FINAL PART 2 AMENDMENT ASSESSMENT REPORT

for

GEORGE AEROTROPOLIS

on

Portion 130, 131 & Portion 132 of Farm 208 Gwayang (Previously Remainder Portion 60 of 208 Gwayang)

In terms of the

National Environmental Management Act (Act No. 107 of 1998, as amended) & 2014 Environmental Impact Regulations

Prepared for Applicant: **George Aerotropolis (Pty) Ltd**

Date: **14 December 2021**

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Report Reference: **GEO656/08**
Department Reference: **14/3/10/D2/19/0543/21**
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Report written & compiled by: **Ms Melissa Mackay** (BTech & ND Nature Conservation), who has fifteen years' experience as an environmental practitioner. Registered Environmental Assessment Practitioner with the Environmental Assessment Practitioners of South Africa, EAPSA, Registration Number **2019/1446**.

Registration: Director **Louise-Mari van Zyl** (MA Geography & Environmental Science [US]; Registered Environmental Assessment Practitioner with the Environmental Assessment Practitioners of South Africa, EAPSA, Registration Number **2019/1444**. Ms van Zyl has over nineteen years' experience as an environmental practitioner.

PURPOSE OF THIS REPORT:

Part 2 Amendment Assessment to change the layout on Portion 130, 131 & Portion 132 of Farm 208 Gwayang (Previously Remainder Portion 60 of 208 Gwayang) that has an existing valid EA.

APPLICANT:

George Aerotropolis (Pty) Ltd

CAPE EAPRAC REFERENCE NO:

GEO656/08

SUBMISSION DATE

14 December 2021

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APPROVAL FOR RELEASE

NAME	TITLE	SIGNATURE
Ms Melissa Mackay	Snr Consultant	

DISTRIBUTION

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DEA&DP Case officer (Appeals Directorate)	Mr Marius Venter	Marius.Venter@westerncape.gov.za
Applicant	Mr Abu Varachhia	abu@spearprop.co.za
Project Manager	Mr Michael Elston	Michael@mdaprojects.co.za
Registered I&APs	See I&AP List	Available online for information purposes only

FINAL PART 2 AMENDMENT ASSESSMENT REPORT

in terms of the
National Environmental Management Act, 1998 (Act No. 107 of 1998), as amended &
Environmental Impact Regulations 2014

George Aerotropolis

Portion 130, 131 & Portion 132 of Farm 208 Gwayang

(Previously Remainder Portion 60 of 208 Gwayang)

Submitted for:
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George 6530

ORDER OF REPORT

Basic Assessment Report

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Appendix A1 : Locality Map

~~Appendix A2 : Coastal Risk Zones as delineated in terms of ICMA for the Western Cape by the Department of Environmental Affairs and Development Planning~~

~~Appendix A3 : Map with the GPS co-ordinates for linear activities~~

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Appendix C : Photographs

Appendix D : Biodiversity overlay map

Appendix E : Permit(s) / license(s) / exemption notice, agreements, comments from State Department/Organs of state and service letters from the municipality.

Appendix E1 : Final comment/ROD from HWC

Appendix E2 : Copy of comment from Cape Nature (None submitted)

~~Appendix E3 : Final Comment from the DWS~~

~~Appendix E4 : Comment from the DEA: Oceans and Coast~~

~~Appendix E5 : Comment from the DAFF~~

Appendix E6 : Comment from WCG: Transport and Public Works (None submitted)

Appendix E7 : Comment from WCG: DoA (None submitted)

~~Appendix E8 : Comment from WCG: DHS~~

Appendix E9 : Comment from WCG: DoH (None submitted)

~~Appendix E10 : Comment from DEA&DP: Pollution Management~~

~~Appendix E11 : Comment from DEA&DP: Waste Management~~

~~Appendix E12 : Comment from DEA&DP: Biodiversity~~

~~Appendix E13 : Comment from DEA&DP: Air Quality~~

~~Appendix E14 : Comment from DEA&DP: Coastal Management~~

Appendix E15 : Comment from the local authority (None submitted)

Appendix E16 : Confirmation of all services (water, electricity, sewage, solid waste management) (Initial comment received)

Appendix E17 : Comment from the District Municipality (None submitted)

~~Appendix E18 : Copy of an exemption notice~~

~~Appendix E19 : Pre-approval for the reclamation of land~~

Appendix E20 : Proof of agreement/TOR of the specialist studies conducted.

Appendix E21 : Proof of land use rights

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Appendix F : Public participation information: including a copy of the register of I&APs, the comments and responses Report, proof of notices, advertisements and any other public participation information as is required.

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1. CONTENT OF BASIC ASSESSMENT REPORTS

Appendix 1 of the 2014 EIA Regulations (as amended) contains the required contents of a Basic Assessment Report. The checklist below serves as a summary of how these requirements were incorporated into this Basic Assessment Report.

Requirement	***Details***
(a) Details of - *(i) The EAP who prepared the report; and* *(ii) The expertise of the EAP, including, curriculum vitae.* *(iii) Applicant Details*	Ms Melissa Mackay BTech & ND Nature Conservation, with twelve years' experience as an environmental practitioner. CV and company profile is included as Appendix K1. Mr Abu Varachhia for George Aerotropolis (Pty) Ltd 16th Floor, 2 Long Street, Cape Town Email: abu@spearprop.co.za
(b) The location of the activity, including – *(i) The 21 digit Surveyor General code of each cadastral land parcel;* *(ii) Where available, the physical address and farm name;* *(iii) Where the required information in items (i) and (ii) is not available, the coordinates of the boundary of the property or properties.*	C02700000000020800130 C02700000000020800131 C02700000000020800132 Corner of R102 and R404, opposite the George Airport.
(c) a plan which locates the proposed activity or activities applied for as well as the associated structures and infrastructure at an appropriate scale, or, if it is *(i) A linear activity, a description and coordinates of the corridor in which the proposed activity or activities is to be undertaken; or* *(ii) On land where the property has not been defined, the coordinates within which the activity is to be undertaken.*	See Appendix A & B
(d) a description of the scope of the proposed activity, including - *(i) All listed and specified activities triggered and being applied for; and* *(ii) A description of the activities to be undertaken including associated structures and infrastructure.*	Section B
(e) A description of the policy and legislative context within which the development is proposed, including – *(i) An identification of all legislation, policies, plans, guidelines, spatial tools, municipal*	Section B

Requirement	***Details***
development planning frameworks, and instruments that are applicable to this activity and have been considered in the preparation of the report; and *(ii) How the proposed activity complies with and responds to the legislation and policy context, plans, guidelines, tools frameworks and instruments.*	
(f) A motivation for the need and desirability for the proposed development, including the need and desirability of the activity in the context of the preferred location.	Section D
(g) A motivation for the preferred site, activity and technology alternative.	Section E & F
(h) A full description of the process followed to reach the proposed preferred alternative within the site, including - *(i) Details of all alternatives considered;* *(ii) Details of the public participation process undertaken in terms of regulation 41 of the Regulations, including copies of the supporting documents and inputs;* *(iii) A summary of the issues raised by interested and affected parties, and an indication of the manner in which the issues were incorporated, or the reasons for not including them;* *(iv) The environmental attributes associated with the alternatives focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects;* *(v) The impacts and risks identified for each alternative, including the nature, significance, consequence, extent, duration and probability of the impacts, including the degree to which these impacts:* *(aa) can be reversed;* *(bb) may cause irreplaceable loss of resources; and* *(cc) can be avoided, managed or mitigated.* *(vi) The methodology used in determining and ranking the nature, significance, consequences, extent, duration and probability of potential environmental impacts and risks associated with the alternatives;* *(vii) Positive and negative impacts that the proposed activity and alternatives will have on the environment and on the community that may be affected focusing on the geographical, physical, biological, social, economic, heritage and cultural aspects;* *(viii) The possible mitigation measures that could be applied and level of residual risk;* *(ix) The outcome of the site selection matrix;*	This application is for the amendment of an existing EA and as such the two “alternatives” relate to the approved layout and the proposed amendment only. Section E Section C and Appendix F Section F Section E & F and Appendix G Section G and Appendix G

Requirement	***Details***
(x) If no alternatives, including alternative locations for the activity were investigated, the motivation for not considering such; and *(xi) A concluding statement indicating the preferred alternatives, including preferred location of the activity.*	
(i) A full description of the process undertaken to identify, assess and rank the impacts the activity will impose on the preferred location through the life of the activity, including – *(ii) A description of all environmental issues and risks that were identified during the environmental impact assessment process; and* *(iii) An assessment of the significance of each issue and risk and an indication of the extent to which the issue and risk could be avoided or addressed by the adoption of mitigation measures.*	Section F & G and Appendix G
(j) An assessment of each identified potentially significant impact and risk, including - *(i) Cumulative impacts;* *(ii) The nature, significance and consequences of the impact and risk;* *(iii) The extent and duration of the impact and risk;* *(iv) The probability of the impact and risk occurring;* *(v) The degree to which the impact and risk can be reversed;* *(vi) The degree to which the impact and risk may cause irreplaceable loss of resources; and* *(vii) The degree to which the impact and risk can be mitigated.*	Section G
(k) Where applicable, a summary of the findings and impact management measures identified in any specialist report complying with Appendix 6 to these Regulations and an indication as to how these findings and recommendations have been included in the final assessment report.	Section G and Appendix G
(l) An environmental impact statement which contains: *(i) A summary of the key findings of the environmental impact assessment;* *(ii) A map at an appropriate scale which superimposes the proposed activity and its associated structures and infrastructure on the environmental sensitivities of the preferred site indicating any areas that should be avoided, including buffers; and* *(iii) A summary of the positive and negative impacts and risks of the proposed activity and identified alternatives.*	Section G & H and Appendix G
(m) Based on the assessment, and where applicable, impact management measures from specialist reports, the recording of proposed impact management objectives, and the impact management outcomes for the development for inclusion in the EMPr.	Section G & H, Appendices G & H

Requirement	***Details***
(n) Any aspects which were conditional to the findings of the assessment either by the EAP or specialist which are to be included as conditions of authorisation.	Section H
(o) A description of assumptions, uncertainties and gaps in knowledge which relate to the assessment and mitigation measures proposed.	Section F, G & H and Appendix G
(p) A reasoned opinion as to whether the proposed activity should or should not be authorised, and if the opinion is that it should be authorised, any conditions that should be made in respect of that authorisation.	Section H
(q) Where the proposed activity does not include operational aspects, the period for which the environmental authorisation is required, the date on which the activity will be concluded and the post construction monitoring requirements finalised.	Section H
(r) An undertaking under oath or affirmation by the EAP in relation to: *(i) The correctness of the information provided in the reports;* *(ii) The inclusion of comments and inputs rom stakeholders and I&APs;* *(iii) The inclusion of inputs and recommendations from the specialist reports where relevant; and* *(iv) Any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested and affected parties.*	Section J
(s) Where applicable, details of any financial provisions for the rehabilitation, closure and ongoing post decommissioning management of negative environmental impacts.	Not applicable. Restoration is part of the proposal.
(t) Any specific information that may be required by the competent authority.	
(u) Any other matters required in terms of section 24(4)(a) and (b) of the Act.	

Western Cape Government
Environmental Affairs and Development Planning

AMENDMENT ASSESSMENT REPORT

THE NATIONAL ENVIRONMENTAL MANAGEMENT ACT, 1998 (ACT NO. 107 OF 1998) AND THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS.

(For official use only)	
Pre-application Reference Number (if applicable):	
EIA Application Reference Number:	14/3/10/D2/19/0543/21
NEAS Reference Number:	
Exemption Reference Number (if applicable):	
Date BAR received by Department:	
Date BAR received by Directorate:	
Date BAR received by Case Officer:	

GENERAL PROJECT DESCRIPTION

(This must Include an overview of the project including the Farm name/Portion/Erf number)

The applicant is applying for an amendment to the currently valid Record of Decision (ROD) for a mixed use development, mostly associated with tourist facilities on Portion 60 of Farm Gwayang 208.

The development has an existing Environmental Authorisation in place from 2005 with subsequent amendments having taken place. These include a change of description (2007) and the change of rights to a new holder (2017). The new holder wishes to amend the currently valid EA.

A Part 2 Amendment Application in terms of Section 31 of GNR 982 of the 2014 EIA Regulations has been submitted to the DEA&DP for the amendments required to the existing ROD.

The footprint area of the development does not change, however the internal configuration and land uses require amendment. The currently approved authorisation reflects the following:

1. Substituting paragraph A "Description of the Activity", thereof to read –

"The proposed development will entail a 60 room hotel, a service station comprising of five (5) underground storage tanks with a capacity of 23 000 litres each, a barnyard type theatre, a 50 seat restaurant and a curio/craft outlet, a small demonstration beer brewery and a museum and information centre with an indoor and outdoor component. Also included are associated services and infrastructure, including roads, parking areas, water and electricity supply as well as the construction of a small water reservoir, as per Development Layout Plan No: G/G/315/4, dated May 2006 (copy attached hereto)".

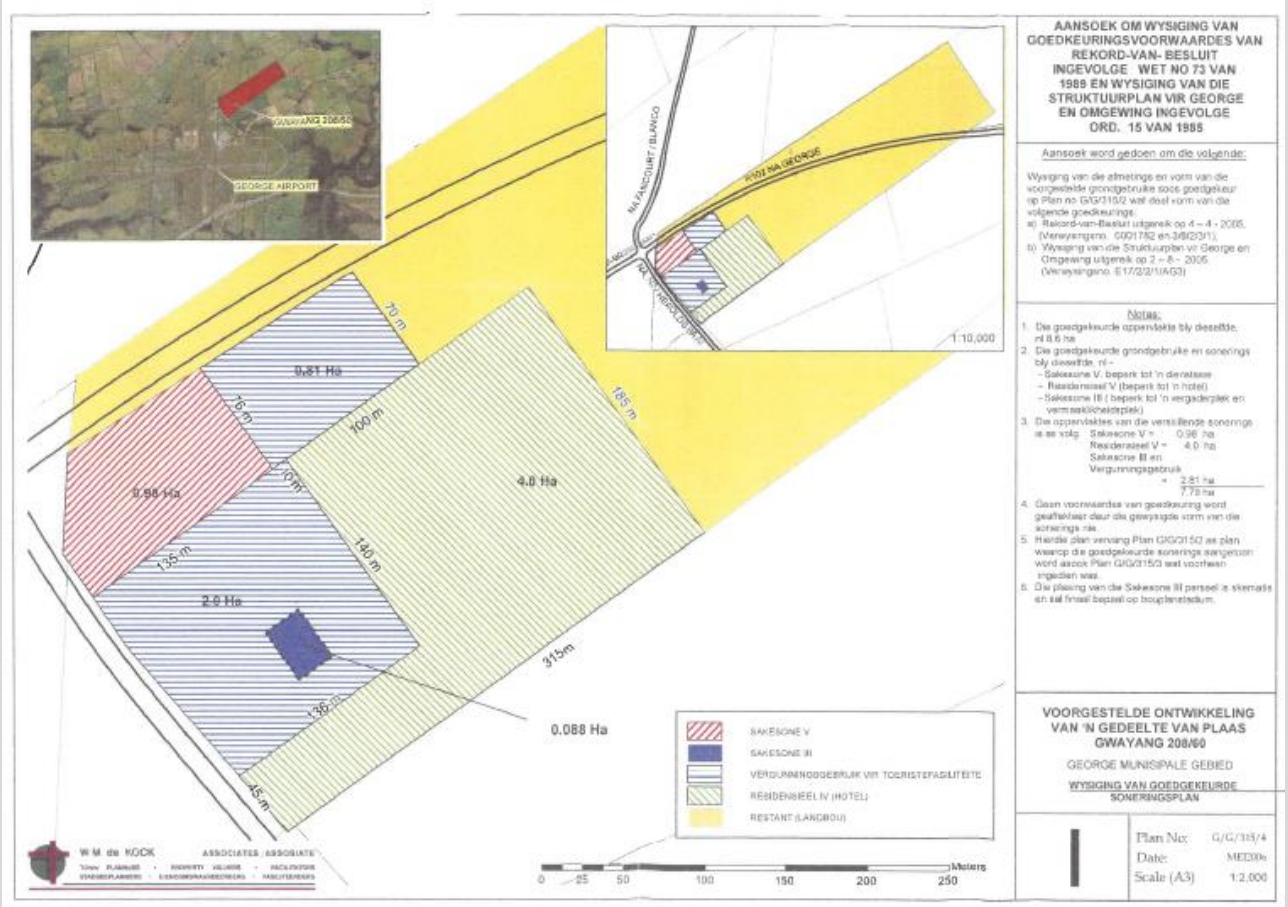


Figure 1: Approved SDP

The Part 2 Amendment Application is proposing the following:

The development site will remain the same, however internal changes include the following:

- Exclusion of the approved filling station;
- Exclusion of the hotel;
- Change in zoning to support Airport related industry – change to Industrial Zone 1 (light industry) including uses as described below and in the Planning Statement;
- Access to be amended to be in line with the recently approved Roads Master Plan EA;
- Property descriptions to be amended.

Figure 2: Proposed Amended SDP

This application is being submitted to the DEA&DP Minister's office due to the previous appeals that were registered.

Gwayang 208/130 is currently zoned General Residential Zone VI (Hotel) and Agriculture Zone I (smallholding) with consent for tourist facilities. Gwayang 208/131 is currently zoned Business Zone VI (service station) and Gwayang 208/132 is currently zoned Agriculture Zone II (smallholding) with

consent use for tourist facilities (theatre, crafts market, curio (gifts) shop, micro-brewery, museum and info centre). This was in keeping with the currently approved layout.

In terms of the new layout, the three subject properties will be consolidated into one portion and then subdivided into nine portions. Eight of the nine portions will be rezoned to Industrial Zone I (Light Industry) and the remaining portion will be rezoned to Transport Zone II (Public Street).

The industrial related land uses will typically include the following:

- Light industrial, including agro-processing
- Logistics, freight and warehousing;
- Vehicle car hire and parking facilities;
- Other light industrial and airport related uses.
- Tourism facilities, farmers market and restaurants

In addition to the above amendment, the following change of holder of the EA is required:

The current holder of the EA is as follows:

Mr W J J van Heerden
Dynarc Capital (Pty) Ltd
P.O. Box 7148
BLANCO
6531

Tel: (044) 804 0250
Fax: (086) 661 3633
Email: willie@dynarc.co.za

The property has been sold to George Aerotropolis and as such the previous holder of the EA (Dynarc Capital (Pty) Ltd), has given the current applicant permission to apply to amend the holder of the EA as follows:

George Aerotropolis (Pty) Ltd		
2017/511256/07		
Mr Abu Varachhia		
16th Floor, 2 Long Street		
Cape Town	Postal code:	8001
(021) 286 2700	Cell:	082 569 2830
abu@spearprop.co.za	Fax:	086 732 4339

IMPORTANT INFORMATION TO BE READ PRIOR TO COMPLETING THIS BASIC ASSESSMENT REPORT

1. **The purpose** of this template is to provide a format for the Basic Assessment report as set out in Appendix 1 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA"), Environmental Impact Assessment ("EIA") Regulations, 2014 (as amended) in order to ultimately obtain Environmental Authorisation.

2. The Environmental Impact Assessment ("EIA") Regulations is defined in terms of Chapter 5 of the National Environmental Management Act, 19998 (Act No. 107 of 1998) ("NEMA") hereinafter referred to as the "NEMA EIA Regulations".
3. The required information must be typed within the spaces provided in this Basic Assessment Report ("BAR"). The sizes of the spaces provided are not necessarily indicative of the amount of information to be provided.
4. All applicable sections of this BAR must be completed.
5. Unless protected by law, all information contained in, and attached to this BAR, will become public information on receipt by the Competent Authority. If information is not submitted with this BAR due to such information being protected by law, the applicant and/or Environmental Assessment Practitioner ("EAP") must declare such non-disclosure and provide the reasons for believing that the information is protected.
6. This BAR is current as of **November 2019**. It is the responsibility of the Applicant/ EAP to ascertain whether subsequent versions of the BAR have been released by the Department. Visit this Department's website at http://www.westerncape.gov.za/eadp to check for the latest version of this BAR.
7. This BAR is the standard format, which must be used in all instances when preparing a BAR for Basic Assessment applications for an environmental authorisation in terms of the NEMA EIA Regulations when the Western Cape Government Department of Environmental Affairs and Development Planning ("DEA&DP") is the Competent Authority.
8. Unless otherwise indicated by the Department, one hard copy and one electronic copy of this BAR must be submitted to the Department at the postal address given below or by delivery thereof to the Registry Office of the Department. Reasonable access to copies of this Report must be provided to the relevant Organs of State for consultation purposes, which may, if so indicated by the Department, include providing a printed copy to a specific Organ of State.
9. This BAR must be duly dated and originally signed by the Applicant, EAP (if applicable) and Specialist(s) and must be submitted to the Department at the details provided below.
10. The Department's latest Circulars pertaining to the "One Environmental Management System" and the EIA Regulations, any subsequent Circulars, and guidelines must be taken into account when completing this BAR.
11. Should a water use licence application be required in terms of the National Water Act, 1998 (Act No. 36 of 1998) ("NWA"), the "One Environmental System" is applicable, specifically in terms of the synchronisation of the consideration of the application in terms of the NEMA and the NWA. Refer to this Department's Circular EADP 0028/2014: One Environmental Management System.
12. Where Section 38 of the National Heritage Resources Act, 1999 (Act No. 25 of 1999) ("NHRA") is triggered, a copy of Heritage Western Cape's final comment must be attached to the BAR.
13. The Screening Tool developed by the National Department of Environmental Affairs must be used to generate a screening report. Please use the Screening Tool link https://screening.environment.gov.za/screeningtool to generate the Screening Tool Report. The screening tool report must be attached to this BAR.
14. Where this Department is also identified as the Licencing Authority to decide on applications under the National Environmental Management: Air Quality Act (Act No. 29 of 2004) ('NEM:AQA"), the submission of the Report must also be made as follows, for-

    Waste Management Licence Applications, this report must also (i.e., another hard copy and electronic copy) be submitted for the attention of the Department's Waste Management Directorate (Tel: 021-483-2728/2705 and Fax: 021-483-4425) at the same postal address as the Cape Town Office.

