and rescue species will be bagged, grown and multiplied, and the collected seed be dried and stored under the supervision of a Horticulturist/Rehabilitation Specialist for rehabilitation purposes. After construction all the disturbed areas will be carefully rehabilitated by means of sowing and planting as per rehabilitation plan. (Rehabilitation Plan as Part of Appendix D) Guillaume Nel Environmental Consultants, Rehabilitation department can be consulted in this regard. All areas outside the road reserve need to be clearly seen as no go areas. This need to be strictly	• Encourage natural habitat fauna. • Minimise scarring of the soil surface and land features. • Minimise disturbance and loss of topsoil. • Minimise risk of veldt fires. • Minimise risk of fauna and flora destruction.	• No exotic plants used for landscaping. • No visible erosion scars once construction is completed. • The footprint has not exceeded the agreed boundaries. • All damaged areas successfully rehabilitated. • No veldt fires started by contractor's work force. • No claims from landowners for damages due to veldt fires. • Method statement.	Contractor, EO, ESO, Landscape Architect.	As and when required.
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monitored by the appointed ECO. Vegetation in the construction footprint where possible should be brush-cut instead of bulldozed. This will enable re-sprouting species to regenerate. The disturbance footprint should be as narrow as possible. <u>From the Botanical Report:</u> Avoid the natural habitat of surrounding areas outside the road reserve. Construction activities must be restricted to the road and road reserve footprint. Alien invasive plants in the near vicinity of the road must be removed and destroyed. Care must be taken not to spread such species e.g. Acacia saligna (Port Jackson Willow) during construction. A detailed rehabilitation plan form part of the EMPr. It is crucial that only locally sourced (from the affected area) plant and seed material is used. Furthermore, no species must be used that do not occur within the affected area (i.e. species must not be added or introduced). This is critical since it will prevent genetic contamination with the adjacent natural areas and nature reserves. The species lists provided for each habitat type in this report should be used as the reference for rehabilitation. Furthermore, dominant species occurring within each habitat types must be replicated.				
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Topsoil management will be crucial to the rehabilitation process and success since the top few centimetres of soil contains the seedbank. If the topsoil is carefully stored in windrows next to each rehabilitation area and then replaced in its original position this will enhance the overall recovery of the vegetation. If this is not done properly the recovery will take much longer and the potential for weeds and invasive species to invade will be higher. Replacement of the topsoil will not be the only rehabilitation measure. The rehabilitation will also involve planting of species propagated in a nursery, with regular irrigation. Embankments should be stabilized with biodegradable organic materials. An Environmental Control Officer (ECO) must be present during the construction and rehabilitation phases.				
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Topsoil Topsoil is a crucial element for rehabilitation purposes as it contains all the Fynbos seeds for natural rehabilitation and need to be strictly managed and protected. Management of the topsoil need to monitored by the ECO and reflected within the ECO audit reports. Topsoil to be protected and stored in approved areas. This needs to be done in accordance with the ECO before construction may commence. <u>With road upgrade is was found that windrow of topsoil is the most effective for the following reasons:</u> • It limits the handling of topsoil. • Ensure that topsoil is replaced within the exact location is was removed from. • Prevent the mixing of different topsoil form different section. Soils from different horizons must be stockpiled such that topsoil stockpiles do not get contaminated by sub-soil material. Topsoil stockpiles must be monitored for invasive exotic vegetation growth. Contractors must remediate as and when required in consultation with the EO, RE and ECO. No plant, workforce or any construction related activities may be allowed onto the topsoil stockpiles. No walking on this top material is allowed. The top	• Minimise the potential for the spread of the construction footprint. • Reduce loss of fauna and flora habitat. • Minimise the potential for loss of protected and or endangered fauna and flora species.	• No sign of movement through “no go” areas. • Containment of footprint.	RE, Contractor, ESO, EO.	Monitor daily.
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material needs to be clearly seen as no go areas and protected. The topsoil is to be stored in a weed-free environment in heaps not exceeding 1.5m in height. Stock piles may not be ridden on by any machinery or walked on by staff. Topsoil needs to be clearly seen as no go areas, and protected, seeing that it is a crucial element during the rehabilitation process.				
Access route/haul roads Existing access roads or the most disturbed area to be used as access. This need to be identified prior to construction in accordance with the ECO. Access to the culverts from the existing road (TR28/2). Road construction vehicles and machinery to strictly stay on existing road. Adjacent natural areas need to be clearly seen as no go areas.	• Minimise loss of topsoil and enhancement of erosion. • Minimise fauna and flora displacement by destruction of natural habitats.	• No erosion on access roads after completion of construction. • No loss of topsoil due to runoff water on access roads.	Contractor, RE or EO.	As required, monitor daily.
Crime, safety and security No site staff, other than security personnel and skeleton staff shall be housed on site unless otherwise stipulated in the Environmental Authorisation. Security personnel and skeleton staff shall be supplied with adequate protective clothing, ablution facilities, water and refuse collection facilities. A boundary fence will serve to prevent public access to the site, for public safety and security reasons. The access to the site must be controlled so as to restrict unauthorised	• Reduce the risk of potential incidences. • Minimise the potential impact on the environment. • Reduce the risk of possibly fatal incidents occurring on site.	• No incidences reported.	RE, Contractor, ESO, EO.	Monitor daily.

