

# Advert & Site Notices

# GEORGE HERALD

THURSDAY 12 SEPTEMBER 2024

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22 GEORGE HERALD

Donderdag 12 September 2024



## Cape Environmental Assessment Practitioners PUBLIC PARTICIPATION PROCESS PRE-APP FULL SCOPING & IMPACT ASSESSMENT PROCESS

PUBLIC PARTICIPATION PROCESS FOR GWAYANG MIXED-USE DEVELOPMENT ON  
A PORTION OF REMAINDER ERF 464, GEORGE (WESTERN CAPE PROVINCE)

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).

A Full Scoping & Environmental Impact Assessment process (EIA) is being followed for the proposed mixed-use development on RE/464, George. The Department of Environmental Affairs and Development Planning (DEA&DP, George) is the Competent Authority for decision-making.

**DEA&DP Ref:** 16/3/3/6/7/1/D2/19/0169/24  
**Proponent:** George Municipality

**Environmental Consultant:** Cape EAPrac  
**Exemptions/Deviations:** None applied for

**Appointed EAP:** Louise-Mari van Zyl (EAPASA Reg: 2019/1444), assisted by Candidate EAP Mariska Byleveld (EAPASA Reg: 2023/6593).

**Proposal:** Development of a mixed-use precinct on ±182ha that includes industrial (light & heavy), commercial (business & retail) and residential (group housing & apartment/flats) development opportunities including public facilities, open space areas, access roads and services.

**Location:** The property is located between the George Show Grounds and Gwaiing Landfill Site directly off the R102, adjacent to and bordering the southern border of the Groeneweide Park residential neighbourhood.

**Information Available:** A Pre-Application Draft Scoping Report (Pre-App DSR) is available for a 30-day commenting period, extending from Friday, 13 September 2024 to Monday, 14 October 2024. The report can be accessed digitally via [www.cape-eaprac.co.za](http://www.cape-eaprac.co.za) / Active Projects. Alternative platforms / access to reports can be arranged on request i.e., Flash drives / CDs.

**Listed activities:** Listing 1 (Activities 9, 10, 11, 12, 13, 19, 27, 28, 45, 46, 56), Listing 2 (Activities 15 & 27), and Listing 3 (Activities 1, 2, 4, 12, 14, 18, 24, 26).

In order to be **registered** as an Interested and Affected Party (I&AP) for the Full Scoping & EIA process, individuals are requested to respond to this notice by submitting their complete contact details and/or preliminary comments to Cape EAPrac in writing (to address below) on or before **14 October 2024** [Correspondence throughout the remainder of the environmental process will be distributed to **registered** I&APs only].

### Registrations & comments on Pre-App DSR: Cape EAPrac

Attention: Ms Louise-Mari van Zyl or Ms Mariska Byleveld  
Email: [louise@cape-eaprac.co.za](mailto:louise@cape-eaprac.co.za) / [mariska@cape-eaprac.co.za](mailto:mariska@cape-eaprac.co.za)  
PO Box 2070, George, 6530; 044 874 0365

Take Note: In the POPIA legislation when registering as an I&AP a person consents to the lawful processing of personal information for the intended purposes, as described by the Protection of Personal Information Act, 2013 (Act no. 4 of 2013). By registering/submitting comment a person agrees that his/her/their contact details will, where required by a public body, be reflected in regulated reports that must be compiled and submitted to the general public, registered stakeholders, organs of state as well as the competent authority for consideration and decision-making.

Date of Advertisement (George Herald): 12 September 2024





**Cape Environmental Assessment Practitioners**

## **PUBLIC PARTICIPATION PROCESS**

### **PRE-APP FULL SCOPING & IMPACT ASSESSMENT PROCESS**

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**Cape EAPrac**

Attention: Ms Louise-Mari van Zyl or Ms Mariska Byleveld  
Email: [louise@cape-eaprac.co.za](mailto:louise@cape-eaprac.co.za) / [mariska@cape-eaprac.co.za](mailto:mariska@cape-eaprac.co.za)  
PO Box 2070, George, 6530; 044 874 0365

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Thursday, 12 September 2024 14:58  
33°59'21,474"S 22°26'13,902"E





Thursday, 12 September 2024 14:58  
33°59'21,438"S 22°26'13,938"E





## Cape Environmental Assessment Practitioners PUBLIC PARTICIPATION PROCESS

### PRE-APP FULL SCOPING & IMPACT ASSESSMENT PROCESS

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#### **Registrations & comments on Pre-App DSR:**

**Cape EAPrac**  
Attention: Ms Louise-Mari van Zyl or Ms Mariska Byleveld  
Email: [louise@cape-eaprac.co.za](mailto:louise@cape-eaprac.co.za) / [mariska@cape-eaprac.co.za](mailto:mariska@cape-eaprac.co.za)  
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Thursday, 12 September 2024 14:44  
33°59'15,192"S 22°25'17,598"E





Thursday, 12 September 2024 14:45  
33°59'15,084"S 22°25'17,676"E





Thursday, 12 September 2024 14:30  
33°59'6,066"S 22°25'43,524"E





Thursday, 12 September 2024 14:30  
33°59'6,132"S 22°25'43,656"E





Thursday, 12 September 2024 14:58  
33°59'21,522"S 22°26'13,896"E



# Registered I&AP List



## Cape Environmental Assessment Practitioners (Pty) Ltd

Stakeholder Register for Project:      Gwyang Development Site (Mixed Use)      Cape EAPrac Project No : 837

Name	Organisation	Registered
F A		2025/10/31
Carlo Abrahams	BOCMA (Previously BGCMA)	2024/09/11
GC & G Abrahams		2024/09/16
Air Traffic Navigation Services	Air Traffic Navigation Services	2025/10/30
Airports Company South Africa		2024/09/11
Angus Andries	Garden Route District Municipality	2024/10/02
ATNS: Obstacles	Air Traffic & Navigation Services Company Ltd.	2025/10/30
Jan Barends		2025/10/31
Stephanie-Anne Barnardt	Heritage Western Cape	2024/09/11
William Belgrove	George Motor Club / Stock Cars	2024/09/13
Ryno Blignaut		2025/10/31
Corne Botha	George Landbou Skou	2024/09/13
Johnson Browen	George Municipality	2024/09/11
Evan Burger	Department of Transport and Public Works - Provincial	2024/09/11
Wendell Canary		2025/10/31
Marco Chapies		2025/10/31
M Crow		2025/10/31
Megan Cunningham		2025/10/31
Ulrich de Jager		2025/10/31
Leon du Toit		2025/10/31
Dirk Els		2024/10/12
Pieter Erasmus	Zutari	2024/10/03
N.C Ferendale		2025/10/31
PG & HS Fredericks		2024/09/13
Hennie Gerber		2024/09/11
Andre Grobler		2025/10/31
John Petrus H		2025/10/31
Mike Hofsta		2025/10/31
Jan Horne		2025/10/31
Riaan J		2025/10/31
SP J		2025/10/31
D Jacobs		2025/10/31
Nathan Jacobs	Department of Health: South Cape & Karoo Region	2024/09/11
Carike Jantjies	Garden Route District Municipality	2024/10/02
B Johnson	George Municipality	2025/10/31
Lauren Josias	George Municipality	2025/10/29
Melanie Koen	Department of Agriculture, Forestry & Fisheries	2024/09/11
Yondi Kumalo		2025/10/31
Brandon Layman	Department of Agriculture	2024/09/11
Antoinette Lotz	George Motor Club / Stock Cars	2024/09/13
Pumza Mabuto		2025/10/31



Stakeholder Register for Project: Gwayang Development Site (Mixed Use)		Cape EAPrac Project No : 837
Name	Organisation	Registered
Pamela Madondo	SACAA	2024/09/19
Tinus Malan	George Radio Flyers	2024/10/03
Tulisa Malotana	Transnet	2024/09/11
L Marshall		2025/09/12
Geordie Mccann		2024/09/12
Basil Myners		2025/10/31
Sbonelo Ndlovu	BOCMA (Previously BGCMA)	2024/10/14
Michael Opperman		2025/10/31
Ronelle Opperman		2025/10/31
Herman P		2025/10/31
Clinton Petersen	George Municipality	2024/06/07
Delia Power	George Municipality	2024/09/11
Gerrit Pretorius		2024/09/13
Lee-Anne Proudfoot	AGES Omega (Pty) Ltd	2024/05/22
Colene Runkel	SANRAL	2024/09/11
Kholeka Sampo		2025/10/31
Luzuko Sampo		2025/10/31
Siphokazi Sampo		2024/09/12
Johann Schoeman	Garden Route District Municipality	2024/06/20
Rudolf Schroder	Zutari	2025/10/31
Evelyn Shogole	SACAA	2024/09/11
Megan Simons	Cape Nature	2024/09/11
Venessa Stoffels	Western Cape Government: Department of Infrastructure	2024/09/11
Lizelle Stroh	South African Civil Aviation Authority	2024/09/11
Albe Strydom		2025/10/31
Isak Swart		2024/10/03
Vallery Thompson		2025/10/31
Gaylene Tobras		2025/10/31
Cor Van der Walt	Department of Agriculture	2024/09/11
Frans van der Walt		2024/09/18
Nina Viljoen	Garden Route District Municipality	2024/09/11
S Visagie		2025/10/31
Brenda Vorster	George Airport	2025/10/30
Nosidima Vumindaba	George Municipality	2024/09/11



