

# GEORGE HERALD

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Thursday 24 November 2011

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Pastor Al & Nyretta Boshoff

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## Yorkstraat 72



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in gesogte gedeelte

Vir meer inligting, kontak  
Peter of Nicole Moolman

**044 874 2424**



### **BASIC ASSESSMENT ENVIROMENTAL PROCESS PUBLIC PARTICIPATION PROCESS**

#### **Call for Registration of Interested & Affected Parties Proposed construction of a Filling Station on Erf 112211, Sandkraal Road, Parkdene**

Notice is hereby given of a Public Participation Process in terms of the national Environmental Management Act (NEMA), (Act No 107 of 1998, as amended) as part of the Basic Assessment environmental process for the proposed development of a filling station on Erf 112211, c/o Sandkraal and Main Road, Parkdene, George.

**DEA&DP (NEMA) Reference No:** EG12/2/4/1-D2/22-0067/11

**Proposal:** Construction of a filling station on Erf 112211, c/o Sandkraal and Main Road, Parkdene, George

**Location:** Erf 112211, Parkdene, George

**Applicant:** Mr A Ismail

**Environmental Consultant:** Cape EAPrac

The procedures of a Basic Assessment (BA) environment process are being followed for this application.

**Listed Activities:** NEMA 107 of 1998 (as amended) GN R.544. 13.

**Deviations:** Cape EAPrac has not applied for any deviations from the provisions of the EIA regulations.

**Date of Advertisement:** Thursday, 24 November 2011

Individuals who wish to register as Interested and Affected Parties (I&APs), are requested to register with Cape

EAPrac by sending their complete contact details in writing to Cape EAPrac at contact details below:

Correspondence throughout the remainder of the environmental process will only be distributed to registered I&APs.

Should you require further information, please contact us at the details below:

Cape EAPrac (Attention: Francini van Staden)

PO Box 2070 George 6530

Telephone: 044 874 0365 Facsimile: 044 874 0432

Email: francini@cape-eaprac.co.za

**A 21-DAY REGISTRATION PERIOD IS ALLOWED - REGISTRATION REQUESTED MUST BE SUBMITTED ON  
OR BEFORE 15 DECEMBER 2011**

Fax +27(0)44 875 1512



## Cape Environmental Assessment Practitioners (Pty) Ltd

Reg. No. 2008/004627/07  
VAT No 4720248386

Telephone: (044) 874 0365  
Facsimile: (044) 874 0432  
Web: [www.cape-eaprac.co.za](http://www.cape-eaprac.co.za)

1<sup>st</sup> Floor Eagles View Building  
5 Progress Street, George  
PO Box 2070, George 6530

27 August 2012  
Ref: GEO139/32

For attention: Registered Interested & Affected Party

Via post

**RE: PROPOSED PARKDENE FILLING STATION, ERF 11221, c/o SANDKRAAL AND MAIN ROAD, GEORGE**

*Department of Environmental Affairs & Development Planning (DEA&DP) Ref: EG12/2/4/1-D2/22/0067/11*

You are provided with this letter in response to your letter dated July 2012, and objection against the development of a filling station on Erf 11221, the property which is currently leased by *Life Community Services*, Parkdene.

*Cape EAPrac* is responsible for the facilitating of the Environmental process in terms of the National Environmental Management Act (NEMA, Act No 107 of 1998, as amended). The environmental process also includes a public participation phase, during which your comments were received. The following feedback on your comments and objections are provided:

*Your objection: the development of a filling station on this property will mean that the services offered by Life Community Services will be lost to the community. The lives of the current employees of Life Community Services will also be disrupted.*

Response: Life Community Services has a month-to-month lease agreement with the landowner, and this lease agreement will lapse once the property is sold. Life Community Services themselves confirmed this lease agreement and will need to relocate once the sale process has been finalised. You are furthermore informed that Life Community Services owns a property across the site where they are currently operating. In the event that Life Community Services will relocate and re-establish, their services will not necessarily be lost to the community as they own property in the immediate area where their services can continue without interruption.

*Your objection: the safety risks for the school learners, children as well as local residents in the area. You have indicated that your safety concerns include both traffic concerns and fire risks.*

Response: Erf 11221, the development site, is located next to Sandkraal Road. Sandkraal Road is a busy road with heavy traffic on a daily basis. The Traffic-engineer confirmed that it is not expected that the filling station development will generate extra traffic in addition to the current traffic volumes for Sandkraal Road. Warning signs will be erected at the filling station, warning motorists of school learners, children and other pedestrians, addressing the concern of pedestrian safety.

Fire is a possible risk of filling stations. An Environmental Management Programme was prepared, which specifically warns against fire risks and preventative measures are prescribed. These measures include the following:

- Provide all employees with training in the handling of unexpected fires;
- Provide fire extinguishing equipment at the filling station;
- The development will be subject to relevant Standards which will need to be enforced, to ensure that the filling station is up to standard and to avoid fire risks; and
- The filling station will need to be monitoring regularly to ensure early detection of any fuel leakages.

*Your alternative suggestion: the filling station should rather be developed at the Thembaletu Mall and you regard this site as a better option.*

Response: A filling station is already approved as part of the Thembaletu Mall development which is currently being built.

*Your objection: there is no justification for a filling station on the proposed erf as there are enough filling stations in Sandkraal road close to one another with all the necessary public facilities.*

Response: An Economic study was undertaken as part of this environmental process to determine the need and desirability of another filling station in Sandkraal Road. The Economic study determined that there is a need for a filling station at this facility. The reasons for this area as follows:

- A filling station on Erf 11221 will serve traffic including heavy traffic travelling in a southerly direction (towards the N2).
- There is a high volume of traffic in Sandkraal Road throughout the year which is a stable market which will utilise the filling station.
- The other two filling stations in Sandkraal Road are located on the opposite side of the road which makes it difficult and dangerous for vehicles crossing lanes to be able to make use of the facilities. Details of other facilities located in the surrounding area:

Filling Station	Street & Distance from Erf 11221:	Located on which side of Sandkraal Road
Sasol	Albert Street; 2.5km	Left
Shell	Sandkraal Road; 2.1km	Right
Total	Sandkraal Road; 0.9km	Right

*Your objection: the proposed filling station will have a negative impact on the existing filling stations in the area and will create instability in an area which is already economically unstable.*

Response: The Economic study which was undertaken, confirmed that there is indeed scope for another filling station in Sandkraal Road, with sufficient traffic volume to support the filling station without significant effect on other existing filling stations.

Taking into account this information, the following can be concluded:

- Objection against the loss of the services offered by Life Community Services and associated disruption for employees, are addressed by the lease agreement as well as the property in the local area owned by Life Community Services.
- Your concern about potential fire risks is addressed by the management programme and recommended precaution measures.
- Your concern about additional traffic is in opposite to what the Traffic-engineer concluded for the filling station, namely that the filling station will not generate additional traffic.
- Your objection against the filling station for economic reasons is addressed by the Economic study which has shown the need and desirability for this development.

*Cape EAPrac* would like to thank you for your participation in this process and as a registered Interested & Affected Party, you are herewith informed that the Final Basic Assessment Report is available for review and comment for 21-days. The report is available at:

- Conville Public Library, c/o Pienaar and Sandkraal Road
- George Municipality: Dept Planning, c/o York & Victoria Street, Main Building, 5<sup>th</sup> Floor, George

A complete digital copy of the report will be available on the *Cape EAPrac* website at: [www.cape-eaprac.co.za/active](http://www.cape-eaprac.co.za/active)

Any further comment on the above-mentioned report, must be submitted to *Cape EAPrac* on or before 18 September 2012, and can be submitted to:

Cape EAPrac  
**For attention: Francini van Staden**  
 P O Box 2070, George, 6530  
 Tel: 044 874 0365; Fax: 044 874 0432  
 E-mail: [francini@cape-eaprac.co.za](mailto:francini@cape-eaprac.co.za)

Note:

The new information contained in this report, include the following:

Appendix F	Issues & Response Table
Appendix F	Comments received on Draft BAR

Any further comment received, will be submitted directly to the Department of Environmental Affairs & Development Planning.

Should you have any queries, please do not hesitate to contact this office directly.

Kind regards,



**Francini van Staden**  
 For Cape EAPrac



## Cape Environmental Assessment Practitioners (Pty) Ltd

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1<sup>st</sup> Floor Eagles View Building  
5 Progress Street, George  
PO Box 2070, George 6530

27 Augustus 2012  
Verw: GEO139/32

Vir Aandag: Geregistreerde Belanghebbende & Geaffekteerde Party

Via pos

**I/S: VOORGESTELDE PARKDENE VULSTASIE, ERF 11221, h/v SANDKRAALWEG EN MAINSTRAAT, GEORGE**

*Departement van Omgewingsake & Ontwikkelingsbeplanning (DO) Verwysing: EG12/2/4/1-D2/22/0067/11*

U ontvang hierdie skrywe in opvolg tot u skrywe (Julie 2012) wat beswaar aanteken teen die ontwikkeling van 'n vulstasie op Erf 11221, die eiendom wat tans deur *Life Community Services* gehuur word in Parkdene.

*Cape EAPrac* is verantwoordelik vir die fasilitering van die Omgewingsproses in terme van die Nasionale Wet op Omgewingsbestuur (Wet Nr. 107 van 1998, soos gewysig). Die Omgewingsproses behels ook 'n publieke deelname fase, waartydens u kommentaar, ontvang is. Die volgende terugvoering op u kommentaar en besware word voorsien:

*U beswaar: die ontwikkeling van 'n vulstasie op bogenoemde eiendom sal beteken dat Life Community Services se dienste vir die gemeenskap verlore sal wees. Die huidige werknemers van Life Community Services sal ook verontrief word.*

Terugvoering: *Life Community Services* het 'n maand-tot-maand huurooreenkoms met die grondeienaar, en die huurooreenkoms verval met die verkoop van die eiendom. *Life Community Services* het self die huurooreenkoms bevestig sal hervestig wanneer die eiendom verkoopstransaksie deurgevoer word. Verder word dit onder u aandag gebring dat *Life Community Services* 'n eiendom oorkant die perseel besit van waar *Life* huidiglik bedryf word. In die geval waar *Life Community Services* hervestig en skuif, sal hulle dienste dus nie noodwendig vir die gemeenskap verlore wees nie aangesien hulle eiendom in die onmiddelijke area besit van waar hulle huidige dienste onverstoord kan voortgaan.