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personnel from entering the site. The workers on site must retain some means of identification. The ESO and the contractor are responsible for ensuring that only authorised personnel are on site at all times. The site and crew are to be managed in strict accordance with the Occupational Health and Safety Act, 1993 (Act No. 85 of 1993) and the National Building Regulations. Site specific conditions and regulations as set forth by the health and safety agent should also be adhered to. The contractor shall ensure that all emergency procedures are in place prior to commencing work. Emergency procedures shall include (but not be limited to) fire, spills, contamination of the ground, accidents to employees, use of hazardous substances and materials, etc. The contractor shall ensure that lists of all emergency telephone numbers / contact persons are kept up to date and that all numbers and names are posted at relevant locations throughout the construction site. The nearest emergency service provider must be identified during all phases of the project as well as its capacity and the magnitude of accidents it will be able to handle. The contact details of this emergency centre, as well as the police and ambulance services must be available at prominent locations around the construction site and the construction crew camps.				
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Fire NO open fires shall be allowed on site under any circumstances (the Forest Act, 1984 (Act No. 122 of 1984). The contractor shall have fire fighting equipment available at crew camps and on all vehicles working on site.	• Minimise risk of veldt fires. • Minimise risk of fauna and flora destruction.	• No veldt fires started by contractor's work force. • No claims from landowners for damages due to veldt fires.	Contractor, ESO.	Monitor daily.
Visual impact Rubble and litter must be removed every week or more often as the need arises and be disposed of at a registered landfill site as designated by the Municipality, Solid Waste removal department.	• Minimise visual impact.	• No complaints from I & AP's.	Contractor, landscape contractor, ESO.	Monitor daily.
Freshwater Specialist Mitigations: <u>Site preparation prior to commencement of construction activities.</u> Contractor laydown areas and stockpiles to be established outside of the CVBW and the 32m NEMA ZoR in consultation with the appropriate authority; All footprint areas must remain as small as possible and vegetation clearing to be limited to what is absolutely essential; Retain as much indigenous vegetation as possible. Vehicles to be serviced at the contractor laydown area and all re-fueling is to take place outside of	• Minimise pollution of soil, surface and ground water resources in the immediate and surrounding environments. • Minimise impeding the natural flow of water. • Minimise the impact on natural water flow dynamics. • Minimise scarring of the soil surface and land features.	• No visible signs of pollution. • No signs of siltation of water courses. • No visible erosion scarring once construction is completed. • Minimum loss of topsoil.	RE, Contractor, EO.	As and when required, monitor daily.