# Stakeholder Notification

## Pre-App DSR





11 September 2024

Our Ref: GEO837/06

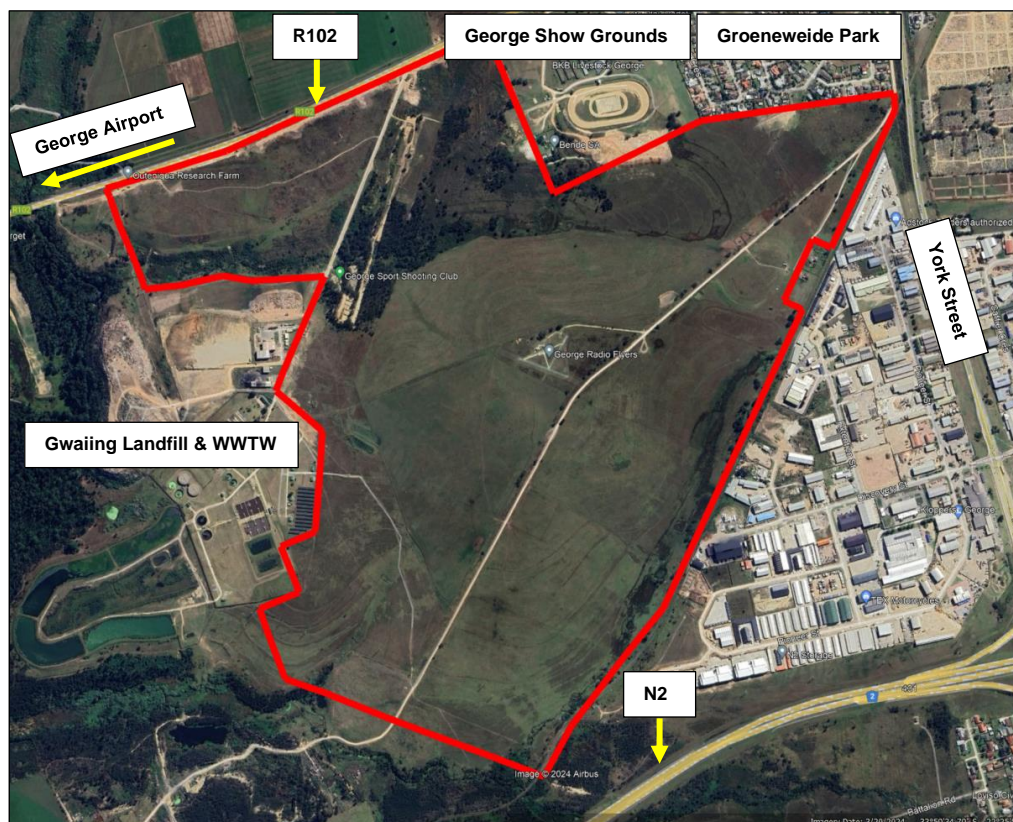
DEA&DP Ref: 16/3/3/6/7/1/D2/19/0169/24

To Whom it May Concern,  
Potential Interested & Affected Party

VIA EMAIL

**PRE-APPLICATION PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED GWAYANG MIXED-USE DEVELOPMENT ON A PORTION OF REMAINDER OF ERF 464, GEORGE (WESTERN CAPE PROVINCE)**

Cape EAPrac has been appointed as independent environmental consultants responsible for facilitating the environmental investigation and formal **Full Scoping & Environmental Impact Assessment** process for the proposed mixed-use development on RE/464, George (Figure 1).



**Figure 1: Locality Map of RE/464 (red outline).**

The property is bordered by the Gwaiing Municipal Wastewater Treatment Works (WWTW), Landfill and Waste Incineration facility on its western boundary, the George Experimental Farm directly to the North and the George Show Grounds/Groeneweide residential area is located along its north-eastern boundary. The existing Transnet railway line forms the southern boundary of the property, with the N2 National Road further to the South (Figure 1).

It is the intent of Proponent, George Municipality, to develop a **mixed-use precinct** on ±182 ha that includes the following development opportunities:

- Industrial (light & heavy)
- Commercial (business & retail)
- Residential (group housing & flats/apartments)
- Public Facilities
- Open Space Areas
- Access Roads
- Services

Listing 1 (Activities 9, 10, 11, 12, 13, 19, 27, 28, 45, 46, 56), Listing 2 (Activities 15 & 27), and Listing 3 (Activities 1, 2, 4, 12, 14, 18, 24, 26) applies for which a Full Scoping & EIA process is required.

Potential Interested & Affected Parties (I&APs) are invited to review and submit comment on the Pre-Application Draft Scoping Report which is available for a 30-day commenting period, extending from **Friday, 13 September 2024 to Monday, 14 October 2024**. The report can be accessed digitally via [www.cape-eaprac.co.za](http://www.cape-eaprac.co.za) / Active Projects. Alternative platforms / access to reports can be arranged on request i.e., Flash drives / CDs.

Parties registering with Cape EAPrac, or submitting formal comments, will be formally registered on the Stakeholder Register. Only **registered stakeholders** will be kept informed throughout the remainder of the environmental application process, as well as be informed of the outcome of the application.

I&APs wanting to register must submit their full contact details and/or comments to Cape EAPrac, **within the stipulated 30-day commenting period**, to below address. Your motivation for, or interest in the outcome of the application, must be stipulated in your registration/submission. You are required to indicate your preferred method of communication as part of your registration/submission.

Should you have any queries about the proposal or process you are most welcome to contact the undersigned directly.

Input from stakeholders is very important to help inform the process, as well as decision-making and we kindly do request that those with an interest or mandate, please do take the time to review the report and provide us with your comment so that we can consider and respond thereto as part of the process. All submissions will be incorporated into the Final Basic Assessment that will be presented to the Competent Authority for decision-making.

**To register as an I&AP or to submit comments on the Pre-App DSR:**

Cape EAPrac Attention: Louise-Mari van Zyl / Mariska Byleveld  
Email: [louise@cape-eaprac.co.za](mailto:louise@cape-eaprac.co.za) / [mariska@cape-eaprac.co.za](mailto:mariska@cape-eaprac.co.za)  
Postal Address: PO Box 2070, George, 6530  
Telephone: 044 874 0365



# Stakeholder Comment

## Pre-App DSR



**BREDE-OLIFANTS**  
C A T C H M E N T   M A N A G E M E N T   A G E N C Y

101 York Street 3rd Floor Room 302 George 6530, P.O Box 1205 George 6530

Enquiries: SI Ndlovu

Tel: 023 346 8000

Fax: 044 873 2199

E-mail: [sndlovu@bocma.co.za](mailto:sndlovu@bocma.co.za)

REFERENCE: 4/10/2/K30B/RE/ERF 464, GEORGE

DATE: 14 OCTOBER 2024

CAPE EAPRAC  
PO BOX 2070  
**GEORGE**  
6530

Attention: Ms M. Byleveld

**RE: PRE-APPLICATION SCOPING REPORT FOR GWAYANG MIXED-USE DEVELOPMENT ON A PORTION OF REMAINDER ERF 464, GEORGE**

Reference is made to the above mentioned Pre-Application Scoping Report made available to Breede-Olifants Catchment Management Agency (BOCMA) for comments.

The following are BOCMA comments relating to the Pre-Application Scoping Report for Gwayang mixed-use development on a Portion of Remainder Erf 464, which should be adhered to:

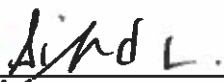
1. The Breede-Olifants Catchment Management Agency notes the pre-application scoping report and confirms that section 21 water uses triggered by the proposed development were identified and the applicant was advised to apply for a water use authorisation in terms of section 22 of the National Water Act, 1998 (Act No. 36 of 1998).
2. The BOCMA is currently assessing a water use licence application (WULA) from George Local Municipality, with water use reference number WU34819 for section 21 water uses triggered by the proposed Gwayang mixed-use development.
3. Please also note that BOCMA has conducted a site visit inspection on the 03 September 2024 in Gwayang precinct to assess the proposed sites and confirm water uses applied for. Therefore, BOCMA will not provide further comments until the WULA assessment is finalised.



**RE: PRE-APPLICATION SCOPING REPORT FOR GWAYANG MIXED-USE DEVELOPMENT ON A PORTION OF REMAINDER ERF 464, GEORGE**

4. As required by section 22 of the National Water Act, 1998 (Act No. 36 of 1998), a Water Use Authorisation is required prior to commencement with any water use activity contemplated in section 21 of National Water Act. Moreover, commencement with any water use activity without an authorisation as required by section 22 of National Water Act constitutes an offence in terms of section 151(1) (a) of the National Water Act. In terms of section 151(2) of the National Water Act, any person who contravenes is guilty of an offence and liable, on first conviction to a fine or an imprisonment of a period not exceeding five years or both such a fine and imprisonment.
5. In light of the above, you are advised that the onus remains with the property owner to adhere to the National Water Act, prior to commencement with any water use contemplated in section 21 of National Water Act that is associated with the proposed development.
6. Kindly note that this office reserves the right to amend and revise its comments as well as to request any further information.
7. The BOCMA office can be contacted for further information related to the requirement for, or the application for a Water Use Authorisation.
8. Should you wish to apply for a water use authorisation for unregistered water uses triggered by the proposed activities, you may apply electronically by logging onto the Department of Water and Sanitation (DWS) website at <http://www.dws.gov.za/e-WULAAS>.
9. Should you have further enquiries, the office can be contacted or alternatively contact Mr. SI Ndlovu at the above-mentioned contact number or on [sndlovu@bocma.co.za](mailto:sndlovu@bocma.co.za)

Yours faithfully,

pp 

**MR. JAN VAN STADEN**  
**CHIEF EXECUTIVE OFFICER (ACTING)**



11 October 2024  
 Cape Environmental Assessment Practitioners (Pty) Ltd  
 PO Box 2070  
 George  
 6530

Attention Cape EAPrac: Louise-Mari van Zyl / Mariska Byleveld

Dear Sir/Madam,

**OPPORTUNITY TO COMMENT ON THE PRE-APPLICATION DRAFT SCOPING REPORT FOR THE PROPOSED GWAYANG MIXED-USE DEVELOPMENT ON A PORTION OF REMAINDER OF ERF 464, GEORGE (WESTERN CAPE PROVINCE)**

The abovementioned application (Ref: GEO837/06, dated 11 September 2024), has reference.