*U beswaar: die veiligheidsrisiko van 'n vulstasie ontwikkeling vir die talle skoliere, kinders, sowel as inwoners in naby geleë area. U het aangedui dat u bekommernis ten opsigte van veiligheid verkeer en brandgevaar insluit.*

Terugvoering: Erf 11221, die ontwikkelingsterrein, is teen Sandkraalweg geleë. Sandkraalweg is 'n besige pad wat daaglikse swaar verkeer dra. Die Verkeers-ingenieur het bevestig dat daar nie voorsien word dat die area ekstra verkeer sal kry as gevolg van die voorgestelde vulstasie nie. Waarskuwingstekens sal by die vulstasie opgerig word om motoriste teen skoliere, kinders en ander voetgangers wat die pad mag gebruik, te waarsku, wat hierdie bekommernis sal aanspreek.

Brandgevaar is 'n moontlike gevaar van vulstasies. 'n Omgewingsbestuursplan is ontwikkeling, wat spesifiek teen brandgevaar waarsku en voorsorgmaatreëls voorskryf. Hierdie voorsorgmaatreëls sluit die volgende in:

- Voorsien alle werknemers van opleiding vir die hantering van onvoorsiene brande;
- Voorsien brandbestrydingstoerusting op die vulstasieterrein;
- Die ontwikkeling sal aan die relevante Standaarde moet voldoen om te verseker dat die vulstasie op standaard is en enige risiko's vir brandgevaar vermy kan word; en
- Die vulstasie sal gereeld nagegaan moet word om enige brandstof lekkes vroegtydig op te spoor.

*U alternatiewe voorstel: die vulstasie moet eerder ontwikkeling word by die 'Themabelthu Mall' en u beskou hierdie terrein as 'n beter opsie.*

Terugvoering: 'n Vulstasie is reeds goed gekeur as deel van die 'Thembalethu Mall' ontwikkeling wat tans gebou word.

*U beswaar: daar is geen regverdiging vir 'n vulstasie op die voorgestelde erf nie aangesien daar meer as genoeg vulstasies in Sandkraalweg is wat naby aan mekaar is en wat oor al die nodige publieke fasiliteite beskik.*

Terugvoering: U word daarop gewys dat 'n Ekonomiese studie onderneem is as deel van die Omgewingsproses om die behoefte en nodigheid van nog 'n vulstasie in Sandkraalweg te bepaal. Die Ekonomiese studie het bepaal dat daar wel 'n wesenlike behoefte vir 'n vulstasie op hierdie eiendom is. Die redes vir die behoefte is soos volg:

- 'n vulstasie op Erf 11221 sal verkeer insluitend swaar voertuie bedien wat in 'n suidelike rigting (na die N2) beweeg.
- Die volume van verbygaande verkeer in Sandkraalweg is dwars deur die jaar hoog en hierdie is 'n stabiele mark wat van die vulstasie gebruik sal maak.
- Die ander twee vulstasies in Sandkraalweg is almal aan die teenoorgestelde kant van die pad geleë wat dit moeilik en gevaarlik maak vir suidelike verkeer om van die fasiliteite te gebruik. Details van ander vulstasies in die naby geleë area is soos volg:

Vulstasie:	Straat & Afstand van Erf 11221:	Kant van Sandkraalweg:
Sasol	Albertstraat; 2.5km	Links
Shell	Sandkraalweg; 2.1km	Regs
Total	Sandkraalweg; 0.9km	Regs

*U beswaar: die voorgestelde vulstasie sal 'n nadelige impak op die bestaande vulstasies in die omgewing hê en meer onstabieleit veroorsaak in 'n area wat reeds onstabiel is.*

Terugvoering: Die Ekonomiese studie wat onderneem is, bevestig het dat daar wel ruimte vir nog 'n vulstasie in Sandkraalweg is, met genoeg verkeersvolume om die vulstasie te ondersteun sonder om wenselike effek op ander bestaande vulstasies te veroorsaak.

In ag geneem hierdie inligting kan die volgende slotsom bereik word:

- Beswaar teen die verwydering van Life Community Services vanuit die gemeenskap en meegaande ongerief vir werknemers, word aangespreek deur die huurooreenkoms en die eiendom in die area in besit van Life Community Services.
- U bekommernis oor brandgevaar is opgelos deur die bestuursplan en voorsorgmaatreëls wat voorgeskryf is.
- U bekommernis oor ekstra verkeer is in teenstelling met die feit dat Sandkraalweg reeds swaar verkeer dra en die vulstasie geen ekstra verkeer sal kry nie.
- U beswaar teen die vulstasie weens ekonomiese redes is aangespreek deur middel van die Ekonomiese studie wat wel 'n behoefte vir die vulstasie bevind het.

Cape EAPrac bedank u vir u deelname in die proses en as 'n geregistreerde Belanghebbende & Geaffekteerde Party, word u hiermee in kennis gestel dat die Finale Omgvangbepalingsverslag beskikbaar is vir u insae en kommentaar, vir 21-dae. Die verslag is beskikbaar by:

- Conville Openbare Biblioteek, h/v Pienaar en Sandkraalweg
- George Munisipaliteit: Dept Beplanning, h/v York & Victoriastraat, Hoofgebou, 5e Vloer, George

'n Volledige digitale afskrif van die Finale verslag sal ook beskikbaar wees op die Cape EAPrac webtuiste by: [www.cape-eaprac.co.za/active](http://www.cape-eaprac.co.za/active)

Enige verdere kommentaar op bogenomede verslag, moet aan Cape EAPrac ingedien word voor of voor 18 September 2012, en kan gestuur word aan:

<p>Cape EAPrac  <b>Vir Aandag: Francini van Staden</b>          Posbus 2070, George, 6530          Tel: 044 874 0365; Faks: 044 874 0432          E-pos: <a href="mailto:francini@cape-eaprac.co.za">francini@cape-eaprac.co.za</a></p>
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Neem asseblief kennis:

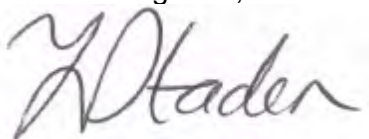
Die nuwe inligting in hierdie verslag, addisioneel tot die inligting vervat in die Konsep verslag, sluit die volgende in:

Appendix F	Issues & Response Table
Appendix F	Comments received on Draft BAR

Enige verdere kommentaar wat ontvang word, sal direk aan die besluitnemende owerheid, die Departement van Omgewingsake & Ontwikkelingsbeplanning ingedien word.

Sou u enige navrae het, is u welkom om hierdie kantoor direk te kontak.

Vriendelike groete,



**Francini van Staden**  
 Nms Cape EAPrac



# Cape Environmental Assessment Practitioners (Pty) Ltd

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1<sup>st</sup> Floor Eagles View Building  
5 Progress Street, George  
PO Box 2070, George 6530

27 August 2012

Ref: GEO139/32

Attention: Registered Interested & Affected Party

Via e-mail, fax or post

## **RE: PROPOSED PARKDENE FILLING STATION, ERF 11221, GEORGE: AVAILABILITY OF THE FINAL BASIC ASSESSMENT REPORT**

*Department of Environmental Affairs & Development Planning (DEA&DP) Reference: EG12/2/4/1-D2/22/0067/11*

**Cape EAPrac** would like to thank all registered Interested and Affected Parties, including Authorities, for their responses and input during the Basic Assessment environmental process to date.

The Draft Basic Assessment Report (BAR) was available for a 40-day review and commenting period, which extended between

Submissions have been received from the Department of Health, the George Municipality (Municipal Manager and Department of Technical Services), the Department of Agriculture, Forestry and Fisheries, the Department of Transport and Public Works, Cape Nature, as well as several members of the local community.

The comments submitted by these parties have been considered by the project team and are included with the Final BAR. Please refer to the Issues & Response Table (Appendix F of the Final BAR) for a summary of all submissions received, with project team responses on how issues were resolved and addressed.

The Draft BAR has been updated and the Final BAR is now available for a final 21-day commenting period, from Tuesday, 28 August 2012, at the following venues:

- Conville Public Library, c/o Pienaar and Sandkraal Road
- George Municipality: Planning Department, c/o York & Victoria Street, Main Building, 5<sup>th</sup> Floor, George

A complete digital copy of the Final BAR will also be available on the *Cape EAPrac* website at: [www.cape-eaprac.co.za/active](http://www.cape-eaprac.co.za/active)

Any comments on the above report, must be submitted to Cape EAPrac on or before 18 September 2012, at the following contact details:

Cape EAPrac  
**ATTN: Francini van Staden**  
P O Box 2070, George, 6530  
Tel: 044 874 0365; Fax: 044 874 0432  
E-mail: [francini@cape-eaprac.co.za](mailto:francini@cape-eaprac.co.za)



Note:

The new information provided in this report, in addition to the information contained in the Draft BAR includes the following:

Appendix F	Issues & Response Table
Appendix F	Comments received on Draft BAR

A copy of the Final BAR has been submitted to DEA&DP, and any further submissions received by *Cape EAPrac* within the specified comment period, will be forwarded to DEA&DP.

Should you have any questions, please do not hesitate to contact this office directly.

Kind regards,



**Francini van Staden**  
For Cape *EAPrac*



# Cape Environmental Assessment Practitioners (Pty) Ltd

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1<sup>st</sup> Floor Eagles View Building  
5 Progress Street, George  
PO Box 2070, George 6530

28 May 2012

Ref: GEO139/23

Attention: Registered Interested & Affected Party

Via e-mail, fax or post

## **RE: PROPOSED PARKDENE FILLING STATION, ERF 11221, GEORGE: AVAILABILITY OF THE DRAFT BASIC ASSESSMENT REPORT**

*Department of Environmental Affairs & Development Planning (DEA&DP) Reference: EG12/2/4/1-D2/22/0067/11*

**Cape EAPrac** has been appointed by the Applicant, Mr Aboobaker Ismail, obo *Lenasia Builders & Developers cc* as the independent Environmental Assessment Practitioner responsible for ensuring compliance with the regulations contained in the National Environmental Management Act (NEMA), Act No. 107 of 1998 (including the 2010 Environmental Regulations) for the proposed "Parkdene Filling Station" on Erf 11221, c/o Sandkraal and Main Road, Parkdene, George.