    Atmospheric Emissions Licence Applications, this report must also be (i.e., another hard copy and electronic copy) submitted for the attention of the Licensing Authority or this Department's Air Quality Management Directorate (Tel: 021 483 2888 and Fax: 021 483 4368) at the same postal address as the Cape Town Office.

DEPARTMENTAL DETAILS

CAPE TOWN OFFICE: REGION 1 and REGION 2 **(Region 1: City of Cape Town, West Coast District)** **(Region 2: Cape Winelands District & Overberg District)**	~~**GEORGE OFFICE: REGION 3**~~ ~~**(Central Karoo District & Garden Route District)**~~
BAR must be sent to the following details: Western Cape Government Department of Environmental Affairs and Development Planning Attention: Directorate: Development Management (Region 1 or 2) Private Bag X 9086 Cape Town, 8000 Registry Office 1st Floor Utilitas Building 1 Dorp Street, Cape Town Queries should be directed to the Directorate: Development Management (Region 1 and 2) at: Tel: (021) 483-5829 Fax (021) 483-4372	~~BAR must be sent to the following details:~~ ~~Western Cape Government~~ ~~Department of Environmental Affairs and Development Planning~~ ~~Attention: Directorate: Development Management (Region 3)~~ ~~Private Bag X 6509~~ ~~George,~~ ~~6530~~ ~~Registry Office~~ ~~4th Floor, York Park Building~~ ~~93 York Street~~ ~~George~~ ~~Queries should be directed to the Directorate: Development Management (Region 3) at:~~ ~~Tel: (044) 805-8600~~ ~~Fax (044) 805-8650~~

MAPS

Provide a location map (see below) as Appendix A1 to this BAR that shows the location of the proposed development and associated structures and infrastructure on the property.	
Locality Map:	The scale of the locality map must be at least 1:50 000. For linear activities or development proposals of more than 25 kilometres, a smaller scale e.g., 1:250 000 can be used. The scale must be indicated on the map. The map must indicate the following: • an accurate indication of the project site position as well as the positions of the alternative sites, if any; • road names or numbers of all the major roads as well as the roads that provide access to the site(s) • a north arrow; • a legend; and • a linear scale. For ocean based or aquatic activity, the coordinates must be provided within which the activity is to be undertaken and a map at an appropriate scale clearly indicating the area within which the activity is to be undertaken. Where comment from the Western Cape Government: Transport and Public Works is required, a map illustrating the properties (owned by the Western Cape Government: Transport and Public Works) that will be affected by the proposed development must be included in the Report.
Provide a detailed site development plan / site map (see below) as Appendix B1 to this BAR; and if applicable, all alternative properties and locations.	
Site Plan:	Detailed site development plan(s) must be prepared for each alternative site or alternative activity. The site plans must contain or conform to the following: • The detailed site plan must preferably be at a scale of 1:500 or at an appropriate scale. The scale must be clearly indicated on the plan, preferably together with a linear scale. • The property boundaries and numbers of all the properties within 50m of the site must be indicated on the site plan. • On land where the property has not been defined, the co-ordinates of the area in which the proposed activity or development is proposed must be provided. • The current land use (not zoning) as well as the land use zoning of each of the adjoining properties must be clearly indicated on the site plan. • The position of each component of the proposed activity or development as well as any other structures on the site must be indicated on the site plan. • Services, including electricity supply cables (indicate aboveground or underground), water supply pipelines, boreholes, sewage pipelines, storm water infrastructure and access

	roads that will form part of the proposed development **must** be clearly indicated on the site plan. • Servitudes and an indication of the purpose of each servitude must be indicated on the site plan. • Sensitive environmental elements within 100m of the site must be included on the site plan, including (but not limited to): o Watercourses / Rivers / Wetlands o Flood lines (*i.e.,* 1:100 year, 1:50 year and 1:10 year where applicable); o Coastal Risk Zones as delineated for the Western Cape by the Department of Environmental Affairs and Development Planning ("DEA&DP"): o Ridges; o Cultural and historical features/landscapes; o Areas with indigenous vegetation (even if degraded or infested with alien species). • Whenever the slope of the site exceeds 1:10, a contour map of the site must be submitted. • North arrow A map/site plan must also be provided at an appropriate scale, which superimposes the proposed development and its associated structures and infrastructure on the environmental sensitivities of the preferred and alternative sites indicating any areas that should be avoided, including buffer areas.
Site photographs	Colour photographs of the site that shows the overall condition of the site and its surroundings (taken on the site and taken from outside the site) with a description of each photograph. The vantage points from which the photographs were taken must be indicated on the site plan, or locality plan as applicable. If available, please also provide a recent aerial photograph. Photographs must be attached to this BAR as **Appendix C**. The aerial photograph(s) should be supplemented with additional photographs of relevant features on the site. Date of photographs must be included. Please note that the above requirements must be duplicated for all alternative sites.
Biodiversity Overlay Map:	A map of the relevant biodiversity information and conditions must be provided as an overlay map on the property/site plan. The Map must be attached to this BAR as **Appendix D**.
Linear activities or development and multiple properties	GPS co-ordinates must be provided in degrees, minutes and seconds using the Hartebeeshoek 94 WGS84 co-ordinate system. Where numerous properties/sites are involved (linear activities) you must attach a list of the Farm Name(s)/Portion(s)/Erf number(s) to this BAR as an Appendix. For linear activities that are longer than 500m, please provide a map with the co-ordinates taken every 100m along the route to this BAR as **Appendix A3**.

ACRONYMS

DAFF:	Department of Forestry and Fisheries
DEA:	Department of Environmental Affairs
DEA& DP:	Department of Environmental Affairs and Development Planning
DHS:	Department of Human Settlement
DoA:	Department of Agriculture
DoH:	Department of Health
DWS:	Department of Water and Sanitation
EMPr:	Environmental Management Programme
HWC:	Heritage Western Cape
NFEPA:	National Freshwater Ecosystem Protection Assessment
NSBA:	National Spatial Biodiversity Assessment
TOR:	Terms of Reference
WCBSP:	Western Cape Biodiversity Spatial Plan
WCG:	Western Cape Government

ATTACHMENTS

Note: The Appendices must be attached to the BAR as per the list below. Please use a ✓ **(**tick) or a **x** (cross) to indicate whether the Appendix is attached to the BAR.

The following checklist of attachments must be completed.

APPENDIX			**✓ (Tick) or x (cross)**
Appendix A:	**Maps**		
	Appendix A1:	**Locality Map**	✓
	Appendix A2:	**Coastal Risk Zones as delineated in terms of ICMA for the Western Cape by the Department of Environmental Affairs and Development Planning**	×
	Appendix A3:	**Map with the GPS co-ordinates for linear activities**	×
Appendix B:	**Appendix B1:**	**Site development plan(s)**	✓
	Appendix B2	**A map of appropriate scale, which superimposes the proposed development and its associated structures and infrastructure on the environmental sensitivities of the preferred site, indicating any areas that should be avoided, including buffer areas;**	✓
Appendix C:	**Photographs**		✓
Appendix D:	**Biodiversity overlay map**		✓
Appendix E:	**Permit(s) / license(s) / exemption notice, agreements, comments from State Department/Organs of state and service letters from the municipality.**		
	Appendix E1:	**Final comment/ROD from HWC**	✓
	Appendix E2:	**Copy of comment from Cape Nature**	Not received
	~~**Appendix E3:**~~	~~**Final Comment from the DWS**~~	×
	~~**Appendix E4:**~~	~~**Comment from the DEA: Oceans and Coast**~~	×
	~~**Appendix E5:**~~	~~**Comment from the DAFF**~~	×
	~~**Appendix E6:**~~	~~**Comment from WCG: Transport and Public Works**~~	×
	Appendix E7:	**Comment from WCG: DoA**	Not received
	~~**Appendix E8:**~~	~~**Comment from WCG: DHS**~~	×

	Appendix E9:	**Comment from WCG: DoH**	Not received
	~~**Appendix E10:**~~	~~**Comment from DEA&DP: Pollution Management**~~	×
	~~**Appendix E11:**~~	~~**Comment from DEA&DP: Waste Management**~~	×
	~~**Appendix E12:**~~	~~**Comment from DEA&DP: Biodiversity**~~	×
	~~**Appendix E13:**~~	~~**Comment from DEA&DP: Air Quality**~~	×
	~~**Appendix E14:**~~	~~**Comment from DEA&DP: Coastal Management**~~	×
	Appendix E15:	**Comment from the local authority**	Not received
	Appendix E16:	**Confirmation of all services (water, electricity, sewage, solid waste management)**	Not received
	Appendix E17:	**Comment from the District Municipality**	Not received
	~~**Appendix E18:**~~	~~**Copy of an exemption notice**~~	×
	~~**Appendix E19**~~	~~**Pre- approval for the reclamation of land**~~	×
	Appendix E20:	**Proof of agreement/TOR of the specialist studies conducted.**	✓
	Appendix E21:	**Proof of land use rights**	✓
	~~**Appendix E22:**~~	~~**Proof of public participation agreement for linear activities**~~	×
Appendix F:	**Public participation information: including a copy of the register of I&APs, the comments and responses Report, proof of notices, advertisements and any other public participation information as is required.**		✓
Appendix G:	**Specialist Report(s)**		✓
Appendix H:	**EMPr**		✓
Appendix I:	**Screening tool report**		✓
Appendix J:	**The impact and risk assessment for each alternative**		✓
Appendix K:	**Need and desirability for the proposed activity or development in terms of this Department's guideline on Need and Desirability (March 2013)/DEA Integrated Environmental Management Guideline**		✓
Appendix L:	**Any other attachments must be included as subsequent appendices**		✓

SECTION A: ADMINISTRATIVE DETAILS

Highlight the Departmental Region in which the intended application will fall	CAPE TOWN OFFICE:		~~GEORGE OFFICE:~~
	REGION 1 (City of Cape Town, West Coast District	~~REGION 2~~ ~~(Cape Winelands District & Overberg District)~~	~~REGION 3~~ ~~(Central Karoo District & Garden Route District)~~

Duplicate this section where there is more than one Proponent Name of Applicant/Proponent:	George Aerotropolis (Pty) Ltd		
Name of contact person for Applicant/Proponent (if other):	Mr Abu Varachhia		
Company/ Trading name/State Department/Organ of State:	George Aerotropolis (Pty) Ltd		
Company Registration Number:	2017/511256/07		
Postal address:	16th Floor, 2 Long Street		
	Cape Town	Postal code:	8001
Telephone:	(021) 286 2700	Cell:	082 569 2830
E-mail:	abu@spearprop.co.za	Fax:	086 732 4339
Company of EAP:	Cape Environmental Assessment Practitioners (*Cape EAPrac*)		
EAP name:	Ms Melissa Mackay		
Postal address:	PO Box 2070		
	George	Postal code:	6530
Telephone:	044 874 0365	Cell:	071 603 4132
E-mail:	mel@cape-eaprac.co.za	Fax:	044 874 0432
Qualifications:	BTech & ND Nature Conservation		
EAPASA registration no:	Director **Louise-Mari van Zyl** (MA Geography & Environmental Science [US]; Registered Environmental Assessment Practitioner with the Environmental Assessment Practitioners of South Africa, EAPSA, Registration Number **2019/1444**. Ms van Zyl has over nineteen years' experience as an environmental practitioner.		
Duplicate this section where there is more than one landowner Name of landowner:	George Aerotropolis (Pty) Ltd		
Name of contact person for landowner (if other):	Mr Abu Varachhia		
Postal address:	16th Floor, 2 Long Street		

	Cape Town	Postal code:	8001
Telephone:	(021) 286 2700	Cell:	082 569 2830
E-mail:	abu@spearprop.co.za	Fax:	086 732 4339
Name of Person in control of the land:	George Aerotropolis (Pty) Ltd		
Name of contact person for person in control of the land:	Mr Abu Varachhia		
Postal address:	16th Floor, 2 Long Street		
	Cape Town	Postal code:	8001
Telephone:	(021) 286 2700	Cell:	082 569 2830
E-mail:	abu@spearprop.co.za	Fax:	086 732 4339

Duplicate this section where there is more than one Municipal Jurisdiction Municipality in whose area of jurisdiction the proposed activity will fall:	George Municipality		
Contact person:	Ms Lauren Waring (Director: Planning & Development)		
Postal address:	71 York Street		
	George	Postal code:	6529
Telephone	044 801 9476	Cell:	
E-mail:	mjordaan@george.gov.za	Fax:	044 801 9105

SECTION B: CONFIRMATION OF SPECIFIC PROJECT DETAILS AS INLCUDED IN THE APPLICATION FORM

1.	Is the proposed development (please tick):	**New**	✓	~~Expansion~~	
2.	Is the proposed site(s) a brownfield of greenfield site? Please explain.				

The applicant is applying for an amendment to the currently valid Record of Decision (ROD) for a mixed use development, mostly associated with tourist facilities on Portion 60 of Farm Gwayang 208.

The development has an existing Environmental Authorisation in place from 2005 with subsequent amendments having taken place. These include a change of description (2007) and the change of rights to a new holder (2017). The new holder wishes to amend the currently valid EA.

A Part 2 Amendment Application in terms of Section 31 of GNR 982 of the 2014 EIA Regulations has been submitted to the DEA&DP for the amendments required to the existing ROD.

The footprint area of the development does not change, however the internal configuration and land uses require amendment. This includes the removal of some of the tourist uses and service station from the layout. In addition to above, the current EA holder (Dynarc Capital (Pty) Ltd) has sold the property to the applicant (George Aerotropolis (Pty) Ltd), thus an amendment to the holder of the EA has also been applied for.		
~~3.~~	~~**For Linear activities or developments**~~	
~~3.1.~~	~~Provide the Farm(s)/Farm Portion(s)/Erf number(s) for all routes:~~	
~~3.2.~~	~~Development footprint of the proposed development for all alternatives.~~	~~m²~~
~~3.3.~~	~~Provide a description of the proposed development (e.g. for roads the length, width and width of the road reserve in the case of pipelines indicate the length and diameter) for all alternatives.~~	
~~3.4.~~	~~Indicate how access to the proposed routes will be obtained for all alternatives.~~	
~~3.5.~~	~~SG Digit codes of the Farms/Farm Portions/Erf numbers for all alternatives~~	
~~3.6.~~	~~**Starting point co-ordinates for all alternatives**~~	
	~~Latitude (S)~~	~~º~~ ~~'~~ ~~''~~
	~~Longitude (E)~~	~~º~~ ~~'~~ ~~''~~
	~~**Middle point co-ordinates for all alternatives**~~	
	~~Latitude (S)~~	~~º~~ ~~'~~ ~~''~~
	~~Longitude (E)~~	~~º~~ ~~'~~ ~~''~~
	~~**End point co-ordinates for all alternatives**~~	
	~~Latitude (S)~~	~~º~~ ~~'~~ ~~''~~
	~~Longitude (E)~~	~~º~~ ~~'~~ ~~''~~
~~**Note: For Linear activities or developments longer than 500m, a map indicating the co-ordinates for every 100m along the route must be attached to this BAR as Appendix A3.**~~		
4.	**Other developments**	
4.1.	Property size(s) of all proposed site(s):	130/208 – ±6ha 131/208 – 0.81ha 132/208 – 0.98ha
4.2.	Developed footprint of the ~~existing~~ **APPROVED** facility and associated infrastructure (if applicable):	130/208 – ±6ha 131/208 – 0.81ha 132/208 – 0.98ha
4.3.	Development footprint of the proposed development and associated infrastructure size(s) for all alternatives:	130/208 – ±6ha 131/208 – 0.81ha

		132/208 – 0.98ha
4.4.	Provide a detailed description of the proposed development and its associated infrastructure (This must include details of e.g. buildings, structures, infrastructure, storage facilities, sewage/effluent treatment and holding facilities).	

The applicant is applying for an amendment to the currently valid Record of Decision (ROD) for a mixed use development, mostly associated with tourist facilities on Portion 60 of Farm Gwayang 208.

The development has an existing Environmental Authorisation in place from 2005 with subsequent amendments having taken place. These include a change of description (2007) and the change of rights to a new holder (2017). The new holder wishes to amend the currently valid EA.

A Part 2 Amendment Application in terms of Section 31 of GNR 982 of the 2014 EIA Regulations has been submitted to the DEA&DP for the amendments required to the existing ROD.

The footprint area of the development does not change, however the internal configuration and land uses require amendment. The currently approved authorisation reflects the following:

1. Substituting paragraph A "Description of the Activity", thereof to read –

"The proposed development will entail a 60 room hotel, a service station comprising of five (5) underground storage tanks with a capacity of 23 000 litres each, a barnyard type theatre, a 50 seat restaurant and a curio/craft outlet, a small demonstration beer brewery and a museum and information centre with an indoor and outdoor component. Also included are associated services and infrastructure, including roads, parking areas, water and electricity supply as well as the construction of a small water reservoir, as per Development Layout Plan No: G/G/315/4, dated May 2006 (copy attached hereto)".

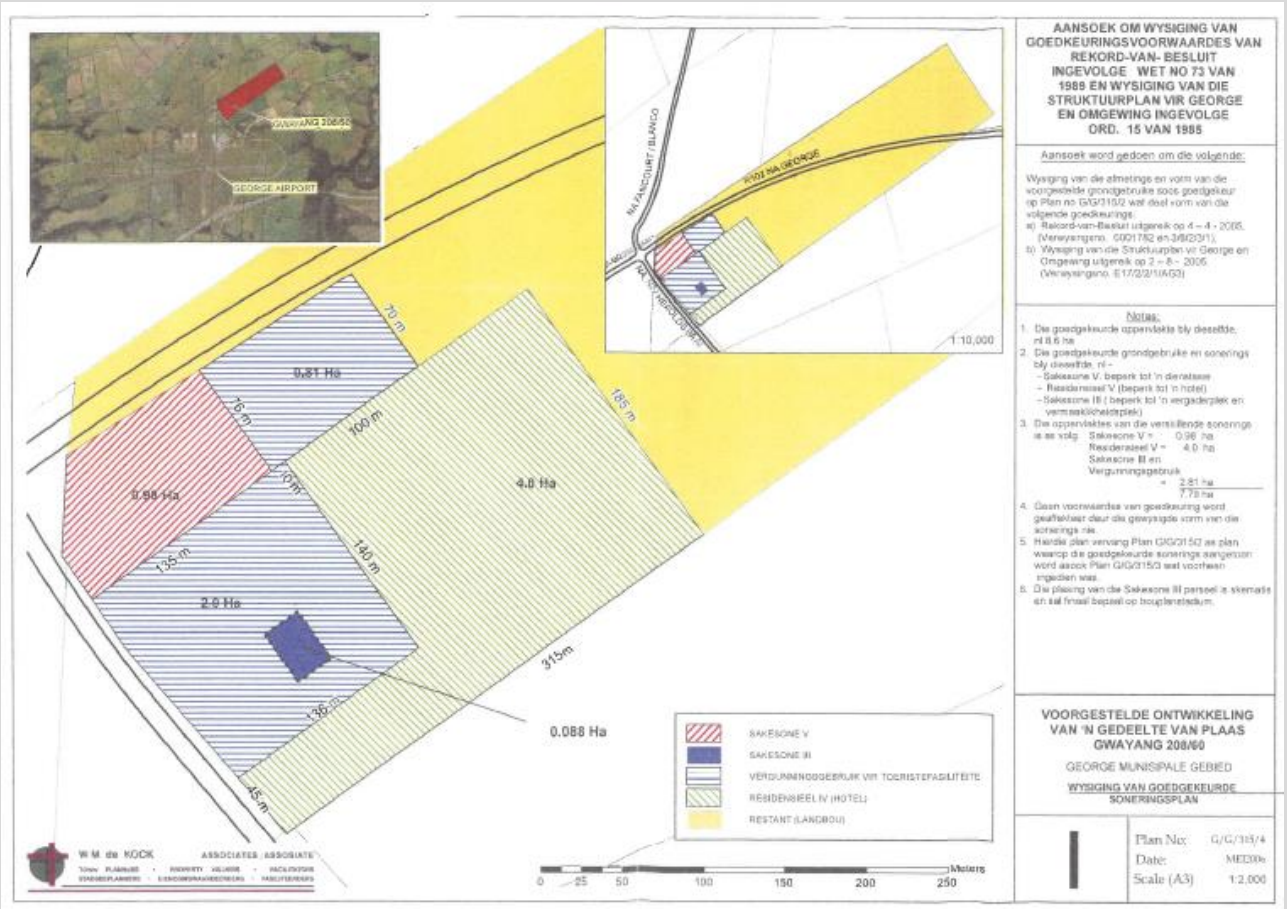


Figure 3: Approved SDP

The Part 2 Amendment Application is proposing the following:

The development site will remain the same, however internal changes include the following:

- Exclusion of the approved filling station;
- Exclusion of the hotel;
- Change in zoning to support Airport related industry – change to Industrial Zone 1 (light industry) including uses as described below and in the Planning Statement;
- Access to be amended to be in line with the recently approved Roads Master Plan EA;
- Property descriptions to be amended.

Figure 4: Proposed Amended SDP

This application is being submitted to the DEA&DP Minister's office due to the previous appeals that were registered.

Gwayang 208/130 is currently zoned General Residential Zone VI (Hotel) and Agriculture Zone I (smallholding) with consent for tourist facilities. Gwayang 208/131 is currently zoned Business Zone VI (service station) and Gwayang 208/132 is currently zoned Agriculture Zone II (smallholding) with consent use for tourist facilities (theatre, crafts market, curio (gifts) shop, micro-brewery, museum and info centre). This was in keeping with the currently approved layout.