Subsequent to assessing the development information outlined in the Scoping Report for the Proposed Gwayang Mixed-Use development, the Airports Company South Africa has the following comments:

Extract from relevant document	ACSA Comment
<b>Screening Tool Report (STR)</b>	
<ul style="list-style-type: none"> <li>Based on the selected classification, and the known impacts associated with the proposed development, a list of specialist assessments has been identified for inclusion in the assessment report.</li> </ul>	<ul style="list-style-type: none"> <li>The list of specialist assessments does not include investigating aviation related aspects, which are important to consider, given the proximity of George Airport to the proposed development.</li> <li>The following aviation related aspects are of relevance:               <ul style="list-style-type: none"> <li>The potential for the proposed landfill site to attract <b>wildlife</b> and the impact of this on the airport.</li> <li>The height of the proposed structures is not indicated in the reports. Due to the proximity of the development to George Airport, there are <b>restrictions to the height of structures</b> that can be erected close to the airport and an</li> </ul> </li> </ul>

Tel +27 11 723 1400 Fax +27 11 453 9354  
 Western Precinct, Aviation Park, O.R. Tambo International Airport, 1 Jones Road, Kempton Park, Gauteng,  
 South Africa, 1632  
 P O Box 75480, Gardenvue, Gauteng, South Africa, 2047  
[www.airports.co.za](http://www.airports.co.za)

Airports Company South Africa SOC Ltd Reg No 1993/004149/30 VAT no 4930138393 Board of Directors: F Zikalala Mvelase (Interim Chairperson), Dr K Badimo, D Hlatshwayo, A Khumalo, G Mancotywa, L Mbotya (Chief Financial Officer), M Mpofu (Chief Executive Officer), Y Pillay, S Sambo, N Siyotula, F Sefara (Company Secretary)





## AIRPORTS COMPANY SOUTH AFRICA

	<p>obstacle evaluation would assist with understanding this further.</p> <ul style="list-style-type: none"><li>Lastly, the residential component of the development may be exposed to <b>aircraft noise</b>. As such, a specialist noise study, undertaken by a specialist with aircraft noise contour modelling, would assist in indicating the impact of aircraft noise on the development.<ul style="list-style-type: none"><li>Additionally, guidelines on appropriate noise levels per land use can be sought from the table below, as provided by the SANS 10103:</li></ul></li></ul>																																																																				
	<p>Table 2 — Typical rating levels for noise in districts</p> <table><tr><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th></tr><tr><th rowspan="3">Type of district</th><th colspan="6">Equivalent continuous rating level (<math>L_{Req,t}</math>) for noise dBA</th></tr><tr><th colspan="3">Outdoors</th><th colspan="3">Indoors, with open windows</th></tr><tr><th>Day/night <math>L_{R,dn}</math><sup>3</sup></th><th>Daytime <math>L_{Req,d}</math><sup>5</sup></th><th>Night-time <math>L_{Req,n}</math><sup>5</sup></th><th>Day/night <math>L_{R,dn}</math><sup>3</sup></th><th>Daytime <math>L_{Req,d}</math><sup>5</sup></th><th>Night-time <math>L_{Req,n}</math><sup>5</sup></th></tr><tr><td>a) Rural districts</td><td>45</td><td>45</td><td>35</td><td>35</td><td>35</td><td>25</td></tr><tr><td>b) Suburban districts with little road traffic</td><td>50</td><td>50</td><td>40</td><td>40</td><td>40</td><td>30</td></tr><tr><td>c) Urban districts</td><td>55</td><td>55</td><td>45</td><td>45</td><td>45</td><td>35</td></tr><tr><td>d) Urban districts with one or more of the following: workshops; business premises; and main roads</td><td>60</td><td>60</td><td>50</td><td>50</td><td>50</td><td>40</td></tr><tr><td>e) Central business districts</td><td>65</td><td>65</td><td>55</td><td>55</td><td>55</td><td>45</td></tr><tr><td>f) Industrial districts</td><td>70</td><td>70</td><td>60</td><td>60</td><td>60</td><td>50</td></tr></table>	1	2	3	4	5	6	7	Type of district	Equivalent continuous rating level ( $L_{Req,t}$ ) for noise dBA						Outdoors			Indoors, with open windows			Day/night $L_{R,dn}$ <sup>3</sup>	Daytime $L_{Req,d}$ <sup>5</sup>	Night-time $L_{Req,n}$ <sup>5</sup>	Day/night $L_{R,dn}$ <sup>3</sup>	Daytime $L_{Req,d}$ <sup>5</sup>	Night-time $L_{Req,n}$ <sup>5</sup>	a) Rural districts	45	45	35	35	35	25	b) Suburban districts with little road traffic	50	50	40	40	40	30	c) Urban districts	55	55	45	45	45	35	d) Urban districts with one or more of the following: workshops; business premises; and main roads	60	60	50	50	50	40	e) Central business districts	65	65	55	55	55	45	f) Industrial districts	70	70	60	60	60	50
1	2	3	4	5	6	7																																																															
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f) Industrial districts	70	70	60	60	60	50																																																															
<ul style="list-style-type: none"><li>Civil Aviation theme is indicated in the screening tool as representing very high environmental sensitivity.<ul style="list-style-type: none"><li>A map indicating the Civil Aviation theme sensitivity is provided.</li></ul></li></ul>	<ul style="list-style-type: none"><li>ACSA suggests that the entities responsible for the above- indicated aviation related aspects (ACSA, SACAA &amp; ATNS) be consulted for further comments. The relevant contact details are provided further below.</li></ul>																																																																				
	<ul style="list-style-type: none"><li>No further information is provided on the 'civil aviation' theme and more importantly, it is not included in the list of specialist assessments, which will feature in the assessment report.</li></ul>																																																																				

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Airports Company South Africa SOC Ltd Reg No 1993/004149/30 VAT no 4930138393 Board of Directors: F Zikalala Mvelase (Interim Chairperson), Dr K Badimo, D Hlatshwayo, A Khumalo, G Mancotywa, L Mbotya (Chief Financial Officer), M Mpofu (Chief Executive Officer), Y Pillay, S Sambo, N Siyotula, F Sefara (Company Secretary)



	<ul style="list-style-type: none"> <li>As such, the comments above, on exploring aviation related themes further, are applicable.</li> </ul>
<b>Acknowledgment and comment on the notice of intent to submit an application for Environmental Authorisation in terms of the Environmental Impact Assessment Regulations, 2014; written by the Western Cape Department of Environmental Affairs and Development Planning (DEADP)</b>	
<ul style="list-style-type: none"> <li>The Scoping Tool Report (STR) specifies a VERY HIGH sensitivity for the Civil Aviation Theme. The EAP disputes the finding, as the proposed development will not trigger the obstacle collision / potential hazard requirements, as set out by the South African Civil Aviation Authority ("SACAA").</li> <li>Nonetheless, the EAP must consult the SACAA- Ms. Lizell Strohl at E-mail: Strohl@caa.co.za and / or Tel: (011) 545 1232) in the public participation process and specifically obtain written confirmation from said organ of state regarding the delineation of the theme, and necessity for any further studies regarding the Civil Aviation Theme."</li> </ul>	<ul style="list-style-type: none"> <li>The Airports Company South Africa strongly agrees with the assertion by the DEADP and shares similar sentiments. Due to the proximity of the proposed development to George Airport, the following entities must be consulted, for comments on the aviation theme and advice on further assessments to be considered:</li> </ul> <p><b>Airports Company South Africa</b>  <b>Name:</b> Puleng Makhetha  <b>Email:</b> Puleng.Makhetha@airports.co.za  <b>Designation:</b> Regional Integration Planner</p> <p><b>Air Traffic Navigation Services</b>  <b>Email:</b> obstacleevaluators@atns.co.za</p> <p><b>South African Civil Aviation Authority</b> (as per contact provided the Western Cape DEADP).</p>
<b>Visual Impact Assessment: Scoping Report</b>	
<ul style="list-style-type: none"> <li>As the area is located in the Garden Route where landscapes are being used as a visual resource- including the N2 National Highway receptors, visual input into the proposed development was a requirement.</li> </ul>	<ul style="list-style-type: none"> <li>It is noted that the visual impact assessment, in terms of the Scoping Report, is concerned with the scenic and aesthetic value of the area under study.</li> <li>However, it is also important to assess the 'visual impact' the proposed development will have on George Airport. The following visual impacts, which may affect the airport, must be considered:</li> </ul>

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<ul style="list-style-type: none"> <li>Visual and landscape impact was a requirement in terms of Provincial Planning. "Different levels of scenic values require different levels of management.             <ul style="list-style-type: none"> <li>For instance, the management of an area with high scenic value might be focused on preserving the existing character of the landscape, and management of an area with little scenic value might allow for major modifications to the landscape.</li> </ul> </li> <li>Project alternatives:             <ul style="list-style-type: none"> <li>Alternative 1 includes a utility zone, comprising a landfill site &amp; a WWTW and a solar farm.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The <b>dust produced, height of the cranes</b> and the <b>lighting used</b> during the construction phase.</li> <li>Additionally, alternative 1 of the proposed development includes a solar farm and landfill site. It will be important to conduct a '<b>glint and glare</b>' study for the solar farm.</li> <li>The SACAA, ATNS and ACSA will be able to provide further guidance on the above considerations, related to visual impact.</li> </ul>
<ul style="list-style-type: none"> <li>The landscape and visual assessment took surrounding uses into consideration, which include roads and residential areas.</li> </ul>	<ul style="list-style-type: none"> <li>The landscape and visual impact assessment should consider mentioning George Airport, which is located close to the proposed development and stands to be impacted by it.</li> </ul>
<b>Social Impact Assessment Scoping report</b>	
<ul style="list-style-type: none"> <li>The potential positive and negative impacts of the alternatives considered are outlined for each of the stages (<i>construction and operational</i>) of the development.</li> </ul>	<ul style="list-style-type: none"> <li>Concerning 'social impact', comments and/ or additional studies should be considered for the following aviation related aspects:             <ul style="list-style-type: none"> <li>Impact of aircraft noise on the proposed residential development, which can be confirmed</li> </ul> </li> </ul>

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<ul style="list-style-type: none"> <li>• A Traffic Impact Assessment (TIA) and Bulk Services Assessment will be undertaken as part of the EIA process and the findings from these studies will inform the Social Impact Assessment (SIA).</li> <li>• It is said that the potential negative impacts associated with the construction and operational phase, are likely to be rated as 'Low Negative' with mitigation and that detailed mitigation measures will be outlined in the Social Impact Assessment Report (SIAR).</li> </ul>	<p>by specialist noise study, undertaken by a specialist with aircraft noise contour modelling.</p> <ul style="list-style-type: none"> <li>○ Height restrictions and impact of 'glint and glare', which must be informed by comments from ATNS, and</li> <li>○ The potential for the landfill site to attract wildlife, which is assessed by the SACAA.</li> </ul> <ul style="list-style-type: none"> <li>• Understanding the above will inform the mitigation measures required to address aviation related aspects. It is requested that the mitigation measures developed, be shared with ACSA, SACAA and ATNS.</li> <li>• Lastly, ACSA agrees with the intention to conduct a TIA and would like to request that we are consulted during the process.</li> </ul>
<ul style="list-style-type: none"> <li>• Consultation with affected communities:             <ul style="list-style-type: none"> <li>○ It is mentioned in the report that there has been no consultation with local authorities and other affected parties and that interviews will be undertaken as part of the Assessment Phase.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• It will be important for ACSA, the SACAA and ATNS to be consulted on the proposed development, to inform or indicate additional studies/ considerations that must be assessed, as part of the study's Assessment Phase.</li> </ul>
<ul style="list-style-type: none"> <li>• The SDF and IDP highlight the need for future developments to be water and energy resource efficient. These issues should be addressed in the design of the proposed development.</li> </ul>	<ul style="list-style-type: none"> <li>• Seeing that future developments are required to be water and energy resource efficient, any considerations of solar energy, WWTW or landfill sites (<i>as is the case for alternative 1</i>) must be addressed with the relevant aviation entities, as indicated in the comments above.</li> </ul>

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We would like to thank you for the opportunity to provide input into the draft **Scoping Report for the Proposed Gwayang Mixed-Use development** and look forward to engaging further as the proposed development- and related studies and assessments progress, to ensure its success.

