



Reference: 14/3/10/D2/19/0543/21

Mr Abu Varachhia
George Aerotropolis (Pty) Ltd
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Dear Mr Varachhia,

APPLICATION FOR THE AMENDMENT OF THE APPEAL ENVIRONMENTAL AUTHORISATION GRANTED FOR THE PROPOSED DEVELOPMENT ON PORTIONS 130, 131 & 132 OF FARM GWAYANG 208, GEORGE

1. The Appeal EA granted on 4 April 2005, the 26 January 2007 and 29 March 2017 amendments thereto and the amendment application received 17 January 2022, refers.
2. **EMPOWERING PROVISIONS**
 - 2.1 Sub-regulation 27(1) of the *National Environmental Management Act, 1998 (Act No. 107 of 1998)* ("NEMA") *Environmental Impact Assessment ("EIA") Regulations 2014* states that "The competent authority that issued an environmental authorisation has jurisdiction in all matters pertaining to the amendment of that environmental authorisation as long as the environmental authorisation is still valid, provided that the competent authority that issued such environmental authorisation still has jurisdiction in terms of the Act."
3. **DECISION**

By virtue of the powers conferred on myself by the *NEMA EIA Regulations (GN R. 326 of 7 April 2017)*, I have decided to grant the amendment of Environmental Authorisation as contained in the decision issued on 4 April 2005 as follows:

 - 3.1 **Condition A: DESCRIPTION OF ACTIVITY:**

The proposed development will entail a barnyard type theatre, a 50 seat restaurant and curio/craft outlets, a small demonstration beer brewery, museum and information centre with an indoor and outdoor component as well as associated infrastructure; rezoning of the property to allow commercial as well as retail, light industrial and airport related land uses, the amendment of the access to the site in line with the approved Roads Master Plan EA
 - 3.2 **Condition C: APPLICANT:**

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3.3 **Condition G11:**

The EMPr dated 25 October 2021 must be included in all contract documentation for all phases of the implementation.

3.4 **Condition G18:**

The applicant must within 7 calendar days of the date of this Decision:

- Inform the relevant local authority as well as all Interested and Affected Parties ("I&AP's) registered during the Amendment processes in writing of the outcome of this application and, if requested, provide copies of this Decision within a reasonable time.

4. **REASONS FOR THE DECISION:**

4.1 The access to the site is in line with the approved Roads Master Plan which was authorised on 4 May 2021, the EA was granted to the George Municipality for the upgrading and widening of the R404 and the construction of a new municipal service access road.

4.2 Dynarc Pty Ltd sold the property to George Aerotropolis and granted permission for the application for the transfer of rights and obligations by the Applicant.

4.3 The footprint for the proposed development remains unchanged.

4.4 **Need & Desirability:**

4.4.1 The 2014 Provincial Spatial Development Framework ("PSDF") identified George as a regional hub in the district which is one of the main drivers of the Western Cape economy. The PSDF sums up the infrastructure development as follows:

- Enhance competitive advantages and innovation of regional economic centres through appropriate infrastructure, facility, amenity, and social service investment to support the knowledge economy.
- Use new regional and bulk economic infrastructure investment in the emerging regional centre of George / Mossel Bay to leverage private sector and community investments (ie. Energy, water transport and freight logistics, ICT)
- The airport support zone has been a feature of both the Integrated Development Plan ("IDP") and the SDF for many years. The development of the site has already been approved, the amendment will merely change the land uses to those associated with Industrial Zone 1 and Transport Zone II.
- The development of the airport support zone and these properties is therefore in line with the PSDF.

4.4.2 George Spatial Development Framework 2019 states that 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.

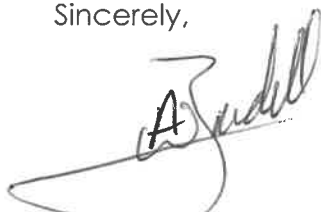
4.4.3 In terms of the Gwayang Local Spatial Development Framework ("GLSDF") support facilities are currently lacking and the land surrounding the airport offers opportunity to establish land uses that will serve both the airport and tourists. The proposed development is in line with the GLSDF as the development will supply airport support facilities. The location of the site adjacent to the airport, renders the property ideal for the proposed uses.

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

4.4.5 The change in the SDP is required due to the change in the economic circumstances, surrounding approved developments and niche market of the area (increasing investment opportunities).

- 4.4.6 The proposed development will not result in a negative impact on the sense of place and character of the area.
- 4.5 **Biodiversity Impacts:** Impacts on biodiversity have been identified as negligible or very low by the biodiversity specialist due to the significant transformation that has occurred on site. The proposed amendment will not result in any additional impacts.
- 4.6 **Heritage Resources:** No sensitive heritage resources have been identified on the site.
- 4.7 **Electricity Shortfall:** The additional capacity required for this Development (954kVA) will have to be transferred to the site by strengthening the existing network, as indicated in the report. The Development will be required to make a contribution towards or implement this Link Services on a pro-rata basis based on the demand of the Development. After completion of the Link Services, the additional capacity (954kVA) will be available for the development.
- 4.8 **Traffic Impacts:** The Transport Study prepared by Innovative Transport Solutions dated October 2022, recommends the approval of the proposed development subject to the following conditions:
- 4.8.1 *"The main access road be constructed with stop control at the intersection of the R404/Airport Access Road and that the total trips out of the George Airport North Eastern Precinct ("GANEP") be capped at 25% unless the recovery of the airport is slow and the general growth in the background traffic is slow due to slow economic recovery. Then the ceiling can be raised to 40%. This will be confirmed with an updated traffic study.*
- 4.8.2 *To develop beyond the ceiling of 25% or 40% trips (Depending on Airport Recovery) will require the following:*
- *A roundabout/traffic signal at the R102/R404 intersection;*
 - *At a minimum, 4-way stop control at the intersection of the R404/Airport Access if the Western Bypass is built or imminent;*
 - *A single lane roundabout at the intersection of the R404/Airport Access.*
- 4.8.3 *The requirements related to public transport, non-motorised transport and parking must be adhered to.*
- 4.8.4 *That the road reserve requirements of an increase to 32m along the R404 be implemented.*
- 4.8.5 *That a capital contribution of R21 254 per peak hour trip be used to apportion the costs of the required bulk road infrastructure in and around the precinct."*
- 4.9 **Public Participation Process:** An advert was placed in the George Herald of 11 November 2021, site notices were placed, the relevant information was furnished to registered Interested and Affected Parties ("I&AP's") and a Comments and Responses Report was submitted.
- 4.10 Mitigation measures and requirements as stipulated in the Environmental Management Programme ("EMPr") must be implemented.
- 4.11 There are no environmental impacts that cannot be adequately mitigated.

Sincerely,



A BREDELL

**WESTERN CAPE MINISTER OF LOCAL GOVERNMENT,
ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING**

DATE: 27/6/2022

Copied to:
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