A Basic Assessment environmental process is required in terms of the said Act, as the proposed filling and service station triggers the following listed activity:

R544, Activity No. 13: *"The construction of facilities or infrastructure for the storage, or for the storage and handling of a dangerous goods, where such storage occurs in containers with combined capacity of 80 cubic metres, but not exceeding 500 cubic metres" [to allow for proposed filling and service station with a combined fuel storage capacity of 115 cubic metres].*

As a registered Interested & Affected Party (I&AP), this office hereby notifies you of the Draft Basic Assessment Report (BAR)'s availability for stakeholder review and comment. The Draft BAR will be available for a commenting period of 40-days, extending from Tuesday, 29 May 2012 and Monday, 09 July 2012, at the following venues:

- Conville Public Library, c/o Pienaar and Sandkraal Road
- George Municipality: Planning Department, c/o York & Victoria Street, Main Building, 5<sup>th</sup> Floor, George

A complete digital copy of the Draft BAR will also be available on the *Cape EAPrac* website at: [www.cape-eaprac.co.za/active](http://www.cape-eaprac.co.za/active)

Any comments on the above report, must be submitted to *Cape EAPrac* on or before 9 July 2012 at the following contact details:

Cape EAPrac  
**ATTN: Francini van Staden**  
P O Box 2070, George, 6530  
Tel: 044 874 0365; Fax: 044 874 0432  
E-mail: [francini@cape-eaprac.co.za](mailto:francini@cape-eaprac.co.za)

The development proposal includes the establishment of a filling station equipped for the dispensing of octane (petrol) and diesel fuels for both passenger (light) and trucks (heavy) vehicles. The proposal includes a hard-surfaced fuel dispensing forecourt (where the fuel pumps are placed and vehicles park for service), a convenience store as well as a carwash facility.

Five Underground Storage Tanks (USTs), with a combined capacity not exceeding 115m<sup>3</sup> (115 000 litres) will be installed with a separate tanker refueling area. Provision will be made for surfaced parking bays and surfaced internal access and service roads.

A number of specialist studies and investigations have been undertaken to assess the potential issues of concern associated with the development proposal. The specialist studies are reported on and included in the Draft BAR. These include a Civil Services Report, a Traffic Impact Assessment, an Economic Impact Assessment and a Town Planning Report.

Upon closing of the 40-day comment period, all comments received will be considered, addressed and responded to, as well as included in the Final Basic Assessment Report.

Should the need for further specialist studies be identified, this will be considered following the closing of the 40-day commenting period. The Final BAR will be made available for a further 21-day commenting period, following which it will be submitted to the DEA&DP for evaluation and decision-making. As a registered I&AP, you will be kept informed on the remainder of the process and the final decision.

Should you have any questions, please do not hesitate to contact this office directly.

Kind regards,



**Francini van Staden**  
For Cape EAPrac



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5 Progress Street, George  
PO Box 2070, George 6530

28 Mei 2012

Verw: GEO139/23

Vir Aandag: Geregistreerde Belanghebbende & Geaffekteerde Party

Via e-pos, faks of pos

**I/S: VOORGESTELDE PARKDENE VULSTASIE, ERF 11221, GEORGE:  
BESKIKBAARHEID VAN DIE KONSEP BASIESE OMGEWINGSIMPAK VERSLAG**

*Departement van Omgewingsake & Ontwikkelingsbeplanning (DO&O): EG12/2/4/1-D2/22/0067/11*

**Cape EAPrac** is deur die Aansoeker, Mnr Aboobaker Ismail, namens *Lenasia Builders & Developers cc*, as onafhanklike omgewingsbeoordelingspraktisyn aangestel, verantwoordelik om die regulasies soos vervat in die Nasionale Wet op Omgewingsbestuur (NEMA), Wet Nr. 107 van 1998 (insluitende die 2010 Omgewingsregulasies) te implimenteer vir die voorgestelde "Parkdene Vulstasie" op Erf 11221, h/v Sandkraalweg en Hoofstraat, Parkdene, George.

'n Basiese Omgewingsimpakstudie proses word vir hierdie voorgestelde vulstasie ontwikkeling vereis in terme van die bogenoemde Wet, met die volgende gelyste aktiwiteit wat van toepassing is:

R544, Aktiwiteit Nr. 13: *"Die konstruksie van fasiliteite of infrastruktuur vir die stoor, of vir die berging en hantering van gevaarlike goedere, waar sodanige opberging plaasvind in houers met 'n gekombineerde kapasiteit van 80 kubieke meter, maar nie meer as 500 kubieke meter nie" [ten einde voorsiening te maak vir die voorgestelde vulstasie met 'n gesamentlike brandstof stoorkapasiteit van 115 kubieke meter].*

As 'n geregistreerde Belanghebbende & Geaffekteerde Party (B&GP), stel hierdie kantoor u in kennis dat die Konsep Basiese Omgewingsimpak Verslag (BIV) tans beskikbaar is vir sleutelrolspeler insae en kommentaar. Die Konsep BIV sal beskikbaar wees vir 'n kommentaar periode van 40-dae, wat sal strek tussen Dinsdag, 29 Mei 2012 en Maandag, 9 Julie 2012 by:

- Conville Publieke Biblioteek, h/v Pienaar en Sandkraalweg.
- George Munisipaliteit: Departement Beplanning, h/v York & Victoriastraat, Hoof Gebou, 5e Vloer, George

'n Volledige digitale afskrif van die Konsep BIV sal ook beskikbaar wees op die *Cape EAPrac* webtuiste by: [www.cape-eaprac.co.za/active](http://www.cape-eaprac.co.za/active)

Enige kommentaar wat u op hierdie verslag het, moet voor of op 9 Julie 2012 aan *Cape EAPrac* ingedien word, by kontakbesonderhede:

Cape EAPrac  
**Vir Aandag: Francini van Staden**  
Posbus 2070, George, 6530  
Tel: 044 874 0365; Faks: 044 874 0432  
E-pos: [francini@cape-eaprac.co.za](mailto:francini@cape-eaprac.co.za)

Die voorstel behels die ontwikkeling van 'n vulstasie, toegerus met oktaan (petrol) en diesel brandstof vir beide passasier (ligte) en vragmotors (swaar) voertuie. Die voorstel sluit in 'n harde oppervlak vir brandstof hervulling, (waar die brandstofpompe geplaas sal word en waar voertuie sal parkeer vir die diens), 'n geriefswinkel asook 'n motorwassery.

Vyf ondergrondse opgaartenks (USTs), met 'n gekombineerde kapasiteit van 115m<sup>3</sup> (115 000 liter) sal geïnstalleer word. Voorsiening sal ook gemaak word vir geplaveide parkeerplekke en interne toegang-en dienspaaie.

'n Aantal spesialisstudies en ondersoeke is onderneem om moontlike kwessies van belang en of moontlike impakte as gevolg van die ontwikkeling na te gaan en is in die Konsep BIV vervat. Hierdie studies sluit in: Siviele Dienste Verslag, 'n Verkeersimpakstudie, 'n Ekonomiese Impakstudie en 'n Stadsbeplanningsverslag.

Met die sluiting van die 40-dae kommentaar periode, sal alle kommentaar wat ontvang was, oorweeg en aangespreek word en B&GPe sal reaksie van hierdie kantoor op hulle kommentare ontvang. Alle kommentare sal ook in die Finale Basieseimpakverslag ingesluit word.

Indien die behoefte vir verdere spesialis-studies geïdentifiseer word, sal dit oorweeg word na afloop van die kommentaarperiode. Die Finale BIV sal beskikbaar gestel word vir 'n verdere 21-dae kommentaar periode, waarna dit vir evaluering en besluitneming aan die DO&O ingedien sal word. As 'n geregistreerde B&GP, sal u op hoogte gehou word gedurende die res van die proses asook op hoogte gehou word van die Departement se beslissing.

Sou u enige navrae hê, is u welkom om hierdie kantoor direk te kontak.

Vriendelike groete,



**Francini van Staden**  
Nms Cape EAPrac



# Cape Environmental Assessment Practitioners (Pty) Ltd

Reg. No. 2008/004627/07  
VAT No 4720248386

Telephone: (044) 874 0365  
Facsimile: (044) 874 0432  
Web: www.cape-eaprac.co.za

1<sup>st</sup> Floor Eagles View Building  
5 Progress Street, George  
PO Box 2070, George 6530

13 Februarie 2012  
Verw: GEO139/09

Geagte Lid van die Publiek

Via pos aflewering

**IIS: VOORGESTELDE SANDRKAAL VULSTASIE (PETROLSTASIE), ERF 11221, HV SANDKRAAL & MAIN (TANS GEHUUR DEUR LIFE COMMUNITY SERVICES), PARKDENE, GEORGE**

*Departement van Omgewingsake & Ontwikkelingsbeplanning Verwysing: EG12/2/4/1-D2/22-0067/11*

**Cape EAPrac** is deur die Mnr Aboobaker Ismail (voornemende nuwe eienaar van Erf 11221) aangestel as onafhanklike Omgewingskonsultant om 'n ondersoek te doen om te bepaal of 'n petrolstasie op die erf ontwikkel kan word of nie.

*Cape EAPrac* het gedurende Desember 2011 'n petisielys ontvang waarop u naam verskyn. Volgens die lys teken u beswaar aan en wil u nie 'n petrolstasie op die erf hê nie. *Cape EAPrac* het al die persone op die petisielys gekontak en u het telefonies bevestig dat u die petisielys ingevul het, kennis dra van die voorstel en of voorneme het om kommentaar te lewer en betrokke te wees by die proses.

U het verder ook met *Cape EAPrac* bevestig dat u as 'n Belanghebbende & Geaffekteerde Party vir hierdie proses wil registreer. Hierdie brief bevestig dus u registrasie as 'n Belanghebbende & Geaffekteerde Party. U sal vorentoe in die proses weer geleentheid kry om kommentaar en of beswaar te lewer.

Indien die inhoud van hierdie brief nie vir u duidelik is nie, kontak asseblief hierdie kantoor vir verdere inligting.

Vriendelike groete,

**Francini van Staden**  
For Cape EAPrac

13 February 2012  
Ref: GEO139/09

Dear Member of Public

Via post delivery

**RE: PROPOSED SANDRKAAL FILLING STATION (PETROL STATION), ERF 11221, C/O SANDKRAAL & MAIN ROAD (PREMISES CURRENTLY RENTED BY LIFE COMMUNITY SERVICES), PARKDENE, GEORGE**

*Department of Environmental Affairs & Development Planning Reference: EG12/2/4/1-D2/22-0067/11*

**Cape EAPrac** has been appointed as Environmental Consultant, by Mr Aboobaker Ismail (intended new owner of Erf 11221), for the undertaking of an assessment to determine whether a filling station can be developed on the property, or not.