Sincerely,

A handwritten signature in black ink, appearing to read "Puleng Makhetha", is written over a thin horizontal line.

**PULENG MAKHETHA**  
**INTEGRATED AIRPORT PLANNING**  
**AIRPORTS COMPANY SOUTH AFRICA**

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**forestry, fisheries  
& the environment**  
Department:  
Forestry, Fisheries and the Environment  
REPUBLIC OF SOUTH AFRICA

**FORESTRY WESTERN CAPE:** Private Bag X 12, Knysna 6570

Reference: EIA-WC-GR-0016-2024-25

Enquiries: M Koen/ Tel: (044) 302 6900/ Fax: (044) 382 5461/ E-mail:  
[MKoen@dffe.gov.za](mailto:MKoen@dffe.gov.za)

## **CAPE EAPRAC**

**Attention: Mariska Byleveld**

Email: mariska@cape-eaprac.co.za

Tel / Cell: 044 874 0365

Fax: -

### **COMMENTS ON THE PRE-APPLICATION SCOPING REPORT FOR GWAYANG MIXED USE DEVELOPMENT ON A PORTION OF REMAINDER ERF 464, GEORGE**

- 1 Forestry is responsible for the implementation and the enforcement of the National Forest Act (NFA), Act 84 of 1998 as amended and the National Veld and Forest Fire Act, Act 101 of 1998 as amended (NVFFA). Thank you for giving Forestry this opportunity to comment on above application.
- 2 Forestry studied the supporting documents for the above-mentioned application and the following points related to Forestry's mandate i.e. the implementation of the NFA are applicable
  - a. Forestry's mandate with regards to the NFA in terms of section 7 and section 15 is not affected
- 3 Forestry reserves the right to revise initial comment based on any additional information that may be received or obtained

Yours Faithfully

pp. AREA MANAGER FORESTRY: WESTERN CAPE  
10/10/24







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**OFFICE OF THE MUNICIPAL MANAGER**

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Enquiries:	J Schoeman
Reference:	18/3/5/3
Date:	16 September 2024

The Principle  
Cape Eaprac (Pty) Ltd  
P.O. Box 2070  
GEORGE  
6530

By email: [louise@cape-eaprac.co.za](mailto:louise@cape-eaprac.co.za); [mariska@cape-eaprac.co.za](mailto:mariska@cape-eaprac.co.za)

**COMMENTS ON THE PRE-APPLICATION PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED GWAYANG MIXED-USE DEVELOPMENT ON A PORTION OF REMAINDER OF ERF 464, GEORGE (WESTERN CAPE PROVINCE)**

Thank you for the opportunity to comment on the environmental investigation and formal Full Scoping & Environmental Impact Assessment process for the proposed mixed-use development on RE/464, George. Please register the Garden route District municipality as Interested and Affected party.

You indicated that the property is bordered by the Gwaiing Municipal Wastewater Treatment Works (WWTW), Landfill and Waste Incineration facility on its western boundary, the George Experimental Farm directly to the North and the George Show Grounds/Groeneweide residential area is located along its north-eastern

boundary. The proposed development will be of a mixed-used precinct with inter alia light and heavy industry, commercial and residential development opportunities.

There are current offensive/noxious trades on adjacent land to the west of the proposed development. Some of which are in possession of valid Atmospheric Emission Licences (AEL). Each of these facilities needs to comply with their respective minimum emission standards. Even if these facilities are in full compliance with these standards does it not guarantee that the associated emissions will not cause any nuisance conditions. The environmental aspects that these offensive/noxious trades impact on could be due to dust emissions, vapours, noise, smoke, offensive odour, only to name a few. The proposed mixed zone may include processes and people such as staff, visitors, customers and people residing there.

We therefore have reservations on the impact of the noxious trades on the proposed mixed zone development. The cumulative effect of the current offensive trades as well as any possible or proposed heavy and light industry on the airshed must also be considered. It might be that this could exceed the ambient air quality limits for specific, or all criteria air pollutants.

A specialist air quality impact study must be undertaken to determine the current and future air quality impact. This study must consider existing industries, as well as the proposed heavy and light industry and the impact on the current and proposed commercial and residential developments. Offensive odour and specific odour zones (overlays) must be indicated on a map. Although challenging, a list of typical industries that could be established at the proposed development must be listed and their impact be determined. Proposed clients investing in the development, as well as existing property owners in close proximity of the development must exactly know what the air quality impact is. Especially where it relates to offensive odours and residential development within the mixed zones.

As a minimum requirement, the study must cover the following aspects:

- Minimum emission limits set for ambient air and point source emissions.



- The pollution being or likely to be caused by the current and proposed industrial activities. A special focus on offensive odours and the effect on the residential properties.
- The best practical environmental options available to prevent, control, abate or mitigate that pollution.
- The best practical environmental options available that could be taken to protect the environment, including health, social conditions, economic conditions, cultural heritage, and ambient air quality, from harm as a result of that pollution.

The specialist air quality study will guide the decision makers to make an informed decision. It must be noted that this office is objecting against the residential and light industrial development within the mixed zone as the current and future industry will have a negative impact on inhabitants.

Yours faithfully



**MONDE STRATU**  
**MUNICIPAL MANAGER**

Z:\Air Quality\EIA'S\Comment on proposed industrial development Gwaing.doc

**Date: 16 September 2024**



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#### OFFICE OF THE MUNICIPAL MANAGER

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Enquiries:	C Jantjies
Reference:	18/3/4/1
Date:	02/10/2024

THE ENVIRONMENTAL ASSESSMENT PRACTITIONER

Cape EAPrac

PO Box 2070

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Email: [louise@cape-eaprac.co.za](mailto:louise@cape-eaprac.co.za) / [mariska@cape-eaprac.co.za](mailto:mariska@cape-eaprac.co.za)

*Dear: Louise-Mari van Zyl / Mariska Byleveld*

**RE: PRE-APPLICATION PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED GWAYANG MIXED-USE DEVELOPMENT ON A PORTION OF REMAINDER OF ERF 464, GEORGE (WESTERN CAPE PROVINCE)**

The above refers.

This Municipal Health Services office has no objections towards the proposal of mixed-use development on a portion of remainder of erf 464, George (Western Province).



1. Ensure that all practical measures to minimise the impact of operations on the environment have been included in plans / programmes and emergency plans have been developed.
2. Ensure that all staff have the appropriate level of environmental awareness and competence to ensure continued environmental due diligence and ongoing minimization of environmental harm.
3. Proper storage facilities for the storage of oils, paints, grease, fuels, chemicals and any hazardous materials to be used must be provided and must conform to the relevant safety requirements to prevent the migration of spillage into the ground and groundwater regime around the temporary storage area(s).
- ✓ Hazardous substances must be stored at least 20m from any water bodies on site to avoid pollution.
4. All major spills of any materials, chemicals, fuels or other potentially hazardous or pollutant substances must be cleaned immediately, and the cause of the spill investigated. Preventative measures must be identified, and emergency response procedures followed and implemented.
5. The Contractor must provide sufficient ablution / sanitary facilities, in the form of portable or VIP toilets, at the Construction Camp(s), and must conform to all relevant health and safety standards and codes.
  - ✓ Where French drain systems or soak away systems are used, it may not be situated within 50 meters of any surface water body or within 1:100-year flood line.
  - ✓ Sufficient toilets must be provided to accommodate the number of personnel working in the area (1 toilet per every 15 workers) at appropriate locations on site during construction and the operational phase.
6. All waste generated on site during construction should be stored in waste bins and removed from site on a regular basis.
7. Broken or old batteries or components of the plant should be stored in a demarcated area in quarantine for the shortest period possible until it can be collected and taken to a special chemical waste facility.
8. Food preparation areas must be provided with adequate washing facilities and food refuse must be stored in sealed refuse bins which must be removed from site on a regular basis.
9. Provision of sufficient ventilation in all the houses.

10. All extensions must be connected to an approved sewerage system.
11. Drainage system should be connected to the municipal line.
12. Provision of sufficient lighting should be in place.
13. Provision of safe drinking water should be made available and comply with SANS241
14. Ensure compliance with relevant legislation pertaining to municipal health

This Department reserves the rights for further comments

*For any further inquiries contact Environmental Health Practitioner, Carike Jantjies (HI 0077992) at 0794963768.*



.....

**C JANTJIES**

**ENVIRONMENTAL HEALTH PRACTITIONER**



.....

**(pp) MONDE STRATU**

**MUNICIPAL MANAGER**

02 October 2024

**SOUTH AFRICAN**



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AUTHORITY**

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Aviation Environmental Compliance  
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Email: [environment@caa.co.za](mailto:environment@caa.co.za)  
Enquiries: Ms. Pamela Madondo

19 September 2024

Cape EAPrac  
PO Box 2070,  
George,  
6530

**Attention: Mariska Byleveld**

Dear Sir/ Madam

**RE: AVIATION ENVIRONMENTAL PROTECTION COMMENTS ON THE PROPOSED GWAYANG INDUSTRIAL DEVELOPMENT, WESTERN CAPE PROVINCE, SOUTH AFRICA.**

We acknowledge receipt of email dated 13 September 2024. The South African Civil Aviation Authority (CAA) is an agency of the Department of Transport (DoT). The Civil Aviation Act 13 of 2009 provides for the establishment of the CAA as a stand-alone authority mandated with controlling, promoting, regulating, supporting, developing, enforcing and continuously improving levels of safety and security throughout the civil aviation industry. The CAA exercises this mandate through the Civil Aviation Regulations (CARs).

Please see our comments below:

The proposed site for the Gwayang Industrial development is situated close to George Airport, which requires a formal obstacle assessment to evaluate any potential impact on flight safety. Kindly note that the SACAA has transferred all obstacle assessments and applications responsibilities to Air Traffic and Navigation Services (ATNS) as published on the SACAA website: [www.caa.co.za/industryinformation/obstacles/](http://www.caa.co.za/industryinformation/obstacles/). The list and contact details of the approved obstacles assessment services providers can be obtained from the CAA website: [www.caa.co.za](http://www.caa.co.za). You are advised to inform nearby Airfield and Bokfontein Airfield for their comments and inputs.