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CVBW and 32m NEMA ZoR; Utilize existing roads only to gain access to the construction site; and The CVBW and 32m NEMA ZoR should be clearly demarcated with danger tape by an Environmental Control Officer (ECO) and marked as a 'no-go' area where no construction activities are planned. <u>Clearing of vegetation surrounding the R43, specifically associated with the CVBW culvert crossings and areas directly adjacent to the road reserve.</u> All construction works for the proposed upgrade activities should be undertaken during the drier periods, to minimise any impact on the hydrological functioning of the watercourses; Areas where bank failure is observed as a result of construction works should be immediately repaired, by infilling the erosion gully with in situ material, compacting it to a suitable density to still allow for revegetation, and ensuring the slope of the embankment is 3:1; and All alien and invasive vegetation species, debris and litter removed from the R43 reserve must be removed from site. Removed materials must be stockpiled outside the delineated extent of the CVBW, and must be disposed of at a registered				
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disposal facility. <u>Upgrading culvert 2, located within the CVBW including the construction of new inlet/outlet structures.</u> <u>Upgrading of culverts 4 through 9, located directly adjacent to the CVBW.</u> It is considered imperative that all works be undertaken during the dry period to prevent flooding of the construction area, prevent construction machinery becoming stuck due to the saturated soils and to limit surface water contamination and the need for any surface water diversion during the construction works; It is strongly advised that additional culverts be added to the CVBW crossing (which is 70m in width), between culverts 1 and 3 to ensure maximum hydrological connectivity between the upstream and downstream reaches of the CVBW. Culverts should be spanned every 10 to 20 m and should rather be box culverts to prevent sedimentation and obstruction as a result of vegetation and debris;				
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 Should flow be present at the time of construction within the CVBW, a sump area with a gravity pipe or pumping of water around the R43 can be undertaken to ensure continued throughflow of water during the construction period. Sediment traps should be installed below the outlet to ensure no sediment deposition to the downstream CVBW portion; The construction footprint must be limited to the road reserve and the width of the culvert crossing and an additional 5 m construction area (to allow for the movement of personnel and installation of culverts and associated wingwalls); Limit construction equipment within the CVBW to what is essential; Any sediment or silt removed from the CVBW may be temporarily stockpiled in the road reserve but				
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outside the delineated extent of the CVBW, for the period of clearing activities. These stockpiles may not exceed 2 m in height, and their footprint should be kept to a minimum. Stockpiling of removed materials may only be temporary (may only be stockpiled during the period of clearing at a certain crossing point) and should be disposed of at a registered waste disposal facility; The soils surrounding the upgraded culvert structures must be suitably loosened on completion of construction activities and revegetated 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) to prevent erosion and sedimentation of the CVBW; and Ensure AIP species are managed post construction until suitable basal cover is achieved. <u>Casting of concrete apron slabs and installation of gabions (if needed).</u> Material used as rip rap or to fill the gabion baskets should be in situ material preferably originating from the surrounding area, however, it must be sustainably sourced. Alternatively, any imported material must be weed free and not be contaminated by any potential pollutants.				
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<u>Control measures specific to concrete works:</u> Concrete and cement-related mortars can be toxic to aquatic life. Proper handling and disposal should minimise or eliminate discharges into watercourses. High alkalinity associated with cement can dramatically affect and contaminate both soil and ground water. The following measures must be adhered to: Fresh concrete and cement mortar should not be mixed near the wetland. Mixing of cement may be done within the construction camp, however it may not be mixed on bare soil, and must be within a lined, bound or bunded portable mixer. Consideration must be taken to use ready mix concrete; No mixed concrete shall be deposited directly onto the ground within the CVBW, outside of the designated area (i.e. the concrete aprons associated with the culverts). All concrete for the apron must be brought in via a cement mixing truck which must remain within the road reserve, and cement must be piped down to the apron area. Any areas that require manual application of cement require that mixed cement be placed on a batter board or other suitable platform/mixing tray until it is deposited. Care must be taken when placing culverts and casting aprons to ensure that the culverts are at				
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ground level and not above ground level, as this will likely result in back flooding, scouring and erosion below the concrete aprons, the aprons and any gabion mattresses must be flush with the ground. The area must be rehabilitated after the completion of the construction phase, including revegetation thereof with indigenous wetland vegetation. In addition, AIP eradication surrounding the culverts must be undertaken A washout area should be designated outside of the CVBW, and wash water may not be released into the CVBW; At no point may batter boards/mixing trays or cement trucks be rinsed off on site and run-off water be allowed into the watercourse; Cement bags (if any) must be disposed of in the demarcated hazardous waste receptacles and the used bags must be disposed of through the hazardous substance waste stream; and Spilled or excess concrete must be disposed of at a suitable landfill site. Chain of custody documentation must be provided. <u>Upgrading of culvert 1 and 3 within 32 m from the CVBW.</u> Any material removed during the installation of the culverts may not be stockpiled adjacent to the				
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CVBW (i.e. for culverts 1 and 3 materials should be stockpiled on the eastern side of the R43) to ensure excess sediment does not accidentally get washed down into the nearby CVBW; All stormwater outlets must be designed to allow stormwater to disperse across the stormwater outlet channel before releasing into the CVBW. This will prevent incision and scouring which could result in excess sedimentation of the CVBW; and The outlet channel must be lined with cobbles and revegetated with indigenous species to assist with water dispersal and reduction of water velocities prior to entering the CVBW. <u>Temporary Water Diversions to allow for the proposed culvert upgrade:</u> The water diversions can potentially be implemented by means of a pipe that must be placed level and in line with the riverbed, to ensure that no ponding of water occurs upstream. Sediment control measures (silt traps) are to be installed upstream of the diversion structures to ensure that no sediment as a result of the construction activities is swept downstream. The diversion outlets are to be adequately slope in order to minimise scarring and erosion caused by the release of water from these outlets. Additionally, the water must be directed into the existing channel downstream of the construction works. The suitability and adequate functioning of these				
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temporary water diversions are to be audited by a suitable qualified Environmental Control Officer (ECO) Hydrology at Culverts The upstream and downstream riverbeds are to be surveyed, in order to ensure that the base of the culvert is correctly aligned with the riverbed. Should a step be required a suitable cascade structure must be installed and implemented below the cascade wall together with energy dissipation structures to prevent erosion. Erosion protection will be constructed where required (according to WCG standard). Rock and/or cobbling should take place for at least 2m upstream and downstream of the reno mattresses for energy dissipation and to create a riffle effect and improve habitat diversity It is essential that erosion and sedimentation are controlled in areas especially in close proximity to the watercourse. Visual inspections of the construction area and the river should be undertaken frequently and pre-, during and post-construction photographic records should be kept. During the rainy days, silt traps needs to be installed within the watercourse before construction may commence. Increased run-off during construction must be managed using berm and other suitable structures as required to ensure flow velocities are reduced; this must be done in consultation with the Resident engineer as well as the ECO. The Contractor shall take reasonable measures to control the erosive effects of storm water runoff.				
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Run-off from hard surfaces needs to be channelled away from sensitive slopes and to be designed to reduce runoff water flow speeds. Storm water, wherever possible, should be allowed to soak into the land in the area on which the water fell. The contractor shall ensure that excessive quantities of sand, silt and silt-laden water do not enter the River system.				
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Phase of development	CONSTRUCTION		
Impact / issue	TOLERANCES		
MITIGATION MEASURE		RESPONSIBLE PARTY	FREQUENCY OF ACTION
Fines Fines for the activities detailed below, will be imposed by the Engineer on the Contractor and/or his Sub-contractors. a) Any employees, vehicles, plant, or thing related to the Contractor's operations operating within the designated boundaries of a "no-go" area. <u>R 5 000</u> b) Any vehicle driving in excess of designated speed limits. <u>R 500</u> c) Persistent and un-repaired oil leaks from machinery. <u>R 2 000</u> d) Persistent failure to monitor and empty drip trays timeously. <u>R 1 000</u> e) The use of inappropriate methods for refuelling. <u>R 1 000</u> f) Litter on site associated with construction activities. <u>R 5 000</u> g) Deliberate lighting of illegal fires on site. <u>R 2 000</u> h) Any employee eating meals on site, outside of the defined eating area. <u>R 500</u> i) Employees not making use of the site ablution facilities. <u>R 2 000</u> j) Failure to implement specified noise controls <u>R 1 000</u> k) Failure to empty waste bins on a regular basis. <u>R 1 000</u> l) Inadequate dust control. <u>R 1 000</u> m) Any act, which in the reasonable opinion of the Engineer constitutes a deliberate contravention of the requirements of these Specifications. <u>R2 000</u> n) Any water abstraction activities from the river <u>R5 000</u>. For each subsequent similar offence the fine shall be doubled in value to a maximum value of <u>R 40 000</u>. The Engineer, in conjunction with the ECO shall be the judge as to what constitutes a transgression in terms of this clause, subject to the General Conditions of Contract.		Engineer	Monitor daily

PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Table 6: PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE, OPERATIONAL PHASE EMPr (General)

Phase development of		OPERATIONAL			
Impact / issue		General			
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
Waste management Please refer to the waste Minimization Plan Herewith attached.		- Sustainable management of waste by recycling. - To keep the development neat and tidy. - Minimise litigation and complaints by I&AP's. - Reduce visual impact. - Control potential influx of vermin and flies thereby minimising the potential of diseases at the site and the surrounding environment.	- Disposal of refuse in an appropriate manner with no refuse polluting the development. - Development is neat and tidy. - No complaints from surrounding industries and businesses. - Sufficient containers available on site. - No visible or measurable signs of pollution of the environment (soils, ground and surface water).	Property Owners association and ECO.	6 Monthly.
		Minimise the potential loss of topsoil.	No evidence of silt build-up at the discharge points.	Property Owners association and ECO.	As and when required. Monitor seasonally.

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PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Phase development of	OPERATIONAL				
Impact / issue	General				
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
		Minimise the potential of flooding of the development, or its neighbouring properties.	No complaints from I & AP's.		
<u>Monitoring of structural integrity of the culverts.</u> The CVBW are to be considered "off limits" to any vehicular activity; Disturbances to the CVBW should be limited to what is essential for long-term maintenance in line with the mitigation measures presented herein; It is recommended that vegetation within 5 m of the road reserve be maintained and cut back by hand to prevent overgrowth of the culvert and obstruction; Existing access roads must be used for monitoring purposes. No indiscriminate movement of vehicles is allowed as this would result in the compaction of soils and potential loss of wetland habitat; Hot spots for the build-up of 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. In this regard, special mention is made of periods following high rainfall and subsequent high instream water volumes. Removal		- Proactive monitoring to ensure structural integrity is maintained and to identify early signs of erosion around the culverts; and - Proactive monitoring to ensure that any litter or debris which may accumulate on and around the culverts is cleared.	- Proactive monitoring to ensure structural integrity is maintained and to identify early signs of erosion around the culverts; and - Proactive monitoring to ensure that any litter or debris which may accumulate on and around the culverts is cleared.		

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Phase of development	OPERATIONAL				
Impact / issue	General				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	OF
of debris must be undertaken in line with the above listed construction mitigation measures; The CVBW must be monitored for AIP encroachment (specifically Acacia cyclops already recorded within the CVBW) and all alien vegetation/weeds must be removed according to a suitable alien vegetation control plan. Annual follow up should be undertaken to all watercourses for at least 3 years post construction; and Any erosion or gully formation must be identified on an ongoing basis and re-profiled and revegetated accordingly.					

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Phase of development	OPERATIONAL				
Impact / issue	General				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	OF
Rehabilitation process Please refer to rehabilitation report and plan attached as part of this document. A detailed rehabilitation plan has been compiled with all the specialist mitigations and recommendations. Rehabilitation must take place with species sourced from each site as per report. No Species, plant material and seed form areas outside the study area must be introduced to the study area. Rehabilitation practices must be done by a qualified Botanist/Horticulturist/Rehabilitation Specialist. <u>Rehabilitation Measures:</u> After construction the disturbed and compacted areas need to be ripped, levelled and shaped in such a way that it blends in with the natural contour and drainage lines of the site and surrounding area.					

