

PLANNING STATEMENT: PROPOSED DEVELOPMENT OF GWAYANG 208/130, 131 & 132, GEORGE MUNICIPALITY & DIVISION

1. BACKGROUND

Gwayang 208/130, 131 & 132, George, hereafter referred to as the subject properties, are situated to the west of George. The subject properties are directly east of the R404, directly opposite the George Airport entrance. The subject properties are not situated within the urban edge, but is inside the Airport Support Zone edge. The properties are shown in the figure below.



Figure 1: The subject properties (indicated in red) together with the immediate surrounding land uses.

The mother farm namely Farm Gwayang 208 portion 60 was originally rezoned in 2005, this was followed by a subdivision approved in 2008 to form the three portions namely 130, 131 and 132. A Record of Decision (RoD) was issued by DEA&DP in 2005, it was thereafter amended on two occasions. In 2014 it was established that the RoD has been implemented. The RoD will have to be amended for the proposed development.

Various land use application has been approved on the three properties which are still valid.

Due to the approval and implementation of the Gwayang LSDP the three subject properties were identified for airport related land uses and therefore the application.

A previous proposal for the development of Farm 208/130 & 132 with airport related industrial uses were submitted in 2018 as well as an SDP for a service station on Portion 131. Both these applications were withdrawn.

In the meantime, the George Airport North East Precinct Roads Masterplan was approved by the authorities and an EA was obtained.

2. EXISTING RIGHTS OF THE PROPERTY

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

3. DEVELOPMENT PROPOSAL

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

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

The industrial related land uses will typically include the following:

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

The image below indicates the proposed development.



Figure 1: An image of the proposed development on the subject properties.

3. PHYSICAL CHARACTERISTICS OF THE PROPERTIES

The subject property is currently vacant, with no structure or built environment present. The broad vegetation type mapped for the area is Garden Route Granite Fynbos, which has an ecological status of 'critically endangered'.

However, little (if any) of this vegetation type exists as the property has been utilised for grazing land for cattle. According to Cape Farm Mapper, the landcover on the subject property is improved grassland. The property is not identified as a Critical Biodiversity Area (CBA) or Ecological Support Area (ESA).

The physical characteristics of the property are suited for the proposed development.

4. CHARACTER OF THE AREA

Except for the George Airport which is situated adjacent the subject property, the immediate area surrounding the property is characterised by mainly agricultural activities. A consent use application for a tourist facility which includes a vintage car museum has been erected directly north of the site on 208/139.

According to Cape Farm Mapper the subject property has a low to moderate potential for grazing. The proposed development will therefore not result in the loss of high potential agricultural land.

The locality of the proposed development is considered ideal for the expansion of airport supporting uses. The property is within close proximity to the airport and falls within an area that was earmarked for the expansion of airport related facilities. Therefore, the proposed development will not disrupt the character of the area.

A detailed visual impact and urban design plan will be prepared for the whole precinct. That way the visual impact of buildings and structures will be controlled and mitigated.

5. ACCESS

The proposed development will gain access of the R404. The access will be according to the approved proposed Roads Masterplan which was approved for the precinct. The municipal and provincial roads authorities have endorsed this plan.

6. GEORGE DRAFT INTEGRATED DEVELOPMENT PLAN (IDP) (2017-2022)

The IDP is a broad municipal-wide plan. This plan seeks to integrate and balance the economic, ecological and social pillars of sustainability without compromising effective service delivery. The subject property forms part of Ward 23. Various development needs were identified for this ward, however none of the needs is applicable to this application. The IDP was reviewed and it was found that no specific reference is made to the subject property. The proposal is therefore not considered to be in conflict with the IDP.

7. SPATIAL PLANNING

7.1 Western Cape Provincial Spatial Development Framework (WCPSDF) (2014)

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

7.2 George Spatial Development Framework (GSDF) (2019)

This document states the following:

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

7.4 Gwayang Local Spatial Development Framework (GLSDF)

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

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

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

The proposed development is in line with this framework, as explained under heading 2, the development will supply airport support facilities. The location of the property being adjacent the airport, render the property ideal for the proposed uses.

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

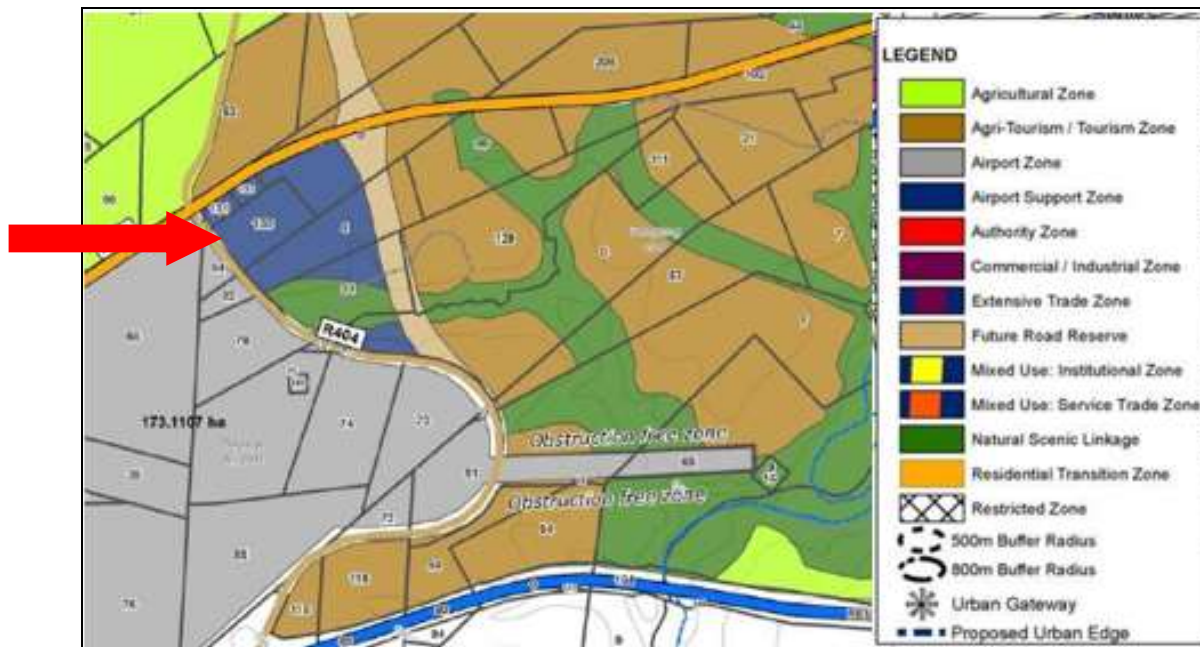


Figure 2: Extract of the Local Spatial Development Plan the subject properties are indicated with the arrow.

8. Conclusion

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

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