During December 2011, *Cape EAPrac* received a petition list with your name on this list. According to the petition, you objected to the filling station on this property. *Cape EAPrac* telephonically contacted all individuals on the petition and you have telephonically confirmed that you have filled in this petition list and are aware of the proposed development and or have intend to comment on the develop and to take part in the process.

You have furthermore confirmed with *Cape EAPrac* that you wish to be registered as an Interested & Affected Party for this process. This letter confirms your registration as an Interested & Affected Party. You will again have the opportunity to raise comment on this development at a future stage in the process.

Should the contents of this letter be unclear, please do not hesitate to contact this office for clarification and further information.

Kind regards,



**Francini van Staden**  
For Cape EAPrac



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13 Februarie 2012  
Verw: GEO139/09

Geagte Lid van die Publiek

Via pos aflewering

**IIS: VOORGESTELDE SANDRKAAL VULSTASIE (PETROLSTASIE), ERF 11221, H/V SANDKRAAL & MAIN (TANS GEHUUR DEUR LIFE COMMUNITY SERVICES), PARKDENE, GEORGE**

*Departement van Omgewingsake & Ontwikkelingsbeplanning Verwysing: EG12/2/4/1/-D2/22-0067/11*

**Cape EAPrac** is deur die Mnr Aboobaker Ismail (voornemende nuwe eienaar van Erf 11221) aangestel as onafhanklike Omgewingskonsultant om 'n ondersoek te doen om te beaal of 'n petrolstasie op die erf ontwikkel kan word of nie.

*Cape EAPrac* het gedurende Desember 2011 'n petisielys ontvang waarop u naam verskyn. Volgens die lys teken u beswaar aan en wil u nie 'n petrolstasie op die erf hê nie. *Cape EAPrac* het al die persone op die petisielys gekontak en u het telefonies bevestig dat u nie die betrokke lys ingevul het nie en geensins kennis dra van die voorstel nie. Daar word dus aangeneem dat 'n ongemagtigde persoon u naam op die petisielys geplaas het. U het verder ook met *Cape EAPrac* bevestig dat u geen amptelike beswaar teen die petrolstasie gelug het nie.

U word dus nie as 'n Belanghebbende & Geaffekteerde party vir hierdie proses geregistreer nie.

Indien die inhoud van hierdie brief nie vir u duidelik is nie, kontak asseblief hierdie kantoor vir verdere inligting.

Vriendelike groete,

**Francini van Staden**  
For Cape EAPrac



13 February 2012  
Ref: GEO139/09

Dear Member of Public

Via post delivery

**RE: PROPOSED SANDRKAAL FILLING STATION (PETROL STATION), ERF 11221, C/O SANDKRAAL & MAIN ROAD (PREMISES CURRENTLY RENTED BY LIFE COMMUNITY SERVICES), PARKDENE, GEORGE**

*Department of Environmental Affairs & Development Planning Reference: EG12/2/4/1/-D2/22-0067/11*

**Cape EAPrac** has been appointed as Environmental Consultant, by Mr Aboobaker Ismail (intended new owner of Erf 11221), for the undertaking of an assessment to determine whether a filling station can be developed on the property, or not.

During December 2011, *Cape EAPrac* received a petition list with your name on this list. According to the petition, you objected to the filling station on this property. *Cape EAPrac* telephonically contacted all individuals on the petition and you have telephonically confirmed that you have not filled in this petition list and are not aware of the proposed development. It thus seems that an unauthorised person placed your name on the petition. You have furthermore confirmed with *Cape EAPrac* that you have not raised any official objection against the filling station.

For this reason, you have not been registered as an Interested & Affected Party for this process.

Should the contents of this letter be unclear, please do not hesitate to contact this office for clarification and further information.

Kind regards,



**Francini van Staden**  
For Cape EAPrac



## Cape Environmental Assessment Practitioners (Pty) Ltd

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5 Progress Street, George  
PO Box 2070, George 6530

24 November 2011  
Ref: GEO139/05

Attention: Direct Neighbour

Via hand delivery

**RE: PROPOSED SANDRKAAL FILLING STATION, ERF 11221, c/o SANDKRAAL & MAIN ROAD, PARKDENE, GEORGE**

*Department of Environmental Affairs & Development Planning (DEA&DP) Reference: EG12/2/4/1-D2/22-0067/11*

**Cape EAPrac** has been appointed by the Applicant as the independent Environmental Assessment Practitioner responsible for ensuring compliance with the regulations contained in the National Environmental Management Act (NEMA), Act No. 107 of 1998 (including the Environmental Impact Assessment Regulations promulgated during August 2010) for the proposed "Sandkraal Filling Station" on Erf 11221, George (c/o Sandkraal Road & Mainstreet, premises of the Life Community Services).

A Basic Assessment environmental process is required in terms of the said Act, as the proposed filling and service station triggers the following listed activity:

R544, Activity No. 13: *"The construction of facilities or infrastructure for the storage, or for the storage and handling of a dangerous goods, where such storage occurs in containers with combined capacity of 80 cubic metres, but not exceeding 500 cubic metres" [to allow for proposed filling station with a combined fuel storage capacity of less than 500 cubic metres].*

As a directly adjacent neighbouring property owner, this office hereby invites you to register as an Interested & Affected Party (I&AP) of this environmental process and development proposal. Correspondence and information regarding the proposed development and environmental process, will after this notification, only be distributed to registered I&APs. Should you wish to register as an I&AP, confirm your registration in writing and please supply your full contact details (name, surname, telephone / cell number, physical and postal addresses).

A 21-day registration period is allowed. Your request for registration must be submitted to **Cape EAPrac** on or before Thursday, 15 December 2011.

For further information, please do not hesitate to contact this office directly.

Kind regards,

Francini van Staden  
For **Cape EAPrac**

24 November 2011  
Verw: GEO139/05

Vir Aandag: Aangrensende Grondeienaar

Via hand aflewering

**RE: VOORGESTELDE SANDRKAAL VULSTASIE, ERF 11221, h/v SANDKRAALWEG & MAINSTRAAT, PARKDENE, GEORGE**

*Departement van Omgewingsake & Ontwikkelingsbeplanning (DO&O) Verwysing: EG12/2/4/1/-D2/22-0067/11*

**Cape EAPrac** is deur die Aansoeker as onafhanklike omgewingskonsultant aangestel en is verantwoordelik vir die fasilitering van 'n omgewingsimpakproses vir die voorgestelde "Sandkraal Vulstasie", in terme van die Nasionale Wet op Omgewingsbestuur (NEMA), Wet Nr. 107 van 1998 (insluitend die Omgewingsregulasies soos amptelik aanvaar gedurende Augustus 2010). Die terrein vir die Sandkraal Vulstasie is geleë op die h/v Sandkraalweg en Mainstraat, waar die Life Gemeenskap Dienste huidiglik is.

Bogenoemde wetgewing vereis 'n Basiese Invloedbepaling omgewingsproses, aangesien die vulstasie ontwikkelingsvoorstel die volgende gelyste aktiwiteit behels:

*R544, Aktiwiteit Nr. 13: "Die bou van fasiliteite of infrastrukture vir die berging, of berging en hantering van gevaarlike goederesoort, waar sodanige berging in houers plaasvind met 'n totale berging kapasiteit van 80 kubieke meters, maar wat nie 500 kubieke meters oorskry nie" [ten einde voorsiening te maak vir die voorgestelde vulstasie met totale brandstofberging van minder as 500 kubieke meters].*

As direk aangrensende grondeienaar, word u met hierdie kennisgewing uitgenooi om as 'n Belanghebbende & Geaffekteerde Party (B&GP) van die omgewingsproses en ontwikkelingsvoorstel te registreer. Korrespondensie en inligting, naas hierdie kennisgewing, gedurende die res van die omgewingsproses, sal slegs aan geregisteerde B&GPe voorsien word. Sou u belangstel om as 'n B&GP te registreer, bevestig asseblief skriftelik u registrasie en voorsien u volledige kontakbesonderhede (naam, van, telefoon / selnommer, straat en posadres).

Daar word voorsiening gemaak vir 'n 21-dae registrasie periode. U registrasie versoek moet aan **Cape EAPrac** ingedien word voor of op Donderdag, 15 Desember 2011.

Sou u enige navrae hê, kan u hierdie kantoor direk skakel.

Vriendelike groete,



Francini van Staden  
For **Cape EAPrac**

**PRE-BAR COMMENTS & I&AP REGISTRATION  
REQUESTS**

**PRE-DBAR I&AP REGISTRATION REQUESTS & COMMENTS: ERF 11221, PARKDENE FILLING STATION, GEORGE**

DATE	STAKEHOLDER	ORGANIZATION	COMMENT	RESPONSE
14.05.2011	Mrs. Nonkosazana Cleopatra Hans	Private - Main Street Resident	Registration confirmation following letter drop to neighbourhood. Will object to proposal if their right to quietness will be affected, in which case she will demand to be relocated, together with any other affected parties.	Interested & Affected Party (I&AP) registration has been confirmed. Informed Mrs. Hans that the environmental process will continue early 2012, and that all registered I&APs will be kept informed via means of written communication.
14.05.2011	Mr. Johan Coomans	Sasol Oasis Vulstasie	Request for I&AP registration - list of I&APs supplied. Requested confirmation of registration.	Cape EAPrac confirmed that registration of the I&APs received from Mr. Coomans, including: George Service Station Forum, Sasol Oasis Service Station, Life Community Services.
12.05.2011	Mr. Jonathan Stanton-Humphreys	Private	Request for I&AP registration. Provided the following initial comment: (i) increased fumes in a residential area, (ii) taxi traffic increase with danger for children, (iii) the convenience store can result in entrepreneurs to loose business, (iv) too close to existing schools, residences, creches, (v) increase in traffic, loitering, noise pollution, negative and disruptive effect on local community, (vi) the effluent run-off from the petrol station will have a negative ecological and health impact on the immediate neighbours, (vii) there is an existing community care programme on the property that is catering for the critical needs of youth in the community, the loss of this programme will be dire blow to the needs of the young people in the community and the current employees will lose their jobs.	Cape EAPrac confirmed the registration of Mr. Stanton-Humphreys as an I&AP for this process and confirmed that his concerns will be given attention, also as part of the specialist studies to be undertaken (Socio-Economic Study, Traffic Impact Study).
09.12.2011	Mrs. Nicolette Pretorius	Director: Life Community Services	Request for I&AP registration	Cape EAPrac confirmed Life Community Services' registration via e-mail.
03.12.2011	Mr. Tom Queba	Private - Orion Street Resident	Request for I&AP registration	Cape EAPrac confirmed Mr. Queba's registration via e-mail.
30.11.2011	Mr. Benjamin Swartbooi	Private - Golf Street Resident	Request for I&AP registration.	Cape EAPrac confirmed Mr. Swarbooi's registration via post.
26.11.2011	Mr. Piet Gelderblom	TOTAL Sandkraai	Request for I&AP registration.	Cape EAPrac confirmed registration via e-mail.