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Phase of development	OPERATIONAL				
Impact / issue	General				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	OF
The protected topsoil then needs to be spread over the disturbed area in such a way that it blends in with the natural contour of the site. Topsoil is a crucial element for rehabilitation as it contains all the Fynbos seeds necessary for natural germination. Depending on the gradient of certain areas, horizontal stabilization by means of biodegradable sausages or soil savers will have to be considered. This will help with embankment stabilization and minimize and prevent erosion while the plants is stabilizing. Disturbed area need to be rehabilitated by means of planting and hydro seeding these areas with the searched and rescued endemic plants and seeds. Please refer to the rehabilitation report attached. Rehabilitation by means of planting should be undertaken in the beginning of the rainy season to ensure that the rehabilitated area receive enough water. Should rehabilitation be done in summer, the area will have to be watered at least once a week.					

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Phase of development	OPERATIONAL				
Impact / issue	General				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	OF
Rehabilitation by means of hydro-seeding need to be done directly after the surface has been ripped to ensure effective infiltration as explained above. Hydro-seeding need to be done during late Summer to Autumn (January to March). The seeds will start to germinate in time to receive the winter rains to strengthen and establish them for the following summer to come The seed ratio and seed mixes for hydro-seeding need to be supplied to the hydro-seeders by the Botanist/Rehabilitation Specialist/Horticulturist. The smoke water solution to enhance seed germination need to be supplied to the hydro-seeders by the Botanist/Rehabilitation Specialist/Horticulturist. Binding agent need to be added to the hydro-seeding mix to ensure that the sown seeds stick to the surface. This binding agent is a temporary germination medium for the sown seeds and also prevent the seed from blowing					

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Phase development of	OPERATIONAL				
Impact / issue	General				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	OF
away. A rehabilitation specialist need to be consulted to assist with the rehabilitation process. Guillaume Nel Environmental Consultants rehabilitation department can be contacted in this regard. Please refer to rehabilitation report as attached as part of this document. <u>Planting of Culverts:</u> Suggested endemic species for rehabilitation purposes: (Selection of) Selection of the following species can be used. <u>Zone 1; Dry Bed Planting:</u> • Eriocephalus africanus • Leonotus leonurus • Watsonia meriana • Salvia Africana lutea • Helichrysum patulum • Osteospermum moniliferum • Metalasia muricata • Metalasia densa • Searsia crenata					

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Phase of development		OPERATIONAL			
Impact / issue		General			
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
- Searsia laevigata - Searsia lucida - Carpobrotus edulis - Carpobrotus acinaciformis - Pelargonium capitatum - Joradaaniella dubia - Osteospermum fruticosum - Thamnochortus insignis <u>Zone 2; Wet/Seasonal Wet Bed Planting:</u> - Berzellia lanuginosa - Cyperus textilis - Ischrolepsis subverticillata - Carpha glomerata - Zantedeschia aethiopica - Wachendorfia thyrsiflora - Pronium serratum - Isolepis prolifera - Isolepis cernua - Juncuc lomatophyllus <u>Hydro-seeding of Road Reserve:</u> Selection of the following species can be used for sowing. Suggested endemic species for hydro-seeding:					

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Phase of development		OPERATIONAL			
Impact / issue		General			
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
- Osteospermum moniliferum - Metalasia muricata - Metalasia densa - Searsia crenata - Searsia glauca - Searsia laevigata - Searsia lucida - Leucadendron galpinii - Leucadendron coniferum - Leucadendron linifolium - Berzellia lanuginosa - Helichrysum patulum - Felicia echinata - Euclea racemose - Gymnosporia buxifolia - Pterocelastrus tricuspidatus - Protea obtusifolia A follow up assessment should be undertaken every three months for at least one year to assess the success of the rehabilitation. <u>Successful rehabilitation will ensure:</u> - Ensure vegetation cover of disturbed areas with endemic species instead of just allowing invasive vegetation establishing in the bare areas.					

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Phase development	of	OPERATIONAL			
Impact / issue		General			
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
• Prevent/minimize erosion. • Prevent/minimize the loss of topsoil due to erosion. • Prevent/minimize the loss of endemic vegetation due to erosion. • Prevent and minimize siltation of nearby non-perennial watercourse. • Will positively contribute to the ecological and biodiversity value of area.					

PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE - PLANNING, CONSTRUCTION AND OPERATIONAL PHASE ENVIRONMENTAL MANAGEMENT PROGRAMME.

Table 7 PROPOSED REHABILITATION AND UPGRADE OF TR28/2 AND RELATED STORMWATER INFRASTRUCTURE (CULVERTS) BETWEEN STANFORD AND GANSBAAI, FROM KM 23.83 TO KM 43.88, WESTERN CAPE, WESTERN CAPE, OPERATIONAL PHASE EMPr (EA conditions)

Phase of development	OPERATIONAL	GNEC-Guillaume Nel			
Impact / issue	EA Conditions				
MITIGATION MEASURE		MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION
		•	•		

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Phase of development	OPERATIONAL	GNEC-Guillaume Nel			
Impact / issue	EA Conditions				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
	•	•			
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Phase of development	OPERATIONAL	GNEC-Guillaume Nel			
Impact / issue	EA Conditions				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
	•	•			
	•	•			