In terms of the new layout, the three subject properties will be consolidated into one portion and then subdivided into nine portions. Eight of the nine portions will be rezoned to Industrial Zone I (Light Industry) and the remaining portion will be rezoned to Transport Zone II (Public Street).

In addition to the above amendment, the following change of holder of the EA is required:

The current holder of the EA is as follows:

Mr W J J van Heerden
Dynarc Capital (Pty) Ltd
P.O. Box 7148
BLANCO
6531

Tel: (044) 804 0250
Fax: (086) 661 3633
Email: willie@dynarc.co.za

The property has been sold to George Aerotropolis and as such the previous holder of the EA (Dynarc Capital (Pty) Ltd), has given the current applicant permission to apply to amend the holder of the EA as follows:

George Aerotropolis (Pty) Ltd		
2017/511256/07		
Mr Abu Varachhia		
16th Floor, 2 Long Street		
Cape Town	Postal code:	8001
(021) 286 2700	Cell:	082 569 2830
abu@spearprop.co.za	Fax:	086 732 4339

4.5.	Indicate how access to the proposed site(s) will be obtained for all alternatives.

Access will be obtained off the recently approved access to the airport support zone as below.

The holder is herein authorised to undertake the following alternative that includes the listed activity as it relates to the development and the development footprint area:

The proposal entails the clearance of more than 300m² of endangered garden route granite fynbos vegetation, as well as the infilling and dredging of a watercourse in order to upgrade the R404. The intersection of the R404 and R102 requires upgrade to either a circle OR a signalised intersection. This EA is for either option A or B:

- Option A: 25m Road Reserve & Roundabout at R404/R102 intersection;
- Option B: 32m Road Reserve widened to each side & Signal at R404/R102 intersection

The entrances to the airport from the R404 will be upgraded to traffic circles. The upgrade of the R404 (Class 3 Road) between the R102 and the main airport entrance will increase to the preferred road reserve of a minimum of 32m to allow for the intersection upgrade (circle or signals) and a duel carriageway with a proposed sidewalk of 2m wide.

The proposal also includes the construction of a new municipal road from the airport entrance traffic circle to provide equitable municipal services and vehicular access to farm portions RE/60/208 (131/208 & 130/208 &132/208), 4/208 and 139/208.

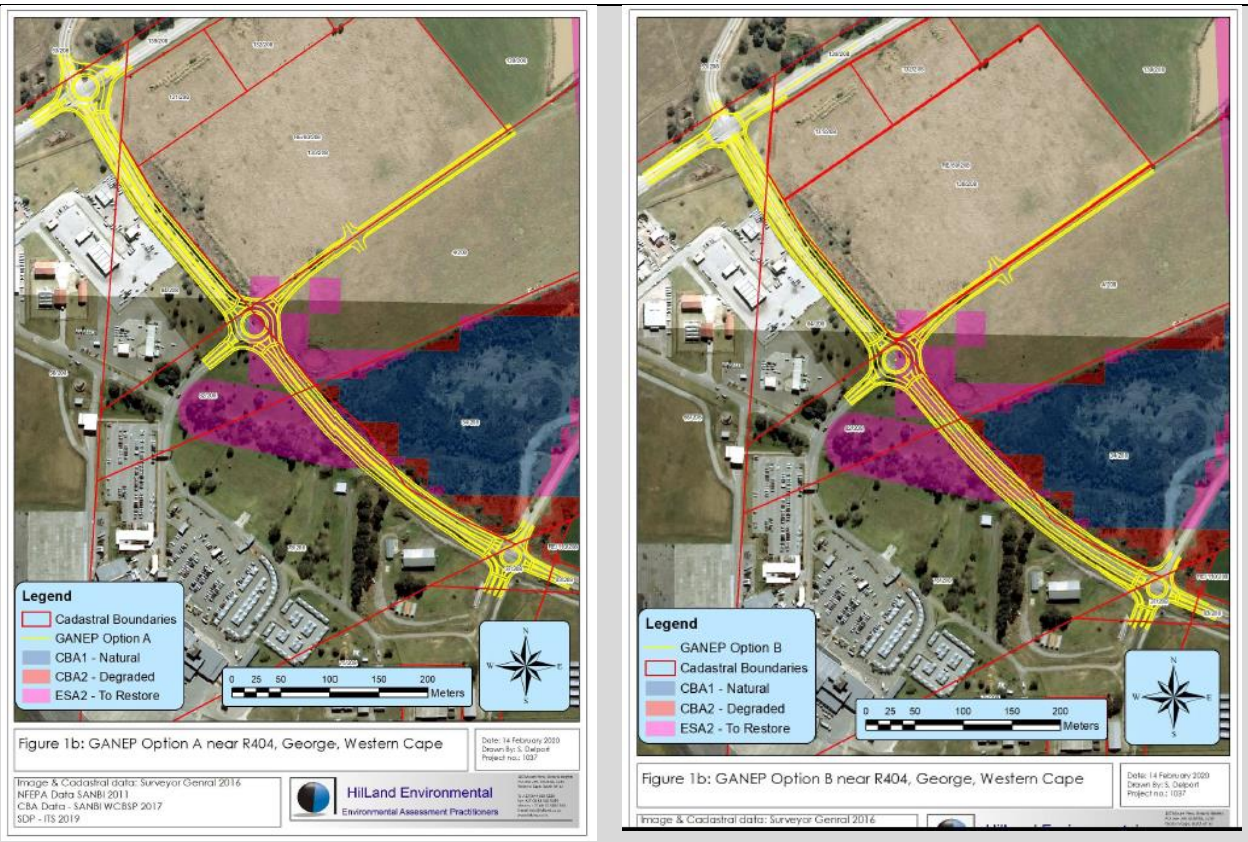


Figure 5: Approved Roads Master Plan Layouts 4 May 2021

4.6.	SG Digit code(s) of the proposed site(s) for all alternatives:	C	0	2	7	0	0	0	0	0	0	0	0	0	2	0	8	0	0	1	3	0
		C	0	2	7	0	0	0	0	0	0	0	0	0	2	0	8	0	0	1	3	1
		C	0	2	7	0	0	0	0	0	0	0	0	0	2	0	8	0	0	1	3	2

4.7.	Coordinates of the proposed site(s) for all alternatives:			
	Latitude (S)	33°	59‘	48“
	Longitude (E)	22°	22‘	58“

SECTION C: LEGISLATION/POLICIES AND/OR GUIDELINES/PROTOCOLS

1. EXEMPTION APPLIED FOR IN TERMS OF THE NEMA AND THE NEMA EIA REGULATIONS

Has exemption been applied for in terms of the NEMA and the NEMA EIA Regulations. If yes, include a copy of the exemption notice in Appendix E18.	~~YES~~	**NO**

2. IS THE FOLLOWING LEGISLATION APPLICABLE TO THE PROPOSED ACTIVITY OR DEVELOPMENT

The National Environmental Management: Integrated Coastal Management Act, 2008 (Act No. 24 of 2008) ("ICMA"). If yes, attach a copy of the comment from the relevant competent authority as Appendix E4 and the pre-approval for the reclamation of land as Appendix E19.	~~YES~~	**NO**
The National Heritage Resources Act, 1999 (Act No. 25 of 1999) ("NHRA"). If yes, attach a copy of the comment from Heritage Western Cape as Appendix E1.	~~YES~~	**NO**
The National Water Act, 1998 (Act No. 36 of 1998) ("NWA"). If yes, attach a copy of the comment from the DWS as Appendix E3.	~~YES~~	**NO**
The National Environmental Management: Air Quality Act, 2004 (Act No. 39 of 2004) ("NEM:AQA"). If yes, attach a copy of the comment from the relevant authorities as Appendix E13.	~~YES~~	**NO**
The National Environmental Management Waste Act (Act No. 59 of 2008) ("NEM:WA")	~~YES~~	**NO**
The National Environmental Management Biodiversity Act, 2004 (Act No. 10 of 2004 ("NEMBA").	~~YES~~	**NO**
The National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003) ("NEMPAA").	~~YES~~	**NO**
The Conservation of Agricultural Resources Act, 1983 (Act No. 43 of 1983). If yes, attach comment from the relevant competent authority as Appendix E5.	~~YES~~	**NO**

3. OTHER LEGISLATION

LEGISLATION, POLICIES, PLANS, GUIDELINES, SPATIAL TOOLS, MUNICIPAL DEVELOPMENT PLANNING FRAMEWORKS, AND INSTRUMENTS	***ADMINISTERING AUTHORITY and how it is relevant to this application***	***TYPE*** ***Permit/license/authorisation/comment / relevant consideration*** *(e.g. rezoning or consent use, building plan approval, Water Use License and/or General Authorisation, License in terms of the SAHRA and CARA, coastal discharge permit, etc.)*	***DATE*** *(if already obtained)**:***
Environmental Conservation Act (ECA, Act 73 of 1989)	DEA&DP	Record of Decision (RoD)	24 March 2005
National Environmental Management Act (Act 107 of 1998 as amended)	DEA&DP	Part 2 Amendment Environmental Authorisation (EA)	Pending
National Environmental Management Laws Amendment Act (Act 25 of 2014)	DEA&DP	Public participation as part of the Environmental Authorisation	Pending
National Environmental Management: Biodiversity Act (Act 10 of 2004)	DEA&DP	Removal of invasive vegetation	None

National Water Act (Act 36 of 1998)	Department of Water & Sanitation	None	Not Applicable
National Forest Act (Act 84 of 1998)	Department of Forestry	None	Not Applicable
Conservation of Agricultural Resources Act (Act 43 of 1983)	Department of Agriculture	Removal of invasive vegetation	None
Land Use Planning Ordinance (Act 15 of 1985)	George Municipality	Subdivision & Rezoning Building Plan Application	1 July 2008 Pending
Outeniqua Sensitive Coastal Areas Act (OSCA)	George Municipality	OSCA Permit	Not Applicable

4. POLICIES

Explain which policies were considered and how the proposed activity or development complies and responds to these policies.	
LEGISLATION, POLICIES, PLANS, GUIDELINES, SPATIAL TOOLS, MUNICIPAL DEVELOPMENT PLANNING FRAMEWORKS, AND INSTRUMENTS	***Describe how the proposed development complies with and responds:***
National Environmental Management Act (Act 107 of 1998 as amended)	Environmental Impact Assessment is being undertaken in terms of Chapter 5 of NEMA using the 2017 EIA regulations.
National Environmental Management Laws Amendment Act (Act 25 of 2014)	The public participation is being undertaken in terms of this Act, specifically the 30 day comment period prescribed.
National Environmental Management: Biodiversity Act (Act 10 of 2004)	The identification of the onsite vegetation and the ecosystem status associated with the vegetation is undertaken in terms of this Act. This Act also applies to the control and management of Alien Invasive Species (AIS), which includes animals and vegetation.
National Heritage Resources Act (Act 25 of 1999)	A Notice of Intent to Develop has been submitted to Heritage Western Cape (HWC).

National Water Act (Act 36 of 1998)	Since the development will be obtaining water directly from the municipality and no water resources will be affected, this Act is not applicable to this application.
National Forest Act (Act 84 of 1998)	Not required.
Conservation of Agricultural Resources Act (Act 43 of 1983)	This Act applies for the removal and control of alien invasive vegetation, protection of water resources and the prevention of soil erosion.
Land Use Planning Ordinance (Act 15 of 1985)	Gwayang 208/130 is currently zoned General Residential Zone VI (Hotel) and Agriculture Zone I (smallholding) with consent for tourist facilities. Gwayang 208/131 is currently zoned Business Zone VI (service station) and Gwayang 208/132 is currently zoned Agriculture Zone II (smallholding) with consent use for tourist facilities (theatre, crafts market, curio (gifts) shop, micro-brewery, museum and info centre). This was in keeping with the currently approved layout. In terms of the new layout, the three subject properties will be consolidated into one portion and then subdivided into nine portions. Eight of the nine portions will be rezoned to Industrial Zone I (Light Industry) and the remaining portion will be rezoned to Transport Zone II (Public Street).
Outeniqua Sensitive Coastal Areas Act (OSCA)	Not applicable.
National Waste Management Strategy	All waste from construction to decommissioning must be dealt with in terms of this strategy.
National Protected Area Expansion Strategy	There are no NPAES focus areas near the development properties.

5. GUIDELINES

List the guidelines which have been considered relevant to the proposed activity or development and explain how they have influenced the development proposal.	
Guideline for Environmental Management Plans (2005)	An EMPr has been included with this Amendment Assessment to provide practical and implementable actions to ensure that the development maintains sustainability and minimise impacts through

	all its phases. The document is drafted as per the Guidelines and requirements of NEMA.
Guideline for Public Participation (2013)	The PPP for this process is based on this Guideline and also includes any updated regulations.
Guideline on Alternatives (2013)	Feasible and reasonable alternatives must be considered alongside the development proposal in order to ensure the Best Practicable Environmental Option (BPEO). These Guidelines have been used in their consideration.
Guideline on Need & Desirability (2013)	Need & Desirability refers to the temporal and spatial need of an area for a specific development. This Guideline was used to define the requirements and implications of Need & Desirability.
George Municipality Spatial Development Framework (2019)	The development of the George Airport precinct is supported in so far as it relates to the development of uses ancillary to the airport's operations and should not include activities already well catered for in the built footprint of the George urban area. Tourism and commercial uses of a rural nature are supported in keeping with the rural landscape along the road connecting the airport to the George city area, as set out in more detail in the Gwayang LSDF.
George Municipality Draft Integrated Development Plan 2017 - 2022	The subject property forms part of Ward 23. Various development needs were identified for this ward, however none of the needs is applicable to this application. The IDP was reviewed and it was found that no specific reference is made to the subject property. The proposal is therefore not considered to be in conflict with the IDP.
Gwayang Local Spatial Development Framework (GLSDF)	The vision for the Gwayang Corridor Area is to develop into three distinct areas- an urbanised area up to the Gwayang River, a non-urbanised area from the Gwayang River to the airport and an airport support area. The airport support area should provide in facilities for both the airport and the tourists. According to the GLSDF, support facilities are currently lacking and the land surrounding the airport offers opportunity to establish land uses that will serve as both the airport and tourists. Allowing for the airport to be more functionally integrated with tourism needs and with the town itself.

	The GLSDF further promote the development of support services such as fuelling facilities for a rental vehicle, vehicle storage facilities for overnight travellers, their luggage, a tourist information centre, storage etc. in the area around airport. Properties around the airport are also suitably located to accommodate cargo and freight services. The proposed development is in line with this framework as the development will supply airport support facilities. The location of the property being adjacent the airport, render the property ideal for the proposed uses.

6. PROTOCOLS

Explain how the proposed activity or development complies with the requirements of the protocols referred to in the NOI and/or application form

The DFFE Screening Tool was run for the following classification:

Application Category: Infrastructure | Transport Services | Roads | Public

There are no other classifications available that adequately address the proposed amendment. This does mean that some of the sensitivity themes and specialist requirements that are generated are not applicable to the application.

According to the DFFE Screening Tool the following themes and sensitivities have been identified:

Theme	Very High sensitivity	High sensitivity	Medium sensitivity	Low sensitivity
Agriculture Theme		X		
Animal Species Theme		X		
Aquatic Biodiversity Theme	X			
Archaeological and Cultural Heritage Theme				X
Civil Aviation Theme	X			
Defence Theme				X
Plant Species Theme			X	
Terrestrial Biodiversity Theme	X			

No.	Specialist assessment	✓ / ✗	Assessment Protocol Reasoning
1	Agricultural Impact Assessment High sensitivity	✗	The land capability layer as used in the Screening Tool does not take into account any urban delineation or rezoning that has been applied to the properties, and has to take into account high value agricultural land that can be preserved for **continued agricultural production** thus ensuring long term national food security. These properties do not quality in this respect, particularly as they have already gone through a subdivision process that involved the Department of Agriculture.

			The provincial Department of Agriculture (DoA) provided commented during the original EIA process and stated that the land could be used for activities other than agriculture. Comment will be requested from the DoA on this Amendment Application.
2	Landscape/Visual Impact Assessment No sensitivity theme	✓	A Visual Statement is being included in this Amendment Assessment.
3	Archaeological and Cultural Heritage Impact Assessment Low Sensitivity	×	A Notice of Intent to Develop (NID) in terms of the National Heritage Resources Act (NHRA) has been submitted to Heritage Western Cape (HWC). The NID confirms that archaeological and cultural impacts of any significance will be very low. No further studies will therefore be undertaken unless required by HWC.
4	Palaeontology Impact Assessment No sensitivity theme	×	A Notice of Intent to Develop (NID) in terms of the National Heritage Resources Act (NHRA) has been submitted to Heritage Western Cape (HWC). The NID confirms that archaeological and cultural impacts of any significance will be very low. No further studies will therefore be undertaken unless required by HWC.
5	Terrestrial Biodiversity Impact Assessment Very High sensitivity	✓	The screening tool identified this them as being "very high", notably for being in an Endangered Ecosystem, Ecological Support Area 2 and a Strategic Water Source Area. An updated botanical report is being undertaken to confirm if any such vegetation remains on the site given the significant transformation that has taken place over the years. In addition a Terrestrial Biodiversity Compliance Statement has been included with this application that confirms that the significance of the impact on the site is very low. The aquatic specialist has also confirmed that the development will not impact on any strategic water sources. An updated Compliance Statement for botanical and terrestrial biodiversity is being undertaken that will speak to the change of habitat on the site.
6	Aquatic Biodiversity Impact Assessment Very high sensitivity	✓	The screening tool identified the aquatic biodiversity theme as "very high" due to it being in a strategic water source area. There are no watercourses or wetland on the site and as such there was no previous aquatic investigation associated with the initial EIA. An Aquatic Compliance Statement has been included with this Amendment Assessment.

7	Noise Impact Assessment No sensitivity theme	×	The development forms part of the airport support zone. No noise impacts are being undertaken as the industries proposed are not noise nuisances.
8	Traffic Impact Assessment No sensitivity theme	✓	A Traffic Impact Assessment formed part of the approval of the main access to the site off the R404. A Traffic Statement is included with the Amendment Assessment.
9	Geotechnical Assessment No sensitivity theme	×	No geotechnical assessment is required for the amendment of the approved layout.
10	Socio-Economic Assessment No sensitivity theme	×	This application is for the amendment of the approved layout. No socio-economic assessment will be done as part of the Amendment Assessment.
11	Ambient Air Quality Assessment No sensitivity theme	×	None of the industries proposed in the amended layout are considered air quality nuisances nor do they trigger any activities in terms of the NEM:Air Quality Act. As such no assessment will be undertaken.
12	Plant Species Assessment Medium sensitivity	✓	The property has been extensively grazed for many years and the majority of the vegetation has reverted to grass. The development of this area has already been authorised and as such the applicability of this theme relates to the amendment only. An updated botanical statement is included with this Amendment Assessment. The specialist has concluded that the site is completely transformed.
12	Animal Species Assessment High sensitivity	×	The development of this area has already been authorised and as such the applicability of this theme relates to the amendment only. The amendment area in terms of clearance of the property and transformation will be the same as that already authorised. An updated Compliance Statement for botanical and terrestrial biodiversity is being undertaken that will speak to the change of habitat on the site. The impact thus on faunal will be the same as that already approved.

A Site Sensitivity Verification Report was submitted to DEA&DP.

SECTION D: APPLICABLE LISTED ACTIVITIES

List the applicable activities in terms of the NEMA EIA Regulations

~~Activity No(s):~~	~~Provide the relevant **Basic Assessment Activity(ies)** as set out in **Listing Notice 1**~~	~~Describe the portion of the proposed development to which the applicable listed activity relates.~~
The Part 2 Amendment does not trigger any new listed activities in terms of the 2014 NEMA EIA Regulations. The removal of ECA listed activity Item 1(c) and 1(m) from the Record of Decision will be applied for as no tourism facilities are being proposed on the site.		
~~Activity No(s):~~	~~Provide the relevant **Basic Assessment Activity(ies)** as set out in **Listing Notice 3**~~	~~Describe the portion of the proposed development to which the applicable listed activity relates.~~

Note:
- The listed activities specified above must reconcile with activities applied for in the application form. The onus is on the Applicant to ensure that all applicable listed activities are included in the application. If a specific listed activity is not included in an Environmental Authorisation, a new application for Environmental Authorisation will have to be submitted.
- Where additional listed activities have been identified, that have not been included in the application form, and amended application form must be submitted to the competent authority.

~~List the applicable waste management listed activities in terms of the NEM:WA~~

~~Activity No(s):~~	~~Provide the relevant **Basic Assessment Activity(ies)** as set out in **Category A**~~	~~Describe the portion of the proposed development to which the applicable listed activity relates.~~

~~List the applicable listed activities in terms of the NEM:AQA~~

~~Activity No(s):~~	~~Provide the relevant **Listed Activity(ies)**~~	~~Describe the portion of the proposed development to which the applicable listed activity relates.~~

SECTION E: PLANNING CONTEXT AND NEED AND DESIRABILITY

1.	Provide a description of the preferred alternative.

The applicant is applying for an amendment to the currently valid Record of Decision (ROD) for a mixed use development, mostly associated with tourist facilities on Portion 60 of Farm Gwayang 208.

The development has an existing Environmental Authorisation in place from 2005 with subsequent amendments having taken place. These include a change of description (2007) and the change of rights to a new holder (2017). The new holder wishes to amend the currently valid EA.

A Part 2 Amendment Application in terms of Section 31 of GNR 982 of the 2014 EIA Regulations has been submitted to the DEA&DP for the amendments required to the existing ROD.

The footprint area of the development does not change, however the internal configuration and land uses require amendment. The currently approved authorisation reflects the following:

1. Substituting paragraph A "Description of the Activity", thereof to read –

"The proposed development will entail a 60 room hotel, a service station comprising of five (5) underground storage tanks with a capacity of 23 000 litres each, a barnyard type theatre, a 50 seat restaurant and a curio/craft outlet, a small demonstration beer brewery and a museum and information centre with an indoor and outdoor component. Also included are associated services and infrastructure, including roads, parking areas, water and electricity supply as well as the construction of a small water reservoir, as per Development Layout Plan No: G/G/315/4, dated May 2006 (copy attached hereto)".

