

**ST FRANCIS BAY LONG TERM COASTAL PROTECTION SCHEME
MINUTES OF ENVIRONMENTAL MONITORING COMMITTEE MEETING**

@10 A.M. 31st OCTOBER 2025, COUNCIL CHAMBERS KOUGA MUNICIPALITY, ST FRANCIS BAY

ACTION

1. **Present :**

Nomvelo Siwela (KLM); Deon Pienaar (co-opted), Wayne Furphy (SFPO NPC); Clint Carstens (SFPO Association); Justin O’Riain (SFBRHOA - Chairman); Dylan Anderson ECO, David Hurr (KJRC), Bruce Brooker (KBF); Lyn Aitken (Secretary)

Apologies : Craig Northwood (SFPO NPC); Frank Harpur (KBF), Norman Dyer (KJRC); Alex Gotte (KET); Ted Avis (CES) unable to attend due to poor Internet facility

Absent : Andries Struwig (DEDEAT); Nicole Gerber (DEDEAT)

2. **Welcome:**

Chairman Justin O’Riain opened the meeting and welcomed all to the third meeting.

Attendance and Apologies:

Apologies as noted above. Ted Avid of CES was unable to attend virtually due to poor Internet connection.

Minutes of the Previous Meeting:

These were circulated to the Committee and taken as read. Proposed by David Hurr and seconded by Nomvelo Siwela.

3. **DEDEAT Approval Process, Adjustments, Commencement (C Northwood):**

Wayne Furphy provided feedback on the project thus far:

WBHO started at NG1 until they could get access to the newly constructed road on the spit. Work on NG6 has now commenced and provided the quarry can continue to produce the rocks as required they should complete NG6 by the 12th December when work for the year ends. They will then begin on NG5 in the new year before returning to NG1. At this rate they should finish all three groynes by end of April.

Dredging and sand transport:

WBHO wanted to commence trucking of 100 000 cubic metres of sand from the Sand River confluence onto Main beach which requires 200 000 cubic metres in total. The balance will be

WF

provided by piping sand dredged from the Kromme River. A temporary road will be made for the trucks to collect the dredged sand from the Sand River delta. However, these works will only commence once NG6 has been completed as it is essential to trap the deposited sand.

The dredger will be launched in mid-November onto the Kromme River. Access to the river for launching will be from the R330 on the Humansdorp side of the bridge. This access road will be improved for this purpose before then by the Municipality. Once commissioned the dredger will dredge at the Sand River/Kromme River confluence first and will nourish the beach south of NG6. Sand is already building up at NG6 which had reached 180 in length at the time of the meeting.

The Riparian dredgers are currently dredging the S bend on the Kromme River and the area under the bridge which should be completed by the December break. The KJRC are very happy with works so far.

Worley has done the modelling for the proposed fourth groyne (NG3) adjacent to Peter Road, and they will be providing a proposal for the detailed design. This should be available before the December break. Funding of between R15 and R17 million, depending on the length, will need to be raised. The fifth and sixth groynes will only be planned once the effect of the first four groynes has been assessed. The groynes currently have an access road down the middle but will be ultimately be covered with large amouring rocks.

In answer to questions:

The rate at which the quarry is blasting rock could cause a delay. Work will re-commence on 6th January. The quarry might be able to make a stockpile at the quarry during this period.

The relationship between the SFPO NPC with contractors is running very well and is being managed by project managers Prodigious Project.

The biggest challenge thus far was the fine material (sand and small rocks) that was being transported together with the rocks. This material is not suitable for the groynes and was adding the weight of the trucks at the weigh bridge. The amount of fine material had now been reduced.

The orange coloured plumes evident on aerial photographs of NG1 are likely from water eroding the G5 material used for construction of the road on the groyne/spit.

4. ECO Report (D Anderson):

This Report was circulated to Committee members ahead of this meeting and was taken as read. **DA**

It was noted that this document is a confidential internal, working document not for circulation outside of this committee. On a quarterly basis a summary of this document will be sent to the relevant authorities.

Dylan Anderson briefed the meeting on the content.

His role is to monitor and address environmental issues on the construction site on a weekly basis and to compile monthly reports. This report No 2 covers the period 29 September to 24 October.

The report details activities taking place and compliance with the EMP. The various documents such as EIA and EMP are available on the SFPO NPC website (www.stfrancispropertyowners.com) under the Documents tab.

The construction site office has been established, and all areas are compliant to date. The issue with excessive dust blowing from the rock stockpile area has been better managed by WBHO who now regularly douse the site with their own water bowser.