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Phase of development	OPERATIONAL	GNEC-Guillaume Nel			
Impact / issue	EA Conditions				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
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Phase of development	OPERATIONAL	GNEC-Guillaume Nel			
Impact / issue	EA Conditions				
MITIGATION MEASURE	MANAGEMENT OBJECTIVES	MEASURABLE TARGETS	RESPONSIBLE PARTY	FREQUENCY OF ACTION	
	•	•			

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**PROPOSED REHABILITATION AND UPGRADING OF
TRUNK ROAD 28 SECTION 2 (TR28/2)(R43) AND RELATED
EXISTING DEGRADED STORM WATER INFRASTRUCTURE
(CULVERTS), BETWEEN STANFORD AND GANSBAAI,
FROM KM 23.83 TO KM 43.88, WESTERN CAPE.**

ENVIRONMENTAL MANAGEMENT PROGRAMME

**(INCLUDING THE WASTE, WATER USE AND ELECTRICITY CONSUMPTION
MINIMIZATION AND MANAGEMENT PLAN)**

Prepared for:

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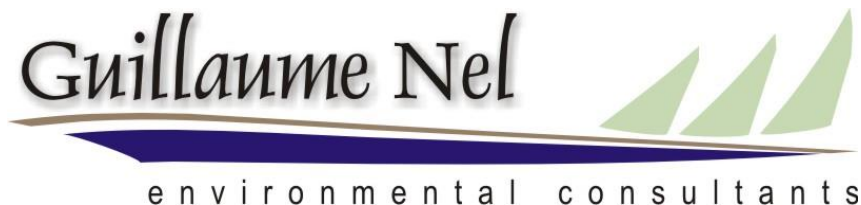
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REFERENCES

DEA&DP, 2003. A Waste Minimization Guideline Document for Environmental Impact Assessments (2003) by Common Ground in association with deVilliers Brownlie Associates.

National Environmental Management Act 107 of 1998 (NEMA)

Stellendale Village DRAFT Green Building Guidelines by Steadfast Greening, 2008

SUB SECTION 1 - INTRODUCTION

1.1 INTRODUCTION

The client, The Department of Transport and Public Works and the project consultant, will use this Planning, Construction and Operational Phase Environmental Management Programme (EMPr) as a tool in managing the impacts of the proposed project, after environmental approval from the Department of Environmental Affairs and Development Planning (DEA&DP) in terms of the Environmental Impact Assessment Regulations – National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA), which replaced the regulations under the, Environment Conservation Act, 1989 (Act No. 73 of 1989) and has been effective as of 3 July 2006.

This document is based on the Waste Minimization Guideline Document on the DEA&DP website (by Common Ground in association with deVilliers Brownlie Associates) and the Stellendale Village DRAFT Green Building Guidelines by Steadfast Greening.

The regulation of activities that have a significant impact on the environment as well as the protection of the environment itself, have improved significantly in the last decade and a half with the promulgation of the Constitution, and general environmental legislation, such as the National Environmental Management Act (NEMA) and the National Water Act. One of the main impacts of human activities on the environment is that of waste disposal (Common Ground & deVilliers Brownlie Associates, 2003).

Waste may be in solid, liquid or gaseous form. It may be benign, toxic, or hazardous. The management of hazardous waste, with associated negative impacts on the environment, is generally covered by legislation. The longer term, cumulative impacts of relatively benign waste disposal is poorly addressed by our laws (DEA&DP Waste Minimization Guideline, 2003).

“Waste” in this document is primarily interpreted as solid waste. Waste minimization per se is not specifically legislated in South Africa at present. Similarly, there are no legal instruments that can be used to enforce reduction in wastage of electricity and water although the National Water Act No 36 of 1998 prohibits wastage of water without specifying what wastage means and how this section will be enforced. However, there are a number of laws and overarching

policies that are aimed at sustainable development and sound environmental management, and which are relevant to waste and wastage minimisation.

Wastage is defined in the Oxford Dictionary as...“expend or employ to no purpose or for inadequate result, use extravagantly or ineffectually, squander”. Part of the obligation to protect the environment would be to limit wastage of resources. Thus limiting wastage of water would fall within this obligation. So too would be limiting the wastage of electricity that results in pollution at the site of electricity generation (Common Ground & deVilliers Brownlie Associates, 2003).

SUB SECTION 2 - WASTE REDUCTION

2.1 BACKGROUND TO WASTE REDUCTION

A key element of environmentally friendly buildings is to promote awareness and change behaviour around all aspects of waste management.

Waste minimisation can therefore be assessed as a component of waste management that aims to reduce the amount of waste, which has to be disposed of. In this regard waste minimisation is aimed at tackling the causes and sources of waste rather than just trying to address and mitigate the symptoms (e.g. through treatment). Waste management can be depicted as a hierarchy, as shown in Figure 1 below. In the hierarchy, source reduction options are considered as a priority, followed by re-use and recycling options. Treatment options are considered only when acceptable waste minimisation techniques have been investigated. As a “last resort” disposal should be considered.