<b>Mr T Botha: George Municipality Municipal Manager (12-07-12)</b>	
The George Municipality herewith confirms that the subject property is zoned Business Zone with consent for a Public Garage and therefore has not objection to the proposed facility.	Noted.
<b>Mr M Abrahams: Department of Health: Eden District (01-06-12)</b>	
The Department of Health (Eden District Office) has no objection to the proposed filling station development on Erf 11221, George”, provided that the following conditions are met.	Noted.
George Municipality must supply all potable water.	The George Municipality has confirmed, in writing, that sufficient potable water is available for the Municipality to supply the proposed filling station development and as such, the proposed development (on the already municipal serviced site) will be linked to existing municipal services.
All sewage is to be connected to the George Municipal waste water system.	The George Municipality has confirmed, in writing, that sufficient effluent treatment capacity at the relevant treatment plant is available to accommodate the proposed development. The development site will therefore be connected to the George Municipal waste water system.
All refuse removal must be incorporated into the George Municipal solid waste stream.	The Draft Basic Assessment Report (BAR) stipulated that the proposed development will be incorporated into the municipal solid waste stream, and that no other forms of waste disposal will be allowed.
No environmental, underground or surface water pollution will be allowed.	The importance of preventing pollution of water sources is acknowledged. Pollution prevention measures will be of utmost importance, and have been described in the BAR and Environmental Management Programme which will need to be implemented should the application be approved. Prevention pollution measures proposed include the installation of a forecourt separator to intercept hydrocarbon pollutants (preventing entry of these pollutants into the storm water drainage system), controlled storm water drainage, the total forecourt area will be bunded with impermeable material to isolate and separate the area of fuel handling from other sectors of the site, as well as management measures such as regular checking for fuel losses, leaking roofs or storm water pipes and the keeping of storm water drains free from litter to prevent blockage and to ensure effective functioning.

<p>The owner / operator of the filling station must have an environmental management plan in place to combat any pollution that might occur.</p>	<p>An Environmental Management Programme (EMP) has been developed and is included with the Basic Assessment Report. The Department of Environmental Affairs &amp; Development Planning will be recommended to review and authorise the EMP for implementation, should the application be approved. Considering the potential pollution impact associated with filling stations, specific attention will be given to pollution avoidance. The Underground Storage Tanks must comply with the relevant design standards and installation of these tanks must include sustainable containment measures to ensure that leakages are avoided. Mitigation measures for the operational phase will also be investigated – such measures will include the regular monitoring of fuel levels to ensure early detection of leakage and regular maintenance to electronic gauges and/or probes.</p>
<p>Any spillage or pollution that has occurred must be cleaned immediately by the owner / operator of the filling station and the environment rehabilitated.</p>	<p>This has been stipulated in the EMP and is recommended as a condition of approval.</p>
<p>The owner / operator of the filling station must inform this office and the Municipal Health Department of Eden District Municipality (George Office) of any pollution that has occurred.</p>	<p>This requirement will be included in the BAR and EMP as a condition of approval.</p>
<p>An adequate number of public ablution facilities for both sexes must be provided.</p>	<p>Noted. The facility layout does provide for separate ablution facilities.</p>
<p>The ablution facilities must be kept in a clean and hygienic state at all times.</p>	<p>Noted. This requirement will be included in the EMP – operational phase requirements.</p>
<p>All tanks to be installed must be completely leak proof to prevent the pollution of the environment.</p>	<p>The underground tanks to be installed will need to comply with the relevant design standards to avoid leakages. The tanks will be installed in contained areas to ensure that leakages are avoided. Regular monitoring will be recommended for the operational phase.</p>
<p>Monitoring wells must be installed to detect any possible leaks.</p>	<p>Noted. The requirement for monitoring wells will be included as an operational phase recommendation in the EMP.</p>
<p>Leak detectors must also be installed. If a leak is detected the owner / operator must repair the leak without delay and rehabilitate the environment.</p>	<p>Noted. The requirement of leak detectors will be included as an operational phase recommendation in the EMP. Immediate action once a leak is detected is prescribed in the EMP.</p>
<p>All possible steps must be taken to prevent overfill of tanks and vehicles.</p>	<p>Noted – measures will be investigated and included in the Environmental Management Programme.</p>

<p>All run-off water from the front court must be cleaned before disposal into the Municipal storm water system.</p>	<p>Drainage from the filling station will be carefully controlled to avoid pollution of water sources (surface water / storm water). Such a design measure includes sloping the forecourt in an inwards manner to channel potential surface water / liquid flow towards forecourt inlets linked to underground forecourt separator from where it will overflow into the sewage system. The fuel dispensing area will be covered with a roof to prevent contamination of storm water with fuel elements. It is recommended that that the roof covering the fuel dispensing area has an overhang of at least 10° to prevent rainwater from entering the forecourt. Furthermore, road channels will be installed around the forecourt and re-fuelling areas to direct surface water runoff through an oil separator before entering into the municipal network. Finally, storm water drains will not be located near the forecourt (except for the forecourt separator inlets).</p>
<p><b>Mrs Cobri Vermeulen: Department of Agriculture, Fisheries &amp; Forestry (06-06-12)</b></p>	
<p>DAFF has studied the Basic Assessment and supporting documents and the following, in terms of the implementation of the national Forest Act, Act 84 of 1998 as amended (NFA) and the National Veld and Forest Fire Act, Act 101 of 1998:</p>	<p>Noted.</p>
<p>This office has no comments to make regarding the NFA.</p>	<p>Noted.</p>
<p>No Protected tress or Indigenous Forest are involved.</p>	<p>Cape EAPrac confirms that due to the transformed and urban nature of the development site, which is located within the mixed residential / commercial area of Parkdene, bordering Sandkraal Road, no protected trees or indigenous forest are found on the development site or its immediate surroundings.</p>
<p>The provisions of the above-mentioned act do not apply to this site and proposed development.</p>	<p>Based on DAFF's confirmation that the provisions of the National Veld &amp; Forest Act, Act 101 of 1998 (NVFFA) does not apply, and the confirmation that DAFF do not have any comment with regards to this development application, DAFF will not be requested to comment on the application again during the remainder of the Basic Assessment process.</p>
<p><b>Ms G D Swanepoel: Department of Transport &amp; Public Works (06-07-12)</b></p>	
<p>Erf 11221 is bordered by Sandkraal Road to the west, Main Street to the north and Golf Street to the east. As per the Traffic Impact Assessment, Sandkraal Road has a higher order status.</p>	<p>Noted.</p>
<p>Main Street is Proclaimed Provincial Minor Road 6886, and is therefore ruled by the Roads Ordinanc 19 of 1976, of which this branch is the Roads Authority and responsible for approvals.</p>	<p>Noted.</p>



<p>Main Street functions as a municipal street of no significance to the Provincial Road network, it is therefore recommended that the Road Authority Status be corrected and to end this Department's involvement. It is advised that the George Municipality be requested to request the deproclaiming of this road, with immediate effect and to take over the road as a municipal street.</p>	<p>Noted. Vela VKE Traffic Engineer is in current discussion with the George Municipality regarding Main Street and the involved authority. The Department of Transport &amp; Public Works' comments have been forwarded to the George Municipality and it is understood that the George Municipality is in process of discussion with the Department of Transport &amp; Public Works.</p>
<p>This department, from an environmental point of view, is not opposed to the application, but it must be noted that should this Branch's advice not be followed before an approval for the access is required, then this Department will require the George Municipality's roads department's positive recommendation to approve that access before this Branch will then issue a conditional approval with a request similar to the above.</p>	<p>Noted.</p>
<p><b>Mr Benjamin Walton: Cape Nature (07-08-12)</b></p>	
<p>Erf 11221 (0.5041ha) is situated in the suburb of Parkdene on the main arterial Sandkraal Road in George, and zoned business according to the BAR. No alternative sites have been assessed as part of the application for environmental authorisation. Two alternative layout plans are proposed comprising a hard surfaced forecourt area; five UST's (total capacity of 115m<sup>3</sup>); a convenience store; parking bays and a carwash.</p>	<p>Noted. According to the erf's Title Deed (Title Deed Number: T7229/1950), the physical size of the property is 4,995 square metres.</p>
<p>The mapped vegetation unit historically occurring at the property is Endangered Garden Route Granite Fynbos, a threatened ecosystem listed into NEMBA containing four threatened plant species with less than 1% formally conserved. The property is currently being used as a creche and care facility managed by Life Community Services, and is transformed with no natural vegetation remaining, as confirmed in the BAR. The property is not a designated sensitive area, and does not contain sensitive Wetlands as identified by the FEPA project. Natural drainage is towards the east of the property as mentioned in the BAR. There appears to be no biodiversity issues associated with this application.</p>	<p>Noted. Section 6 of the BAR described the site's biodiversity and indicated that it is completely transformed and that neither the CBA or ESA biodiversity planning categories are applicable to Erf 11221.</p>