Lay down area no 2 behind Nolans has been designated for smaller rocks with more fine material as this site is more protected from the westerly winds. Limited dust emanates from this area. Currently most of the dust emanates from Lay down area no 1 and the 'church' parking area next to the lay down area. The latter has been covered with old thatching and the former is managed using water.

WBHO are also watering the road on the spit and the public roads leading to and from the laydown areas and the spit.

Water is being sourced from the treated water from the waste-water treatment plant for this use. They are also using water from the water retention pond on Nevil Hulett's land which is closer to the lay down area and hence saves transport costs.

This has been questioned by some residents who are under the impression that this is a wetland. Nomvelo Siwela, Dylan Anderson and Justin O'Riain will be conducting a site visit after the meeting to assess the situation. It was recommended that sourcing water from this site should be stopped if there is evidence that the area is functioning as a wetland and that the project manager should issue an instruction to the contractor.

NS/DA

A resident has complained about dust along the routes being used by the rock bearing trucks. This is being caused by trucks driving on verges to avoid passing vehicles. Water dousing will stop the dust but exacerbate the potholes. The Municipality have now committed to repairing these whilst construction is underway. It was suggested the residents should be asked to pull off the road to let trucks pass as cars do less damage than trucks. Communication between the contractor and the Municipality needs to be improved for the road maintenance to be scheduled and executed without interfering with construction. The public roads currently being used for transporting rocks must be rehabilitated for public use (i.e., very large potholes repaired) before the December holiday season commences.

DA

The dredging of the S bend has been completed. The sensitive areas around this point have not been affected by the discharge of the slurry.

ECO has met with Dept of Zoology and Botany from NMU who were concerned about sensitive habitats. Their main concern was around the *Zostris capensis* beds which are protected. These are not due to be dredged. There is now a good relationship with this departments and they are very interested in continuing to monitor these areas as well as the effects that the groynes will have on marine and beach habitats.

Dredging is now taking place under the R300 bridge. Signage has been effectively placed and the dredge pipes clearly marked.

The NG1 site has been properly cordoned off and signage placed warning that it is a construction site. There seems to be fewer people going on to the groyne now.

A plan needs to put in place demarcating the areas most suitable for beach activities which come into conflict, including zones for fishing, bathing, and surfing. Nomvelo Siwela will look into including this in new Coastal Management Plan. Possible By-Laws need to be put in place with public participation. This will be raised with the Municipal Manager and has also been

raised at the Ward Committee meeting. Once construction of the groynes is completed signage needs to be placed warning that walking on the groynes is “At own risk”. Concern was raised that fishing off the groynes provides shore fishermen with access into the fish breeding zones. **NS**

Trucks entering St Francis Drive from the stock pile / lay-down area need to be warned to be careful of oncoming traffic.

The use of the servitude from the R330 to access the lay-down site has not yet been signed off by the Province. The trucks will thus continue to use Lyme Rd North. The money saved by not going ahead with building this road can be put towards the fourth groyne. **CN/WF**

The baseline environmental monitoring is progressing. New baseline sediment testing is required and data for the report should be available by end of November.

5. KLM Environmental Specialist Response:

The ECO was congratulated on a great job.

The objection to the use of the attenuating pond will be addressed once her site visit with the ECO and Chairman of the EMC has been completed.

The Mayor hosted the Minister of Environmental Affairs in the Kouga region. He was most impressed with the partnership programme between the Municipality and the SFPO NPC.

6. Communication and monitoring:

The communication around the project from the SFPO NPC has been extremely good keeping the public well informed at all times. The team was congratulated. The project is being positively accepted in general.

Social media posts are being carefully monitored.

Minutes are available on the St Francis Property Owners Website under the EMC tab. Other documents which should be available to the public can also be made available.

Thought will be given to communicating the positive outcomes we have learned through this environmental monitoring project once the construction is completed, such as preservation of threatened habitats and environments, and the restoration of the navigability of the river.

7. General:

The dredger will be parked out of the water over the December shut down period but the site has not been decided as yet. Dredging will commence around the river mouth after the commissioning launch. An application will be made to DEDEAT to run the dredger 24/7 from Monday to Fridays to avoid delays with shut down operations.

The KJRC asked the ECO to work with their river police person to identify the area for dredging around the Sand River Delta before the holiday season for river users' safety. **DH**

8. Next Meeting:

10th December at 10 a.m. in Kouga Municipality Council Chambers, St Francis Bay