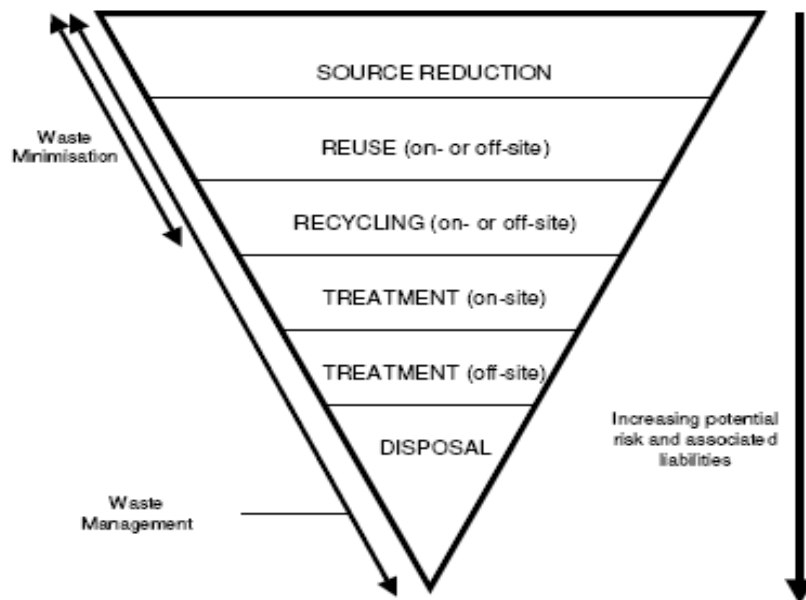


Figure 2 Waste Management Hierarchy (Common Ground & deVilliers Brownlie Associates, 2003).

Waste Management, therefore, involves interventions to minimize waste generation in the planning, operation, management and maintenance of the built environment, and includes waste prevention, waste reduction, waste re-use, and recycling.

A further aspect is minimizing the environmental and health impacts by reducing toxicity, and ensuring environmentally sound treatment and disposal of remaining waste. The ultimate is however to promote a zero waste concept where all the related materials can be used again over the longer term with life-cycle assessments, cradle to cradle.

Zero Waste is a goal, a process, a way of thinking that is different to the way we think about products and processes. Not only is Zero Waste about recycling and avoiding waste going to landfill, it also changes production and distribution systems to prevent waste from being manufactured in the first place. It is a way of changing how materials flow through society in such a way that, as in nature, they flow in a closed loop – resulting in efficient use of material and other resources, such as energy and water (Steadfast Greening, 2008).

Zero Waste therefore aims to:

- Prevent rather than manage waste.

- Turn resource that would normally be thrown away into economic value instead of loss.
- Support sustainable development.
- Follows natural processes where everything is recycled.
- Promote the efficient flow of energy and materials.

It is thus essential to ensure that waste avoidance is built into the process at a design phase, referring to the construction and maintenance of the building. This will be done through selection of the appropriate building materials and managing the construction process in a responsible manner.

Opportunities for the separation of waste at source must also be built into the design of the building to encourage people to recycle their waste.

2.2 BENEFITS OF WASTE REDUCTION

The benefits of waste reduction as described in the DEA&DP Waste Minimization Guideline (Common Ground & deVilliers Brownlie Associates, 2003) include the following benefits.

2.2.1 Financial benefits

- Reduced transportation costs for waste materials (less transportation because of less material wasted). This includes transportation to and from the site and disposal.
- Reduced disposal costs of waste materials (disposal costs are likely to rise significantly in the near future)
- Reduced purchase quantity and price of raw materials by waste minimisation.
- Reduced purchase price of new materials when considering reuse and recycling (depending on materials).
- Increased returns can be achieved by selling waste materials to be reused.

2.2.2 Environmental benefits

Some of the environmental benefits are:

- Reduced quantity of waste generated.
- Efficient use of waste generated.
- Minimised amounts of waste disposed of at landfills, which therefore extend the lifespan of landfills.
- Reduced environmental effects as a result of disposal, e.g. noise, pollution.
- Reduced transportation of waste to be disposed of (hence less noise, vehicle emission pollution, and energy used).

2.2.3 Social benefits

- Increased site safety.
- Increased work efficiency.
- Enhanced company image.
- Job creation through recycling initiatives.

2.3 GENERATED WASTE

2.3.1 Examples of waste generated during construction:

- Waste wood from cutting structural elements, broken structural elements and damaged elements from incorrect storage
- Damaged or off-cut steel components
- Off-cut electrical wiring and cabling
- Broken or off-cut tiles
- Packaging
- Off-cut and broken bricks
- Surplus material from cut and fill activities
- Spoil from cut and fill activities
- Off-cut, or broken conduit and plumbing
- Off-cut or damaged insulation elements
- Surplus paint and paint containers
- Broken or redundant plant and equipment
- Surplus concrete, cement and grouting
- General waste

SUB SECTION 3 - WASTE MINIMIZATION PLAN

3.1 WASTE MINIMIZATION DURING CONSTRUCTION

Issue	Minimization Plan
General Considerations	
Material Selection	The developer will, for as far as it is economically feasible select: • materials for least waste generation during preparation and use during construction, • materials used in the construction which are durable in order to minimise maintenance or replacement, • standard materials to increase re-use/ recycling potential, • materials which are sourced locally.
Pre-Fabrication	The developer will, for as far as it is economically feasible make use of pre-fabricated components in order to minimise waste on site and permit re-use by the manufacturers of any waste generated during construction of the units.
Hazardous Substances	The developer will, for as far as it is economically feasible make use of non hazardous substances to replace hazardous substances such as replacing asbestos with fibre glass etc.