Yours sincerely,

Aviation Environmental Compliance Department

**Board Members:** Mr Ernest Khosa (Chairperson); Mr Suren Sooklal; Ms Bulelwa Koyana;  
Ms Tshitshi Phewa; Adv Mpati Lebakeng and Mr Tshepo Peege  
**DCA:** Ms Poppy Khoza; **Company Secretary:** Ms Nivashnee Naraindath



# Comments & Response Report

Comments & Response Report: Gwayang Mixed-Use Development (Pre-App Draft Scoping Report)	
Comment	Response
Breede-Olifants Catchment Management Agency (BOCMA), 14 October 2024	
<p>The following are BOCMA comments related to the Pre-Application Scoping Report for Gwayang mixed-use development on a Portion of Remainder Erf 464, which should be adhered to:</p> <ol style="list-style-type: none"> <li>1. The Breede-Olifants Catchment Agency notes the pre-application scoping report and confirms that section 21 water uses triggered by the proposed development were identified and the applicant was advised to apply for a water use authorisation in terms of section 22 of the National Water Act, 1998 (Act No. 36 of 1998).</li> </ol>	<p>A Water Use License Application has been submitted to BOCMA.</p> <p>After the Pre-Application Meeting with BOCMA and DEA&amp;DP on 31 July 2024, it was agreed that the WULA Technical Report be published together with the Draft Environmental Impact Report for a 60-day public review and comment period.</p>
<ol style="list-style-type: none"> <li>2. The BOCMA is currently assessing a water use licence application (WULA) from George Local Municipality, with water use reference number WU34819 for section 21 water uses triggered by the proposed Gwayang mixed-use development.</li> </ol>	<p>Noted.</p> <p><i>Confluent Environmental</i> submitted a pre-application consultation request for a Water Use Licence on 16 February 2024. BOCMA acknowledged receipt of the application on 7 June 2024. Case Officer: Mr Sbonelo Ndlovu.</p>
<ol style="list-style-type: none"> <li>3. Please note that BOCMA has conducted a site visit inspection on the 03 September 2024 in Gwayang precinct to assess the proposed sites and confirm water uses applied for. Therefore, BOCMA will not provide further comments until the WULA assessment is finalised.</li> </ol>	<p>Noted.</p>
<ol style="list-style-type: none"> <li>4. As required by section 22 of the National Water Act, 1998 (Act No. 36 of 1998), a Water Use Authorisation is required prior to commencement with any water use activity contemplated in section 21 of National Water Act. Moreover, commencement</li> </ol>	<p>Noted.</p>

with any water use activity without an authorisation as required by section 22 of National Water Act constitutes an offence in terms of section 151 (1)(a) of the National Water Act. In terms of section 151(2) of the National Water Act, any person who contravenes is guilty of an offence and liable, on first conviction to a fine or an imprisonment of a period not exceeding five years or both such a fine and imprisonment.	
5. In light of the above, you are advised that the onus remains with the property owner to adhere to the National Water Act, prior to commencement with any water use contemplated in section 21 of National Water Act that is associated with the proposed development.	Noted.
6. Kindly note that this office reserves the right to amend and revise its comments as well as to request any further information.	Noted.
7. The BOCMA office can be contacted for further information related to the requirement for, or the application for a Water Use Authorisation.	Noted.
8. Should you wish to apply for a water use authorisation for unregistered water uses triggered by the proposed activities, you may apply electronically by logging onto the Department of Water and Sanitation (DWS) website at <a href="https://www.dws.gov.za/e-WULAAS">https://www.dws.gov.za/e-WULAAS</a> .	Noted.
9. Should you have further enquiries, the office can be contacted or alternatively contact Mr. SI Ndlovu at the above-mentioned contact number or on <a href="mailto:sndlovu@bocma.co.za">sndlovu@bocma.co.za</a> .	Noted.



Airports Company South Africa - Integrated Airport Planning, 11 October 2024

The list of specialist assessments does not include investigating aviation related aspects, which are important to consider, given the proximity of George Airport to the proposed development.

Kindly note that the development will not trigger the obstacle collision / potential hazard requirements as set out by the CAA i.e.,

- Buildings or other objects which will constitute an obstruction or potential hazard to aircraft moving in the navigable air space in the vicinity of an aerodrome, or navigation aid, or which will adversely affect the performance of the radio navigation or instrument landing systems,
- There are no buildings or objects higher than 45 metres above the mean level of the landing area;
- No building, structure or object that projects above a slope of 1 in 20 and which is within 3000 metres measured from the nearest point on the boundary of an aerodrome;
- No building, structure or other objects which will project above the approach, transitional or horizontal surfaces of an aerodrome.

However, a formal obstacle application will be submitted to an approved obstacle assessment service provider for further evaluation regarding the necessity of further aviation-related investigations.

The following aviation related aspects are of relevance:

- The potential for the proposed landfill site to attract **wildlife** and the impact of this on the airport.

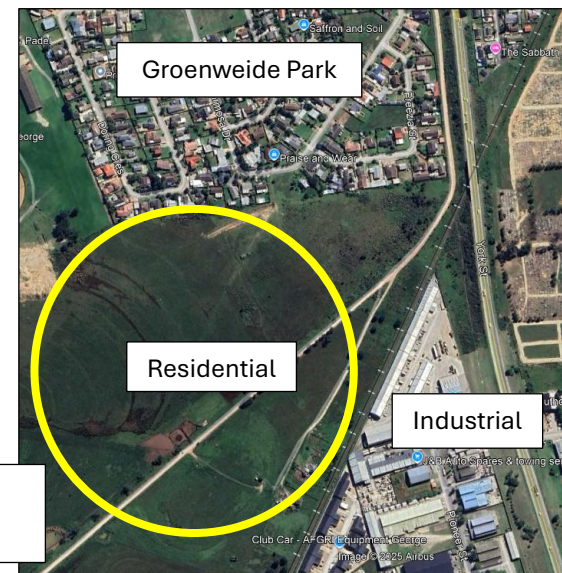
It is acknowledged that Alternative 1, as reflected in the Spatial Development Plan (SDP) and accompanying land use breakdown, includes reference to a Municipal Landfill Site, a Wastewater Treatment Works (WWTW), and a Municipal Solar Farm. It must be clarified that the Municipal Landfill Site and WWTW are existing municipal facilities. The solar facility located directly south of the proposed development does not form part of this Scoping and EIA process, as it has already been authorised under EIA Reference Number 16/3/3/1/D2/44/0016/23, dated 6 November 2023.

	Accordingly, no new landfill site or solar facility is being proposed as part of the current application.
<ul style="list-style-type: none"> <li>The height of the proposed structures is not indicated in the reports. Due to the proximity of the development to George Airport, there are <b>restrictions to the height</b> of structures that can be erected close to the airport and an obstacle evaluation would assist with understanding this further.</li> </ul>	<p>Noted.</p> <p>A formal obstacle application will be submitted to an approved obstacle assessment service provider for further evaluation on height restrictions.</p> <p>In the interim, please see below summary of the planned maximum heights per land use (Planning Report, 2025).</p> <ol style="list-style-type: none"> <li>General Residential Use Zone IV <ul style="list-style-type: none"> <li>The highest point of the building will not exceed 15 metres to the top of the roof.</li> </ul> </li> <li>General Residential Use Zone II <ul style="list-style-type: none"> <li>The height of dwelling units will not exceed 6.5 metres to the wall plate in all cases, and 8.5 metres to the ridge of the roof in the case of a pitched roof.</li> </ul> </li> <li>Industrial Zone I <ul style="list-style-type: none"> <li>The highest point of a building will not exceed 15 metres to the top of the roof.</li> </ul> </li> <li>Industrial Zone II <ul style="list-style-type: none"> <li>The highest point of a building will not exceed 20 metres to the top of the roof.</li> <li>The highest point of a stack of shipping or transport containers stored outside a building may not exceed 15 metres above average ground level.</li> </ul> </li> </ol>





Proposed Industrial /  
Business area



<ul style="list-style-type: none"> <li>• ACSA suggests that the entities responsible for the above-indicated aviation related aspects (ACSA, SACAA &amp; ATNS) be consulted for further comments. The relevant contact details are provided further below.</li> </ul> <p>Due to the proximity of the proposed development to George Airport, the following entities must be consulted, for comments on the aviation theme and advice on further assessments to be considered:</p> <ul style="list-style-type: none"> <li>• Airports Company South Africa Name: Puleng Makhetha Email: Puleng.Makhetha@airports.co.za Designation: Regional Integration Planner</li> <li>• Air Traffic Navigation Services Email: obstacleevaluators@atns.co.za</li> <li>• South African Civil Aviation Authority (as per contact provided the Western Cape DEADP).</li> </ul>	<p>Noted.</p> <p>ACSA, SACAA &amp; ATNS have been approached for comment on the Pre-Application Draft Scoping Report and will also be approached for comment on the Draft Scoping Report.</p>
<ul style="list-style-type: none"> <li>• No further information is provided on the 'civil aviation' theme and more importantly, it is not included in the list of specialist assessments, which will feature in the assessment report. As such, the comments above, on exploring aviation related themes further, are applicable.</li> </ul>	<p>Kindly note that the development will not trigger the obstacle collision / potential hazard requirements as set out by the CAA i.e.,</p> <ul style="list-style-type: none"> <li>• Buildings or other objects which will constitute an obstruction or potential hazard to aircraft moving in the navigable air space in the vicinity of an aerodrome, or navigation aid, or which will adversely affect the performance of the radio navigation or instrument landing systems,</li> <li>• There are no buildings or objects higher than 45 metres above the mean level of the landing area;</li> </ul>

	<ul style="list-style-type: none"> <li>• No building, structure or object that projects above a slope of 1 in 20 and which is within 3000 metres measured from the nearest point on the boundary of an aerodrome;</li> <li>• No building, structure or other objects which will project above the approach, transitional or horizontal surfaces of an aerodrome.</li> </ul> <p>However, a formal obstacle application will be submitted to an approved obstacle assessment service provider for further evaluation regarding the necessity of further aviation-related investigations.</p>
<p>It is noted that the visual impact assessment, in terms of the Scoping Report, is concerned with the scenic and aesthetic value of the area under study. However, it is also important to assess the 'visual impact' the proposed development will have on George Airport. The following visual impacts, which may affect the airport, must be considered:</p> <ul style="list-style-type: none"> <li>• The dust produced, height of the cranes and the lighting used during the construction phase.</li> <li>• Additionally, alternative 1 of the proposed development includes a solar farm and landfill site. It will be important to conduct a 'glint and glare' study for the solar farm.</li> <li>• The SACAA, ATNS and ACSA will be able to provide further guidance on the above considerations, related to visual impact.</li> </ul>	<p>The Zone of Visual Influence (ZVI) for the proposed project was determined through a viewshed analysis using NASA digital elevation data, which defined the area from which the project could potentially be seen, taking into account distance, project scale, and the natural visual absorption capacity of the landscape.</p> <ul style="list-style-type: none"> <li>• The proposed development site has a potentially broad theoretical viewshed due to its slightly elevated central position, though visibility is fragmented by the surrounding undulating terrain, especially higher ground to the north and west. The expected Zone of Visual Influence (ZVI), shaped by land use and vegetation that limit views, is largely confined to within 2 km of the site. As a result, the ZVI is considered locally contained and rated <b>Low</b>.</li> <li>• The George Airport is located beyond 2 km from the site, confirming that the proposed development will not affect the airport during either the construction or operational phases. Nonetheless, the Visual Specialist has been consulted with to provide additional input as part of the Draft EIR phase.</li> </ul>