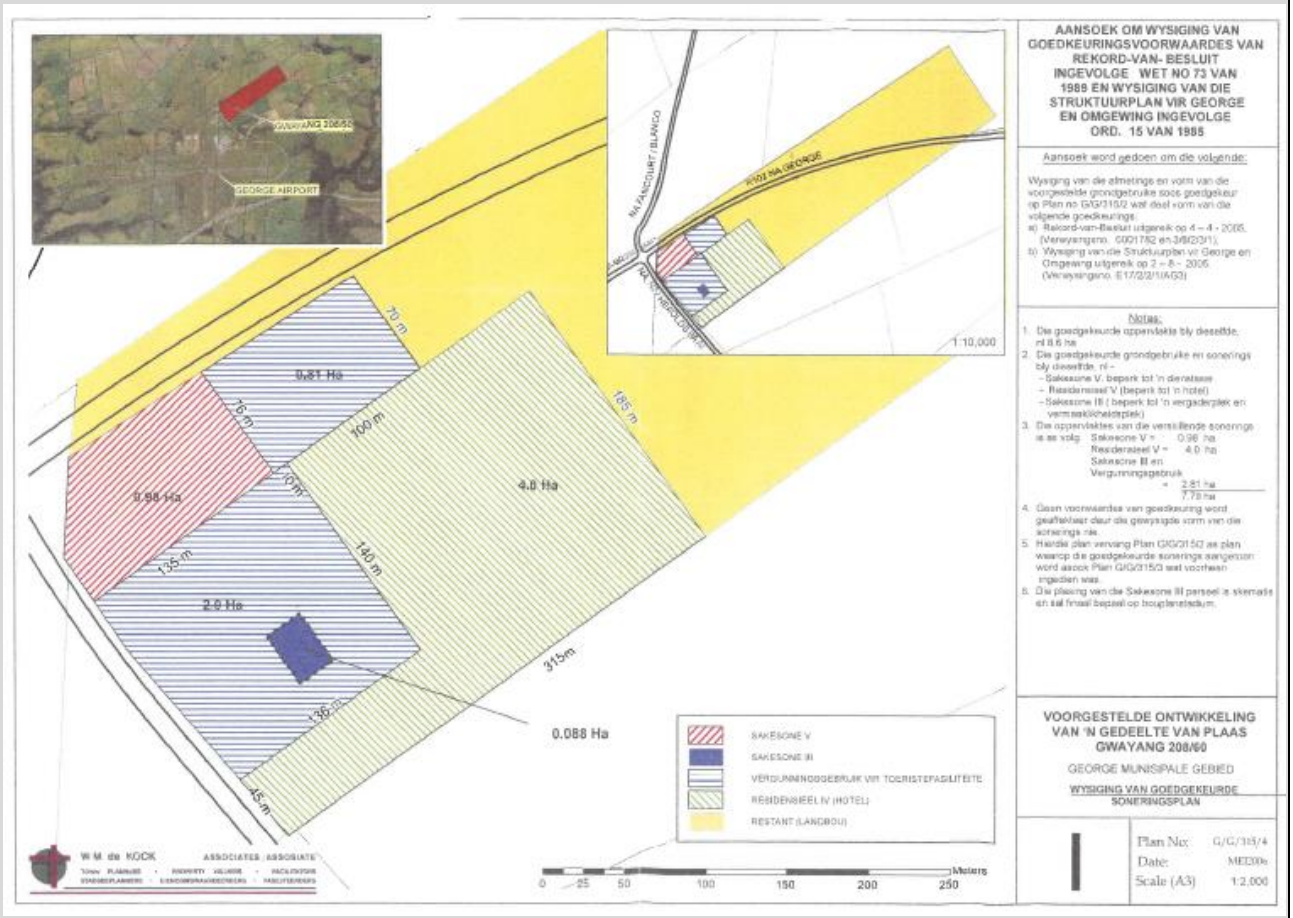


Figure 6: Approved SDP

The Part 2 Amendment Application is proposing the following:

The development site will remain the same, however internal changes include the following:

- Exclusion of the approved filling station;
- Exclusion of the hotel;
- Change in zoning to support Airport related industry – change to Industrial Zone 1 (light industry) including uses as described below and in the Planning Statement;
- Access to be amended to be in line with the recently approved Roads Master Plan EA;
- Property descriptions to be amended.

Figure 7: Proposed Amended SDP

This application is being submitted to the DEA&DP Minister's office due to the previous appeals that were registered.

Gwayang 208/130 is currently zoned General Residential Zone VI (Hotel) and Agriculture Zone I (smallholding) with consent for tourist facilities. Gwayang 208/131 is currently zoned Business Zone VI (service station) and Gwayang 208/132 is currently zoned Agriculture Zone II (smallholding) with

consent use for tourist facilities (theatre, crafts market, curio (gifts) shop, micro-brewery, museum and info centre). This was in keeping with the currently approved layout.

In terms of the new layout, the three subject properties will be consolidated into one portion and then subdivided into nine portions. Eight of the nine portions will be rezoned to Industrial Zone I (Light Industry) and the remaining portion will be rezoned to Transport Zone II (Public Street).

The industrial related land uses will typically include the following:

- Light industrial, including agro-processing
- Logistics, freight and warehousing;
- Vehicle car hire and parking facilities;
- Other light industrial and airport related uses.
- Tourism facilities such as farmers market and restaurants

In addition to the above amendment, the following change of holder of the EA is required:

The current holder of the EA is as follows:

Mr W J J van Heerden
Dynarc Capital (Pty) Ltd
P.O. Box 7148
BLANCO
6531

Tel: (044) 804 0250
Fax: (086) 661 3633
Email: willie@dynarc.co.za

The property has been sold to George Aerotropolis and as such the previous holder of the EA (Dynarc Capital (Pty) Ltd), has given the current applicant permission to apply to amend the holder of the EA as follows:

George Aerotropolis (Pty) Ltd		
2017/511256/07		
Mr Abu Varachhia		
16th Floor, 2 Long Street		
Cape Town	Postal code:	8001
(021) 286 2700	Cell:	082 569 2830
abu@spearprop.co.za	Fax:	086 732 4339

A planning statement has been prepared by Delplan and included with this report. According to the planner the following is concluded:

It is proposed to develop all three properties, with airport support services. George Airport has the capacity to serve 800 000 travellers a year, however the support services do not exceed beyond the boundaries of the airport premises. The proposed development intends to support airport

related industry. The proposed development entails a consolidation, subdivision and rezoning application.

The three subject properties will be consolidated into one portion and then subdivided into nine portions. Eight of the nine portions will be rezoned to Industrial Zone I (Light Industry) and the remaining portion will be rezoned to Transport Zone II (Public Street).

The industrial related land uses will typically include the following:

- Light industrial, including agro-processing
- Logistics, freight and warehousing;
- Vehicle car hire and parking facilities;
- Other light industrial and airport related uses.
- Tourism facilities, farmers market and restaurants

The development proposal for Gwayang 208/130, 131 & 132, George reflects the principles of all relevant spatial plans. A complete application for the change in land use of the properties will be submitted in due course to the local authority.

2.	Explain how the proposed development is in line with the existing land use rights of the property as you have indicated in the NOI and application form? Include the proof of the existing land use rights granted in Appendix E21.

Gwayang 208/130 is currently zoned General Residential Zone VI (Hotel) and Agriculture Zone I (smallholding) with consent for tourist facilities. Gwayang 208/131 is currently zoned Business Zone VI (service station) and Gwayang 208/132 is currently zoned Agriculture Zone II (smallholding) with consent use for tourist facilities (theatre, crafts market, curio (gifts) shop, micro-brewery, museum and info centre). This was in keeping with the currently approved layout.

In terms of the new layout, the three subject properties will be consolidated into one portion and then subdivided into nine portions. Eight of the nine portions will be rezoned to Industrial Zone I (Light Industry) and the remaining portion will be rezoned to Transport Zone II (Public Street).

The industrial related land uses will typically include the following:

- Light industrial, including agro-processing
- Logistics, freight and warehousing;
- Vehicle car hire and parking facilities;
- Other light industrial and airport related uses.
- Tourism facilities, farmers market and restaurants

3.	Explain how potential conflict with respect to existing approvals for the proposed site (as indicated in the NOI/and or application form) and the proposed development have been resolved.

This Part 2 Amendment Application will resolve the conflict in existing approved land use rights and the required land use rights for the change in land use of the amended layout.

The Part 2 Amendment Application is proposing the following:

The development site will remain the same, however internal changes include the following:

- Exclusion of the approved filling station;
- Exclusion of the hotel;
- Change in zoning to support Airport related industry – change to Industrial Zone 1 (light industry) including uses as described below and in the Planning Statement;
- Access to be amended to be in line with the recently approved Roads Master Plan EA;
- Property descriptions to be amended.

The change in holder of EA will not lead to any conflict in land use.

4.	Explain how the proposed development will be in line with the following?
4.1	The Provincial Spatial Development Framework.

The **Western Cape Provincial Spatial Development Framework (WCPSDF)** is a very broad Overview of the province and no specific reference is made to the subject property. However, the WCPSDF state that private investment in growth nodes (which include George amongst others) should be attracted.

The 2014 PSDF identified George as a regional hub in the district which is one of the main drivers of the Western Cape economy. The PSDF sums up the infrastructure development in this hub as follows:

REVITALISE AND STRENGTHEN URBAN SPACE-ECONOMIES AS THE ENGINE OF GROWTH

- Enhance competitive advantages and innovation of regional economic centres through appropriate infrastructure, facility, amenity, and social service investment too support the knowledge economy.
- Use new regional and bulk economic infrastructure investment in the emerging regional centre of George/ Mossel Bay to leverage private sector and community investments (i.e. energy, water, transport and freight logistics, iCT).

The development of the airport support zone and these properties is thus supported.

4.2	The Integrated Development Plan of the local municipality.

George Draft Integrated Development Plan (IDP) (2017-2022)

The IDP is a broad municipal-wide plan. This plan seeks to integrate and balance the economic, ecological and social pillars of sustainability without compromising effective service delivery.

The subject property forms part of Ward 23. Various development needs were identified for this ward, however none of the needs is applicable to this application. The IDP was reviewed and it was found that no specific reference is made to the subject property. The proposal is therefore not considered to be in conflict with the IDP.

4.3.	The Spatial Development Framework of the local municipality.

George Spatial Development Framework (GSDF) (2019)

This document states the following:

The development of the George Airport precinct is supported in so far as it relates to the development of uses ancillary to the airport's operations and should not include activities already well catered for in the built footprint of the George urban area. Tourism and commercial uses of a rural nature are supported in keeping with the rural landscape along the road connecting the airport to the George city area, as set out in more detail in the Gwayang LSDF.

4.4.	The Environmental Management Framework applicable to the area.

No adopted EMF is currently in place for the George Municipality.

5.	Explain how comments from the relevant authorities and/or specialist(s) with respect to biodiversity have influenced the proposed development.

During the previous EIA process, the entire site area was approved for development. The proposed amendment does not deviate from this footprint area, however it does require changes to the uses currently approved. The removal of these uses (filling station and boutique hotel) will require the removal of two ECA listed activities from the authorisation, namely for tourist resorts (hotel) and the service station.

The updated specialist reports and considerations have not highlighted the need for any other changes to the proposed layout amendment. The impacts on the biodiversity has been identified as negligible or very low by the biodiversity specialists due to the significant transformation that has already taken place on the site. The Amendment to the EA will not increase the impacts.

6.	Explain how the Western Cape Biodiversity Spatial Plan (including the guidelines in the handbook) has influenced the proposed development.

The Western Cape Biodiversity Spatial Plan was not applicable at the time the previous EIA process was undertaken, however the amended layout was considered in terms of the current WCBSP (2017) and there is no conflict with any sensitive areas or features.

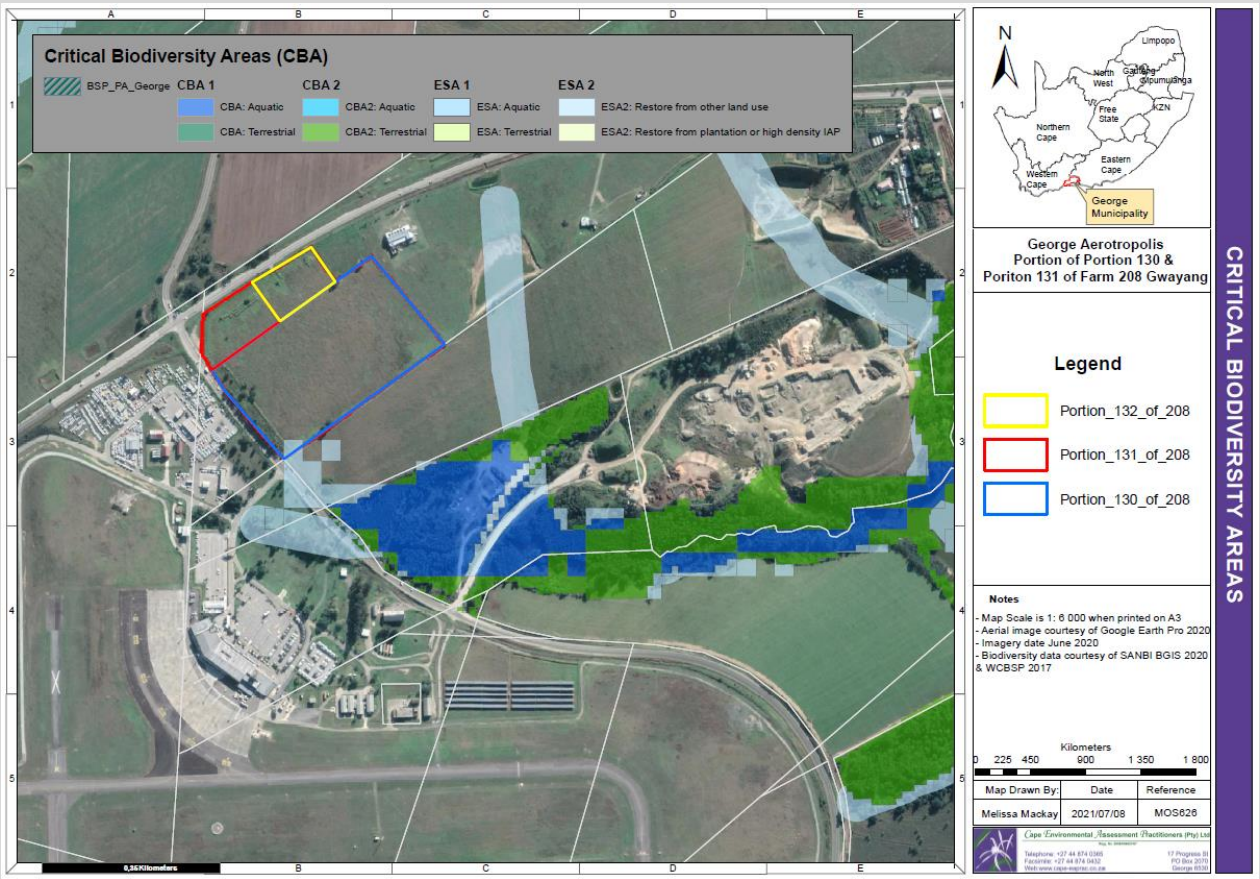


Figure 8: Critical Biodiversity Areas (CBA)

The approved activities and the proposed amended activities are allowable on this site in terms of the handbook requirements.

7.	Explain how the proposed development is in line with the intention/purpose of the relevant zones as defined in the ICMA.

Not applicable.

8.	Explain whether the screening report has changed from the one submitted together with the application form. The screening report must be attached as Appendix I.

Not applicable. The Screening Tool Report as submitted with the Part 2 Amendment Application remains the same. It must be noted however that the proposed amendment to the existing approval does not fit clearly into the classifications as provided by the Screening Tool.

The DFFE Screening Tool was run for the following classification:

Application Category: Infrastructure | Transport Services | Roads | Public

There are no other classifications available that adequately address the proposed amendment. This does mean that some of the sensitivity themes and specialist requirements that are generated are not applicable to the application. These were identified in Section B of this report and motivation provided for the studies that have been undertaken.

9.	Explain how the proposed development will optimise vacant land available within an urban area.

The approved footprint area is located on vacant land immediately adjacent to the George Airport in the area identified as an airport support zone. The proposed amendment does not deviate from the footprint area or the approved site in terms of development of the site, but makes changes to some of the activity uses. The properties have already undergone a rezoning to fit with the current authorisations and can be seen as urban in nature as they will compose of infrastructure associated with the built environment of the George Airport.

10.	Explain how the proposed development will optimise the use of existing resources and infrastructure.

The amended facility will tie in with existing services as was previously confirmed for the currently approved layout. A services, civil and electrical report for the entire Airport Support Zone was conducted and is included with this report.

11.	Explain whether the necessary services are available and whether the local authority has confirmed sufficient, spare, unallocated service capacity. (Confirmation of all services must be included in Appendix E16).

The local municipality confirmed sufficient electrical services are available and are currently reviewing the services and civil report. Comment from them will be included in the final AAR.

12.	In addition to the above, explain the need and desirability of the proposed activity or development in terms of this Department's guideline on Need and Desirability (March 2013) or the DEA's Integrated Environmental Management Guideline on Need and Desirability. This may be attached to this BAR as Appendix K.

In keeping with the requirements of an integrated Environmental Impact process, the DEA&DP *Guidelines on Need and Desirability (2010 & 2013)* were referenced to provide the following estimation of the activity in relation to the broader societal needs. The concept of need and desirability can be explained in terms of its two components, where *need* refers to *time* and *desirability* refers to *place*. Questions pertaining to these components are answered in the Sections below.

1.1.1 Feasibility consideration

The properties have already been rezoned in keeping with the current RoDs, although a change in this zoning to fit the proposed amendment will be required. This change in itself does not create any conflict with the required land use for the airport support zone.

The vision for the Gwayang Corridor Area as captured in the Gwayang Local Spatial Development Framework (GLSDF) is to develop into three distinct areas- an urbanised area up to the Gwayang River, a non-urbanised area from the Gwayang River to the airport and an airport support area. The airport support area should provide in facilities for both the airport and the tourists.

According to the GLSDF, support facilities are currently lacking and the land surrounding the airport offers opportunity to establish land uses that will serve as both the airport and tourists. Allowing for the airport to be more functionally integrated with tourism needs and with the town itself.

The properties have already been authorised to accommodate these uses and this Amendment does not change that, thus remains in keeping with the feasibility for its development.

1.1.2 Need (time)

Is the land use considered within the timeframe intended by the existing approved Spatial Development Framework (SDF)? (I.e. is the proposed development in line with the projects and programmes identified as priorities within the credible IDP?

Yes, the approved development complied with the SDF at that time, and still complies with the current SDF. The Airport Support Zone has been part of the municipal planning for many years.

Should the development occur here at this point in time?

Yes, the properties are already approved for development in keeping with the airport support zone and this amendment is in keeping with this objective.

Does the community / area need the activity and the associated land use concerned?

According to the GLSDF, support facilities are currently lacking and the land surrounding the airport offers opportunity to establish land uses that will serve as both the airport and tourists. Allowing for the airport to be more functionally integrated with tourism needs and with the town itself.

The GLSDF further promote the development of support services such as fuelling facilities for a rental vehicle, vehicle storage facilities for overnight travellers, their luggage, a tourist information centre, storage etc. in the area around airport. Properties around the airport are also suitably located to accommodate cargo and freight services.

Are the necessary services with adequate capacity currently available?

Yes, some upgrades to the existing services are required, but the main services are in place.

Is this development provided for in the infrastructure planning of the municipality?

The developers will be expected to contribute to the capital expenditure.

Is this project part of a national programme to address an issue of national concern or importance?

Not specifically, but indirectly it forms part of the sustainability of agriculture in the area and the creation of employment opportunities.

1.1.3 Desirability (place)

Is the development the best practicable environmental option for this land / site?

Yes. The proximity to the airport and to agricultural businesses in the area, as well as the low sensitivity of the site in terms of biodiversity, make it an ideal location for airport support industries.

Would the approval of this application compromise the integrity of the existing approved and credible municipal IDP and SDF?

No. The airport support zone has been a feature of both the IDP and the SDF for many years. In addition, the development has already been approved, this amendment merely changes the land uses on the development footprint.

Would the approval of this application compromise the integrity of the existing approved environmental management priorities for the area?

No, the area has already been identified for airport support uses in all land use planning documents.

Do location factors favour this land use at this place?

Yes. The properties are located immediately adjacent to the airport and within the designated airport support zone. Furthermore, the development already has been approved previously and the properties rezoned on that basis. This amendment is for the refining of the layout and land uses.

How will the activity or the land use associated with the activity applied for, impact on sensitive natural and cultural areas?

Negligible. The updated specialist reports show that the impacts of the amendment to the existing approval will not impact on sensitive natural and cultural areas.

How will the development impact on people's health and wellbeing?

The site will not negatively impact on people's health and wellbeing.

Will the proposed activity or the land use associated with the activity applied for, result in unacceptable opportunity costs?

Unlikely. The properties form part of the airport support zone that will support local and regional agriculture that is adapting to changing needs and requirements. The growth of the economy of the region is enhanced by the existing airport and its future development as an important transport node.

Will the proposed land use result in unacceptable cumulative impacts?

Unlikely. The airport support zone has been identified for many years as an important aspect for the George municipality. The properties already have an authorisation for development in place and as such would have been considered in terms of the cumulative development in the SDF. This application is for the amendment of the current authorisation to provide for a change in the land uses that were originally approved, whilst still ensuring the compatibility with airport services.

SECTION F: PUBLIC PARTICIPATION

The Public Participation Process ("PPP") must fulfil the requirements as outlined in the NEMA EIA Regulations and must be attached as Appendix F. Please note that If the NEM: WA and/or the NEM: AQA is applicable to the proposed development, an advertisement must be placed in at least two newspapers.