<p>CapeNature recommends that the Underground Storage Tanks (USTs) be extremely impermeable (double layered) and that monitoring and regular internal testing of the USTs to assess leakages. Measures must be implemented to prevent contamination of surface or ground water by the use of USTs and activities associated with filling stations.</p>	<p>In addition to the adequate bunding of the USTs, forecourt dispensing area and fuel tank delivery area which will significantly reduce the impact of spills; monthly monitoring of fuel sales versus holding capacity is recommended, to detect any potential leaks. It is furthermore recommended that USTs be constructed from a corrosion-proof material, should any UST corrosion be detected, the applicable UST must be replaced immediately to avoid leakages; and that industry norms relating to the design, construction and maintenance of filling station and USTs, including SABS 089, SABS 1535, and SABS 1830 are adhered to.</p>
<p>CapeNature queries whether the business zoning as a consent use granted in 1987 in terms of the applicable zoning scheme regulations for a filling station still applies, as it may have lapsed.</p>	<p>The project team planner, Delplan, responded as follows: When this area of which Erf 11221, George forms part of, was rezoned and subdivided in the 1980's, every newly created property obtained a zoning. Zonings are allocated when a new township is approved and created. The zoning allocated to the property cannot lapse. A similar example will be a residential erf in e.g. Rooirivier which is still vacant more than 20 years after it was first rezoned and subdivided.</p>
<p>CapeNature does not object to the above-mentioned proposal.</p>	<p>Noted.</p>
<p><b>Mrs N C Hans: Direct Neighbour (09-07-12)</b></p>	
<p>Comment is submitted on behalf of Mrs NC Hans (currently out of town): the assessment has been read and the following comments / questions are raised:</p>	<p>Noted.</p>
<p>There is no comment from the Department of Health, Department of Community Safety or the SAPS commenting on the safety of the community's children and the community as a whole.</p>	<p>Concern noted. The Department of Health commented on this development application (see this Issue &amp; Response Table) with certain safety requirements which the development will need to comply. These requirements are taken up as part of the process and will be recommended as conditions for approval to ensure that the developer / applicant complies with the Department of Health's requirements. Various safety precautions have been considered, particularly with the two schools and care facilities in the immediate area. The development will erect warning signs to warn motorists refuelling at the filling stations of pedestrians. The Environmental Management Programme includes a number of safety precautions and measures to be taken to avoid unnecessary fires, including training for all staff and the provision of necessary fire fighting equipment on site and the regular monitoring of fuel storage tanks for early leak detection.</p>
<p>Will the road be expanded to allow for trucks to use the facility? My concern here is that my house is in front of the proposed facility, and we are noting that trucks are struggling to turn into our street.</p>	<p>A turning lane with 12m storage length will be constructed on the western approach of Main Street. This turning lane will not affect private property and it has been confirmed with the Traffic Engineer that <u>no private property will be affected by the widening of the road</u>. The road reserve has sufficient space to accommodate the widening.</p>

<p>The municipal street light in front of our yard (and the proposed facility) is not always in a working condition, concern is raised that this situation will open up a situation of increased criminality.</p>	<p>Concern noted. It is likely that the filling station will operate on a 24-hour basis in which case adequate lighting will be installed for refuelling customers after daylight hours. It is furthermore expected that the filling station will employ the services of a security company to assist with the general guarding and safety of the facility.</p>
<p>What will happen with the existing project running on Erf 11221? Prior to the establishment of this project, the community was not consulted and the children that make use of the facility are not always under control.</p>	<p>Life Community Services (the existing project running on Erf 11221) is present on the site with a month-to-month lease agreement with the owner of the property, which will lapse once the current sale transaction of the site has been finalised. Once the property sale transaction has been finalised, Life Community Services will need to relocate to another site. Life Community Services confirmed this agreement and will relocate once the sale process has been confirmed. It has furthermore been confirmed that Life Community Services own a property in the immediate area. Thus, should this operation relocate from the development site, their services would not necessarily be lost to the community.</p>
<p>I am concerned that this development situation will result in an unfavorable situation for me, and therefore I will object to the proposed development if I am going to be a victim of crime, noise, accidents and issues with the children at the existing facility, and if this turns out to be unaddressed, then I will request to be relocated to another residential area.</p>	<p>Concern noted. The issues relating to crime, accidents and children at the existing facility have been addressed through management measures and the lease agreement with the current operation. With regards to noise levels: It should be taken into account that the ambient noise (existing background noise level) in the area is already high as a result of the existing traffic volumes that use Sandkraal Road bordering the development site. Sandkraal is a Class 3 road with high traffic volumes, travelling between George, the Industrial area and the N2. Traffic also remain steady after-hours due to the 300meter distance from the N2 intersection.</p> <p>Traffic volumes and activities at the proposed filling station are directly related and as such noise levels will be the lowest during night time and highest during the day time when the ambience noise levels are already high. Negative impacts from noise levels are therefore not expected for this development.</p>
<p><b>Mr R Fivaz: George Municipality: Department of Civil Services (03-05-2012)</b></p>	
<p>Capital contributions are payable by developer for each new erf created, as per standard tariffs for George.</p>	<p>Noted. The Civil Services Report compiled by Vela VKE included the expected capital contributions, see Annexure C of the Civil Services Report.</p>
<p>Any existing service damaged during the development of the erf is to be repaired at the developers' expense, and in accordance with municipal standards.</p>	<p>Noted and agreed.</p>
<p>The developer will be responsible for all costs related to the proposed development.</p>	<p>Noted and agreed.</p>

<p>All civil services internal, link and relocation of or upgrades to existing services, are to be designed by a registered consulting engineer in accordance with "the Guidelines for Human Settlement Planning &amp; Design" and Council specifications.</p>	<p>Noted and agreed.</p>
<p>A meter must be installed by the developer at commencement of construction to monitor water usage during the construction phase.</p>	<p>Noted and agreed. This will be included in the Final EMP.</p>
<p>Only municipal water for residential use is provided.</p>	<p>Noted. The development does intend to link to municipal services and to make use of municipal water for kitchen and ablution facilities associated with the filling station development.</p>
<p>Water Demand Management Plan is to be submitted to this Department. All recommendations stipulated in the Water Demand Management Plan are to be implemented by the developer/applicant. All costs involved will be for the developer / applicant.</p>	<p>Water demand management is thoroughly described in the Environmental Management Programme (EMP) included as Appendix H of this BAR. Should the application including EMP be authorised, the developer / applicant will be forced to comply with the water demand management prescribed in the EMP for both the Construction and Operational phases.</p>
<p>Storm water management plan to be submitted to this Department. All recommendations stipulated in the storm water management plan are to be implemented by the developer / applicant. All costs involved will be for the developer / applicant.</p>	<p>The management of storm water runoff at all outlets will be designed by qualified engineers as part of the detailed design stage. The Civil Services Engineering Report (Appendix G of the BAR) detailed the pipe sizes and peak discharge volume. The Environmental Management Programme (Appendix H of the BAR) addresses stormwater management. Detailed stormwater management will follow as part of the final facility design and this will be submitted by the appointed engineers to the Municipality: Civil and Technical Services for approval.</p>
<p>The developer will be required to install an oil trap. Capacity of the oil trap to be designed by a consulting engineer.</p>	<p>Noted. The installation of a forecourt separator forms part of the development process. This separator will function as a separator and trap for petroleum and petroleum affected fluids, separating this from the stormwater from the site. See Appendix J for a copy of a forecourt separator type - a similar module will be installed at this development.</p>
<p>The applicant / developer / owner is to apply to this Department for an industrial permit to discharge any effluent, other than standard residential effluent, into the municipal sewer system.</p>	<p>Noted. The Applicant will apply for this permit when and if Environmental Authorisation is granted.</p>
<p>As only a general layout has been provided, with no dimensions, the developer is to take note that all road reserve widths are to be in accordance with the "Guidelines for Human Settlement Planning and Design".</p>	<p>Noted. The Civil Services Report was compiled with these guidelines (Redbook) as guideline for the development infrastructure.</p>
<p>The developer is to have a Traffic Impact Assessment (TIA) conducted by a registered traffic engineer.</p>	<p>Noted. Vela VKE undertook a Traffic Impact Assessment and the findings of the study are reported on in this BAR. A copy of the report is also included in Appendix G of this BAR.</p>

Internal parking requirements, position of accesses, provisions for pedestrians and non-motorised transport and other issues related to traffic must be addressed and all measures indicated on plans and drawings submitted for approval.	Such detailed planning will be submitted to the George Municipality for civil services approval as part of the detail design phase.
No private parking is allowed in the road reserve.	Noted. It is recommended that signage to warn motorists against parking in the road reserve be erected.
Transfers may be withheld if any sums of money owing to the George Municipality are not paid in full, or if any services have not been completed to the satisfaction of this Department.	Noted. The Applicant will be informed of this requirement of the Municipality.
The applicant is to make an appointment with this Department, after the completion of civil services, for an inspection.	Noted. The Applicant will be informed of this requirement of the Municipality.
Provisions for the removal of solid waste is to be addressed in conjunction with the Department of Environmental Services.	Noted. This BAR addresses solid waste with certain requirements as to how construction and operational phase solid waste must be handled. The civil services report (Appendix G of this BAR) also addresses solid waste management and removal.
The developer is to adhere to the requirements of the OHS Act at all times, as well as conditions stipulated by any other authority whose approval was required and obtained for this development.	Noted. These requirements are also stipulated in this BAR and EMP.
<b>Mrs M Lintnaar-Strauus: Dept of Water Affairs (16-07-2012)</b>	
This Department has no objection to the development, subject to the following conditions:	Noted.
It is mentioned in the report that the potable water will be supplied by George Municipality. The internal reticulation and connection service infrastructure must be done according to the specifications laid out by the George Municipality.	Noted. The civil services report has been submitted to the George Municipality and in the detail design phase, infrastructure design will be subject to municipal approval.
It is noted that stormwater will be connected to the existing municipal infrastructure and there is capacity for the proposed development. The construction of the stormwater management system and the associated infrastructure must be done to the satisfaction of the responsible municipality.	As noted above, infrastructure plans will be approved by the local municipality prior to construction.