	<ul style="list-style-type: none"> <li>The solar facility located directly south of the proposed development does not form part of this Scoping and EIA process, as it has already been authorised under EIA Reference Number 16/3/3/1/D2/44/0016/23, dated 6 November 2023.</li> <li>Please note that the landfill facility is an <b>existing</b> municipal facility that adjoins the western boundary of the proposed development site. A new landfill site is not proposed.</li> </ul>
<ul style="list-style-type: none"> <li>The landscape and visual impact assessment should consider mentioning George Airport, which is located close to the proposed development and stands to be impacted by it.</li> </ul>	<p>The expected Zone of Visual Influence (ZVI), shaped by land use and vegetation that limit views, is largely confined to within 2 km of the site. The George Airport is located beyond 2 km of the site. However, the Visual Specialist has been consulted with to provide additional input as part of the Draft EIR phase.</p>
<p>Concerning 'social impact', comments and/ or additional studies should be considered for the following aviation related aspects:</p> <ul style="list-style-type: none"> <li>Impact of aircraft noise on the proposed residential development, which can be confirmed by specialist noise study, undertaken by a specialist with aircraft noise contour modelling.</li> </ul>	<p>The EAP is of the opinion that an aircraft noise assessment is not required for the proposed Gwayang mixed-use development, for the following reasons:</p> <ul style="list-style-type: none"> <li>The residential component of the development is located furthest from the airport and is positioned at a comparable distance to Groeneweide Park, an established residential neighbourhood situated directly north of the proposed site.</li> <li>In addition, the residential component will be buffered by surrounding land uses, including the busy York Street and George Industria to the east and the proposed industrial/business area to the west (please see below figure).</li> <li>It is also important to note that the alignment of the airport runway is in a direction that with a landing or ascent approach, the airplane will pass the southern-most boundary of the site, far away from the residential component (please see below figure).</li> </ul>



<ul style="list-style-type: none"> <li>Height restrictions and impact of 'glint and glare', which must be informed by comments from ATNS, and</li> </ul>	<p>A formal obstacle application will be submitted to an approved obstacle assessment service provider for further evaluation regarding the necessity of further aviation-related investigations.</p>
<ul style="list-style-type: none"> <li>The potential for the landfill site to attract wildlife, which is assessed by the SACAA.</li> </ul>	<p>Please note that the landfill facility is an <b>existing</b> municipal facility that adjoins the western boundary of the proposed development site. A new landfill site is not proposed.</p>
<ul style="list-style-type: none"> <li>Understanding the above will inform the mitigation measures required to address aviation related aspects. It is requested that the mitigation measures developed, be shared with ACSA, SACAA and ATNS.</li> </ul>	<p>Noted.</p> <p>Mitigation measures will be included in the Environmental Management Plan and shared with ACSA, SACAA, and ATNS during the EIR phase.</p>
<ul style="list-style-type: none"> <li>Lastly, ACSA agrees with the intention to conduct a TIA and would like to request that we are consulted during the process.</li> </ul>	<p>Noted. The Draft Scoping Report includes the TIA in Appendix F13.</p>
<ul style="list-style-type: none"> <li>It will be important for ACSA, the SACAA and ATNS to be consulted on the proposed development, to inform or indicate additional studies/ considerations that must be assessed, as part of the study's Assessment Phase.</li> </ul>	<p>Noted.</p> <p>ACSA, SACAA and ATNS will be consulted with during the Draft Scoping and EIR phases.</p>
<ul style="list-style-type: none"> <li>Seeing that future developments are required to be water and energy resource efficient, any considerations of solar energy, WWTW or landfill sites (as is the case for alternative 1) must be addressed with the relevant aviation entities, as indicated in the comments above.</li> </ul>	<p>Kindly note that the solar facility located directly south of the proposed development does not form part of this Scoping and EIA process, as it has already been authorised under EIA Reference Number 16/3/3/1/D2/44/0016/23, dated 6 November 2023.</p> <p>Please note that the landfill facility is an <b>existing</b> municipal facility that adjoins the western boundary of the proposed development site. A new landfill site is not proposed.</p>

Melanie Koen (Department of Forestry, Fisheries & the Environment), 10 October 2024	
1. Forestry is responsible for the implementation and the enforcement of the National Forest Act (NFA), Act 84 of 1998 as amended and the National Veld and Forest Fire Act, Act 101 of 1998 as amended (NVFFA). Thank you for giving Forestry this opportunity to comment on above application.	Noted.
2. Forestry studied the supporting documents for the above-mentioned application and the following points related to Forestry's mandate i.e. the implementation of the NFA are applicable.	Noted.
a. Forestry's mandate with regards to the NFA in terms of section 7 and section 15 is not affected.	Noted.
3. Forestry reserves the right to revise initial comment based on any additional information that may be received or obtained.	Noted.
C Jantjies (Garden Route District Municipality, Municipal Health Services), 02 October 2025	
This Municipal Health Service Office has no objections towards the proposal of mixed-use development on a portion of remainder of erf 464, George (Western Province).	Noted.
1. Ensure that all practical measures to minimise the impact of operations on the environment have been included in plans / programmes and emergency plans have been developed.	<p>Mitigation measures recommended by all the specialists will be incorporated into an Environmental Management Programme (EMPr).</p> <p>The EMPr will be used to ensure that the environmental impacts and management of the various phases, of the proposed activity, on the receiving environment are managed, mitigated and kept to a minimum.</p>



<p>2. Ensure that all staff have the appropriate level of environmental awareness and competence to ensure continued environmental due diligence and ongoing minimisation of environmental harm.</p>	<p>Noted. The appointed ECO must provide environmental induction training to Contractors &amp; Staff on-site prior to construction activities commencing.</p>
<p>3. Proper storage facilities for the storage of oils, paints, grease, fuels, chemicals and any hazardous materials to be used must be provided and must conform to the relevant safety requirements to prevent the migration of spillage into the ground and groundwater regime around the temporary storage area(s). Hazardous substances must be stored at least 20m from any water bodies on site to avoid pollution.</p>	<p>Noted and will be reflected in the EMPr.</p>
<p>4. All major spills of any materials, chemicals, fuels or other potentially hazardous or pollutant substances must be cleaned immediately, and the cause of the spill investigated. Preventative measures must be identified, and emergence response procedures followed and implemented.</p>	<p>Noted and will be reflected in the EMPr.</p>
<p>5. The Contractor must provide sufficient ablution / sanitary facilities, in the form of portable or VIP toilets, at the Construction Camp (s), and must conform to all relevant health and safety standards and codes.</p> <ul style="list-style-type: none"> <li>✓ Where French drain systems or soak away systems are used, it may not be situated within 50 metres of any surface water body or within 1:100-year flood line.</li> <li>✓ Sufficient toilets must be provided to accommodate the number of personnel working in the area (1 toilet per every 15 workers) at appropriate locations on site during construction and the operational phase.</li> </ul>	<p>Noted and will be reflected in the EMPr.</p>

6. All waste generated on site during construction should be stored in waste bins and removed from site on a regular basis.	Noted and will be reflected in the EMPr.
7. Broken or old batteries or components of the plant should be stored in a demarcated area in quarantine for the shortest period possible until it can be collected and taken to a special chemical waste facility.	Noted and will be reflected in the EMPr.
8. Food preparation areas must be provided with adequate washing facilities and food refuse must be stored in sealed refuse bins which must be removed from site on a regular basis.	Noted and will be reflected in the EMPr.
9. Provision of sufficient ventilation in all the houses.	Noted and will be reflected in the EMPr.
10. All extensions must be connected to an approved sewerage system.	<p>Noted.</p> <p>To accommodate the proposed development, existing infrastructure would need to be upgraded and new supporting bulk infrastructure would need to be constructed.</p> <p>Sharples Environmental Services (SES) has been appointed to facilitate a Basic Assessment process for capacity upgrades to the Gwayang WWTW. A Pre-Application Draft BAR was available for a 30-day review and commenting period until 27 August 2025.</p>
11. Drainage systems should be connected to the municipal line.	Noted.
12. Provision of sufficient lighting should be in place.	Noted.
13. Provision of safe drinking water should be made available and comply with SANS241.	Noted.
14. Ensure compliance with relevant legislation pertaining to municipal health.	Noted.

This Department reserves the rights for future comments.	Noted
South African Civil Aviation Authority, 19 September 2024	
We acknowledge receipt of email dated 13 September 2024. The South African Civil Aviation Authority (CAA) is an agency of the Department of Transport (DoT). The Civil Aviation Act 13 of 2009 provides for the establishment of the CAA as a stand-alone authority mandated with controlling, promoting, regulating, supporting, developing, enforcing and continuously improving levels of safety and security throughout the civil aviation industry. The CAA exercises this mandate through the Civil Aviation Regulations (CARs).	Noted.
<p>Please see our comments below:</p> <p>The proposed site for the Gwayang Industrial development is situated close to George Airport, which requires a formal obstacle assessment to evaluate any potential impact on flight safety. Kindly note that the SACAA has transferred all obstacle assessments and applications responsibilities to Air Traffic and Navigation Services (ATNS) as published on the SACAA website:</p> <p><a href="http://www.caa.co.za/industryinformation/obstacles/">www.caa.co.za/industryinformation/obstacles/</a></p> <p>The list and contact details of the approved obstacles assessment services providers can be obtained from the CAA website: <a href="http://www.caa.co.za">www.caa.co.za</a>. You are advised to inform nearby Airfield and Bokfontein Airfield for their comments and inputs.</p>	A formal obstacle application will be submitted to an approved obstacle assessment service provider for further evaluation regarding the necessity of further aviation-related investigations.
Frans van der Walt, 18 September 2024	
Please could you register myself and Interested and Affected Party to the Public Participation Process. Looking forward to receiving more	Baie dankie vir u epos. Ek bevestig hiermee dat ons u besonderhede sal aanteken op die Rolspeler-Register om u sodoende op hoogte te hou van die omgewingsondersoekproses.