1. Exclusively for linear activities: Indicate what PPP was agreed to by the competent authority. Include proof of this agreement in Appendix E22.

Not applicable.

2. Confirm that the PPP as indicated in the application form has been complied with. All the PPP must be included in Appendix F.

The following public participation will be undertaken:

- Site notices have been placed at the entrance to the property;
- All previously registered Interested & Affected Parties (I&APs) will be notified and given a chance to comment on the Part 2 Amendment Assessment;
- Any new identified I&APs will be notified and given a chance to comment on the Part 2 Amendment Assessment;
- Neighboring property owners will be notified;

- An advertisement notifying the public of the proposed amendment will be placed in the local newspaper;
- Key stakeholders and authorities will be notified directly and provided with an opportunity to comment on the application.
- Any additional public participation required by the competent authority will be considered within the prescripts of the 2014 EIA Regulations.

3. Confirm which of the State Departments and Organs of State indicated in the Notice of Intent/application form were consulted with.

CapeNature:

Ms Megan Simons, Tel: 087 087 3058 / 5328, Fax: 044 802 5313 , Email: msimons@capenature.co.za

Breede Gouritz Catchment Management Agency (BGCMA):

Mr Carlo Abrahams, Tel: 023 346 8000, Email: cabrahams@bgcma.co.za

Department of Agriculture:

Mr Cor van der Walt, Tel: 021 808 5093 / 9, Fax: 086 544 8977, Email: landuse.elsenburg@elsenburg.com

South African Civil Aviation (SACAA):

Ms Lizelle Stroh, Tel: 011 545 1232; Fax: 011 545 1282; Email: strohl@caa.co.za

Department of Health:

Mr Mlungisi Booi, Tel: 044 803 2727; Fax: 044 873 5929; Email: mlungisi.booi@westerncape.gov.za

Department of Transport & Public Works:

Mr Cornelius Malgas, Tel: 044 272 6071; Fax: 044 272 7243; Email: cornelius.malgas2@westerncape.gov.za

George Municipality:

Ms Lauren Waring; Tel : 044 801 9477 ; Email : mjordaan@george.gov.za

Garden Route District Municipality:

Ms Nina Viljoen ; Tel : 044 803 1318 ; Email: nina@gardenroute.gov.za

George Airport (ACSA):

Ms Brenda Vorster; Tel : 044 803 9310 ; Fax: 086 607 1430; Email : brenda.vorster@airports.co.za

Air Traffic Navigation Services (ATNS):

Mr Simphiwe Masilela ; Tel : 011 607 1228 ; Fax: 011 607 1466; Email: simphiwem@atns.co.za

4. If any of the State Departments and Organs of State were not consulted, indicate which and why.

Not applicable.

5. if any of the State Departments and Organs of State did not respond, indicate which.

The following state departments / organs of state did not provided comment within the 30 day commenting period ending 13 December 2021:

CapeNature:

Ms Megan Simons, Tel: 087 087 3058 / 5328, Fax: 044 802 5313 , Email: msimons@capenature.co.za

Breede Gouritz Catchment Management Agency (BGCMA):

Mr Carlo Abrahams, Tel: 023 346 8000, Email: cabrahams@bgcma.co.za

Department of Agriculture:

Mr Cor van der Walt, Tel: 021 808 5093 / 9, Fax: 086 544 8977, Email: landuse.elsenburg@elsenburg.com

South African Civil Aviation (SACAA):

Ms Lizelle Stroh, Tel: 011 545 1232; Fax: 011 545 1282; Email: strohl@caa.co.za

Department of Health:

Mr Mlungisi Booi, Tel: 044 803 2727; Fax: 044 873 5929; Email: mlungisi.booi@westerncape.gov.za

Department of Transport & Public Works:

Mr Cornelius Malgas, Tel: 044 272 6071; Fax: 044 272 7243; Email: cornelius.malgas2@westerncape.gov.za

George Municipality:

Ms Lauren Waring; Tel : 044 801 9477 ; Email : mjordaan@george.gov.za

Garden Route District Municipality:

Ms Nina Viljoen ; Tel : 044 803 1318 ; Email: nina@gardenroute.gov.za

George Airport (ACSA):

Ms Brenda Vorster; Tel : 044 803 9310 ; Fax: 086 607 1430; Email : brenda.vorster@airports.co.za

6. Provide a summary of the issues raised by I&APs and an indication of the manner in which the issues were incorporated into the development proposal.

The following comments were received during the public participation period which extended from 12 November to 13 December 2021.

Heritage Western Cape:

*You are hereby notified that, since **there is no reason to believe** that the proposed consolidation of the three properties and rezone/ subdivide the newly created portion to a subdivision area to make provision for eight light industrial erven (Industrial Zone I), ancillary services (Utility Zone) and a private road reserve (Transport Zone III) on Ptn 130, 131, 132 Farm Gwayang 208, George **will impact on heritage resources, no further action under Section 38 of the National Heritage Resources Act (Act 25 of 1999) is required.***

Air Traffic Navigation Services (ATNS):

We would have to conduct relevant assessments to evaluate whether the proposed Structure will affect the safety of flight for aerodromes in close vicinity as well as communication, navigation

and surveillance (CNS) equipment. ATNS requires the submission of the exact structures proposed. Response: The application will be submitted with all the necessary information required once the statutory approval processes have been concluded.
George Municipality: Initial comment - *We hereby take note of the contents of the services report. The technical details of the installation will be finalised once an approved Site Development Plan is available and the Services Agreement is compiled.* *The additional capacity required for this Development (954kVA) will have to be transferred to the site by strengthening the existing network, as indicated in the report. The Development will be required to make a contribution towards or implement this Link Services on a pro-rata basis based on the demand of the Development. After completion of the Link Services, the additional capacity (954kVA) will be available for the development.*
Jacques Wheeler (Neighbour) *I have reviewed the information and support the project.*

Note:

A register of all the I&AP's notified, including the Organs of State, and all the registered I&APs must be included in Appendix F. The register must be maintained and made available to any person requesting access to the register in writing.

The EAP must notify I&AP's that all information submitted by I&AP's becomes public information.

Your attention is drawn to Regulation 40 (3) of the NEMA EIA Regulations which states that *"Potential or registered interested and affected parties, including the competent authority, may be provided with an opportunity to comment on reports and plans contemplated in subregulation (1) prior to submission of an application but **must** be provided with an opportunity to comment on such reports once an application has been submitted to the competent authority."*

All the comments received from I&APs on the pre -application BAR (if applicable and the draft BAR must be recorded, responded to and included in the Comments and Responses Report and must be included in Appendix F.

All information obtained during the PPP (the minutes of any meetings held by the EAP with I&APs and other role players wherein the views of the participants are recorded) and must be included in Appendix F.

Please note that proof of the PPP conducted must be included in Appendix F. In terms of the required "proof" the following is required:

- a site map showing where the site notice was displayed, dated photographs showing the notice displayed on site and a copy of the text displayed on the notice;
- in terms of the written notices given, a copy of the written notice sent, as well as:
  - if registered mail was sent, a list of the registered mail sent (showing the registered mail number, the name of the person the mail was sent to, the address of the person and the date the registered mail was sent);
  - if normal mail was sent, a list of the mail sent (showing the name of the person the mail was sent to, the address of the person, the date the mail was sent, and the signature of the post office worker or the post office stamp indicating that the letter was sent);
  - if a facsimile was sent, a copy of the facsimile Report;
  - if an electronic mail was sent, a copy of the electronic mail sent; and
  - if a "mail drop" was done, a signed register of "mail drops" received (showing the name of the person the notice was handed to, the address of the person, the date, and the signature of the person); and
- a copy of the newspaper advertisement ("newspaper clipping") that was placed, indicating the name of the newspaper and date of publication (of such quality that the wording in the advertisement is legible).

SECTION G: DESCRIPTION OF THE RECEIVING ENVIRONMENT

All specialist studies must be attached as Appendix G.

1. GROUNDWATER

1.1.	Was a specialist study conducted?	~~YES~~	**NO**
~~1.2.~~	~~Provide the name and or company who conducted the specialist study.~~		
1.3.	Indicate above which aquifer your proposed development will be located and explain how this has influenced your proposed development.		

According to CapeFarmMapper, the following groundwater characteristics are applicable on the property:

Aquifer Classification

Classification: Minor

1.4.	Indicate the depth of groundwater and explain how the depth of groundwater and type of aquifer (if present) has influenced your proposed development.

According to CapeFarmMapper, the following groundwater characteristics are applicable on the property:

Aquifer Classification

Classification: Minor

Aquifer Type and Yield

Classification: Intergranular and fractured 0.1 - 0.5 l/s

Depth to Groundwater

Depth (mbgl):21.54

Groundwater Quality

EC (mS/m): 150 - 370

.

2. SURFACE WATER

2.1.	Was a specialist study conducted?	**YES**	~~NO~~
2.2.	Provide the name and/or company who conducted the specialist study.		

Dr. James M. Dabrowski (Ph.D., Pr.Sci.Nat. Water Resources) on behalf of Confluent Environmental

2.3.	Explain how the presence of watercourse(s) and/or wetlands on the property(ies) has influenced your proposed development.

There are no watercourse, wetland or water resources located on the site.

3. COASTAL ENVIRONMENT

3.1.	Was a specialist study conducted?	~~YES~~	**NO**
3.2.	Provide the name and/or company who conducted the specialist study.		
Not applicable.			
3.3.	Explain how the relevant considerations of Section 63 of the ICMA were taken into account and explain how this influenced your proposed development.		
Not applicable.			
3.4.	Explain how estuary management plans (if applicable) has influenced the proposed development.		
Not applicable.			
3.5.	Explain how the modelled coastal risk zones, the coastal protection zone, littoral active zone and estuarine functional zones, have influenced the proposed development.		
Not applicable.			

4. BIODIVERSITY

4.1.	Were specialist studies conducted?	**YES**	~~NO~~
4.2.	Provide the name and/or company who conducted the specialist studies.		
The following biodiversity studies were undertaken to update the biodiversity information associated with the properties: • Terrestrial Biodiversity & Botanical Compliance Statement undertaken by Dr. Marius L. van der Vyver of Chepri (Pty) Ltd			
4.3.	Explain which systematic conservation planning and other biodiversity informants such as vegetation maps, NFEPA, NSBA etc. have been used and how has this influenced your proposed development.		
The proposed amendment layout was considered in terms of the biodiversity desktop information provided by SANBI (2021) to ensure that the impact of the amendments is the same as that of the authorised layout or lower. The Biodiversity overlays have been included as an Appendix of this report. They include the Vegetation Type & Ecosystem Status, Critical Biodiversity Areas and NFEPA layers. The specialist Compliance Statements have also been included as an Appendix of this report.			

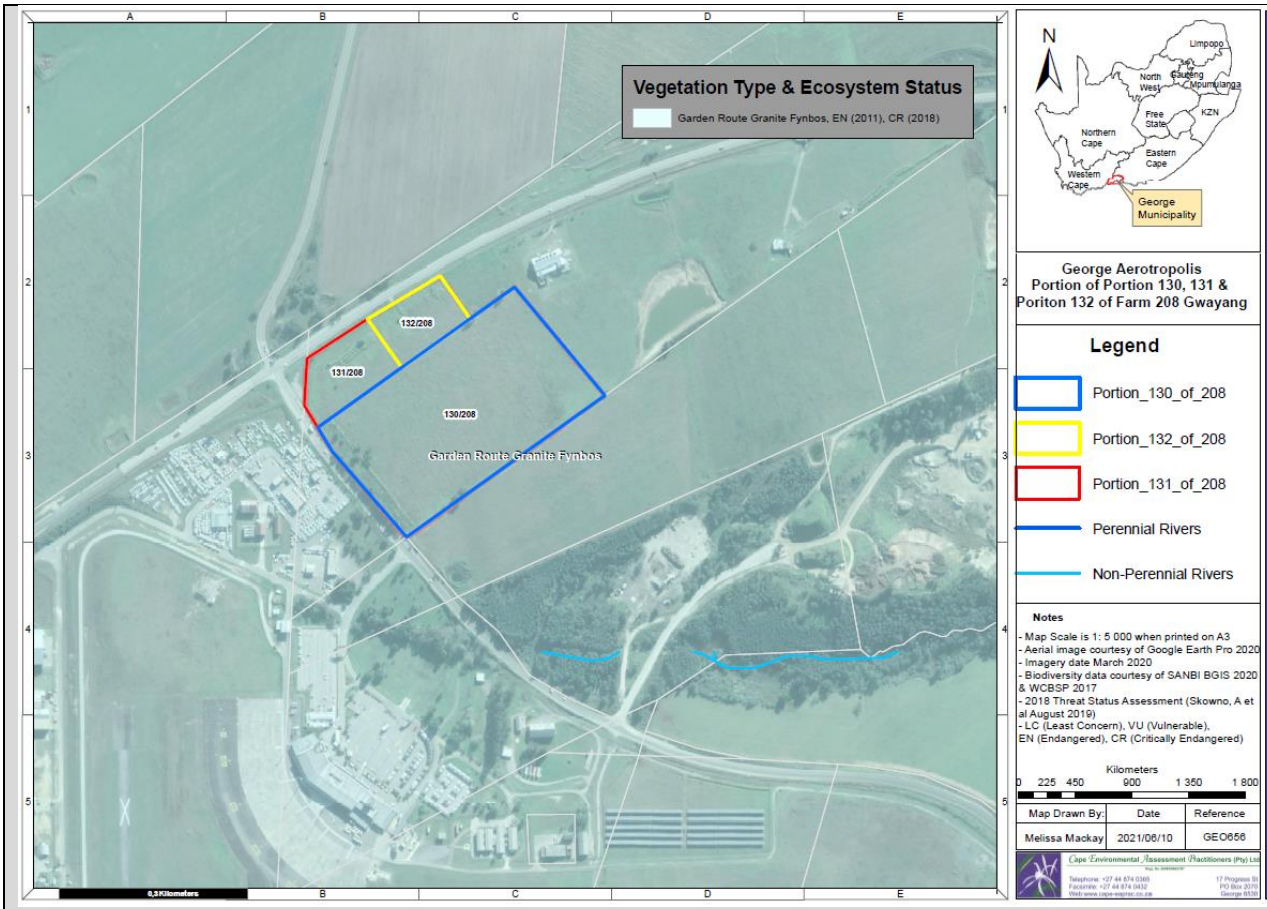


Figure 9: Vegetation Type & Ecosystem Status

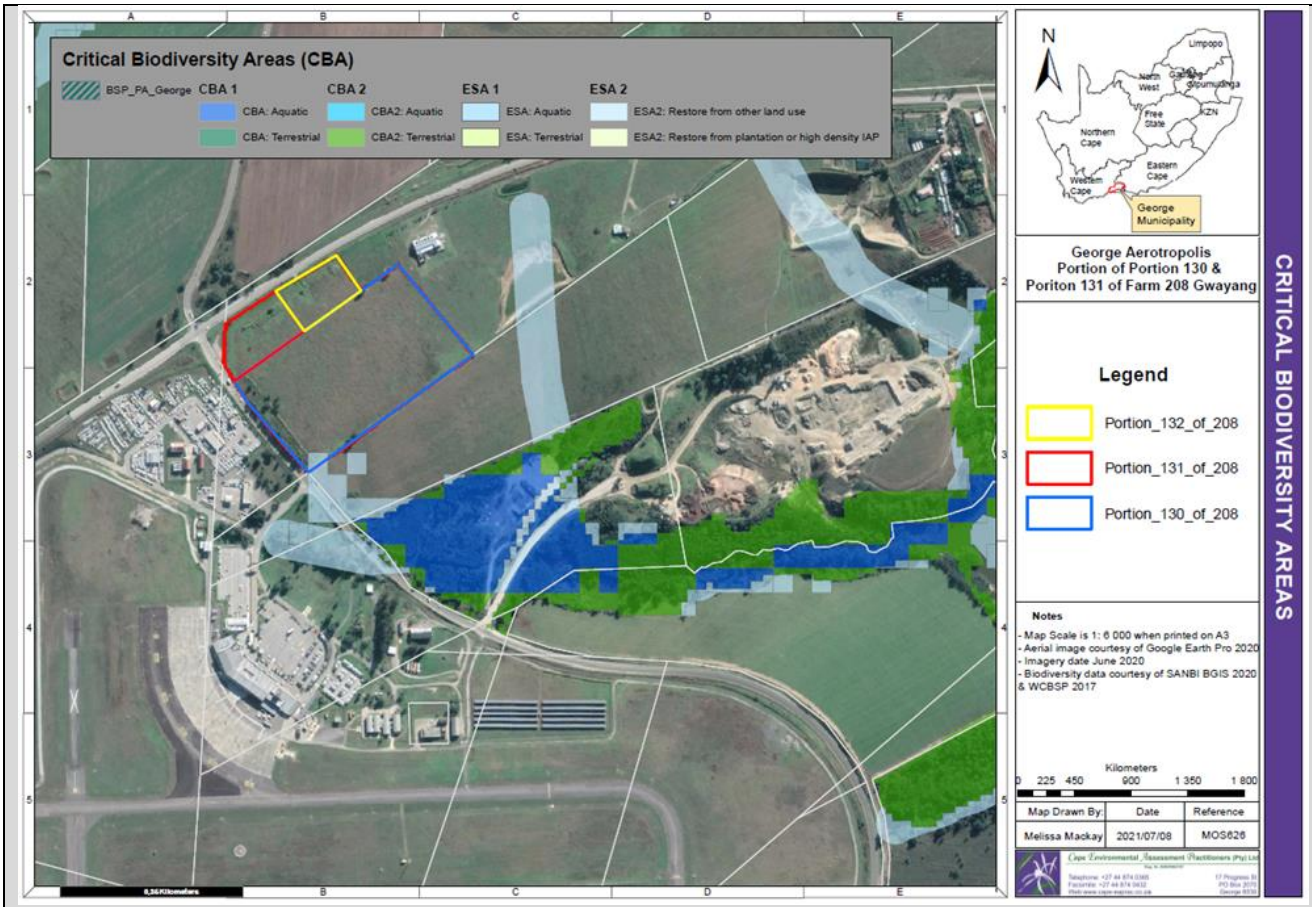


Figure 10: Critical Biodiversity Areas

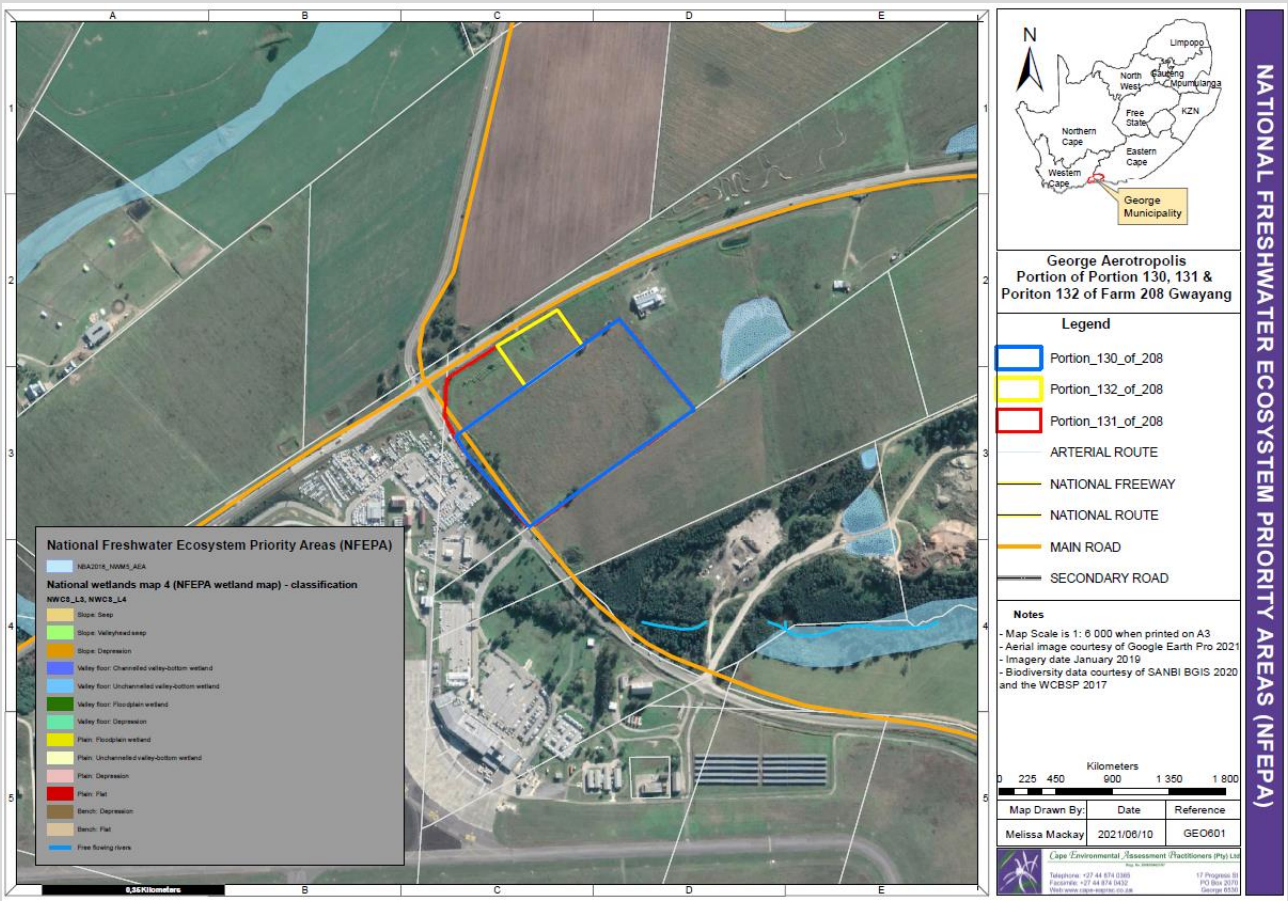


Figure 11: National Freshwater Ecosystem Priority Areas (NFEPA)

The site does not have any sensitive biodiversity constraints associated with it. The specialist confirmed the following: *From a botanical perspective, there are no identified constraints for the proposed development of the George Aerotropolis as shown in the layout provided, assuming that all standard construction and subsequent operational environmental health and safety guidelines be strictly followed (including control of alien invasive plant species). The location of the proposed site and its surrounding landuse lends itself to this type of development.*	
4.4.	Explain how the objectives and management guidelines of the Biodiversity Spatial Plan have been used and how has this influenced your proposed development.
The site does not have any sensitive biodiversity constraints associated with it.	
4.5.	Explain what impact the proposed development will have on the site specific features and/or function of the Biodiversity Spatial Plan category and how has this influenced the proposed development.
The site does not have any sensitive biodiversity constraints associated with it. The impacts are negligible. The site has an authorised footprint on it and the amended layout does not deviated from that footprint.	
4.6.	If your proposed development is located in a protected area, explain how the proposed development is in line with the protected area management plan.
Not applicable.	
4.7.	Explain how the presence of fauna on and adjacent to the proposed development has influenced your proposed development.
The site does not have any sensitive biodiversity constraints associated with it. The impacts are negligible. The site has an authorised footprint on it and the amended layout does not deviated from that footprint.	