<p>It is noted in the report that during the operational phase the sewage will be connected to the existing Municipal sewer network and the municipality confirmed that they have sufficient capacity to accommodate the proposed development.</p>	<p>Appendix E of the BAR contains municipal confirmation for sewage.</p>
<p>It is noted that refuse and disposal will be done by the Municipality. All waste should be kept in appropriate containers and disposed of at an appropriate and permitted disposal site.</p>	<p>This is described as a condition of approval included in the Environmental Management Programme.</p>
<p>No activities may take place within the 1:100 year flood line of rivers and streams, natural drainage lines or within the riparian areas, or within 500m from the edge of a wetland without an authorisation from this Department.</p>	<p>None of these are applicable to the development site.</p>
<p>The underground tanks must comply with the SABS Codes of Practice. The underground storage tanks must be checked daily and two monitoring boreholes must be drilled down-gradient of the storage tanks. Groundwater quality as per prescribed analysis must be undertaken on a quarterly basis.</p>	<p>These requirements were all adopted in the BAR and is strongly recommended as conditions of approval.</p>
<p>Spillages occurring at the dispensing area must be contained and channeled into a separator before discharged to the municipal sewer. The car wash must have its own oil / water separator. Inspections and maintenance must be conducted regularly on the oil interceptors to ensure that they are functioning properly. Waste from oil interceptors must be disposed of to a suitable waste handling contractor where Safe Disposal Certificates will be issued. No fuels / oils must be allowed to discharge into stormwater pipes.</p>	<p>Noted. The forecourt will be designed with an inward slope to ensure that all runoff from the forecourt will be collected via an internal system that will capture potential pollutants (fuel/oil spills) in a special forecourt separator and thus effectively avoid contamination. The outflow from this system will drain into the sewer and not into the storm water system to avoid the pollution of surface water with fuel elements. Regular monitoring is prescribed in the EMP for the operational phase of the development to continue the avoidance of potential contamination.</p>

<p>Pollution prevention / Incidents and Malfunctions: Surface and or groundwater pollution incidents that may occur must be dealt with in accordance with Section 19 and Section 20 of the National Water Act (1998). Should there be any deviations from the EMP, or any incident or potential incident that might impact on any water resources, this office must be notified immediately. The responsibility rests with the applicant to identify any sources or potential sources of pollution and to take appropriate measures to prevent any pollution of the environment. Failure to comply with the requirements of the National Water Act could lead to legal action being instituted against the application.</p>	<p>Noted. A number of avoidance measures as well as monitoring measures are prescribed for this development to ensure that any potential contamination with water sources are effectively avoided and minimised. These measures are described in the BAR as well as the EMP some of which include the following:</p> <ul style="list-style-type: none"> <li>• Two down gradient boreholes must be drilled (30m-40m deep) to enable regular ground water monitoring to detect potential contamination during the operational phase of the development;</li> <li>• Leak detectors will be installed and the owner / operator must repair potential leaks without delay to avoid pollution;</li> <li>• The forecourt must be designed with an inward slope to ensure that all runoff from the forecourt will be collected via an internal system that will capture potential pollutants (fuel/oil spills) in a special forecourt separator and thus effectively avoid contamination;</li> <li>• The entire forecourt area should be bunded (underground) and all stormwater runoff from the forecourt area (excluding the remains in the separator) must be fed into the municipal sewer system;</li> <li>• Compliance with the relevant SABS 089/1535/1830 norms and standards that specifically relate to the design, construction and maintenance of filling stations and underground storage tanks to ensure that all potential leakages are avoided;</li> <li>• Stormwater runoff from areas other than the forecourt to be filtered (i.e. silt traps) and all stormwater outlets to be designed with erosion control measures to prevent point of source erosion;</li> <li>• Although not a great volume, potential hazardous material (including oil cans/bottles, remains from the forecourt separator) must be collected, transported and disposed of by a registered waste collector at a registered waste site that can accommodate such materials i.e. Vissershok Dump Site in Cape Town.</li> </ul>
<p><b>Petroleum Retailers Alignment Forum and 19 existing filling stations in George (05-07-2012)</b></p>	
<p>Comments made on behalf of: the Petroleum Retailers Alignment Forum including its constituent members and the proprietors of existing filling stations in George, including: 9 Dolphins Engen One Stop, Sasol One Stop, Total Sandkraal, Multi Motors Engen, Shell South Cape Reseller, Excel Albert Street, Sasol Oasis, Enden Caltex, Shell Courtney, Total Courtney, Palm Tyres Caltex, TG Motors BP, York Service Station Caltex, Wilderness Motors Caltex, George Eco Stop, Carlu Motors Caltex, Waves Caltex.</p>	<p>Noted.</p>
<p>The parties listed above object to the filling station component of the proposed development for reasons stated in this correspondence.</p>	<p>Noted.</p>

<p>The parties on whose behalf these comments are made have applied for the 2010 NEMA EIA Regulations insofar as they relate to filling stations to be set aside on review by the High Court. These comments are made in compliance with the regulations as they presently stand and are not intended and most not be construed to be an abandonment of or deviation from the position set out in the review application presently serving before the courts.</p>	<p>Noted.</p>
<p>The BAR includes a 62 page "economic impact assessment" which it is submitted as an elaborate sleight of hand intended to serve the intentions of the developer without dealing properly with the actual impacts the proposed activity will have. In this regard: it is a well established traffic engineering fact that filling stations generate no additional traffic and that every litre of fuel ever sold at a new filling station is effectively taken from an existing filling station. It is consequently, impossible to identify, consider, assess or report on the socio-economic impact a proposed filling station will have without at the very least: prior identification of the market into which it is proposed to introduce a further filling station, or a property understanding of where the sales projected for the proposed filling station will be taken from.</p>	<p>Please refer to the "Declaration" of the indepent specialist who compiled the economic specialist study for this process. This declaration of independence form can be viewed at the end of the BAR form. The economic assessment considered and assessed the socio-economic dynamics of the study area, the market potential of the proposed filling station, the socio-economic impact of the filling station development during and after construction as well as the impact of the filling station within the local municipal area of George. With this as basis for the understanding of the assessment, the economic impact assessment did fulfill the purpose of the study.</p>



<p>The BAR and its supporting studies is entirely silent on the size of the fuel retailing market in George and surrounds and the extent to which that market is served by existing filling stations. The fact of the matter is that, as is evident from even a cursory observation of motorist behaviour patterns in George: The BAR and its supporting studies is entirely silent on the size of the fuel retailing market in George and surrounds and the extent to which that market is served by existing filling stations. The fact of the matter is that, as is evident from even a cursory observation of motorist behaviour patterns in George:</p> <ul style="list-style-type: none"> <li>• There is no unserved or underserved niche or part of the local fuel retailing market;</li> <li>• The existing filling stations have sufficient residual capacity to meet not only the present demand but also any foreseeable demand.</li> </ul>	<ul style="list-style-type: none"> <li>• In section 4.2 of the Economic report, a supply profile of the existing filling station market is made, which highlights the total number of filling stations located within the George municipal area (including areas such as Wilderness ). Mention is also made of the proposed filling stations which have not yet been development, but may impact supply in the future.</li> <li>• Mention is also made of the total number of filling stations which are located within the buffer zone for the development and are listed by name in section 4.2.</li> <li>• A supply analysis of fuel supplies to the George municipal area (including Wilderness and surrounding areas) is also provided in section 4.2, table 4.2. These figures are provided by the Department of Energy. These are 2009 figures however as the department is currently in negotiations with the Competition Board as to whether these figures should be available for the public and thus the latest figures are not available. The use of these figures was to present the most reliable and accurate fuel supply information that is available.</li> <li>• The objective of the report was identify if there is excess demand at the particular site (Sandkraal Road) for a filling station taking into account the already existing supply in the current market. One of the notable trends that can be identified from the analysis in section 4.2 is the concentration of existing filling stations in Courtney, York and Albert Street. The residential areas (Parkdene, Lawaakamp and Thembaletu) in the vicinity of the proposed development are underserved and actually make up the largest percentage of the George population (refer to Socio Economic Factsheet section 3.) The location of the existing filling stations is the problem for these households as they would have to travel great distances just to fill up and the existing filling stations in Sandkraal Road is not sufficient to cater for this market without placing additional cost implications (having to access other filling stations in town) on already low income earning areas.</li> </ul>
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<p>The BAR is similarly entirely silent on where the sales projected for the proposed filling station are presently taking place or what the impact the proposed filling station on existing filling stations will be. In this regard:</p> <ul style="list-style-type: none"> <li>• Sales volumes at existing filling stations are well below the norm as is evident from the Vreken study attached hereto</li> <li>• This situation has been exacerbated by the proliferation of filling stations in George over recent years and is acutely heightened by the threat of another 4 (FOUR) new filling stations</li> <li>• Even a relatively small reduction in sales at several existing filling stations will certainly result in a loss of jobs and may well threaten the viability of those stations.</li> </ul>	<p>Urban-Econ makes use of a scientifically sound model which is used internationally. The fuel supply is based on the Department of Energy supplies for Petroleum and Diesel for the licensing district of the George Municipality. This is 100% accurate since they have records of all fuel supplied to the area and is not based on estimates. Urban-Econ and Vela VKE conducted traffic counts to determine the transient traffic flow and a leakage factor was also taken into account for vehicles using other filling stations in the local market. In addition vehicle ownership rates (26%) were also used to determine the demand for fuel in the local market. For the transient market, vehicle inception rates (3.5%) were used to establish how much of the transient market (calculated through the traffic counts) would actually make use of the filling station. Through this model and the variables listed above a gap existed between the demand (local and transient) and fuel supplied in the study area. Thus as there is an existing demand at the site, even with the fuel supplied by the existing stations, fuel will not be taken from existing filling stations, but will simply 'take' the demand that has not been served. Thus employment will not be affected at these existing filling stations as their current market should not be impacted.</p>
<p>The BAR inexcusably seeks to present the economic impacts the proposed activity is likely to have as if it were being undertaken in a vacuum. In this regard;</p> <ul style="list-style-type: none"> <li>• The proposed activity will cost as many jobs as it creates, possibly more, yet the BAR does not deal with this aspect.</li> <li>• The alleged positive contribution the activity will make to the local economy will be off-set completely by the negative impact on existing filling stations and the jobs and opportunities they presently offer.</li> </ul>	<p>The report highlights the economic impacts based on the additional money being spent in the local economy due to exogenous spending. If the filling station would not be constructed that CAPEX would not be spent in the George local economy. It has no impact on the current filling stations with regards expenditure and job creation. The impact model is as a result of additional spending and not as PRAF has stated relocation since this money will not be spent on construction anywhere else. The operational impact is based on the operation of the new filling station and Urban-Econ does not use the trip generating principles for filling station feasibility studies. Nowhere has this been referred to in the report. The expenditure of income is based on consumer preference and there where a consumer decides to spend their income does not result in a negative impact. A negative impact would occur if the GGP of George declines due to a business closing. The whole aim of the feasibility study is to determine whether there is sufficient demand for an additional filling station. If there was not sufficient Net Effective Demand and the new filling station would have to take-up sales from other filling stations then a negative impact would occur. This is not the case and therefore not loss in income has been calculated to determine a negative impact.</p>