<p>details and hearing more about the planned development on a significant portion of land.</p>	<p>U kan via die link die volledige (pre-aansoek) Scopingverslag aflaai as u belangstel in al die verskillende spesialistudies en tegniese studies wat tot dusver onderneem is.</p> <p>Ons het nog 'n redelike entjie pad om te stap itv die omgewingsimpakstudieproses, so neem asb kennis dat die studies wat tot dusver beskikbaar is in alle waarskynlikheid aangevul gaan word en definitief in meer besonder uitgebrei gaan moet word wanneer ons in die sogenaamde 'impakstudie-fase' inbeweeg.</p> <p>Sou daar egter spesifieke aspekte wees wat u oog vang (as uitstaande), of wat u voel dalk meer aandag moet kry, of dalk glad nie tot dusver uitgewys is as 'n moontlike kwessie (vir verdere ondersoek), laat weet ons gerus sodat ons dit kan optel en waar nodig die ondersoeke uitbrei.</p> <p>Die voorstel (sien aangehegde kaart) is tans ook nog in 'n konsep fase (gebaseer op die voorlopige spesialisstudies wat tans beskikbaar is) en mag moontlik nog gewysig word soos die proses vorder.</p> <p>Laat gerus weet indien u enige spesifieke navrae het dan kan ons dit altyd in meer besonder aanspreek.</p>
<p>J Schoeman (Garden Route District Municipality, Municipal Manager), 16 September 2024</p>	
<p>Thank you for the opportunity to comment on the environmental investigation and formal Full Scoping &amp; Environmental Impact Assessment process for the proposed mixed-use development on RE/464, George. Please register the Garden route District municipality as Interested and Affected party.</p>	<p>Noted.</p> <p>The Garden Route District Municipality has been registered as an Interested &amp; Affected Party. All relevant documentation, updates, and opportunities for further comment will be shared with the Municipality as the assessment progresses.</p>
<p>You indicated that the property is bordered by the Gwaiing Municipal Wastewater Treatment Works (WWTW), Landfill and Waste Incineration facility on its western boundary, the George Experimental</p>	<p>Noted.</p>



<p>Farm directly to the North and the George Show Grounds/Groeneweide residential area is located along its north-eastern boundary. The proposed development will be of a mixed-used precinct with inter alia light and heavy industry, commercial and residential development opportunities.</p>	
<p>There are current offensive/noxious trades on adjacent land to the west of the proposed development. Some of which are in possession of valid Atmospheric Emission Licences (AEL). Each of these facilities needs to comply with their respective minimum emission standards. Even if these facilities are in full compliance with these standards does it not guarantee that the associated emissions will not cause any nuisance conditions. The environmental aspects that these offensive/noxious trades impact on could be due to dust emissions, vapours, noise, smoke, offensive odour, only to name a few. The proposed mixed zone may include processes and people such as staff, visitors, customers and people residing there.</p> <p>We therefore have reservations on the impact of the noxious trades on the proposed mixed zone development. The cumulative effect of the current offensive trades as well as any possible or proposed heavy and light industry on the airshed must also be considered. It might be that this could exceed the ambient air quality limits for specific, or all criteria air pollutants.</p> <p>A specialist air quality impact study must be undertaken to determine the current and future air quality impact. This study must consider existing industries, as well as the proposed heavy and light industry and the impact on the current and proposed commercial and residential developments. Offensive odour and specific odour zones (overlays) must be indicated on a map. Although challenging, a list of typical industries that could be established at the proposed development must</p>	<p>On 27 November 2024, the George Municipality, Cape EAPrac, the Air Quality Specialist (LAQS), and the Garden Route District Municipality had a meeting to discuss the minimum requirements for the Air Quality Impact Assessment. The Impact Assessment was later shared with the Garden Route District Municipality, who confirmed they are satisfied with its recommendations.</p> <p>It is now included in this Draft Scoping Report for further review and comment.</p>

be listed and their impact be determined. Proposed clients investing in the development, as well as existing property owners in close proximity of the development must exactly know what the air quality impact is. Especially where it relates to offensive odours and residential development within the mixed zones.	
As a minimum requirement, the study must cover the following aspects:	
<ul style="list-style-type: none"> <li>Minimum emission limits set for ambient air and point source emissions.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>The pollution being or likely to be caused by the current and proposed industrial activities. A special focus on offensive odours and the effect on the residential properties.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>The best practical environmental options available to prevent, control, abate or mitigate that pollution.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>The best practical environmental options available that could be taken to protect the environment, including health, social conditions, economic conditions, cultural heritage, and ambient air quality, from harm as a result of that pollution.</li> </ul>	Noted.
The specialist air quality study will guide the decision makers to make an informed decision. It must be noted that this office is objecting against the residential and light industrial development within the mixed zone as the current and future industry will have a negative impact on inhabitants.	Noted.

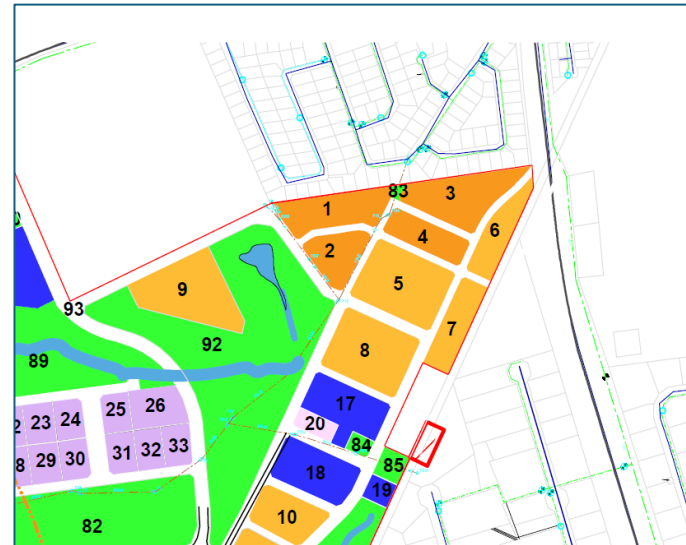
Stephanie-Anne Barnardt (Heritage Western Cape), 16 September 2024	
<p>Thank you for giving HWC the opportunity to comment.</p> <p>Please note that our previous comment still stands, no further action is required from heritage.</p>	<p>Noted.</p>
Phildene Fortuin, 16 September 2024	
<p>I would like to know if you are planning on arranging a public meeting to discuss your draft scoping report or any informational session to explain this to elderly residents in Groeneweide Park who do not have access to email.</p>	<p>No public meetings are planned just yet. We usually schedule for information meetings after the public participation period if there are some concerns from the public.</p> <p>If a resident from Groeneweide Park does not have access to email, they are more than welcome to give us a quick call (044 874 0365) to request for alternative access to reports such as flash drives / hard copies / CDs. They are also welcome to come to our offices (17 Progress Street, George). They must just give us a call beforehand so that we can make the necessary arrangements.</p> <p><b><u>Update</u></b> The George Municipality invited the public to an information session to present the mixed-use precinct proposal. The information session took place on 10 October 2024 at the George Showgrounds Hall.</p>
Gerrit Pretorius, 13 September 2024	
<p>Registreer my asseblief as Belangstellende Party by bogenoemde projek.</p>	<p>Baie dankie vir u onderstaande epos. Ek bevestig hiermee dat ek u geregistreer het op die Rolspeler Register.</p> <p>Sien asseblief onder direkte skakels na die hoofverslag sowel as alle bylaes, van waar u die presiese aspek kan kies waaroor u dalk belangstel om te hersien of kommentaar te lewer.</p>

	<p>Die dokumente kan ook verkry word via die Cape EAPrac-webwerf (<a href="http://www.cape-eaprac.co.za">www.cape-eaprac.co.za</a> onder 'Active Projects' – die projek is gelys as "Gwayang Mixed-Use Development").</p> <p>U is welkom om die inligting te versprei aan enigiemand wat belangstel in die Projek. Die kommentaar periode sluit Maandag, <b>14 Oktober 2024</b>.</p>
Geordie McCann (Property Owner in Groeneweide Park), 12 September 2024	
I received the notice of Proposed development in my Mail box today.	<p>Thank you so much for sending through your email and contact detail. We'll be sure to add you to the Registered Stakeholder List through which we can engage and keep stakeholders informed throughout the environmental application process.</p> <p>Our Company facilitates the environmental application. Amongst others that entails a range of specialist studies that needs to be undertaken to inform the site layout proposal. There are areas on this property deemed more suitable for development than others (from an environmental perspective). Drainage lines, wetlands and remnant natural vegetation have been avoided. Thus, the focus of the proposal is on previously transformed portions of the site with reasonable access.</p> <p>In 2015, the Municipality earmarked this property for mixed-use development and it was subsequently incorporated into the George Municipal Spatial Development Framework (SDF) from a spatial planning perspective. As such, the property is included within the so-called 'urban edge' of George.</p> <p>I'm in the process of finalising the Pre-Application Scoping Report this morning and will send you a link to the complete document (all of the specialist studies, the technical studies, the development proposal details etc.). In the meantime, please find attached the provisional</p>
As the property owner at 35 Freezia Avenue , Groeneweide Park, I would like more info on the proposed development plan; when will the proposed development take place?	
<ul style="list-style-type: none"> <li>How will it affect Me as property owner and my Boundary?</li> </ul>	
<ul style="list-style-type: none"> <li>What type of Group housing and flats/ apartments will be put up? Will it be for the lower income group, eg Hob houses or will it be normal residential apartments?</li> </ul>	
<ul style="list-style-type: none"> <li>The reason for the above is to determine the class of persons that will inhabit those apartments. If RDP housing, I will object as this will propose a security risk.</li> </ul>	
<ul style="list-style-type: none"> <li>Will the proposed building plans effect the current view from my Property and the Nature aspect. If buildings are erected close or near to my parameter of my property, I will then need more detail.</li> </ul>	
<ul style="list-style-type: none"> <li>This is the first communication of a possible development at the back of my property and therefore require more Info, as this proposed development could affect the value of my Property</li> </ul>	



positively or Negatively and can also effect noise levels in the current Quiet residential area.

site development plan showing the different types of development for the study area. I've taken a zoomed-in snapshot of the residential component adjacent to Groeneweide (below image) which is the area I believe you have concern about.



The housing proposed by the George Municipality is for Group Housing and Apartments. There is no provision for so-called GAP or RDP housing although it is a higher density development type compared to for instance the Single Residential housing of Groeneweide.

This plan is still very basic and does not yet include the detailed layers for landscaping / parking etc. That level of detail will become available to us as the environmental investigation proceeds and we'll share that with registered I&APs during the different phases of the environmental investigation.