5. GEOGRAPHICAL ASPECTS

Explain whether any geographical aspects will be affected and how has this influenced the proposed activity or development.
The proposed amendment does not affect any geographical aspects that have not already been authorised.

6. HERITAGE RESOURCES

6.1.	Was a specialist study conducted?	**YES**	~~NO~~
6.2.	Provide the name and/or company who conducted the specialist study.		
Mr Stefan de Kock of Perception Planning			
6.3.	Explain how areas that contain sensitive heritage resources have influenced the proposed development.		
No sensitive heritage resources have been identified for the site.			

7. HISTORICAL AND CULTURAL ASPECTS

Explain whether there are any culturally or historically significant elements as defined in Section 2 of the NHRA that will be affected and how has this influenced the proposed development.
Not applicable.

8. SOCIO/ECONOMIC ASPECTS

8.1.	Describe the existing social and economic characteristics of the community in the vicinity of the proposed site.

The socio economic characteristics of the community has not changed since the currently authorised development. It will not change with an approval of the proposed amendment.

It is proposed to develop all three properties, with airport support services. George Airport has the capacity to serve 800 000 travellers a year, however the support services do not exceed beyond the boundaries of the airport premises. The proposed development intends to support airport related industry. The proposed development entails a consolidation, subdivision and rezoning application.

Gwayang Local Spatial Development Framework (GLSDF)

The vision for the Gwayang Corridor Area is to develop into three distinct areas- an urbanised area up to the Gwayang River, a non-urbanised area from the Gwayang River to the airport and an airport support area. The airport support area should provide in facilities for both the airport and the tourists.

According to the GLSDF, support facilities are currently lacking and the land surrounding the airport offers opportunity to establish land uses that will serve as both the airport and tourists. Allowing for the airport to be more functionally integrated with tourism needs and with the town itself.

The GLSDF further promote the development of support services such as fuelling facilities for a rental vehicle, vehicle storage facilities for overnight travellers, their luggage, a tourist information centre, storage etc. in the area around airport. Properties around the airport are also suitably located to accommodate cargo and freight services.

The proposed development is in line with this framework, as the development will supply airport support facilities. The location of the property being adjacent the airport, render the property ideal for the proposed uses.

There is also need for cold storage and packaging for fresh fruit and flowers harvested in the area which will then be exported from the airport by means of air cargo. The GLSDF confirms that the agriculture industry is an integral part of the socio-economic set-up of the George region. Many of the agricultural produce that gets exported such as berries, flowers, dairy products and other produce which is produced in Blanco and Geelhoutboom area, are time sensitive. Therefore, cold storage and packaging facilities within close proximity to the airport will be ideal.

According to the 2017 - 2022 Integrated Development Plan (IDP), George has the largest population in the Eden District which, according to the forecasts of the Western Cape Department of Social Development, is estimated to be **209 581** in 2017. This total gradually increases across the 5-year planning cycle and is expected to reach **224 095** by 2023. This total equates to an approximate **6.9 per cent growth** off the 2017 base estimate.

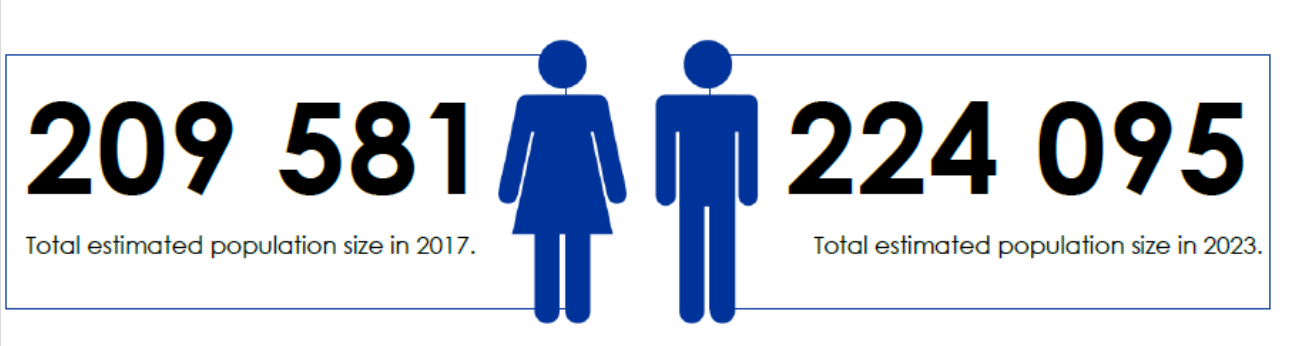


Figure 12: George population growth rate (George IDP, 2017)

The annual income for households living within the George municipal area is divided into three categories, i.e. the proportion of people that fall within the low, middle and high income brackets. Poor households fall under the low income bracket, which ranges from no income to just over R50 000 annually (R4 166 per month). An increase in living standards can be evidenced by a rising number of households entering the middle and high income brackets.

Amount (2016)	Eden District	George	
No income	13.4	12.5	Low income
R1 – R6 327	2.8	2.6	
R6 328 – R12 653	4.4	4.4	
R12 654 – R25 306	14.3	13.1	
R25 307 – R50 6013	19.8	19.4	
R50 614 – R101 225	16.9	17.3	Middle Income
R101 226 – R202 450	12.0	12.6	
R202 451 – R404 901	9.0	9.7	
R404 902 – R809 802	5.1	6.0	High income
R809 803 – R1 619 604	1.5	1.7	
R1 619 605 – R3 239 208	0.5	0.5	
R3 239 209 or more	0.3	0.3	

Figure 13: Household income (George IDP, 2017)

The 2019 SDF highlights the airport support zone as a Land Use Priority Node.

Western or Gwayang Industrial Node: Sub-regional industrial node in proximity to the N2 and airport, targeted at Southern Cape manufacturing, freight and logistics, and service industries.

An Airport Support Area has been identified at the George Airport and is further elaborated on in the Gwayang/ George Airport Corridor Local Spatial Development Framework. This is not intended as a location for urban expansion but for the uses ancillary to and supportive of the airport's functionality and the convenience of users of the airport.

Development of the George Airport precinct is supported in so far as it relates to the development of uses ancillary to the airport's operations and should not include activities already well catered for in the built footprint of the George urban area. An airport support area is identified in this MSDF. Light industrial, tourism and commercial uses of a rural nature are supported in keeping with the rural landscape along the road connecting the airport to the George city area, as set out in more detail in the Gwayang LSDF.

8.2.	Explain the socio-economic value/contribution of the proposed development.

According to the GLSDF, support facilities are currently lacking and the land surrounding the airport offers opportunity to establish land uses that will serve as both the airport and tourists. Allowing for the airport to be more functionally integrated with service, light industrial and tourism needs and with the town itself.

The GLSDF further promote the development of support services such as fuelling facilities for a rental vehicle, vehicle storage facilities for overnight travellers, their luggage, a tourist information centre, storage etc. in the area around airport. Properties around the airport are also suitably located to accommodate cargo and freight services.

The proposed development is in line with this framework, as the development will supply airport support facilities. The location of the property being adjacent the airport, render the property ideal for the proposed uses.

There is also need for cold storage and packaging for fresh fruit and flowers harvested in the area which will then be exported from the airport by means of air cargo. The GLSDF confirms that the agriculture industry is an integral part of the socio-economic set-up of the George region. Many of the agricultural produce that gets exported such as berries, flowers, dairy products and other produce which is produced in Blanco and Geelhoutboom area, are time sensitive. Therefore, cold storage and packaging facilities within close proximity to the airport will be ideal.	
8.3.	Explain what social initiatives will be implemented by applicant to address the needs of the community and to uplift the area.
The development will provide additional opportunities for employment, both during construction and operation of the various industrial nodes. It will add significant value to the agricultural export industry and its economic sustainability in the region by unlocking the support zone and initiating substantial investment into the area.	
8.4.	Explain whether the proposed development will impact on people's health and well-being (e.g. in terms of noise, odours, visual character and sense of place etc) and how has this influenced the proposed development.

SECTION H: AMENDMENT, METHODOLOGY AND ASSESSMENT OF AMENDMENTS

1. DETAILS OF IMPLEMENTATION OF PREVIOUS AUTHORISATION

1.1.	Was the activity commenced with during the validity period of the environmental authorisation? If yes, please describe the implementation of the previous environmental authorisation to date:
Yes. The development has an existing Environmental Authorisation in place from 2005 with subsequent amendments having taken place. These include a change of description (2007) and the change of rights to a new holder (2017). Correspondence from the DEA&DP in January 2014 confirmed that the Record of Decision was enacted on the site, confirming its validity. The activities that were commenced with were associated with land clearing, construction of berms along the road servitude and the subdivision and rezoning of the properties.	

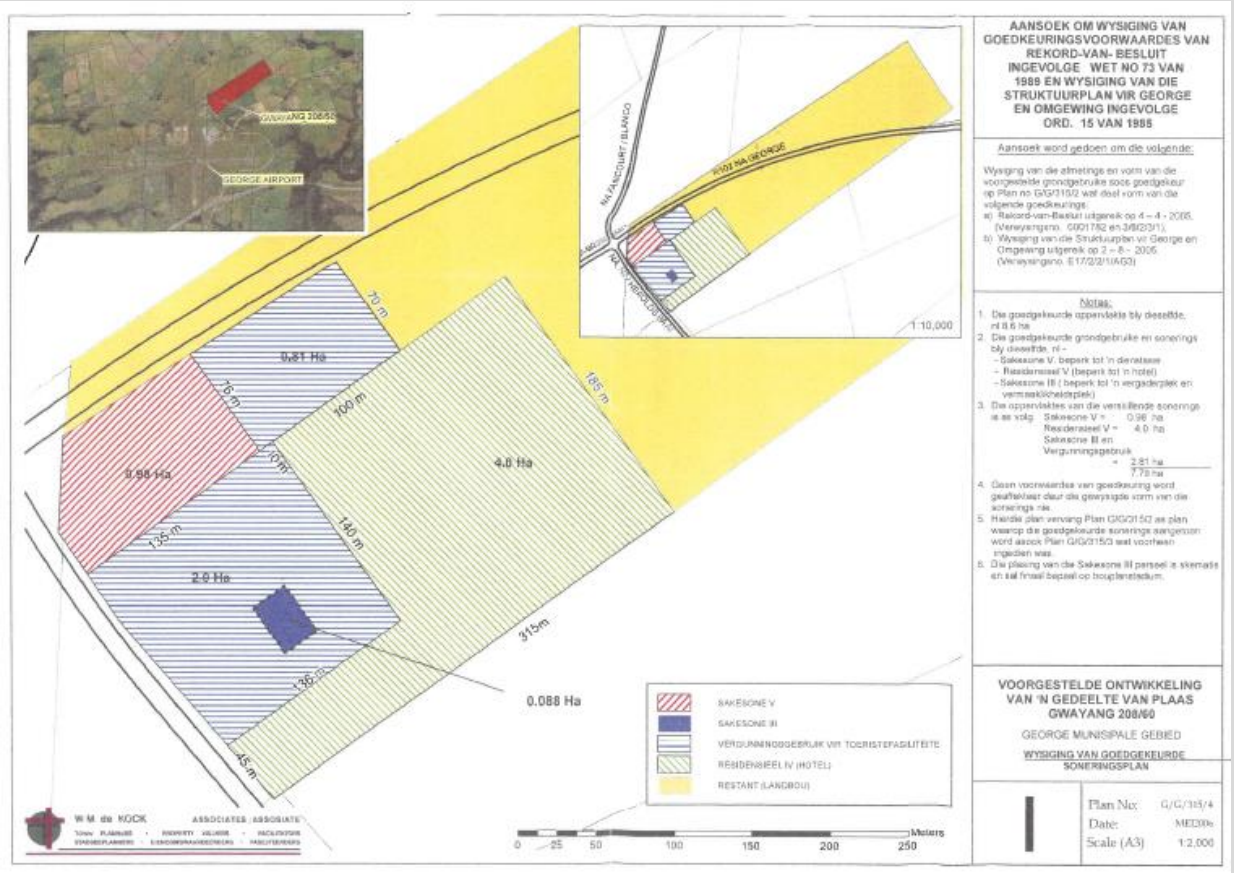
2. DETAILS OF THE PROPOSED AMENDMENT

2.1.	Provide descrip of propos amend
AMENDMENT 1: The footprint area of the development does not change, however the internal configuration and land uses require amendment. The currently approved authorisation reflects the following:	

1. Substituting paragraph A "Description of the Activity", thereof to read –

"The proposed development will entail a 60 room hotel, a service station comprising of five (5) underground storage tanks with a capacity of 23 000 litres each, a barnyard type theatre, a 50 seat restaurant and a curio/craft outlet, a small demonstration beer brewery and a museum and information centre with an indoor and outdoor component. Also included are associated services and infrastructure, including roads, parking areas, water and electricity supply as well as the construction of a small water reservoir, as per Development Layout Plan No: G/G/315/4, dated May 2006 (copy attached hereto)".

This description refers to the following layout plan:



The Part 2 Amendment Application is proposing the following:

The development site area will remain the same, however internal changes include the following:

- Exclusion of the approved filling station;
- Exclusion of the hotel;
- Change in zoning to support Airport related industry – change to Industrial Zone 1 (light industry) including uses as described below and in the Planning Statement;
- Access to be amended to be in line with the recently approved Roads Master Plan EA;
- Property descriptions to be amended to indicate Portions 130, 131 & 132 of Farm 208 Gwayang.

Figure 14: Amended Site Development Plan

AMENDMENT 2:

In addition to the above amendment, the following change of holder of the EA is required:

The current holder of the EA is as follows:

Mr W J J van Heerden
Dynarc Capital (Pty) Ltd
P.O. Box 7148
BLANCO
6531

Tel: (044) 804 0250
Fax: (086) 661 3633
Email: willie@dynarc.co.za

The property has been sold to George Aerotropolis and as such the previous holder of the EA (Dynarc Capital (Pty) Ltd), has given the current applicant permission to apply to amend the holder of the EA as follows:

George Aerotropolis (Pty) Ltd		
2017/511256/07		
Mr Abu Varachhia		
16th Floor, 2 Long Street		
Cape Town	Postal code:	8001

(021) 286 2700	Cell:	082 569 2830
abu@spearprop.co.za	Fax:	086 732 4339

List the positive and negative impacts that the amendments will have on the environment.

The following potential positive and negative impacts are possible in relation to the existing approvals and the proposed amendment.

Positive:

- Supports the spatial planning for the airport support zone;
- Does not have any impact on sensitive environments;
- Avoids potential impacts associated with service station;
- Remains within the same approved development footprint
- Provides employment and beneficiation opportunities.

Negative:

- The amendment to the approved development does not have any additional negative impacts associated with it.

2.2.	The option of not implementing the activity (the 'No-Go' Option).

Provide an explanation as to why the 'No-Go' Option is not preferred.

The No-Go option or Status Quo is the existing approval for the development of the following:

1. Substituting paragraph A "Description of the Activity", thereof to read –

"The proposed development will entail a 60 room hotel, a service station comprising of five (5) underground storage tanks with a capacity of 23 000 litres each, a barnyard type theatre, a 50 seat restaurant and a curio/craft outlet, a small demonstration beer brewery and a museum and information centre with an indoor and outdoor component. Also included are associated services and infrastructure, including roads, parking areas, water and electricity supply as well as the construction of a small water reservoir, as per Development Layout Plan No: G/G/315/4, dated May 2006 (copy attached hereto)".

This option, particularly the service station, has been deemed unfeasible from an overall airport zone development and as such the applicant would be unable to proceed with this development as described in the current RoD.

3. "NO-GO" AREAS

Explain what "no-go" area(s) have been identified during identification of the alternatives and provide the co-ordinates of the "no-go" area(s).

There are no No-Go Areas associated with the proposed amendment or for the currently authorised development.

4. METHODOLOGY TO DETERMINE THE SIGNIFICANCE RATINGS OF THE POTENTIAL ENVIRONMENTAL IMPACTS AND RISKS ASSOCIATED WITH THE AMENDMENT

Describe the methodology to be used in determining and ranking the nature, significance, consequences, extent, duration of the potential environmental impacts and risks associated with the proposed activity or development and alternatives, the

degree to which the impact or risk can be reversed and the degree to which the impact and risk may cause irreplaceable loss of resources.

Criteria for Assessment

These criteria are drawn from the EIA Regulations, published by the Department of Environmental Affairs and Tourism (April 1998) in terms of the Environmental Conservation Act No. 73 of 1989.

These criteria include:

- **Nature of the impact**

This is the appraisal of the type of effect the construction, operation and maintenance of a development would have on the affected environment. This description should include what is to be affected and how.

- **Extent of the impact**

Describe whether the impact will be: local extending only as far as the development site area; or limited to the site and its immediate surroundings; or will have an impact on the region, or will have an impact on a national scale or across international borders.

- **Duration of the impact**

The specialist / EAP should indicate whether the lifespan of the impact would be short term (0-5 years), medium term (5-15 years), long term (16-30 years) or permanent.

- **Intensity**

The specialist / EAP should establish whether the impact is destructive or benign and should be qualified as low, medium or high. The study must attempt to quantify the magnitude of the impacts and outline the rationale used.

- **Probability of occurrence**

The specialist / EAP should describe the probability of the impact actually occurring and should be described as improbable (low likelihood), probable (distinct possibility), highly probable (most likely) or definite (impact will occur regardless of any prevention measures).

The impacts should also be assessed in terms of the following aspects:

- **Legal requirements**

The specialist / EAP should identify and list the relevant South African legislation and permit requirements pertaining to the development proposals. He / she should provide reference to the procedures required to obtain permits and describe whether the development proposals contravene the applicable legislation.

- **Status of the impact**

The specialist / EAP should determine whether the impacts are negative, positive or neutral ("cost – benefit" analysis). The impacts are to be assessed in terms of their effect on the project and the

environment. For example, an impact that is positive for the proposed development may be negative for the environment. It is important that this distinction is made in the analysis.

- **Accumulative impact**

Consideration must be given to the extent of any accumulative impact that may occur due to the proposed development. Such impacts must be evaluated with an assessment of similar developments already in the environment. Such impacts will be either positive or negative, and will be graded as being of negligible, low, medium or high impact.

- **Degree of confidence in predictions**

The specialist / EAP should state what degree of confidence (low, medium or high) is there in the predictions based on the available information and level of knowledge and expertise.

Based on a synthesis of the information contained in the above-described procedure, you are required to assess the potential impacts in terms of the following significance criteria:

No significance: the impacts do not influence the proposed development and/or environment in any way.

Low significance: the impacts will have a minor influence on the proposed development and/or environment. These impacts require some attention to modification of the project design where possible, or alternative mitigation.

Moderate significance: the impacts will have a moderate influence on the proposed development and/or environment. The impact can be ameliorated by a modification in the project design or implementation of effective mitigation measures.

High significance: the impacts will have a major influence on the proposed development and/or environment and will result in the "no-go" option on the development or portions of the development regardless of any mitigation measures that could be implemented. This level of significance must be well motivated.

Imacts Identified:

The following specialist studies / statements were undertaken for the proposed amendment and the following impacts idnetified:

- Plant Species
  - None - No plant species of conservation concern (including those listed in the site screening tool) were found and it is highly unlikely that any be present on the proposed site. The site has been completely transformed due to past and ongoing agricultural activity.
- Terrestrial Biodiversity
  - None - Current landuse of the Garden Route Granite Fynbos areas in and around the proposed site has already transformed the natural vegetation once present on site.

The proposed site is intensively grazed and planted with pasture grass, and likely cleared for pasture/crop agriculture in the past. Small, isolated sections of the site are infested with black wattle (a Category II invader). The high density of fences and access roads, the high intensity historical landuse, the current wide variety of landuses and increased traffic around remaining natural vegetation fragments in the landscape has severely limited natural ecological function and processes present before anthropogenic transformation.

- Aquatic
  - Low - No freshwater features were identified within the footprint area of the site or in close proximity to the site; and while the development falls within a SWSA, it will in no way the affect the supply of water or the ecological condition of any watercourses responsible for supplying water from this SWSA.
- Heritage
  - None - Having regard to the above assessment it is our view that the proposed development would not impact on heritage resources considered of cultural significance; that the study area has been transformed significantly in the past and that the proposal would be consistent with the spatial proposals and objectives contained in the Gwayang Local SDF (2015). It is therefore recommended that no future heritage-related studies be required in this instance and that the development may proceed.
- Traffic
  - The traffic impact assessment considered the broader George Airport North Eastern Precinct and included all the potential airport support zone properties and uses included in this area.