<p>The BAR entirely disregards the significant impact of the on-going economic downturn on sales volumes at existing filling stations;</p> <ul style="list-style-type: none"> <li>• If the sales at the Total Sandkraal are used as an example: Sales volumes in 2012 are comparable to the sales attained in 2003; Sales have dropped by 20% since the compilation of the hereto attached Vreken Report.</li> </ul>	<p>The Economic study included as part of the BAR described the socio-economic dynamics of the study area as well as the socio-economic impact of another filling station in this area. The drop of sales Total Sandkraal is noted and was reviewed by UrbanEcon. However, the demand analysis undertaken as part of the economic study showed that even a conservative scenario can sustain the proposed filling station and is therefore considered feasible in the existing economic market.</p>
<p>What the above figures demonstrate is that there is no need for the proposed filling station as explained in more detail below. The proposed activity undermines sustainable development in the sector and is incapable of attracting a positive decision on this basis alone.</p>	<p>It is important to note that in terms of the <i>EIA Guideline and Information Document Services: Guideline on Need &amp; Desirability</i>, need is described as relating to the interests and needs of the broader public, in addition to the general purpose and requirements. The consideration of "need and desirability" as part of the EIA process and associated decision-making process, strategic context of the development proposal along with broader societal needs and the public interest should be taken into account. In terms of the above-mentioned guideline document, "need" essentially refers to "time" and "desirability" to "place". The guideline stipulates a set number of questions that should be answered as part of the assessing of "need and desirability" and these questions and feedback can be read in Section D of the BAR form as well as . With the addressing of these questions, and Section 5.1 of the Final BAR's Executive Summary.</p>
<p>The proposed activity will have significant impacts that are incapable of adequate mitigation.</p>	<p>No impacts of a high negative value were identified as part of the assessment process. Please review the impacts identified, assessed and addressed in Section F of the BAR form.</p>
<p>The BAR's finding that there is a need for the proposed filling station is based on the single insufficient assertion that enough vehicles move past the proposed site and the application of a theoretical formula to that number. This methodology and approach is deeply flawed as is evident when one considers that it will render an identical finding of feasibility for any number of filling stations that may be proposed. Every filling station adjacent to the traffic flow described would have the same feasibility whether there is 1 (ONE) or 27 (TWENTY SEVEN). The BAR presents no basis whatsoever for a finding that there is a need for the proposed filling station.</p>	<p>Refer to UrbanEcon's explanation of their model above. The factors considered to determine the market demand as part of the economic assessment should further be considered. These factors included residential units, vehicle ownership ratio, average monthly fuel consumption, total vehicles, inception rate and average fill. It is also important to note, as stated in the UrbanEcon Economic Impact Assessment Report, that a 97.5% possible leakages is taken into consideration for vehicles passing the site and which choose to refill at other filling stations. PRAF's concern namely that the proposed filling station will impact negatively on existing filling stations and fuel sales, are duly noted. However, this potential impact and general impact, was carefully assessed throughout the environmental assessment process and associated economic assessment. The economic assessment did conclude that there is a need for a filling station at the study site, without a high negative impact on existing filling stations and existing fuel sales.</p>
<p>Alternatives: assessment of the No-Go, and other alternatives, is mandatory.</p>	<p>Noted.</p>

<p>Implementing the no-go option would eliminate the possibility of any of the negative impacts associated with the proposed activity from occurring which we submit would be the preferable environmental option.</p>	<p>No environmental impacts of high significance were identified during the assessment process. The development proposed is regarded as the best environmental option for this site. Refer to Section F of the BAR form.</p>
<p>The purported negative impacts of the no-go option as described in the Report are spurious and untested. We require this alternative to be substantively and fully described and assessed and compared with the developer's preferred alternative.</p>	<p>As described in the BAR, the No-Go option is taken to mean the option of not implementing the activity (and in line with DEA&amp;DP's EIA Guideline &amp; Information Document Series). The option of not implementing the development activity means that the current situation will continue - without improvement or the adding of economic value to the site. The site does already have established business zone rights. With regards to the Economic Study: The whole objective of section 5 (impact analysis) and section 6 (Impact tables) is to assess the respective impacts of the various alternatives within the local and regional economies of George and Eden. The impacts presented in these sections are based on primary and secondary research conducted by Urban-Econ as well as various other Filling Station Impact Assessment studies which have been conducted by Urban-Econ, not only in the George and Eden regions but across the country, by the various other branches of the company.</p>
<p>In view of the foregoing, it is submitted that the BAR contains sufficient information for the Department to finally deny authorisation in this instance. In the event that the Department is disinclined to deny authorisation, it is submitted that the BAR is hopelessly non-compliant with the mandatory provisions of NEMA and the applicable Court judgements and that it, consequently, does not contain sufficient information to enable a positive ROD. In such an instance it is submitted that the Department is constrained to direct the Applicant to undertake a comprehensive Scoping and Assessment process dealing with the issues listed above.</p>	<p>Please note that all comments received, are submitted with the Final BAR and will be submitted in its original format to the Department of Environmental Affairs &amp; Development Planning to inform their decision-making process. With regards to your comment that the BAR does not contain sufficient information: a discrepancy is noted between this comment and the previous comment, which noted that the no-go option is, according to your comment, not fully assessed. Finally, it is up to DEA&amp;DP to decide whether the BAR is compliant with the relevant legislation provisions, or not.</p>
<p><b>Mrs C Runkel: SANRAL (12-06-2012)</b></p>	
<p>Thank you for the notification dated 29 May 2012. The South African National Roads Agency SOC Limited (SANRAL) has no comment with regards to the proposed Parkdene filling station on Erf 11221, Parkdene, George, as it does not affect the N2 national road.</p>	<p>Noted.</p>
<p><b>Petition: submitted 06-07-12</b></p>	

<p>The following individuals undersigned petition letters: Amalia Windvogel, Thembinkosi Bayi, Famiswa Vis, Gaylene Bewee, M A Booysen, Shirley, Elizabeth Carelse, Danielle Jacobs, Faith Petersen, P J Smith, Natasha Noordman, Anita, M Kennedy, Cameroon, Alida Claasen, Monika Nobevu, Berenice Cornelius, Neville Arnolds, Louise Willer, Sylvester Potts, Rucaida Harmse, Q S Somatamba, M Michaels, G Reuns, Roland van Rooyen, Isak Reuns, Moses Scheepers, G Cupido, Valencia Windwaai, Natasha Josephs, Willem Arends, Wilma Spogter, Ernest Pewi, Nandiphe Motiw, Welcome P Rawatya, Emily Kweta, Elizabeth Joseph, Tessa van Rooyen, Siena Kapank, Brenda Jagers, Betrice Daniels, Elizabeth Spogter, Natasha Galant, Maria de Bruin, Anett Keffers, Edwin, Christien Titus, P Grootboom, Nadine Arends, Elsabe Grootboom, A Booisen, Anne Africa, HE Kyl, M Thambo, Nikolette</p>	<p>These parties were registered as Interested &amp; Affected Parties.</p>
<p>The concerns raised by the above parties are as follows:</p>	
<p>The development of a filling station on this property will mean that the services offered by Life Community Services will be lost to the community. The lives of the current employees of Life Community Services will also be disrupted.</p>	<p>Life Community Services has a month-to-month lease agreement with the landowner, and this lease agreement will lapse once the property is sold. Life Community Services themselves confirmed this lease agreement and will need to relocate once the sale process has been finalised. You are furthermore informed that Life Community Services owns a property across the site where they are currently operating. In the event that Life Community Services will relocate and re-establish, their services will not necessarily be lost to the community as they own property in the immediate area where their services can continue without interruption.</p>
<p>The safety risks for the school learners, children as well as local residents in the area. You have indicated that your safety concerns include both traffic concerns and fire risks.</p>	<p>Erf 11221, the development site, is located next to Sandkraal Road. Sandkraal Road is a busy road with heavy traffic on a daily basis. The Traffic-engineer confirmed that it is not expected that the filling station development will generate extra traffic in addition to the current traffic volumes for Sandkraal Road. Warning signs will be erected at the filling station, warning motorists of school learners, children and other pedestrians, addressing the concern of pedestrian safety.</p> <p>Fire is a possible risk of filling stations. An Environmental Management Programme was prepared, which specifically warns against fire risks and preventative measures are prescribed. These measures include the following:</p> <ul style="list-style-type: none"> <li>• Provide all employees with training in the handling of unexpected fires;</li> <li>• Provide fire extinguishing equipment at the filling station;</li> <li>• The development will be subject to relevant Standards which will need to be enforced, to ensure that the filling station is up to standard and to avoid fire risks; and</li> <li>• The filling station will need to be monitoring regularly to ensure early detection of any fuel leakages.</li> </ul>

<p>The filling station should rather be developed at the Thembalethu Mall and you regard this site as a better option.</p>	<p>A filling station is already approved as part of the Thembalethu Mall development which is currently being built.</p>
<p>There is no justification for a filling station on the proposed erf as there are enough filling stations in Sandkraal road close to one another with all the necessary public facilities.</p>	<p>An Economic study was undertaken as part of this environmental process to determine the need and desirability of another filling station in Sandkraal Road. The Economic study determined that there is a need for a filling station at this facility. The reasons for this area as follows:</p> <ul style="list-style-type: none"> <li>• A filling station on Erf 11221 will serve traffic including heavy traffic travelling in a southerly direction (towards the N2).</li> <li>• There is a high volume of traffic in Sandkraal Road throughout the year which is a stable market which will utilise the filling station.</li> <li>• The other two filling stations in Sandkraal Road are located on the oppose side of the road which makes it difficult and dangerous for vehicles crossing lanes to be able to make use of the facilities.</li> </ul>
<p>The proposed filling station will have a negative impact on the existing filling stations in the area and will create unstability in an area which is already economically unstable.</p>	<p>The Economic study which was undertaken, confirmed that there is indeed scope for another filling station in Sandkraal Road, with sufficient traffic volume to support the filling station without significant effect on other existing filling stations.</p>
<p><b>Mrs M de Vries: Life Community Services (16-08-12)</b></p>	
<p>On behalf of Life Community Services we are withdrawing our objection. It was never intended to be an objection against the sale. We are aware that it is inevitable that the property will be sold, as we have a month by month lease until the property is sold. The objection was against utilisation of the land for a filling station.</p>	<p>Withdrawal of objection noted. It can be confirmed that all aspects relating to the development proposal and highlighted especially by local community members through the petition received, was addressed and no matters of concern remain unresolved. See the BAR as well as this Issues &amp; Response Table for the resolution and addressing of concerns.</p>