	<p>This pre-application Scoping Report is the start of the environmental investigation process, so it is very important for us to gather as much input from stakeholders, to get a good understanding of potential issues and/or concerns that may need further investigation. Your preliminary concerns have been noted and when this first 30-day commenting period comes to an end, we'll put together a detailed responding statement to you (and all other stakeholders who may also register for this process).</p> <p>There are still multiple stages of the environmental process to follow and at each stage, there will be opportunity for additional comment/input. So please feel free to provide any additional inputs you may have as the process moves forward</p> <p>There is also a separate Land Use Planning Application that will be facilitated by Zutari (that's where they look at the type of development and where on the site the best place is for such development – as opposed to the environmental process that mostly focusses on the areas with the most to least environmental impacts).</p> <p>I trust that this provisional site layout plan provides you with some of the information you're looking for right now, but please do note that the pre-application Scoping Report which will be circulated later during the day, contains much more detail and considering your concerns, it will be important to study the document to inform any further input you may have.</p> <p>Please do keep an eye out for the follow-up email with the more detailed documentation to follow.</p>
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# Stakeholder Notification Draft Scoping Report



30 October 2025

Our Ref: GEO837/08

DEA&DP Ref: 16/3/3/2/D2/19/0003/25

Registered Interested & Affected Parties (I&APs)

VIA EMAIL

**PUBLIC PARTICIPATION PROCESS FOR THE PROPOSED GWAYANG MIXED-USE DEVELOPMENT ON A PORTION OF THE REMAINDER OF ERF 464, GEORGE, WESTERN CAPE PROVINCE**

Cape EAPrac has been appointed as independent environmental consultants responsible for facilitating the environmental investigation and formal **Full Scoping & Environmental Impact Assessment** process for the proposed mixed-use development on a portion of the Remainder of Erf 464 (RE/464), George (Figure 1).

The proposed development site (RE/464) is located approximately 1.3km West of the York Street / R102 intersection in George, and roughly 4.3km East of the George Airport via the R102 (Figure 1).

The development site is bordered by the Municipal Utility Area (Gwayang Municipal Waste Water Treatment Works, Landfill and Waste Incinerator Facility) on its western boundary, the Outeniqua Research Farm directly North and the George Show Grounds / Groeneweide residential neighbourhood North-East. The existing Transnet railway line forms the south-eastern boundary of the property, with the N2 National Road further to the South (Figure 1).

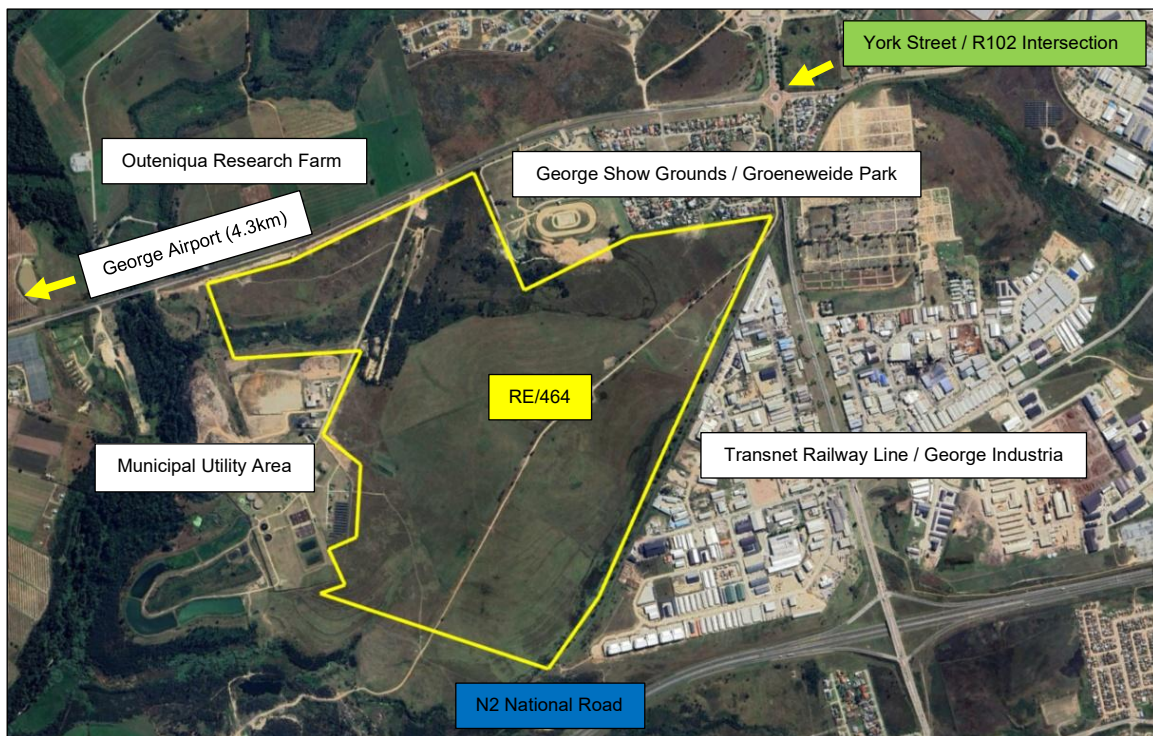


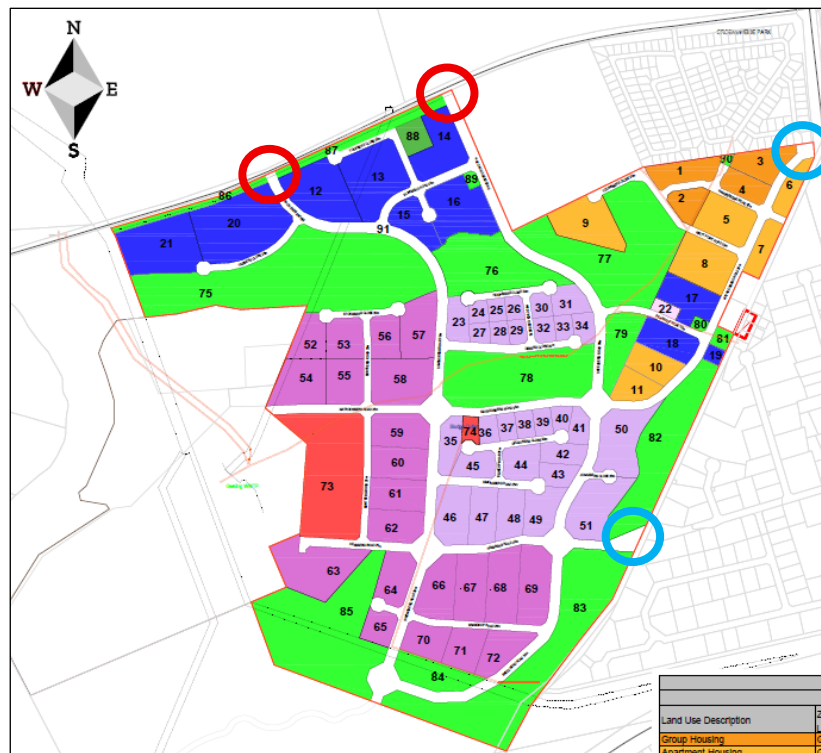
Figure 1: Locality map of the proposed development site in George (YELLOW polygon).



It is the intent of the Applicant, *George Municipality*, to develop a **mixed-use precinct** on  $\pm 181\text{ha}$  that includes the following development opportunities (Figure 2):

- Industrial (light & heavy)
- Commercial (business & retail)
- Residential (group housing & flats/apartments)
- Public Facilities
- Open Space Areas
- Access Roads
- Services

The Gwayang Mixed-Use Development will have two (2) main entrances directly off the R102/Hope Street: (1) Industrial Entrance and (2) Mixed-use/Residential Entrance (Figure 2 – red circles). The SDP also makes provision for potential future access points towards the east (via George Industria) and north (via Groeneweide Park) (Figure 2 – blue circles).



**Figure 2: Subdivisional Layout & Zoning of the proposed Gwayang Mixed-Used Development (Zutari, 2025).** RED circles: two (2) main access points directly off the R102/Hope Street. BLUE circles: two (2) potential future access points.

**Table 1: Projected Land Use of the proposed Gwayang Mixed-Use Development (Zutari, 2025).**

#	Zoning	Approx. size (ha)
1 – 4	General Residential Zone II (Group Housing)	3.89ha
5 - 11	General Residential Zone IV (Flats / Apartments)	9.16ha
12 - 21	Business Zone I	20.65ha
22	Community Zone I & II	0.27ha
23 - 52	Industrial Zone I	20.28ha
53 - 76	Industrial Zone II	30.57ha
77 - 78	Utility Zone	6.25ha
79 - 92	Open Space Zone I	57.62ha
14	Open Space Zone II	0.68ha
93	Transport Zone II	31.92ha
<b>TOTAL</b>		<b>181.3ha</b>

Listing 1 (Activities 9, 10, 11, 12, 13, 19, 27, 28, 45, 46, 56), Listing 2 (Activities 15 & 27), and Listing 3 (Activities 1, 2, 4, 12, 14, 18, 24, 26) applies for which a Full Scoping & EIA process is required.

Interested & Affected Parties (I&APs) are invited to review and submit comment on the Draft Scoping Report which will be available for a 30-day commenting period, extending from **Friday, 31 October 2025 to Monday, 1 December 2025.**

The report can be accessed digitally via [www.cape-eaprac.co.za](http://www.cape-eaprac.co.za) / Active Projects. Alternative platforms / access to reports can be arranged on request i.e., WeTransfer, Flash drives / CDs.

Parties registering with Cape EAPrac, or submitting formal comments, will be formally registered on the Stakeholder Register. **Only** registered stakeholders will be kept informed throughout the remainder of the environmental application process, as well as be informed of the outcome of the application.

I&APs wanting to register must submit their full contact details and/or comments to Cape EAPrac, **within the stipulated 30-day commenting period**, to below address. Your motivation for, or interest in the outcome of the application, must be stipulated in your registration/submission. You are required to indicate your preferred method of communication as part of your registration/submission.

Should you have any queries about the proposal or process you are most welcome to contact the undersigned directly.

Input from stakeholders is very important to help inform the process, as well as decision-making and we kindly do request that those with an interest or mandate, please do take the time to review the report and provide us with your comment so that we can consider and respond thereto as part of the process. All submissions will be incorporated into the Final Scoping Report that will be presented to the Competent Authority for decision-making.

**To register as an I&AP and/or to submit comments on the Draft Scoping Report:**

Cape EAPrac Attention: Louise-Mari van Zyl / Mariska Byleveld  
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