    The "George Airport North Eastern Precinct: Transport Study" (October 2021) investigates the transport impact of the GANEP with specific focus on those erven. This is done in the context of the approved Road Masterplan (ITS: 2019, refer DEADP decision May 2021). Difference to the 2019 approved Road Masterplan is due to the refinement of the proposed land uses in the precinct, the changes in traffic environment due to Covid-19 and the change in the planned implementation of the Western Bypass. The latter events opens up questions regarding time frames and phasing of the required road infrastructure. The refinement and phasing issues are addressed in the 2021 Transport Study. The 2021 Transport Study should be read in context of the approved Road Masterplan Study 2021.

    Two growth scenarios were analysed for the George Airport:

    - A low recovery rate of 10% per year. This will lead to the airport being at 80% in five years' time of where it was in 2019. This is approximately a total of 400 trips in/out during the peak traffic hours.

- A high recovery rate of double the above. The traffic to/from the airport will then be 20% higher in 5-years' time than what it was pre-Covid. This amounts to approximately 600 peak hour trips.

For the ultimate scenario all the intersections will operate acceptably, once the recommended upgrades are in place. This is with or without the Western Bypass in place.

- Visual
  - Possible high visual impact - The development forms an extension of the existing airport within the airport support zone and should not be taken in isolation as a standalone development as described in the Guideline for Involving Visual and Aesthetic Specialists in EIA Processes (Edition 1). Overall, the visual exposure is moderate to low due to the capacity of the environment to absorb the visual impact of the development.

5. ASSESSMENT OF EACH IMPACT AND RISK IDENTIFIED FOR EACH ALTERNATIVE

Note: The following table serves as a guide for summarising each alternative. The table should be repeated for each alternative to ensure a comparative assessment. The EAP may decide to include this section as Appendix J to this BAR.

State Impact e.g Odour, Noise, clearanc **Noise** State Impact e.g Odour, Noise, clearanc		
Alternative:	**Amendment**	**No Go Option**
PLANNING, DESIGN AND DEVELOPMENT PHASE		
Potential impact and risk:	**Noise associated with construction**	**Noise associated with construction**
Nature of impact:	Construction noise during the establishment of the facility.	Construction noise during the establishment of the facility.
Extent and duration of impact:	Site specific, Very short term	Site specific, Very short term
Consequence of impact or risk:	Nuisance to surrounding land owners	Nuisance to surrounding land owners
Probability of occurrence:	Probable	Probable
Degree to which the impact may cause irreplaceable loss of resources:	None	None
Degree to which the impact can be reversed:	Medium	Medium
Indirect impacts:	None	None
Cumulative impact prior to mitigation:	Low	Low
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	Low
Degree to which the impact can be avoided:	Low	Low

Degree to which the impact can be managed:	Medium	Medium
Degree to which the impact can be mitigated:	Medium	Medium
Proposed mitigation:	• Construction must take place during normal working hours.	• Construction must take place during normal working hours.
Residual impacts:	None	None
Cumulative impact post mitigation:	None	None
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	Low
OPERATIONAL PHASE		
Potential impact and risk:	**Noise associated with operation**	**Noise associated with operation**
Nature of impact:	Possible impact of noise from operational activities associated with light industrial operations.	Possible impact of noise from operational activities associated with light industrial operations.
Extent and duration of impact:	Site specific, long term	Site specific, long term
Consequence of impact or risk:	Nuisance factor to surrounding land owners	Nuisance factor to surrounding land owners
Probability of occurrence:	Unlikely	Unlikely
Degree to which the impact may cause irreplaceable loss of resources:	None	None
Degree to which the impact can be reversed:	Low	Low
Indirect impacts:	None	None
Cumulative impact prior to mitigation:	Low	Low

Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Low	Low
Degree to which the impact can be avoided:	Very low	Very low
Degree to which the impact can be managed:	Medium	Medium
Degree to which the impact can be mitigated:	Low	Low
Proposed mitigation:	Any activities known to be of a disturbing noise should be restricted to daytime only.	Any activities known to be of a disturbing noise should be restricted to daytime only.
Residual impacts:	None	None
Cumulative impact post mitigation:	None	None
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very low	Very low
DECOMMISSIONING AND CLOSURE PHASE		
Since this application is for the development of a facility within an urbanised area associated with airport activities, it is unlikely that it will be decommissioned in the near future. As such there are no impacts associated with decommissioning currently identified, however, any legislative requirements valid at the time that decommissioning may occur, should be followed.		
~~**Potential impact and risk:**~~		
~~Nature of impact:~~		
~~Extent and duration of impact:~~		
~~Consequence of impact or risk:~~		
~~Probability of occurrence:~~		

~~Degree to which the impact may cause irreplaceable loss of resources:~~		
~~Degree to which the impact can be reversed:~~		
~~Indirect impacts:~~		
~~Cumulative impact prior to mitigation:~~		
~~Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)~~		
~~Degree to which the impact can be avoided:~~		
~~Degree to which the impact can be managed:~~		
~~Degree to which the impact can be mitigated:~~		
~~Proposed mitigation:~~		
~~Residual impacts:~~		
~~Cumulative impact post mitigation:~~		
~~Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)~~		

State Impact e.g Odour, Noise, clearanc **Impacts on hydrology, water quality and vegetation** State Impact e.g Odour, Noise, clearanc		
Alternative:	**Amendment**	**No Go Option**
PLANNING, DESIGN AND DEVELOPMENT PHASE		
Potential impact and risk:	**Soil erosion and pollution during construction**	**Soil erosion and pollution during construction**

Nature of impact:	Impact of changes to water quality. There are now aquatic resources on the site, however best practise with regards to stormwater is recommended.	Impact of changes to water quality. There are now aquatic resources on the site, however best practise with regards to stormwater is recommended.
Extent and duration of impact:	Site specific and short term during construction only	Site specific and short term during construction only
Consequence of impact or risk:	Pollution of downstream watercourses	Pollution of downstream watercourses
Probability of occurrence:	Unlikely	Unlikely
Degree to which the impact may cause irreplaceable loss of resources:	Negligible	Negligible
Degree to which the impact can be reversed:	Negligible	Negligible
Indirect impacts:		
Cumulative impact prior to mitigation:	Very Low	Very Low
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very Low	Very Low
Degree to which the impact can be avoided:	Medium	Medium
Degree to which the impact can be managed:	Medium	Medium
Degree to which the impact can be mitigated:	Medium	Medium
Proposed mitigation:	• Chemicals used for construction must be stored safely on site and surrounded by bunds. Chemical storage containers must be regularly inspected so that any leaks are detected early. • Littering and contamination of water sources during construction must be prevented by effective construction camp and on-site management.	• Chemicals used for construction must be stored safely on site and surrounded by bunds. Chemical storage containers must be regularly inspected so that any leaks are detected early. • Littering and contamination of water sources during construction must be prevented by effective construction camp and on-site management.

	• Emergency plans must be in place in case of spillages onto road surfaces. • All stockpiles must be protected from erosion, stored on flat areas where run-off will be minimised, and be surrounded by bunds. • Erosion and sedimentation into channels must be minimised through the effective stabilisation (gabions and Reno mattresses). • Implement Stormwater Management as per the Services Report.	• Emergency plans must be in place in case of spillages onto road surfaces. • All stockpiles must be protected from erosion, stored on flat areas where run-off will be minimised, and be surrounded by bunds. • Erosion and sedimentation into channels must be minimised through the effective stabilisation (gabions and Reno mattresses). • Implement Stormwater Management as per the Services Report.
Residual impacts:	None	None
Cumulative impact post mitigation:	Negligible	Negligible
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very Low	Very Low
Potential impact and risk:	**Removal of vegetation during construction**	**Removal of vegetation during construction**
Nature of impact:	Removal of vegetation on the development site will expose soil and could potentially create a dust nuisance.	Removal of vegetation on the development site will expose soil and could potentially create a dust nuisance.
Extent and duration of impact:	Site specific and short term for the duration of construction.	Site specific and short term for the duration of construction.
Consequence of impact or risk:	Nuisance to neighbouring land owners and may affect the airport.	Nuisance to neighbouring land owners and may affect the airport.
Probability of occurrence:	Probable during construction	Probable during construction

Degree to which the impact may cause irreplaceable loss of resources:	Negligible	Negligible
Degree to which the impact can be reversed:	None	None
Indirect impacts:	Impact on traffic if exposed during high winds	Impact on traffic if exposed during high winds
Cumulative impact prior to mitigation:	Slight negative during construction but none on completion.	Slight negative during construction but none on completion.
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Slight Negative	Slight Negative
Degree to which the impact can be avoided:	None	None
Degree to which the impact can be managed:	High	High
Degree to which the impact can be mitigated:	High	High
Proposed mitigation:	• Dust management options must be implemented during construction. This might require phased clearing of land if the construction programme coincides with the windy periods of the year.	• Dust management options must be implemented during construction. This might require phased clearing of land if the construction programme coincides with the windy periods of the year.
Residual impacts:	None	None
Cumulative impact post mitigation:	None	None
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Slight Negative during construction	Slight Negative during construction

OPERATIONAL PHASE		
Potential impact and risk:	**Hard surfacing causing potential erosion and pollution of the hydrological regime.**	**Hard surfacing causing potential erosion and pollution of the hydrological regime.**
Nature of impact:	Impact of changes to water quality. There are now aquatic resources on the site, however best practise with regards to stormwater is recommended.	Impact of changes to water quality. There are now aquatic resources on the site, however best practise with regards to stormwater is recommended.
Extent and duration of impact:	Site specific and short term during construction only	Site specific and short term during construction only
Consequence of impact or risk:	Pollution of downstream watercourses	Pollution of downstream watercourses
Probability of occurrence:	Unlikely	Unlikely
Degree to which the impact may cause irreplaceable loss of resources:	Negligible	Negligible
Degree to which the impact can be reversed:	Negligible	Negligible
Indirect impacts:		
Cumulative impact prior to mitigation:	Very Low	Very Low
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very Low	Very Low
Degree to which the impact can be avoided:	Medium	Medium
Degree to which the impact can be managed:	Medium	Medium
Degree to which the impact can be mitigated:	Medium	Medium
Proposed mitigation:	• Chemicals used for construction must be stored safely on site and surrounded by bunds. Chemical	• Chemicals used for construction must be stored safely on site and surrounded by bunds. Chemical storage

	storage containers must be regularly inspected so that any leaks are detected early. • Littering and contamination of water sources during construction must be prevented by effective construction camp and on-site management. • Emergency plans must be in place in case of spillages onto road surfaces. • Implement Stormwater Management as per the Services Report.	containers must be regularly inspected so that any leaks are detected early. • Littering and contamination of water sources during construction must be prevented by effective construction camp and on-site management. • Emergency plans must be in place in case of spillages onto road surfaces. • Implement Stormwater Management as per the Services Report.
Residual impacts:	None	None
Cumulative impact post mitigation:	Negligible	Negligible
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Very Low	Very Low
DECOMMISSIONING AND CLOSURE PHASE		
Since this application is for the development of a facility within an urbanised area associated with airport activities, it is unlikely that it will be decommissioned in the near future. As such there are no impacts associated with decommissioning currently identified, however, any legislative requirements valid at the time that decommissioning may occur, should be followed.		
~~**Potential impact and risk:**~~		
~~Nature of impact:~~		
~~Extent and duration of impact:~~		
~~Consequence of impact or risk:~~		
~~Probability of occurrence:~~		

~~Degree to which the impact may cause irreplaceable loss of resources:~~		
~~Degree to which the impact can be reversed:~~		
~~Indirect impacts:~~		
~~Cumulative impact prior to mitigation:~~		
~~Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)~~		
~~Degree to which the impact can be avoided:~~		
~~Degree to which the impact can be managed:~~		
~~Degree to which the impact can be mitigated:~~		
~~Proposed mitigation:~~		
~~Residual impacts:~~		
~~Cumulative impact post mitigation:~~		
~~Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)~~		

State Impact e.g Odour, Noise, clearanc **Loss of heritage resources** State Impact e.g Odour, Noise, clearanc		
Alternative:	**Amendment**	**No Go Option**
PLANNING, DESIGN AND DEVELOPMENT PHASE		
Potential impact and risk:	**Loss of heritage resources during construction**	**Loss of heritage resources during construction**

Nature of impact:	None	None
Extent and duration of impact:	None	None
Consequence of impact or risk:	None	None
Probability of occurrence:	None	None
Degree to which the impact may cause irreplaceable loss of resources:	None	None
Degree to which the impact can be reversed:	Not applicable	Not applicable
Indirect impacts:	None	None
Cumulative impact prior to mitigation:	None	None
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	None	None
Degree to which the impact can be avoided:	Not applicable	Not applicable
Degree to which the impact can be managed:	Not applicable	Not applicable
Degree to which the impact can be mitigated:	Not applicable	Not applicable
Proposed mitigation:	The standard clause applies: If during ground clearance or construction, any archaeological material or human graves are uncovered, work in that area should be stopped immediately and the ECO should report this to Heritage Western Cape (Tel: **021 483 9689**). The heritage resource may require inspection by the heritage authorities, and it may require further	The standard clause applies: If during ground clearance or construction, any archaeological material or human graves are uncovered, work in that area should be stopped immediately and the ECO should report this to Heritage Western Cape (Tel: **021 483 9689**). The heritage resource may require inspection by the heritage authorities, and it may require further mitigation in the form of excavation and curation in an approved institution.

	mitigation in the form of excavation and curation in an approved institution.	
Residual impacts:	None	None
Cumulative impact post mitigation:	None	None
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	None	None
OPERATIONAL PHASE		
Potential impact and risk:	**None**	**None**
~~Nature of impact:~~		
~~Extent and duration of impact:~~		
~~Consequence of impact or risk:~~		
~~Probability of occurrence:~~		
~~Degree to which the impact may cause irreplaceable loss of resources:~~		
~~Degree to which the impact can be reversed:~~		
~~Indirect impacts:~~		
~~Cumulative impact prior to mitigation:~~		
~~Significance rating of impact prior to mitigation~~ ~~(e.g. Low, Medium, Medium-High, High, or Very-High)~~		
~~Degree to which the impact can be avoided:~~		

~~Degree to which the impact can be managed:~~		
~~Degree to which the impact can be mitigated:~~		
~~Proposed mitigation:~~		
~~Residual impacts:~~		
~~Cumulative impact post mitigation:~~		
~~Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very High)~~		
DECOMMISSIONING AND CLOSURE PHASE		
Since this application is for the development of a facility within an urbanised area associated with airport activities, it is unlikely that it will be decommissioned in the near future. As such there are no impacts associated with decommissioning currently identified, however, any legislative requirements valid at the time that decommissioning may occur, should be followed.		
~~Potential impact and risk:~~		
~~Nature of impact:~~		
~~Extent and duration of impact:~~		
~~Consequence of impact or risk:~~		
~~Probability of occurrence:~~		
~~Degree to which the impact may cause irreplaceable loss of resources:~~		
~~Degree to which the impact can be reversed:~~		
~~Indirect impacts:~~		

~~Cumulative impact prior to mitigation:~~		
~~Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)~~		
~~Degree to which the impact can be avoided:~~		
~~Degree to which the impact can be managed:~~		
~~Degree to which the impact can be mitigated:~~		
~~Proposed mitigation:~~		
~~Residual impacts:~~		
~~Cumulative impact post mitigation:~~		
~~Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)~~		

State Impact e.g Odour, Noise, clearanc **Visual Impacts** State Impact e.g Odour, Noise, clearanc		
Alternative:	**Amendment**	**No Go Option**
PLANNING, DESIGN AND DEVELOPMENT PHASE		
Potential impact and risk:	**Change the sense of place by means of visual intrusion**	**Change the sense of place by means of visual intrusion**
Nature of impact:	Visual intrusion into natural or cultural landscape	Visual intrusion into natural or cultural landscape
Extent and duration of impact:	Regional, permanent	Regional, permanent
Consequence of impact or risk:	Change the cultural and natural environment	Change the cultural and natural environment

Probability of occurrence:	Definite	Definite
Degree to which the impact may cause irreplaceable loss of resources:	Medium	Medium
Degree to which the impact can be reversed:	Very Low	Very Low
Indirect impacts:	None	None
Cumulative impact prior to mitigation:	High	High
Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Moderate	Moderate
Degree to which the impact can be avoided:	Low	Low
Degree to which the impact can be managed:	Not applicable	Not applicable
Degree to which the impact can be mitigated:	Medium	Medium
Proposed mitigation:	Architectural guidelines which address the following: • Materiality • Colour • Bulk & Building Form • Height & Scale • Screening • Urban Design Guidelines	Architectural guidelines which address the following: • Materiality • Colour • Bulk & Building Form • Height & Scale • Screening Urban Design Guidelines
Residual impacts:	None	None
Cumulative impact post mitigation:	Low as it forms an extension of the existing airport zone	Low as it forms an extension of the existing airport zone
Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)	Moderate impact on the immediate area, Low from a distance	Moderate impact on the immediate area, Low from a distance

OPERATIONAL PHASE		
Potential impact and risk:	**None**	**None**
~~Nature of impact:~~		
~~Extent and duration of impact:~~		
~~Consequence of impact or risk:~~		
~~Probability of occurrence:~~		
~~Degree to which the impact may cause irreplaceable loss of resources:~~		
~~Degree to which the impact can be reversed:~~		
~~Indirect impacts:~~		
~~Cumulative impact prior to mitigation:~~		
~~Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very High)~~		
~~Degree to which the impact can be avoided:~~		
~~Degree to which the impact can be managed:~~		
~~Degree to which the impact can be mitigated:~~		
~~Proposed mitigation:~~		
~~Residual impacts:~~		
~~Cumulative impact post mitigation:~~		

~~Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)~~		
DECOMMISSIONING AND CLOSURE PHASE		
Since this application is for the development of a facility within an urbanised area associated with airport activities, it is unlikely that it will be decommissioned in the near future. As such there are no impacts associated with decommissioning currently identified, however, any legislative requirements valid at the time that decommissioning may occur, should be followed.		
~~**Potential impact and risk:**~~		
~~Nature of impact:~~		
~~Extent and duration of impact:~~		
~~Consequence of impact or risk:~~		
~~Probability of occurrence:~~		
~~Degree to which the impact may cause irreplaceable loss of resources:~~		
~~Degree to which the impact can be reversed:~~		
~~Indirect impacts:~~		
~~Cumulative impact prior to mitigation:~~		
~~Significance rating of impact prior to mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)~~		
~~Degree to which the impact can be avoided:~~		
~~Degree to which the impact can be managed:~~		
~~Degree to which the impact can be mitigated:~~		

~~Proposed mitigation:~~		
~~Residual impacts:~~		
~~Cumulative impact post mitigation:~~		
~~Significance rating of impact after mitigation (e.g. Low, Medium, Medium-High, High, or Very-High)~~		

SECTION I: FINDINGS, IMPACT MANAGEMENT AND MITIGATION MEASURES

1.	Provide a summary of the findings and impact management measures identified by all Specialist and an indication of how these findings and recommendations have influenced the proposed development.

Plant Species:

No plant species of conservation concern (including those listed in the site screening tool) were found and it is highly unlikely that any be present on the proposed site. The site has been completely transformed due to past and ongoing agricultural activity.

From a botanical perspective, there is no identified constraints for the proposed development of the George Aerotropolis as shown in the layout provided, assuming that all standard construction and subsequent operational environmental health and safety guidelines be strictly followed (including control of alien invasive plant species). The location of the proposed site and its surrounding landuse lends itself to this type of development.

Terrestrial Biodiversity:

Current landuse of the Garden Route Granite Fynbos areas in and around the proposed site has already transformed the natural vegetation once present on site. The proposed site is intensively grazed and planted with pasture grass, and likely cleared for pasture/crop agriculture in the past. Small, isolated sections of the site are infested with black wattle (a Category II invader). The high density of fences and access roads, the high intensity historical landuse, the current wide variety of landuses and increased traffic around remaining natural vegetation fragments in the landscape has severely limited natural ecological function and processes present before anthropogenic transformation.

The entire site is completely transformed mainly from intensive grazing, and there is no evidence of Garden Route Granite Fynbos habitat remaining. The surrounding landscape is in a highly fragmented and mostly degraded or transformed state, and the ESA2 area on and abutting the proposed site has lost its function as an ecological support area.

The potential for restoration exists, but its likely high cost and landuse change implications for individual landowners are bound to be unrealistic within the current status quo.

From a botanical perspective, there is no identified constraints for the proposed development of the George Aerotropolis as shown in the layout provided, assuming that all standard construction and subsequent operational environmental health and safety guidelines be strictly followed (including control of alien invasive plant species). The location of the proposed site and its surrounding landuse lends itself to this type of development.

Aquatic:

Based on the results of the desktop review and the site survey, the sensitivity of aquatic biodiversity on Portions 130, 131 and 132 of Farm 208 can be regarded as **Low**. The main factors influencing the statement include the following:

- No freshwater features were identified within the footprint area of the site or in close proximity to the site; and
- While the development falls within a SWSA, it will in no way the affect the supply of water or the ecological condition of any watercourses responsible for supplying water from this SWSA.

This compliance statement therefore meets the requirements of the protocols for aquatic biodiversity as listed in GN320 of the NEMA.

Furthermore, the development will not require any water use authorisation, as according to the site assessment and the definitions in GN509 of the NWA, the development footprint falls outside the regulated area of a watercourse.

Proposed Impact Management Actions

Compliance with industry best practice standards related to storm water management will be required to ensure that rainwater runoff is appropriately managed and does not result in erosion during the construction or operational phase of the development.

Heritage

Having regard to the above assessment it is our view that the proposed development would not impact on heritage resources considered of cultural significance; that the study area has been transformed significantly in the past and that the proposal would be consistent with the spatial proposals and objectives contained in the Gwayang Local SDF (2015). It is therefore recommended that no future heritage-related studies be required in this instance and that the development may proceed.

Traffic:

Trip generation and management was determined for the entire George Airport North Eastern Precinct (GANEP), which includes this proposal.