Ordering	The developer will strive to order materials “just-in-time” to avoid deterioration/ breakage during storage The developer will strive to (as far as reasonably possible) order materials only from suppliers which will take back any unused/ off-spec or broken materials favoured. The developer will strive to (as far as reasonably and economically possible) order materials in bulk to reduce packaging but without over-ordering resulting in waste generation. Suppliers which take back the packaging will be favoured by the developer.
Load and unloading of materials	The construction site staff will be trained to load and unload materials correctly to avoid breakage and wastage.
Storing of materials	Care will be taken to ensure that materials are stored appropriately according to supplier specifications to reduce the risk of damage or deterioration.
The use of temporary structures	The developer will attempt to keep temporary structures on site to a minimum. Where unavoidable the temporary structures used on this site, will be re-used on other sites.
General	The contractors must provide and maintain a method statement for “solid waste management”. The method statement must provide information on the proposed licensed facility to be utilised and details of proposed record keeping for auditing purposes. For the disposal of clean building rubble, a General & Hazardous Waste Landfill sites can be utilized. • Waste shall be separated into recyclable and non-recyclable waste, and shall be separated as follows: Hazardous waste: including (but not limited to) old oil, paint,etc, • General waste: including (but not limited to) construction rubble, • Reusable construction material. Recyclable waste shall preferably be deposited in separate bins. The contractor is advised that “Collect-a-Can” collect tins, including paint tins, chemical tins, etc. and “Consol” collect glass for recycling. Any illegal dumping of waste will not be tolerated. Proof of legal dumping must be able to be produced on request. Bins must be clearly marked for ease of management. All refuse bins must have a lid secured so that animals cannot gain access.

	Under no circumstances may any waste be burnt. All waste must be managed in accordance with the Minimum Requirements for waste disposal by landfill 2nd ed 1998. The minimum requirements for easy access by waste disposal service trucks will be met in order for vehicles to effectively access the waste. All waste must be disposed of at a registered site. It is the management bodies' responsibility to ensure that the contracted party responsible for waste disposal disposes of the waste at the correct facility. This facility refers to a General & Hazardous Waste Landfill site as referred to by the Overstrand/Overberg/Theewaterskloof/Cape Agulhas Municipality Solid Waste management Department. These landfill sites are permitted by Department Water and Forestry with operating numbers in place.
	The use of building materials which result in least amount of waste generated (e.g. pre-fabrication as opposed to on-site construction/ fabrication) will be favoured by the developer as far as economically feasible. Materials will be re-used on site wherever possible. Off-cuts and equipment will be re-used on other jobs wherever possible.

SUB SECTION 4 – WATER USE AND MANAGEMENT PLAN

4.1- WATER USE MINIMIZATION AND MANAGEMENT DURING CONSTRUCTION AND OPERATION

CONSTRUCTION PHASE	
Issue	Management Plan
General Considerations	
ABLUTIONS	The developer will reuse as much of the water from wash basins on site as possible.
CONCRETE AND CEMENT PREPARATION	The developer/contractor will order concrete and cement from supplier for as far as possible. The mixing area should not contain any liquids, to prevent contamination of soil and storm water
GENERAL CLEANSING OPERATIONS	All hoses will be fitted with trigger gun spray nozzles to limit wastage. Dry sweeping will be used (for as far as possible) in preference to washing of areas and equipment. Wherever possible biodegradable and non-toxic detergents, soaps and degreasers will be used. Regular Maintenance of equipment will be conducted in order to prevent wastage.

ANNEXURE 1 DECLARATION OF UNDERSTANDING BY THE DEVELOPER

I, _____

Representing _____

Declare that I have read and understood the contents of the Environmental Management Programme for:

Contract _____

I also declare that I understand my responsibilities in terms of enforcing and implementing the Environmental Specifications for the aforementioned Contract.

Signed: _____

Place: _____

Date: _____

Witness 1: _____

Witness 2: _____

ANNEXURE 2 DECLARATION OF UNDERSTANDING BY THE ENGINEER
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I, _____

Representing _____

Declare that I have read and understood the contents of the Environmental Management Programme for:

Contract _____

I also declare that I understand my responsibilities in terms of enforcing and implementing the Environmental Specifications for the aforementioned Contract.

Signed: _____

Place: _____

Date: _____

Witness 1: _____

Witness 2: _____

ANNEXURE 3 DECLARATION OF UNDERSTANDING BY THE CONTRACTOR
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I, _____

Representing _____

Declare that I have read and understood the contents of the Environmental Management Programme for:

Contract _____

I also declare that I understand my responsibilities in terms of enforcing and implementing the Environmental Specifications for the aforementioned Contract.

Signed: _____

Place: _____

Date: _____

Witness 1: _____

Witness 2: _____

ANNEXURE 4 INCIDENT AND ENVIRONMENTAL LOG

[illegible]