It is recommended that the proposed development of the GANEP be approved by the relevant authorities under the following conditions:

- The main access road be constructed with stop control at the intersection of the R404/Airport Access Road and that the total trips out of GANEP be capped at 25% unless the recovery of the airport is slow and the general growth in background traffic is low due to slow economic recovery. Then the ceiling can be raised to 40%. This will have to be confirmed with an updated traffic study.
- To develop beyond the ceiling of 25% or 40% trips (Depending on Airport Recovery) will require the following:
    - A roundabout/traffic signal at the R102/R404 intersection.
    - At a minimum, 4-way stop control at the intersection of the R404/Airport Access if the Western Bypass is built or imminent.
    - A single lane roundabout at the intersection of the R404/Airport Access.
- The requirements related to PT, NMT and parking is adhered to.
- That the road reserve requirements of an increase to 32m along the R404 be implemented.
- That a capital contribution of R21 254 per peak hour trip be used to apportion the costs of the required bulk road infrastructure in and around the precinct.

Visual:

The development forms an extension of the existing airport within the airport support zone and should not be taken in isolation as a standalone development as described in the Guideline for Involving Visual and Aesthetic Specialists in EIA Processes (Edition 1). Overall, the visual exposure is **moderate to low** due to the capacity of the environment to absorb the visual impact of the development.

The visual exposure from viewpoints within 500m from the site are relatively high. It is however predominantly the case when viewing the site from the north due to the increase in elevation from

the site. Overall, the visual exposure is moderate to low due to the capacity of the environment to absorb the visual impact of the development.

Visual sensitivity and landscape integrity are consistently moderate to low due to the surrounding environment being disrupted by the airport which can be seen from most of the viewpoints as well as the quarry being visible from the eastern approach on the R102 and southern approach on the R404.

Due to the underlying topography, existing trees and development, the environment has a moderately high capacity to absorb the visual impact of the development.

Based on the assessment of the viewpoints, taking into consideration the assessment criteria it is clear that the environment as defined by Guideline for Involving Visual and Aesthetic Specialists in EIA Processes (Edition 1) in the table below, is **an area or route of low scenic, cultural, historical significance and is disturbed**. Therefore, based on a category 4 development, a **moderate visual impact** can be expected. Degraded/wasteland areas such as the quarry may reduce the impact further.

In order to soften the possible visual impacts, certain mitigation principles have been proposed for the overall Airport Support Zone. These guidelines for the development could be done in terms of; building form, proportion, scale, architectural elements and finishes. This will ensure the impact is managed and consistent throughout the development.

Proposed Impact Management Actions

Mitigating measures have the potential to manage and reduce the impact of the development on the surrounding environment. Due to the moderate outcome of the impact the mitigation measures are more prevalent for close distance mitigation. The types of mitigation measures that should be considered are:

MATERIALITY

Material selection should be considered as part of any design in order to ensure the proposed buildings/structures are in harmony with the surrounds as far as possible. Natural materials can be used to identify with the local landscape. Signage needs to be done with care on the R102 and R404 road.

COLOUR

Colour selection should be sensitive to the environment and cultural landscape. Preferably dark green, dark grey and dark brown walls but roof can be white for sustainability purposes. The development should also avoid the use of reflective surfaces in the design.

BULK & BUILDING FORM

The scale, bulk and building form can be used to articulate the buildings in order to mitigate or reduce the impact of the specific industrial typology.

HEIGHT & SCALE

The height and scale of the buildings should be minimised where possible, this will reduce the overall impact of the development from the surrounding environment. The 8m height should be mitigated by use of setbacks and screens to reduce the scale of the buildings. Larger buildings should be placed central to the development and step down towards the street edges (R102 & R404).

SCREENING

Screening through the planting of indigenous trees should be a priority. Addition of screens where landscape elements are not possible should be used to screen off any unsightly areas. The

placement of these screens will be most effective along the boundary and or roadside. Screening has a strong potential to reduce the impact of the development on the surrounding areas.

URBAN DESIGN GUIDLINES

Mitigating measures should be included in the Urban Design Guidelines and should be described in more detail.

2.	List the impact management measures that were identified by all Specialist that will be included in the EMPr

All impact management recommendations as above have been included in the EMPr.

3.	List the specialist investigations and the impact management measures that will **not** be implemented and provide an explanation as to why these measures will not be implemented.

Not applicable.

4.	Explain how the proposed development will impact the surrounding communities.

The proposed amendment will have very slight negative impact on the surrounding community, no more than the currently authorised development. It will also have the same positive impact in terms of socio-economic benefits as per the current authorisation.

5.	Explain how the risk of climate change may influence the proposed activity or development and how has the potential impacts of climate change been considered and addressed.

The National Climate Change Response White Paper is the national response to the threat of climate change. The Paper specifically refers to water scarcity. The Paper promotes medium and long term measures to limit the impact of climate change on the availability of water. It calls for "*Implementing best catchment and water management practices to ensure the greatest degree of water security and resource protection under changing climatic conditions and, in particular, investment in water conservation and water demand management*".

This aim of implementing best practice related to water management has to be integrated into the planning and design of engineering infrastructure for the Airport Support Zone (ASZ). In particular, it requires new thinking about stormwater management. Roads form an integral part of the stormwater system in an urbanised environment such as the ASZ. It therefore requires a new and innovative approach to the planning and design of roads and stormwater systems.

The *National Climate Change Response White Paper* is a high level response document that guides development in South Africa. It proposes that best practice be applied in the search of more sustainable systems with specific reference to water quality. Water as a resource must be protected. *The Neighbourhood Planning and Design Guide* is aligned with this approach. This document states the key objectives of a stormwater management system as follows:

- Minimise the threat of flooding to the area;
- Protect the receiving water bodies in the area;
- Preserve biodiversity in the area;
- Promote the multi-functional use of stormwater management systems;
- Promote the use of the stormwater itself as a water resource;
- Develop sustainable stormwater systems.

The document furthermore promotes water sensitive urban design. This is an approach to urban water management with the aim to manage the urban water cycle in a sustainable manner. The document promotes water harvesting and secondary use of treated wastewater.

The principles herewith are being implemented in the services design for the development.

6.	Explain whether there are any conflicting recommendations between the specialists. If so, explain how these have been addressed and resolved.
Not applicable.	
7.	Explain how the findings and recommendations of the different specialist studies have been integrated to inform the most appropriate mitigation measures that should be implemented to manage the potential impacts of the proposed activity or development.
The recommendations of the previous EIA determined the potential developable areas which were duly authorised. The proposed amendment remains within these defined areas. The specialist recommendations will be implemented.	
8.	Explain how the mitigation hierarchy has been applied to arrive at the best practicable environmental option.
Avoidance: no highly sensitive areas were identified by the various specialists, especially as the amended layout does not extend beyond the approved footprint area. Manage: Even though the site has been assessed as being of a Very Low sensitivity, the recommendations by the specialists in term of best practise will be adhered to. Mitigate: Noise and construction mitigations measures have been proposed to lessen the impacts associated with the construction phase of the amended development.	

SECTION J: GENERAL

1. ENVIRONMENTAL IMPACT STATEMENT

1.1.	Provide a summary of the key findings of the EIA.
The proposed amendment to the existing EA was found to have the following key findings: • No aquatic resources will be impacted on. • No plant species of conservation concern were found on the site. • In terms of terrestrial biodiversity, the high density of fences and access roads, the high intensity historical landuse, the current wide variety of landuses and increased traffic around remaining natural vegetation fragments in the landscape has severely limited natural ecological function and processes present before anthropogenic transformation. • No heritage resources will be impacted on. • Traffic associated for the development can be accommodated into the overall George Airport North Eastern Precinct (GANEP) comfortably with the required upgrades taking place. • Visually, based on the assessment of the viewpoints, taking into consideration the assessment criteria it is clear that the environment as defined by Guideline for Involving Visual and Aesthetic Specialists in EIA Processes (Edition 1) in the table below, is an area or route of low scenic, cultural, historical significance and is disturbed. Therefore, based on a category 4 development, a moderate visual impact can be expected. Degraded/wasteland areas such as the quarry may reduce the impact further. Mitigation principles have been proposed that will address this impact.	
1.2.	Provide a map that that superimposes the preferred activity and its associated structures and infrastructure on the environmental sensitivities of the preferred site indicating any areas that should be avoided, including buffers. (Attach map to this BAR as Appendix B2)
There are no environmental sensitivities to be avoided that are applicable to this amendment.	
1.3.	Provide a summary of the positive and negative impacts and risks that the proposed activity or development and alternatives will have on the environment and community.

The following potential positive and negative impacts are possible in relation to the existing approvals and the proposed amendment.

Positive:

- Supports the spatial planning for the airport support zone;
- Does not have any impact on sensitive environments;
- Avoids potential impacts associated with service station;
- Remains within the same approved development footprint
- Provides employment and beneficiation opportunities.

Negative:

- The amendment to the approved development does not have any additional negative impacts associated with it.

2. RECOMMENDATION OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER ("EAP")

2.1.	Provide Impact management outcomes (based on the assessment and where applicable, specialist assessments) for the proposed activity or development for inclusion in the EMPr

The following management outcomes should be expected:

- Prevention of pollution and erosion associated with construction activities;
- Improve biodiversity by introducing indigenous trees and vegetation on the site;
- Control alien invasive vegetation on the site;
- Implement urban design guidelines for the development in line with other developments in the Airport Support Zone as per the VIA. This should include guidelines on building form, proportion, scale, architectural elements and finishes.

2.2.	Provide a description of any aspects that were conditional to the findings of the assessment either by the EAP or specialist that must be included as conditions of the authorisation.

The authorised EA already provides for conditions to be implemented for construction and operation. No further conditional requirements in this respect are thus required for the amendment application.

Conditions already authorised should be included such as:

- Appointment of an ECO
- Compliance with the EMPr
- Auditing post construction.

In addition, the conditions of the Roads Master Plan EA (dated 4 May 2021), and the EMPr associated with the EA, must be complied with where it is applicable to Portions 130, 131 & 132 of Farm 208 Gwayang.

2.3.	Provide a reasoned opinion as to whether the proposed activity or development should or should not be authorised, and if the opinion is that it should be authorised, any conditions that should be included in the authorisation.

The amendment proposal applied for does not cause any significant increase in the impacts of the current authorised development. There is no reason that the amendment should not be authorised.

2.4.	Provide a description of any assumptions, uncertainties and gaps in knowledge that relate to the assessment and mitigation measures proposed.

This section provides a brief overview of specific assumptions and limitations having an impact on this environmental application process:

- It is assumed that the information on which this report is based (project information as well as existing information) is correct, factual and truthful.

- The proposed development is in line with the statutory planning vision for the area and thus it is assumed that issues such as the cumulative impact of development in terms of character of the area and its resources, have been taken into account during the strategic planning for the area.
- It is assumed that all the relevant mitigation measures and agreements specified in this report will be implemented in order to ensure minimal negative impacts and maximum environmental benefits.
- It is assumed that Stakeholders and Interested and Affected Parties notified during the initial public participation process will submit all relevant comments within the designated review and comment period.

Plant Species:

All standard construction and subsequent operational environmental health and safety guidelines be strictly followed (including control of alien invasive plant species)

Terrestrial Biodiversity:

All standard construction and subsequent operational environmental health and safety guidelines be strictly followed (including control of alien invasive plant species)

2.5.	The period for which the EA is required, the date the activity will be concluded and when the post construction monitoring requirements should be finalised.

The amended EA should be valid for five (05) years from date of issue and construction should be concluded within three (03) years of commencement.

Post construction monitoring should take place as follows:

- A final Audit Report must be submitted within 6 months of completion of construction of the development.

3. WATER

Since the Western Cape is a water scarce area explain what measures will be implemented to avoid the use of potable water during the development and operational phase and what measures will be implemented to reduce your water demand, save water and measures to reuse or recycle water.

The Services Report included with this application applies to the six properties identified as part of the Airport Support Zone. This has ensured that the entire ASZ requirements will be considered as a whole. The total average annual daily demand for the ASZ is calculated at 538 m³. Adequate bulk water supply capacity is available to support the proposed development of the ASZ.

The George Guideline expects the daily water demand of the GLM to increase from approximately 30 Ml/d to in excess of 100 Ml/d over the next 40 to 50 years. With this in mind and guided by the National Climate Change Response White Paper, provision is made in the reticulation for a separate supply pipe system. The objective hereof is to utilize water harvested from the stormwater system or possible secondary use of treated waste water. This secondary system will not be linked to the municipal supply system. It will also not be used for firefighting purposes. The required pipe flow is therefore limited.

Resulting from the rainfall pattern in George with fairly high rainfall throughout the year, harvesting of stormwater runoff could potentially add significantly to limiting the demand for potable water.

Developers of buildings will be advised to provide for a duel pipe system in buildings.

4. WASTE

Explain what measures have been taken to reduce, reuse or recycle waste.
Disposal of domestic waste shall be done via normal municipal domestic waste collection. Recycling should be implemented as standard practise in all buildings. It must be noted that individual erf / building developers will be expected to adhere to waste management strategies of the municipality, including any potential hazardous waste generation. Organic waste from fruit / food packaging and refrigeration must be correctly disposed of, preferably to facilities that re-use such as for composting or animal feeds. It is strongly advised that organic waste is not sent to the municipal landfill.

5. ENERGY EFFICIENCY

8.1.	Explain what design measures have been taken to ensure that the development proposal will be energy efficient.
Electrical supply will likely be from Eskom. It is advised that individual building owners invest in alternative energy supply to supplement their energy consumption. This could be in the form of solar panels on the buildings.	

SECTION K: DECLARATIONS

1. DECLARATION OF THE APPLICANT

Note: Duplicate this section where there is more than one Applicant.

I **Mr Abu Varachhia**, ID passport number **5806185103087** ~~in my personal capacity or~~ duly authorised thereto hereby declare/affirm that all the information submitted or to be submitted as part of this application form is true and correct, and that:

- I am fully aware of my responsibilities in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998) ("NEMA"), the Environmental Impact Assessment ("EIA") Regulations, and any relevant Specific Environmental Management Act and that failure to comply with these requirements may constitute an offence in terms of relevant environmental legislation;
- I am aware of my general duty of care in terms of Section 28 of the NEMA;
- I am aware that it is an offence in terms of Section 24F of the NEMA should I commence with a listed activity prior to obtaining an Environmental Authorisation;
- I appointed the Environmental Assessment Practitioner ("EAP") (if not exempted from this requirement) which:
  - meets all the requirements in terms of Regulation 13 of the NEMA EIA Regulations; or
  - meets all the requirements other than the requirement to be independent in terms of Regulation 13 of the NEMA EIA Regulations, but a review EAP has been appointed who does meet all the requirements of Regulation 13 of the NEMA EIA Regulations;
- I will provide the EAP and any specialist, where applicable, and the Competent Authority with access to all information at my disposal that is relevant to the application;
- I will be responsible for the costs incurred in complying with the NEMA EIA Regulations and other environmental legislation including but not limited to –
  - costs incurred for the appointment of the EAP or any legitimately person contracted by the EAP;
  - costs in respect of any fee prescribed by the Minister or MEC in respect of the NEMA EIA Regulations;
  - Legitimate costs in respect of specialist(s) reviews; and
  - the provision of security to ensure compliance with applicable management and mitigation measures;
- I am responsible for complying with conditions that may be attached to any decision(s) issued by the Competent Authority, hereby indemnify, the government of the Republic, the Competent Authority and all its officers, agents and employees, from any liability arising out of the content of any report, any procedure or any action for which I or the EAP is responsible in terms of the NEMA EIA Regulations and any Specific Environmental Management Act.

Note: If acting in a representative capacity, a certified copy of the resolution or power of attorney must be attached.

	2021/12/14
Signature of the Applicant:	Date:

George Aerotropolis (Pty) Ltd
Name of company (if applicable):

2. DECLARATION OF THE ENVIRONMENTAL ASSESSMENT PRACTITIONER ("EAP")

I **Ms Melissa Mackay**, EAPASA Registration number **2019/1446** as the appointed EAP hereby declare/affirm the correctness of the:

- Information provided in this BAR and any other documents/reports submitted in support of this BAR;
- The inclusion of comments and inputs from stakeholders and I&APs;
- The inclusion of inputs and recommendations from the specialist reports where relevant; and
- Any information provided by the EAP to interested and affected parties and any responses by the EAP to comments or inputs made by interested and affected parties, and that:
- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the activity or application and that there are no circumstances that may compromise my objectivity; or
  - am not independent, but another EAP that meets the general requirements set out in Regulation 13 of NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review EAP must be submitted);
- In terms of the remainder of the general requirements for an EAP, am fully aware of and meet all of the requirements and that failure to comply with any the requirements may result in disqualification;
- I have disclosed, to the Applicant, the specialist (if any), the Competent Authority and registered interested and affected parties, all material information that have or may have the potential to influence the decision of the Competent Authority or the objectivity of any report, plan or document prepared or to be prepared as part of this application;
- I have ensured that information containing all relevant facts in respect of the application was distributed or was made available to registered interested and affected parties and that participation will be facilitated in such a manner that all interested and affected parties were provided with a reasonable opportunity to participate and to provide comments;
- I have ensured that the comments of all interested and affected parties were considered, recorded, responded to and submitted to the Competent Authority in respect of this application;
- I have ensured the inclusion of inputs and recommendations from the specialist reports in respect of the application, where relevant;
- I have kept a register of all interested and affected parties that participated in the public participation process; and
- I am aware that a false declaration is an offence in terms of Regulation 48 of the NEMA EIA Regulations;

Melissa Mackay

Digitally signed by Melissa Mackay
DN: cn=Melissa Mackay, o=Cape EAPrac, ou, email=mel@cape-eaprac.co.za, c=ZA
Date: 2021.12.14 09:24:26 +02'00'

2021/12/14

Signature of the EAP: Date:

Cape Environmental Assessment Practitioners (Cape EAPrac)

Name of company (if applicable):

~~3. DECLARATION OF THE REVIEW EAP~~

~~I ....., EAPASA Registration number ..... as the appointed Review EAP hereby declare/affirm that:~~

- ~~I have reviewed all the work produced by the EAP;~~
- ~~I have reviewed the correctness of the information provided as part of this Report;~~
- ~~I meet all of the general requirements of EAPs as set out in Regulation 13 of the NEMA EIA Regulations;~~
- ~~I have disclosed to the applicant, the EAP, the specialist (if any), the review specialist (if any), the Department and I&APs, all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared as part of the application; and~~
- ~~I am aware that a false declaration is an offence in terms of Regulation 48 of the NEMA EIA Regulations.~~

~~Click or tap to enter a date.~~

~~Signature of the EAP: Date:~~

~~Name of company (if applicable):~~

4. DECLARATION OF THE SPECIALIST

Note: Duplicate this section where there is more than one specialist.

I **Dr James M Dabrowski**, as the appointed Specialist hereby declare/affirm the correctness of the information provided or to be provided as part of the application, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the development proposal or application and that there are no circumstances that may compromise my objectivity; or
  - am not independent, but another specialist (the "Review Specialist") that meets the general requirements set out in Regulation 13 of the NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review specialist must be submitted);
- In terms of the remainder of the general requirements for a specialist, have throughout this EIA process met all of the requirements;
- I have disclosed to the applicant, the EAP, the Review EAP (if applicable), the Department and I&APs all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared or to be prepared as part of the application; and
- I am aware that a false declaration is an offence in terms of Regulation 48 of the EIA Regulations.

	2021/11/09
Signature of the EAP:	Date:

Confluent Environmental
Name of company (if applicable):

I **Dr Marius L van der Vyfer**, as the appointed Specialist hereby declare/affirm the correctness of the information provided or to be provided as part of the application, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the development proposal or application and that there are no circumstances that may compromise my objectivity; or

  - am not independent, but another specialist (the "Review Specialist") that meets the general requirements set out in Regulation 13 of the NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review specialist must be submitted);

- In terms of the remainder of the general requirements for a specialist, have throughout this EIA process met all of the requirements;

- I have disclosed to the applicant, the EAP, the Review EAP (if applicable), the Department and I&APs all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared or to be prepared as part of the application; and

- I am aware that a false declaration is an offence in terms of Regulation 48 of the EIA Regulations.

	2021/11/09
Signature of the EAP:	Date:
Chepri (Pty) Ltd	
Name of company (if applicable):	

I **Mr Stefan de Kock**, as the appointed Specialist hereby declare/affirm the correctness of the information provided or to be provided as part of the application, and that:

- In terms of the general requirement to be independent:
  - other than fair remuneration for work performed in terms of this application, have no business, financial, personal or other interest in the development proposal or application and that there are no circumstances that may compromise my objectivity; or

  - am not independent, but another specialist (the "Review Specialist") that meets the general requirements set out in Regulation 13 of the NEMA EIA Regulations has been appointed to review my work (Note: a declaration by the review specialist must be submitted);

- In terms of the remainder of the general requirements for a specialist, have throughout this EIA process met all of the requirements;

- I have disclosed to the applicant, the EAP, the Review EAP (if applicable), the Department and I&APs all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared or to be prepared as part of the application; and

- I am aware that a false declaration is an offence in terms of Regulation 48 of the EIA Regulations.

	2021/11/09
Signature of the EAP:	Date:

Perception Planning
Name of company (if applicable):

~~5. DECLARATION OF THE REVIEW SPECIALIST~~

~~I ....., as the appointed Review Specialist hereby declare/affirm that:~~

- ~~I have reviewed all the work produced by the Specialist(s):~~
- ~~I have reviewed the correctness of the specialist information provided as part of this Report;~~
- ~~I meet all of the general requirements of specialists as set out in Regulation 13 of the NEMA EIA Regulations;~~
- ~~I have disclosed to the applicant, the EAP, the review EAP (if applicable), the Specialist(s), the Department and I&APs, all material information that has or may have the potential to influence the decision of the Department or the objectivity of any Report, plan or document prepared as part of the application; and~~
- ~~I am aware that a false declaration is an offence in terms of Regulation 48 of the NEMA EIA Regulations.~~

~~Click or tap to enter a date.~~

~~Signature of the EAP: Date:~~

~~Name of company (if applicable):~~